

# Transnet increases tariffs for doing, well, nothing really ... never mind an increase in performance or efficiency



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**T**ransnet has just applied for the 2025/26 year tariffs – let's hope that the National Transport Regulator, recently called into life through a brand new piece of legislation, will look at this application for an increase very closely. These tariff increases include:

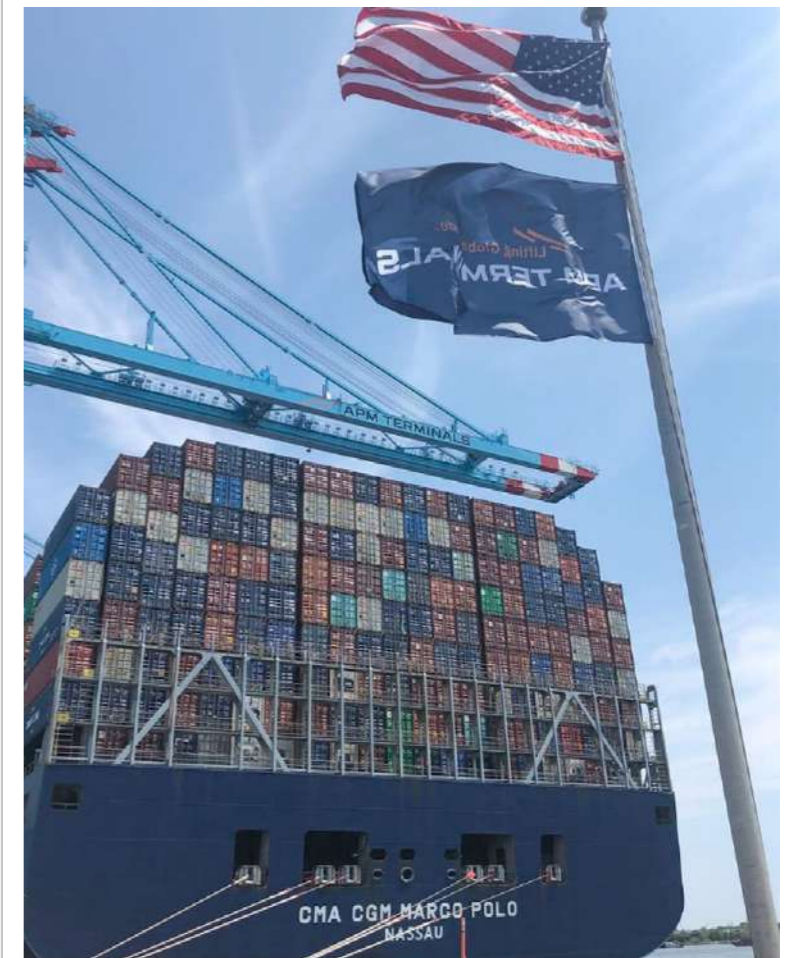
- 6.67% increase on Deepsea Container Empties
- 4.57% on Coastwise Containers and Transhipments
- 6.69% increase on Container Empty Transhipments
- 4.57% on Break Bulk Imports and Exports
- 4.57% on Dry Bulk Imports and 7.90% on Dry Bulk Exports;
- 4.57% increase on Liquid Bulk Import & Export
- 4.57% increase on Automotive Imports & Exports.



<https://progi.com/>

From the perspective of the Road Freight Association (RFA) membership who battle on a daily basis to get containers into and out of our Ports (more so the Port of Durban) – these increases

are uncalled for and will further hurt our already collapsing Port. Recently (10 October 2024), Engineering News ran an article titled "Durban's Container Terminal (DCT) implements successful truck booking solution".



This image, taken three years ago at APM Terminals Elizabeth, New York, shows the proud moment when we welcomed the CMA CGM Marco Polo – at the time, the largest container ship to ever call in at the US East Coast. [www.apmterminals.com/](http://www.apmterminals.com/)

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## Where did DCT develop the perception that there is a “successful truck booking solution”?

What are the increases for? Equipment and infrastructure upgrade, repair and maintenance or just 'operational matters' like administration, salaries and the like?

The Road Freight Association (RFA) has received numerous comments and complaints from its members relating to the operation (or not) of the 'truck booking system'.

The Association has received numerous comments and complaints and calls for help to resolve the situation at the Port of Durban. The article in Engineering News created an urgent plea from members – most noting that the article did not portray a true reflection of the daily challenges faced by the trucking industry.

They noted that the system did not consider the staging time at Terminal A Check Facility. It would be both interesting – and beneficial – to have the time recorded from the A Check Gate 'IN' to Terminal Gate 'OUT', as this will provide a true reflection of how long it takes to service one vehicle at a time. It was further noted that the Terminal only measures the time once the vehicle leaves the A Check area.

In addition, transporters still struggle with the booking system, as booking slots remain 'not available' and many hours are wasted waiting for slots to become available. This has the effect that where trucks are not being allocated slots, the statistics become distorted as these do not



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show the problem (delays / extended time) due to the Terminal keeping the vehicle outside its working area.

Less available slots means less vehicles entering the Port precinct which means fewer vehicles have to be serviced within a shift, and that shows “improved productivity within the terminal” – whilst in reality it is not the case. Less trucks against the terminal equipment availability shows productivity improvement, but LESS movements are being done in totality. Less cargo is moved.

The claims of 'productivity improvement' cannot be possible when the Terminal frequently communicates equipment shortages and or challenges on a regular basis. What is the 24% reduction measured against? This must be viewed against the full picture of period / vessels / slot availability during the identified period and terminal volumes during the same period. Whilst it sounds fantastic that slots are made available

60 hours in advance – as opposed to the previous 24 hours advance release period – the reality is that the number of slots available in these 60 hours are not enough to accommodate the volumes of exports / imports that need to access the facility during the same 60 hours.

Again, it is stated that no booking is required for at least 50 imports assigned to the same transporter from the same vessel – but this does not mean a transporter has 50 trucks to evacuate a group import release, so the daily operational challenges still pose a problem for the transporter wanting to access the terminal.

Simply put, those trucking companies using the Port of Durban on a daily basis have not seen any progress in respect of operational efficiencies at the Terminal. This brings us back to the query around the application for higher tariffs in the coming year – when little to no progress for the better has been coming from Transnet and its subsidiaries. **SR**



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