MAERSK

South Africa Demurrage and Detention Terms

Demurrage Definition

This fee is applicable when the customer holds carrier equipment in the terminal / overstay facility for longer than the agreed amount of free time. It can be incurred for both exports (early drop-off) and imports (late pick-up).

Export Demurrage days are counted from gate-in (full) to container loading date minus the free days.

Import Demurrage days are counted from container discharge to gate-out delivery (full) minus the free days.

Demurrage is applicable to all containers that remain at a terminal or overstay depot location longer than the agreed free time.

Combined Detention Definition

Detention charges occur when the consignee holds onto the carrier's container beyond the detention free time that is allotted as prescribed by the line.

Export Detention days are counted from pick-up empty to gate-in full minus the free days.

Import Detention days are counted from discharge full to gate-in empty minus the free days.

Detention fees are applicable to all containers that remain in the customer's possession longer than the agreed free time as prescribed below by the shipping line.

Import Demurrage

Standard demurrage free-time is 3 days for Durban and 4 days for Cape Town and Port Elizabeth staring from container discharge (Discharge next day for Durban P1 & P2 only)

Reefer Peak: During the peak reefer season (Port Elizabeth and Durban 1st May – 31st October, Cape Town 15th November – 31st March) free days will be reduced to 2 free days *Applicable to reefer shipments only.

Demurrage Freetime Extensions: Any extensions to Terminal freetime that is published by TPT will be catpured on a container level for terminals DCT, Pier 1 and CTCT and are applicable to containers dwelling inside the terminal only. For NCT and PECT the last free date will be set and extended on a vessel level.

Import Demurrage valid 15 April 2026						
Durban (Pier 1 and Point) and Johannesburg (JNB Special only)						
	20' Dry per day	40' Dry per day	20' Reef per day	40' Reef per day	20' Special per day	40' Special per day
Freetime	3 days	3 days	3 days	3 days	3 days	3 days
	20' Dry per day	40' Dry per day	20' Reef per day	40' Reef per day	20' Special per day	40' Special per day
Day 4	ZAR 2698	ZAR 5396	ZAR 4184	ZAR 6278	ZAR 8100	ZAR 8100
Day 5	ZAR 4391	ZAR 8773	ZAR 4184	ZAR 6278	ZAR 13159	ZAR 13159
Day 6	ZAR 4391	ZAR 8773	ZAR 8378	ZAR 12567	ZAR 13159	ZAR 13159

Import Demurrage valid 1 October 2026						
Durban Gateway Terminal						
	20' Dry per day	40' Dry per day	20' Reef per day	40' Reef per day	20' Special per day	40' Special per day
Freetime	5 days	5 days	3 days	3 days	3 days	3 days
	20' Dry per day	40' Dry per day	20' Reef per day	40' Reef per day	20' Special per day	40' Special per day
RF/SP Day 4			ZAR 4184	ZAR 6278	ZAR 8100	ZAR 8100
RF/SP Day 5 onwards			ZAR 4184	ZAR 6278	ZAR 13159	ZAR 13159
DRY Day 6	ZAR 2698	ZAR 5396				
DRY Day 7 onwards	ZAR 4391	ZAR 8773				

Classification: Internal

Cape Town (CTCT and MPT), Port Elizabeth (NCT and PECT) and Johannesburg (JNB DRY and REEFER only)						
	20' Dry per day	40' Dry per day	20' Reef per day	40' Reef per day	20' Special per day	40' Special per day
Freetime	4 days	4 days	4 days	4 days	4 days	4 days
	20' Dry per day	40' Dry per day	20' Reef per day	40' Reef per day	20' Special per day	40' Special per day
Day 5	ZAR 272	ZAR 541	ZAR 4184	ZAR 6278	ZAR 2727	ZAR 2727
Day 6	ZAR 272	ZAR 541	ZAR 4184	ZAR 6278	ZAR 2727	ZAR 2727
Day 7 +	ZAR 272	ZAR 541	ZAR 4184	ZAR 6278	ZAR 5994	ZAR 5994
Day 7 + MPT	ZAR 1771	ZAR 3533	ZAR 4184	ZAR 6278	ZAR 5994	ZAR 5994

Import Demurrage valid 15 April 2026

Reefer Peak

Durban Container Terminals, Port Elizabeth and Ngqura: 1 May – 31 October. Cape Town Container Terminals: 15 November – 31 March

	Durban (Pier 1 & Pier 2)		Cape Town (CTCT / MPT) and Port Elizabeth (NCT & PECT)	
	20' Reef per day	40' Reef per day	20' Reef per day	40' Reef per day
Freetime	2 days	2 days	2 days	2 days
	20' Reef per day	40' Reef per day	20' Reef per day	40' Reef per day
Day 3	ZAR 4184	ZAR 6278	ZAR 4184	ZAR 6278
Day 4	ZAR 4184	ZAR 6278	ZAR 4184	ZAR 6278
Day 5	ZAR 8378	ZAR 12567	ZAR 8378	ZAR 12567

Demurrage - Hazardous

IMDG Code	IMDG 1; 2.1; 2.3; 4.1; 4.2' 5.1;5,2; 6.2; 7	IMDG 3, 4,5, 6 & 8	IMDG 9 and all other IMDG not mentioned
Freetime	0 days	2 days	3 days

Import IMO Demurrage Rates

Equipment Type	20ft IMO	40ft IMO	45ft IMO
After Freetime	ZAR 4391	ZAR 8773	ZAR 13159

Import Combined Detention valid 15 April 2026

Maersk Import Detention	DRY	REEF	SPECIAL / IMO	NOR	Start Trigger
CT/ PLZ / NCT / DBN / JNB to Coastal / Inland Depot	4 days	3 days	4 days	14 days	Discharge
CT/ PLZ / NCT / DBN / JNB to Lesotho, Botswana &	14 days	10 days	10 days	14 days	
CT/ PLZ / NCT / DBN / JNB to Zambia, Zimbabwe & Malawi	14 days	14 days	14 days	14 days	
CT / PLZ / NCT / DBN / JNB Rail to Lesotho, Botswana & Swaziland	5 days	5 days	5 days	5 days	Off Rail

Import Combined Detention Rates

Per day rate after FT Expiry	20' Dry & NOR	40' Dry & NOR	20' Reef	40' Reef	20' Special / IMO	40' Special / IMO
Day 1 to 5	USD 88	USD 164	USD 147	USD 281	USD 147	USD 281
Day 6 to 10	USD 112	USD 211	USD 234	USD 469	USD 234	USD 469
Day 11 onwards	USD 147	USD 293	USD 293	USD 586	USD 293	USD 586

Overstay

Overstay Definition: When uncleared / cleared containers are moved by the line from the terminal to a depot facility that is treated as an extended port facility. Removing boxes from the terminal within the demurrage free time is a terminal requirement that if not executed can result in vessel operations being negatively impacted and lead to terminal congestion**.**

Overstay Depot Rates - These will follow the first rate slab for the terminal where the container has been discharged. The rate will be a flat rate, per day multiplied by the the amount of days that container has dwelled in the the Overstay Facility.

All landside charges, Freight or expense, including but not limited to detention and demurrage, incurred by the Carrier on behalf of the Merchant after landing of the Goods and before release of the Goods, shall be for the Merchant's account and shall be payable on demand. The Merchant indemnifies the Carrier, its employees, agents and/or sub-contractors in respect of such charges, Freight or expense and hereby agrees to be liable therefore.

1. In the event of the Goods having been landed at any South African Port Terminal or City Deep Inland Container Terminal and the Merchant fails to remove the Goods within the time provided for in the Carrier's tariff, then nothwithstanding anything to the contrary contained in any other agreement or document whatsoever, but without prejudice to its rights and liberties in terms thereof including as a matter of contract all benefits under the International Convention for the Unification of Certain Rules relating to bills of lading signed at Brussels on 25th August 1924 ("the Hague Rules"), on which the Carrier may relay at its sole discretion, the Carrier or its Agent shall be entitled but not obliged, without notice to the Merchant, to haul or arrange for the haulage of the Goods from the Terminal to a depot and to there store them pending payment by the Merchant of all outstanding freight, haulage and storage and any other related costs including but not limited to container demurrage, in respect of which expenses, costs and demurrage and the Carrier and / or its agent shall be entitled to excercise as lien until paid. Such haulage and storage shall be undertaken on behalf of the Merchant entirely at its sole risk and expense and neither the Carrier nor its agents or sub-contractors shall have any liability to the Merchant for any loss or damage to the Goods, or in respect of any consequential damages, where so ever and how so ever caused, including by their negligence.

2. Notwithstanding the foregoing and in the event that the proper law, custom and practise, or a competent court by binding decision, extends the period of responsisbility of the Carrier otherwise than in accordance with the terms of any applicable Ocean or Multimodal Transport bill of lading to a period after the Carrier tendering the Goods for delivery in terms of Clause 5.2 of the applicable Bill of Lading Terms for the Carriage, whether in contract, delict, bailment or deposit, then the Carrier and its agents and sub-contractors shall have the benefit of every right, defence, immunity limitation and liberty provided for in the Hague Rules during such additional period of responsiility, notwithstanding that the loss or damage did not occur during the period of carriage by sea.

3. The Merchant indeminifies the Carrier, it's employees, agent and / or sub-contractors against any claim for custom duties, value-added tax, penalties, amounts raised in forfeiture, and any other fines, levies or charges whatsoever in respect of the Goods.

For Ocean Transport, the Merchant shall take delivery of the Goods as provided for in clause 22.2 of the Bill of Lading Terms of Carriage, withinn the above detailed free time applicable to the relevant South Africa Port Terminal or City Deep Inland Container Terminal.

Export Detention

Direction	Days
Inland location to (Cape Town, Durban, Port Elizabeth & East London)	10 Days
Coastal location to (Cape Town, Durban, Port Elizabeth & East London)	5 Days
South African Coast to Mozambique & Hinterland	21 Days
South African Coast to Mozambique & Hinterland (TBL Truck)	30 Days

Export Detention Rates Valid from 1 April 2026						
Per day rate after FT Expiry	**20' Dry & NOR**	**40' Dry & NOR**	**20' Reef**	**40' Reef**	**20' Special / IMO**	**40' Special / IMO**
Day 1 to 5	USD 88	USD 164	USD 147	USD 281	USD 141	USD 281
Day 6 to 10	USD 112	USD 211	USD 234	USD 469	USD 234	USD 469
Day 11 onwards	USD 147	USD 293	USD 293	USD 586	USD 293	USD 586