

MALAWI CARGO CENTRES LIMITED

CHARGES ON THE NORTHERN CORRIDOR

IMPORTS OF CONTAINERS

PORT CHARGES

Wharfage and shorehandling;

20' container US\$ 240
40' container US\$ 360

MCC THROUGH SERVICE

20' container US\$ 100
40' container US\$ 200

MCC PORT HANDLING/MCC ONLY

To and from port delivery and gantry crane operations:

20' container US\$ 80
40' container US\$ 160

TAZARA RAILAGE

Railage from Dar-Es-salaam to Mbeya including siding charges:

20' container US\$ 525
40' container US\$ 1,050

STORAGE OF LOADED CONTAINER

Storage at Port as per THA tariff

Storage at MCC: First 22 days free thereafter
US\$ 1 0/day/TEU for 3 0 days then
US\$ 15/day/TEU.

For 40' container double the charges but same grace period.

STORAGE OF EMPTY CONTAINERS

Storage at MCC

20' container	US\$ 60/month
40' container	US\$ 120/month

CARTAGE OF EMPTY CONTAINERS

Positioning of container around Dar-Es-salaam MCCS.

20' container	US\$ 50
40' container	US\$ 80

OCCASIONAL LIFTING

Handling and gantry operation:

20' container	US\$ 30
40' container	US\$ 60

STUFFING/DESTUFFING OF CONTAINERS

Handling and Labour at MCC:

20' container	US\$ 70
40' container	US\$ 140

CARBOTAGE CONTAINERS

Railage from Dar-es-salaam to Mbeya:

20' container	US\$ 120
40' container	US\$ 240

Railage and road from Dar-Es-salaam to Malawi:

20' container	US\$ 330
40' container	US\$ 600

ROAD TRANSPORT

Mbeya - Mzuzu	US\$700/20'
Mbeya - Lilongwe	US\$ 1,300/20'
Mbeya - Blantyre	US\$ 1,600/20'

For 40' containers double the charges.

IMPORTS OF BREAK BULK CARGO

Wharfage 1.25% of CIF value
1.00% for fertilizer

Shorehandling US\$ 3.5 per tonne

MCC THROUGH SERVICE

Handling from port and at Dar-es-salaam/ Mbeya
Handling Dar-es-salaam/Mbeya: US\$ 8.0 per tonne

MCC DAR-ES-SALAAM OR MBEYA ONLY

Handling at or from port.
Handling: US\$ 5.0 per tonne

Railage as per TAZARA tariff.

Dar-Es-salaam - Mbeya:
US\$ 34.27 per tonne plus US\$ 22.12 per wagon siding charge or as per TAZARA tariff.

Storage at port as per THA tariff.

Storage at MCC:
US\$ 0.35 per tonne per week for 12 weeks then
US\$ 0.45 per tonne for six months then US\$ 0.5 per tonne per week.

ROAD TRANSPORT

Mbeya - Mzuzu US\$ 46 per tonne
Mbeya - Lilongwe US\$ 85 per tonne
Mbeya - Blantyre US\$ 105 per tonne

IMPORTS OF VEHICLES

SEA FREIGHT

As advised by NASACO/carrier. It includes a disbursement fee of 1 0%.

PORT CHARGES

Wharfage shorehandling customs clearing and MCCL handling:

Saloon US\$ 300
Pick Up US\$ 400
Minibus US\$ 500
Other As per THA tariff

TAZARA RAILAGE

Railage to TAZARA from Dar-Es-salaam to Mbeya.

Saloon	US\$ 225
Pick Up	US\$ 255
Minibus (1 5 seats)	US\$ 275
Other	US\$ 435

STORAGE CHARGES

At port as per THA tariff.

At MCC - Saloon - First 22 days free, then US\$ 5/day for 30 days then US\$ 8/day.
Pick- Up - First 22 days free, then US\$ 10/day for 30 days then US\$ 14/day. Minibus
- First 22 days free, then US\$ 12/day for 30 days then US\$ 18/day. Truck - First
22 days free, then US\$ 30/day for 30 days then US\$ 45/day.

ROAD TRANSPORT

Chauffeur/service provision from Dar-Es-salaam to Malawi third party insurance fuels oils.

	LILONGWE	BLANTYRE
Saloon	US\$ 600	US\$ 680
Pick - Up	US\$ 650	US\$ 700
Micro-bus 3.5 tonne and Minibus	US\$ 620	US\$ 720
On truck	US\$ 3,000	US\$ 3,500

OTHER SERVICES

Clearing and Forwarding agency services in Tanzania.

20' container US\$ 160 40' container US\$ 320

Breakbulk cargo as per agent's quote.

Hire of equipment	Tractor/trailer
20' container	US\$ 120/8hrs or part thereof
40' container	US\$ 120/8hrs or part thereof
Hire of equipment	40 MT Front end loader US\$ 80/hr
Hire of equipment	Forklift US\$ 45/hr
Miscellaneous	Office rental
Dar-Es-salaam	US\$ 345/month
Mbeya	US\$ 240/month

Miscellaneous Workshop services cost plus 1 0%
Miscellaneous Telephone/telex/ radio/fax services at cost plus 1 0%
Miscellaneous Overnight parking trucks on MCC business : US\$ 5 per night

Trucks on non MCC business
US\$ 6.5 per night

EXPORTS OF CONTAINERS

PORT CHARGES

Wharfage and shorehandling

20' container	US\$ 225
40' container	US\$ 337.5

MCC THROUGH SERVICE MCC handling and processing

20' container	US\$ 70
40' container	US\$ 140

MCC PORT HANDLING/MCC ONLY

Port Pick-Up and gantry operations

20' container	US\$ 80
40' container	US\$ 160

TAZARA RAILAGE

Railage including siding charges:

20' container	US\$ 361
40' container	US\$ 722

STORAGE CHARGES

At port as per THA tariff

At MCC, first 22 days free, then US\$ 10/day/TEU for 30 days then US\$ 15/day/TEU

First 22 days free, then US\$ 20/day/40' for 30 days, then US\$ 30/day/40'.

OCCASIONAL LIFTING

Handling and gantry crane operations

20' container	US\$ 40
40' container	US\$ 80

STUFFING / DESTUFFING Handling and tractor operations.

20' container US\$ 70
40' container US\$ 140

ROAD TRANSPORT

Mzuzu - Mbeya US\$ 525
Lilongwe - Mbeya US\$ 975
Blantyre - Mbeya US\$ 1,200
* Charges depend on return loads.

BREAK-BULK EXPORT CARGO

PORT CHARGES

Wharfage and shorehandling
Wharfage : 1.0% of CIF value
Shorehandling : US\$ 3.5/tonne

MCC THROUGH SERVICE

Handling to port and at Mbeya/Dar-es-salaam: Handling Dar-es-salaam/Mbeya:
US\$ 8/tonne

Handling at either station

Handling US\$ 5.0/tonne

TAZARA RAILAGE Railage on TAZARA.

Mbeya - Dar-es-salaam: US\$ 34.27 per tonne plus US\$ 0.44/tonne siding charges
or US\$ 22.12/wagon or as per TAZARA tariff.

STORAGE CHARGES

- (1) Storage at port as per THA tariff
- (2) Storage at MCC: US\$ 0.35/tonne/week for 12 weeks then
US\$ 0.45/tonne for 6 months then US\$ 0.5/tonne/week.

ROAD TRANSPORT

Mzuzu - Mbeya US\$ 35/tonne
Lilongwe - Mbeya US\$ 64/tonne
Blantyre - Mbeya US\$ 80/tonne

Charges depend on return loads.

DIRECT DELIVERY AND ONE STOP-SHOP SERVICES

Since 1st May, 1995 Malawi Cargo Centres Limited is implementing the operational concept of direct delivery of cargo from the ship's hook to MCC Dar-es-salaam. As from 1st January, 1997 MCCL and its business partners in Tanzania extended the direct delivery service to Mbeya MCC. In this respect Mbeya MCC was declared a dry port where clearance of cargo can be carried out. The advent of Mbeya MCC being a dry port reduces travel costs especially for vehicles as Mbeya MCC is only 120 Km from the border and 752 Km from Lilongwe.

Importers and exporters are therefore required to do the following:

Label your cargo in the normal manner but add via Malawi Cargo Centres Dar-Es-salaam as notified party.

- *Send original shipping documents to MCC Lilongwe or MCC Dar-Es-salaam.*
- *MCC Dar-Es-salaam will work with shippers/nominated C&E Agent in Dar-Es-salaam or can arrange an agent for you.*
- *MCCL will then expeditiously move cargo between Dar-Es-salaam and Malawi. Benefits of Direct Delivery and One-Stop-Shop service include the following:*
- *Minimum storage charges at the port as cargo is transferred to MCC Dar-Es-salaam as soon as it arrives.*
- *Consolidation of small parcels into container loads or wagons.*
- *Avoidance of pilferage as cargo is in MCC custody with tight security.*
- *Block trains- operations between Mbeya and Dar-Es-salaam and thus improve transit time.*

One-Stop-Shop-Service means that all documentation and clearance of cargo is done at MCC Dar-Es-salaam where Customs Officials, Tanzania Harbours Authority (THA), National Shipping Agencies Company (NASACO) and Clearing and Forwarding

VEHICLE IMPORTATION THROUGH THE PORT OF DAR-ES-SALAAM

For the fourth year running, we have continued handling of imported vehicles at MCC Dar-Es salaam. However, this has brought its own problems, which we want to highlight here and propose some remedies to our valued customers.

These are as follows:

DOCUMENTATION

Very often people go to Dubai, buy vehicles and return to Malawi with shipping documents (i.e. Bill of Lading and Commercial Invoices or Cash Sale receipts). Upon arrival in Malawi they keep the documents without submitting the same to our office in Lilongwe or Dar- Es-salaam.

We would like to advise our valued customers that as long as the owner in Malawi keeps documents, no clearance of the vehicle or any other cargo could take place in Dar-Es-salaam. Ideally the documents are supposed to arrive in Dar before the arrival of vehicle or cargo.

Our valued customers should also take note of the following:

Bill of Lading and Invoices should be submitted to MCCL Headquarters or MCC Dar-Es-salaam, preferably before arrival of cargo in Dar-Es-Salaam. Documents received at MCCL Headquarters in Lilongwe will be despatched to Dar at owner's risk.

Only original Bill of Lading and copies of invoices are acceptable for vehicles.

The first 22 days when the vehicle has arrived at the port (not MCC Dar) are free, thereafter storage starts as follows:

- (a) Saloon - US\$ 5/day for 30 days, then US\$ 8/day
- (b) Pick - Up - US\$ 1 0/day for 3 0 days, then US\$ 14/day
- (c) Mini Bus - US\$ 12/day for 30 days, then US\$ 18/day
- (d) Truck US\$ 30/day for 30 days, then US\$ 45/day

Port/clearance and railage to Mbeya. Charges are as follows:

	PORT CLEARANCE	RAILAGE
(a) Saloon	US\$ 300	US\$ 225
(b) Pick-Up	US\$ 400	US\$ 255
(c) Mini Bus	US\$ 500	US\$ 275

All customers are advised to pay for their services at MCC Dar or Mbeya in US dollars.

However they can also pay in Malawi Kwacha in Lilongwe. Payment procedures are subject to change without prior notice in the light of the current instability in the foreign exchange rates.

Vehicles railed to Mbeya will have 7 days free after arrival, thereafter charges in 4.3 above will apply.

Customers are advised to provide MCCL Lilongwe with addresses, telephone and fax numbers to facilitate communications.

Customers who want their vehicles railed to Mbeya should put these instructions in writing and send the letters together with shipping documents mentioned above. Note that delay in submitting documents to this office will result in delayed clearance of your cargo hence suffer storage charges.

PILFERAGE ON THE NORTHERN CORRIDOR

Since MCCL started operations in 1992, we have experienced some pilferage of vehicles and limited incidents on containers.

The nature and situations of vehicles and container pilferage and remedies so far are as follows:

PILFERAGE OF VEHICLES

While it has been observed that some vehicles have had items stolen, it is not clear where this takes place among the various players in the transport chain from port of loading to port of landing, Dar-Es-salaam and MCC Dar.

The transport chain comprises the following:

- (1) From vendor's yard to the port of loading.
- (2) From port of loading over high seas to port of Dar-Es-salaam.
- (3) Parking at Port of Dar-Es-salaam itself.
- (4) From port of Dar-Es-salaam to MCC Dar-Es-salaam and parking thereon.

Investigations have been carried out in an effort to establish exactly where pilferage takes place. It has been established that in a number of incidents, vehicles have arrived at the port Dar-Es-salaam with items already stolen.

Notwithstanding the foregoing, MCCL is just as concerned about vehicle pilferage as its valued customers. In this respect, MCCL is doing all it can to curb these incidents within its area of influence.

To minimise the damage, we would like to advise our valued customers to remove all moveable vehicles accessories after buying the vehicles in Dubai.

We would like to advise customers to sign a vehicle status report with their shipping agents overseas. This will detail what facilities are on the car so that when the shipping line takes over, all is clear when parts are missing at destination port.

We would also like to advise all our valued customers who have suffered pilferage in one way or another to come forward and report the same to our office.

It is only getting concrete evidence of incidents that we can take up the matter with other players in the transport chain such as port authorities and shipping lines.

PILFERAGE OF CONTAINERS

Pilferage of containers on the corridor was noticeable during early days of our operations in 1992 and 1993. This pilferage was mainly on containers moving by road all the way from Dar-Es-salaam to Malawi. With the co-operation of some Tanzania Authorities some measures were taken to stop this pilferage. Some of the measures or advice to Malawian shippers to avoid pilferage are as follows:

- (1) Rail your containers between Dar-Es-salaam and Mbeya. There is a lot of security of cargo on TAZARA.
- (2) Twenty-foot equivalent units (2x20') are loaded door to door on a truck so that it is impossible to open the containers.
- (3) Forty-foot equivalent units (FUE) face the front when loaded on a truck.

The distance between Mbeya MCC and Malawi border is only 120 Km and drivers can drive non-stop to avoid attack by thugs on the way.

With the above measures, shippers in Malawi can rest assured that pilferage of containers on the Northern Corridor is history and a thing of the past.

CONFIRMATION OF CONSIGNEES AND THEIR CARGO AT THE PORT OF DAR ES SALAAM

Of late we have had some nasty experiences whereby unscrupulous businessmen in Tanzania have taken advantage of the direct delivery facility operating between the port and MCC Dar to try to avoid paying customs duties to Tanzania Authorities.

These businessmen have been importing cargo meant for Tanzania consumption but addressed to some fake Malawian consignees and addresses. Innocently, MCC Dar has picked up these cargoes from the port to MCC as if it was transit cargo. The culprits would then clear the cargo at MCC Dar and disappear with it within Dar-Es-salaam.

Having experienced this malpractice, MCCL has instituted some measures whereby all containers arriving at the port of Dar-Es-salaam and are manifested to Malawi addresses have to be confirmed for existence of the consignees. The consignees also have to confirm that such containers are theirs.

We would therefore urge all importers through the Northern Corridor to report to MCCL about their cargo in Dar-Es-salaam in addition to sending us shipping documents.

We should also take this opportunity to advise our valued customers to avoid using "briefcase" clearing agents. If in doubt, request MCCL to appoint an agent on your behalf. In case you appoint your own agent, we would request you to give your agent some identification such as photocopy of your passport in case of individuals. The identification given to your agent will be left at MCC for future records.

All these measures are being put in place to ensure safety of your cargo.

IMPROVEMENTS ON DAR-ES-SALAAM PORT

We are pleased to report that the port of Dar-Es-salaam has recently undergone some improvements.

Large ships can now use the port of Dar-Es-salaam any time of the day or night following the completion of dredging to widen the inlet channel.

The expansion, which was completed in April 1998, makes it possible for the port to handle ships of up to 240 metres long and also drastically reduce ship turn around.

Before the dredging, ships were allowed in and out of the harbour only during daylight.

The project involved widening the port's inlet channel from 80 metres to 140 metres. Previously, the channel could not accommodate ship that was longer than 175 metres. The port depth has been increased from 7.4 metres to 10.7 metres.

MBEYA MCC AS A LINK TO SADC REGION

Mbeya MCC is well positioned as a gateway to SADC Region. In this respect, possibilities of working with spoornet (South African Railways) are being explored to provide seamless rail services (i.e complete train of engine plus wagons) moving across all borders from Johannesburg by rail all through to Mbeya MCC where cargo will be transhipped on to road trucks to points in Malawi. Cargoes earmarked for this service are bulk commodities such as fertilizers and grain destined to the Northern Region and parts of Central Region of Malawi. This routing system is cheaper than via Tete/Mwanza in the South of Malawi.