MEDIA STATEMENT

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Ports Regulator announces its decision on the National Ports Authority's 2027/28 FY tariff application

Durban: The Ports Regulator of South Africa (PRSA) today announced its Record of Decision (RoD) on the National Ports Authority's (NPA) tariff application for the 2027/28 financial year. It is the final NPA tariff decision the Regulator will issue before it transitions into the Transport Economic Regulator (TER).

In terms of the National Ports Act, 2005, the Regulator is mandated to approve the tariffs the NPA charges for the use of port infrastructure and services. Today's decision follows a rigorous evaluation of the NPA's application, including a review of its cost and investment proposals and the submissions of port users and other stakeholders.

The Regulator has allowed a Revenue Requirement of R18 079 million for the 2027/28 tariff period, made up of R11 828 million in Marine Business revenue and R6 250 million in Real Estate revenue.

This translates into an overall weighted average **tariff adjustment of 3.47% for 2027/28 FY**, differentiated as follows:

- Container cargo dues (imports and exports): 0%
- Dry bulk coal and magnetite export cargo dues: 7.62%
- All other tariffs: 5.08%

The decision balances two obligations. The first is to give the NPA the revenue it requires to execute its mandate as the owner and manager of South Africa's national port system. That means maintaining, operating and investing in port infrastructure and services. The second is to support the NPA's preparation for corporatisation, which requires a financially sustainable, well-governed entity with a credible revenue base, discipline in its cost and investment planning, and the capacity to operate as a standalone entity. By allowing a revenue requirement that is cost-reflective and evidence-based, the Regulator has set the NPA up to deliver on its present responsibilities while building the foundation for its next chapter.

This decision protects the users of the ports and the wider economy that depends on them:

- Zero increase for container cargo. Container imports and exports, which carry much of the country's trade in manufactured and consumer goods, will see no increase in cargo dues. This keeps costs down for importers, exporters and, ultimately, consumers.
- Cost-reflective tariffs. Tariffs are tied to the NPA's justified costs and investment needs, so port users pay for what is required to run the ports and no more.

- Predictability. Differentiated, transparent adjustments let shippers, cargo owners and logistics operators plan and budget with greater certainty.
- Stakeholder input. Port users' submissions were weighed and heavily considered in reaching the decision.

"*Our task is to balance two things that matter to the country: an NPA that can maintain, invest in and grow world-class port infrastructure, and tariffs that are fair, predictable and do not place an undue burden on port users and the wider economy*," said Mr Aubrey Ngcobo, Chairperson of the PRSA Board. "*This decision reflects that balance*."

The Regulator extends its appreciation to the NPA, port users, stakeholders, industry associations, government departments and academic institutions who took part in the process. Their submissions helped shape a decision that is transparent, evidence-based and in the public interest.

The Regulator is transitioning into the Transport Economic Regulator, which will bring the economic regulation of the transport sector under one institution. The principles of independence, transparency and fairness that have guided the Regulator's work will carry forward into the new entity.

The Ports Regulator will hand over to the TER a regulatory framework that port users and the NPA can rely on, and we are confident that the work will continue under the new institution."

The full Record of Decision and supporting documents are available on the Regulator's website: https://portsregulator.org/

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