

## DEPARTMENT OF TRADE, INDUSTRY AND COMPETITION

## NOTICE 2916 OF 2024

## INTERNATIONAL TRADE ADMINISTRATION COMMISSION

**NOTICE OF AN INITIATION OF THE INVESTIGATION FOR REMEDIAL ACTION IN THE FORM OF A SAFEGUARD MEASURE AGAINST THE INCREASED IMPORTS OF FLAT-ROLLED PRODUCTS OF IRON OR NON-ALLOY STEEL, OF A WIDTH OF 600 MM OR MORE, CLAD, PLATED OR COATED, WITH ALUMINIUM-ZINC ALLOYS, OF A THICKNESS OF LESS THAN 0.45MM, CLASSIFIABLE UNDER TARIFF SUBHEADINGS 7210.61.20 AND 7210.61.30 AND FLAT-ROLLED PRODUCTS OF OTHER ALLOY STEEL, OF A WIDTH OF 600 MM OR MORE, OTHERWISE PLATED OR COATED WITH ZINC, OF A THICKNESS OF LESS THAN 0,45MM, CLASSIFIABLE UNDER TARIFF SUBHEADINGS 7225.92.25 AND 7225.92.35**

The International Trade Administration Commission of South Africa (“the Commission”) decided to proceed with an investigation for remedial action in the form of a safeguard measure against the increased imports of flat-rolled products of iron or non-alloy steel, of a width of 600 mm or more, clad, plated or coated, with aluminium-zinc alloys, of a thickness of less than 0.45mm, classifiable under tariff subheadings 7210.61.20 and 7210.61.30 and flat-rolled products of other alloy steel, of a width of 600 mm or more, otherwise plated or coated with zinc, of a thickness of less than 0,45mm classifiable under tariff subheadings 7225.92.25 and 7225.92.35 (“corrosion resistant steel coils” or “the subject product”).

Based on the information submitted, the Commission decided that the applicant submitted *prima facie* evidence to indicate that the events cited can be regarded as unforeseen developments and these unforeseen developments and the effect of the obligations incurred under the GATT 1994 led to the increased volume of imports in absolute and relative terms, the surge in the volume of imports is recent, sharp, significant, and sudden enough, the SACU industry is experiencing serious injury; and this is causally linked to the surge in imports.

**THE APPLICANT**

The application is brought by ArcelorMittal South Africa Limited ("AMSA or "the Applicant"), being the major producer of the subject product in the Southern African Customs Union ("SACU"). The application is supported by SAFAL, a manufacturer of the subject product.

A non-confidential version of the application is available for inspection at the Commission's offices.

**DESCRIPTION OF THE SUBJECT PRODUCT**

The subject product is described as flat-rolled products of iron or non-alloy steel, of a width of 600 mm or more, clad, plated or coated, with aluminium-zinc alloys, of a thickness of less than 0.45mm, classifiable under tariff subheadings 7210.61.20 and 7210.61.30 and flat-rolled products of other alloy steel, of a width of 600 mm or more, otherwise plated or coated with zinc, of a thickness of less than 0.45mm classifiable under tariff subheadings 7225.92.25 and 7225.92.35.

**UNFORESEEN DEVELOPMENTS**

The Applicant stated that a confluence of events forms the basis of the unforeseen development that supports this application, which is, ultimately the considerable oversupply of steel, and consequently the oversupply of corrosion resistant steel coil products in the world today causing a surge in the volume of imports of the subject product into the SACU.

The Applicant stated that during the Uruguay Round negotiations in 1986-1994, South Africa did not foresee the following events:

- The decision to split the subject product into two main HS categories, namely non-alloy steel (HS7208) and alloy steel (HS7225) resulting in a tug and pull effect, whereby the increase in duties payable on one tariff sub-heading leads to a direct increase in the import volumes for the other due to their interchangeability in function; and
- The considerable over supply of the subject product in the world today causing a surge in imports into the SACU, which the Applicant broke down into four main issues, namely:
  - Studies show that China did not become a fully-fledged market economy as it assured World Trade Organisation Members it would during negotiations;

- Chinese economic activity has consistently declined since 1994 and large steel producers follow aggressive export strategies, fuelled by an oversupply of steel products;
- China's extraordinary economic growth is slowing down dramatically and the Chinese domestic market for steel is retracting, as a result of all of the above factors, Chinese producers have to increase their exports further, at reduced prices, to rid themselves of excess stocks; and
- Worldwide, countries are taking urgent action to raise tariffs and impose trade remedies to protect their domestic steel industries; and it is expected that the surge in imports that the SACU has been experiencing will be augmented by the recent economic slowdown in China and by the fact that China's export markets are contracting rapidly.

The Commission decided that the Applicant submitted *prima facie* information indicating that events cited by the Applicant are regarded as unforeseen developments which, with the effects of the obligations incurred under GATT 1994, led to the alleged surge of imports of the subject product, as per the provisions of Article XIX of GATT 1994.

#### **ALLEGATION OF SERIOUS INJURY AND CAUSAL LINK**

The period of investigation for data evaluation for the purposes of determining the allegation of serious injury is from 01 May 2021 to 30 April 2024. Furthermore, this application contains information with regard to increased quantities of imports and the related serious injury for the surge period, being 01 May 2023 to 30 April 2024.

The injury analysis relates to information submitted by AMSA being the major producer of the subject product in the SACU.

The Applicant alleged and submitted *prima facie* evidence indicating that it is experiencing serious injury in the form of a decline in sales, output, net profit, market share and employment, during the period of surge from 01 May 2023 to 30 April 2024.

Furthermore, an analysis for the period of investigation from 01 May 2021 to 30 April 2024, indicates that the Applicant has experienced serious injury in the form of a decline in sales, output, net profit, market share, capacity utilization, productivity and employment.

On this basis, the Commission found that *prima facie* evidence was submitted to indicate that the SACU industry was experiencing serious injury which could be causally linked to the recent, sudden, serious, and significant surge in imports of the subject products.

## LEGAL FRAMEWORK

This investigation will be conducted in accordance with the International Trade Administration Act, 2002 ("ITA Act") and the International Trade Administration Commission Safeguard Regulations ("SGR") read with the World Trade Organization Agreement on Safeguards ("the Safeguard Agreement").

Please note that if any information is considered to be confidential, a non-confidential version of the information must be submitted for the public file, simultaneously with the confidential version. In submitting a non-confidential version, the following rules are strictly applicable, and parties must indicate:

- where confidential information has been omitted and the nature of such information;
- reasons for such confidentiality;
- a summary of the confidential information which permits a reasonable understanding of the substance of the confidential information; and
- in exceptional cases, where information is not susceptible to summary, reasons must be submitted to this effect.

This rule applies to all parties and to all correspondence with and submissions to the Commission, which unless indicated to be confidential and filed together with a non-confidential version, will be placed on the public file and be made available to other interested parties.

If a party considers that any document of another party, on which that party is submitting representations, does not comply with the above rules and that such deficiency affects that party's ability to make meaningful representations, the details of the deficiency and the reasons why that party's rights are so affected must be submitted to the Commission in writing forthwith (and at the latest 14 days prior to the date on which that party's submission is due). Failure to do so timeously will seriously hamper the proper administration of the investigation, and such party will not be able to subsequently claim an inability to make meaningful representations on the basis of the failure of such other party to meet the requirements.

Subsection 33(1) of the ITA Act provides that any person claiming confidentiality of information should identify whether such information is *confidential by nature* or is *otherwise confidential* and any such claims must be supported by a written statement, in each case, setting out how the information satisfies the requirements of the claim to confidentiality. In the alternative, a sworn statement should be made, setting out reasons why it is impossible to comply with these requirements.

## PROCEDURES AND TIME LIMITS

All information submitted, including non-confidential copies thereof, should be received by the Senior Manager: Trade Remedies I by no later than 20 days from the date hereof. Late submissions will not be accepted.

Interested parties are invited to submit comments on the initiation of the investigation or any information regarding this matter to the following address:

### Physical address

Senior Manager: Trade Remedies I  
International Trade Administration Commission  
**Block E** – The DTI Campus  
77 Meintjies Street  
SUNNYSIDE  
PRETORIA  
SOUTH AFRICA

### Postal address

Senior Manager: Trade Remedies I  
Private Bag X753  
PRETORIA  
0001  
SOUTH AFRICA

Any interested party may request an oral hearing provided that reasons are given for not relying on written submissions only. No request for an oral hearing will be considered more than 60 days from the date of this publication. The Commission may refuse an oral hearing if granting such a hearing will unduly delay the finalisation of the investigation.

Parties requesting an oral hearing shall provide the Commission with a detailed agenda for, and a detailed version, including a non-confidential version, of the information to be discussed at the oral hearing at the time of the request.

Should you have any queries, please do not hesitate to contact Mr. Busman Makakola at email address [bmakakola@itac.org.za](mailto:bmakakola@itac.org.za) and Ms. Mosa Sebe at email address [msebe@itac.org.za](mailto:msebe@itac.org.za).

**DEPARTMENT OF TRADE, INDUSTRY AND COMPETITION****NOTICE 2917 OF 2024****COMPETITION TRIBUNAL  
NOTIFICATION OF DECISION TO APPROVE MERGER**

The Competition Tribunal gives notice in terms of rules 34(b)(ii) and 35(5)(b)(ii) of the "Rules for the conduct of proceedings in the Competition Tribunal" as published in Government Gazette No. 22025 of 01 February 2001 that it approved the following mergers:

Case No.	Acquiring Firm	Target Firm	Date of Order	Decision
LM102Oct24	Khwelamet (Pty) Ltd	The Metalloys Operations	10/12/2024	Approved Subject to Conditions
LM111Oct24	Nikisize (Pty) Ltd	Autozone Holdings (Pty) Ltd (In Business Rescue)	10/12/2024	Approved Subject to Conditions
LM112Oct24	DSV Holding Germany GMBH	Schecker Aktiengesellschaft	12/12/2024	Approved Subject to Conditions

The Chairperson Competition Tribunal

## DEPARTMENT OF EMPLOYMENT AND LABOUR

## NOTICE 2918 OF 2024

## NOTICE OF DECEMBER 2024

PLEASE FIND SET OUT BELOW A LIST OF BARGAINING COUNCILS AND STATUTORY COUNCIL THAT HAVE BEEN ACCREDITED BY THE CCMA IN TERMS OF THE PROVISIONS OF THE LABOUR RELATIONS ACT 66 OF 1995 (AS AMENDED) FOR CONCILIATION AND/ OR ARBITRATION AND/ OR INQUIRY BY ARBITRATOR, WITH THE TERMS OF ACCREDITATION ATTACHED FOR THE PERIOD 01 NOVEMBER 2024 TO 31 DECEMBER 2028.

**BARGAINING COUNCILS AND STATUTORY COUNCIL ACCREDITED TO CONDUCT  
CONCILIATION AND ARBITRATION, SUBJECT TO CONDITIONS WHERE APPLICABLE  
(RENEWAL OF ACCREDITATION)**

Name of Council	Accredited Functions
<b>PRIVATE SECTOR BARGAINING COUNCILS AND STATUTORY COUNCIL</b>	
Building Industry Bargaining Council (Cape of Good Hope)	Accredited for Conciliations and Arbitrations (including Inquiry by Arbitrator) from <b>01 November 2024 until 31 October 2027</b> .
Bargaining Council, the Contract Cleaning Services Industry (KZN)	Accredited for Conciliations and Arbitrations (including Inquiry by Arbitrator) from <b>01 November 2024 until 31 October 2027</b> .
National Bargaining Council for the Hairdressing, Cosmetology, Beauty and Skincare Industry	Accredited for Conciliations and Arbitrations (including Inquiry by Arbitrator) from <b>01 January 2025 until 31 December 2028</b> .
Bargaining Council, the Laundry Cleaning and Dyeing Industry (KZN)	Accredited for Conciliations and Arbitrations (including Inquiry by Arbitrator) from <b>01 January 2025 until 31 December 2028</b> .
National Bargaining Council for the Wood and Paper Sector	Accredited for Conciliations and Arbitrations (including Inquiry by Arbitrator) from <b>01 January 2025 until 31 December 2028</b> on condition that the settlement rate is within 50% to 59% and the postponement rate is within 10%.
Public Service Co-ordinating Bargaining Council (PSCBC)	Accredited for Conciliations and Arbitrations (including Inquiry by Arbitrator) from <b>01 November 2024 until 31 October 2027</b> on condition that no late awards are rendered.
General Public Service Sector Bargaining Council (GPSSBC)	Accredited for Conciliations and Arbitrations (including Inquiry by Arbitrator) from <b>01 November 2024 until 31 October 2027</b> on condition that no late awards are rendered, and the postponement rate is within 10%.

**(RENEWAL OF SUBSIDY)**

The Governing Body of the CCMA resolved to grant renewal of subsidy to the following Bargaining Councils:

1. Building Industry Bargaining Council (Cape of Good Hope)
2. Bargaining Council, the Contract Cleaning Services Industry (KZN)
3. National Bargaining Council for the Hairdressing, Cosmetology, Beauty and Skincare Industry
4. Bargaining Council, the Laundry Cleaning and Dyeing Industry (KZN)
5. National Bargaining Council for the Wood and Paper Sector
6. Public Service Co-ordinating Bargaining Council (PSCBC)
7. General Public Service Sector Bargaining Council (GPSSBC)

**TERMS OF ACCREDITATION FOR CONCILIATION, ARBITRATION, AND INQUIRY BY ARBITRATOR****1. SCOPE OF ACCREDITATION:**

Herewith categories of disputes for which Councils are eligible to apply for accreditation.

**COUNCILS ARE ACCREDITED TO PERFORM THE FOLLOWING DISPUTE RESOLUTIONS FUNCTIONS:**

Unfair dismissal disputes	- Section 191
Unfair Labour practice	- Section 191
Mutual Interest disputes	- Section 64
Interpretation of Collective Agreement disputes	- Section 24 (1)
Essential Services disputes	- Section 74
Pre-dismissal arbitrations	- Section 188A
Temporary Employment Service	- Section 198, 198A, 198B, 198C and 198D
Disputes about Interpretation and Application of Chapter 2	- Section 9

COUNCILS MAY NOT SEEK ACCREDITATION FOR THE FOLLOWING DISPUTE RESOLUTION FUNCTIONS REGARDING DISPUTES OVER THE FOLLOWING (see FOOTNOTE 11 of SECTION 51):

Organisational rights (sections 16, 21 and 22);

Collective Agreements where the agreement does not provide for a dispute resolution procedure or the procedure is inoperative or any party frustrates the resolution of disputes (section 24(2) to (5));

Agency shops and closed shops (section 24(6) and (7) and section 26(11);

Determinations made by the Minister in respect of proposals made by a Statutory Council (section 45);

The interpretation and application of Collective Agreements of a Council whose registration has been cancelled (section 61(5) to (8));



Demarcation of sectors and areas of Councils (section 62);

The Interpretation or application of Part C (Bargaining Councils), Part D (Bargaining Councils in the Public Service), Part E (Statutory Councils) and Part F (General Provisions concerning Councils) (Section 63);

Picketing (section 69(8) to 10);

Proposals which are the subject of joint-decision making in a workplace forum (section 86);

Disclosure of information to workplace forums (section 89);

Interpretation or Application of the provisions of Chapter 5 of the LRA which deals with workplace forums (section 94);

Enforcement of the Collective Agreements by Bargaining Councils (section 33A) and;

Enforcement of arbitration awards in terms of section 143. Only the Director of the CCMA, unless the power has been delegated to a CCMA Senior Commissioner may certify awards as if it were an order of the Labour Court;

Facilitating mass retrenchment disputes section 189(A).

## **2. POWERS OF ACCREDITATION:**

Only those persons who are accredited by the CCMA, or are part-time Commissioners appointed by the Governing Body of the Commission in the terms of section 117 (2) of the Labour Relations Act, may perform the accreditation functions of the council for the Council.

The following provisions of the LRA, as amended apply to Councils accredited for conciliation and arbitration:

- (a) For the purpose of this paragraph any reference in Part C of Chapter VII of the LRA to:  
"Commission" must be read as a reference to the Council;  
"Commissioner" must be read as a reference to a conciliator or arbitrator appointed by the Council.  
"Director" must be read as a reference to the Secretary of the Council.
- (b) The provisions of the sections contained in Part C of Chapter VII (section 127(6)) of the LRA shall apply to the Council in the performance of its accredited functions subject to the Council's Constitution and/or Collective Agreements. For the purpose of this sub-paragraph the following applies:
  - (i) The provisions of section 133 to 136;
  - (ii) The provisions of section 138 to 142, S142A, S143, S144 and S145;
  - (iii) The provisions of section 146 unless the Collective Agreement of the Council provides that the Arbitration Act, Act 42 of 1965 applies to any arbitration conducted under its accredited function and which Collective Agreement is binding on the parties to the disputes; and
  - (iv) The provisions of section 148.

## **3. EXTENSION OF ACCREDITATION:**

Despite the expiry of the period of accreditation as stated in the Certificate of Accreditation, the Council may continue to perform its accredited functions in respect of any dispute referred to it during the period of accreditation, but not yet resolved by the time the period expires, until the dispute is resolved either through conciliation or arbitration.

## **4. TRANSGRESSION OF TERMS OF ACCREDITATION:**

If the accredited Council fails to comply with the terms of accreditation, the Governing Body of the CCMA may revoke accreditation. In terms of section 130 of the LRA, as amended the Governing Body of the CCMA may withdraw accreditation after having given reasonable notice of withdrawal.

**5. AMENDMENT OF ACCREDITATION:**

An Accredited Council may apply to the Governing Body of the CCMA in terms of section 129 of the LRA to amend its accreditation.

## DEPARTMENT OF EMPLOYMENT AND LABOUR

## NOTICE 2919 OF 2024

## NOTICE OF DECEMBER 2024

PLEASE FIND SET OUT BELOW A LIST OF PRIVATE AGENCY THAT HAVE BEEN ACCREDITED BY THE CCMA IN TERMS OF THE PROVISIONS OF THE LABOUR RELATIONS ACT 66 OF 1995 (AS AMENDED) FOR CONCILIATION AND/ OR ARBITRATION AND/ OR INQUIRY BY ARBITRATOR, WITH THE TERMS OF ACCREDITATION ATTACHED FOR THE PERIOD 01 NOVEMBER 2024 TO THE 31 OCTOBER 2027.

**PRIVATE AGENCY ACCREDITED TO CONDUCT CONCILIATION AND ARBITRATION, SUBJECT  
TO CONDITIONS WHERE APPLICABLE  
(RENEWAL OF ACCREDITATION OF PRIVATE AGENCY)**

Name of Agency	Accredited Functions
<b>PRIVATE AGENCIES</b>	
Tokiso Dispute Settlement (Pty) Ltd	Accredited for conciliation and arbitration (which includes inquiry by arbitrator) from <b>01 November 2024 until 31 October 2027</b> on condition that the settlement rate is within 50% to 59%.
The Fairness Institute (Pty) Ltd	Accredited for conciliation and arbitration (which includes inquiry by arbitrator) from <b>01 November 2024 until 31 October 2027</b> .

## **TERMS OF ACCREDITATION FOR CONCILIATION, ARBITRATION AND INQUIRY BY ARBITRATOR**

### **1. SCOPE OF ACCREDITATION:**

Herewith categories of disputes for which Private Agencies are eligible to apply for accreditation.

#### **PRIVATE AGENCIES ARE ACCREDITED TO PERFORM THE FOLLOWING DISPUTE RESOLUTIONS FUNCTIONS:**

Unfair dismissal disputes	- Section 191
Unfair Labour practice	- Section 191
Interpretation of Collective Agreement disputes	- Section 24 (1)
Inquiry by Arbitrator	- Section 188A
Regulation of non-standard work	- Section 198, 198A, 198B, 198C and 198D

PRIVATE AGENCIES MAY NOT SEEK ACCREDITATION FOR THE FOLLOWING DISPUTE RESOLUTION FUNCTIONS REGARDING DISPUTES OVER THE FOLLOWING (see FOOTNOTE 11 of SECTION 51):

Organisational rights (sections 16, 21 and 22);

Collective Agreements where the agreement does not provide for a dispute resolution procedure or the procedure is inoperative or any party frustrates the resolution of disputes (section 24(2) to (5));

Agency shops and closed shops (section 24(6) and (7) and section 26(11);

Determinations made by the Minister in respect of proposals made by a Statutory Council (section 45);

The interpretation and application of Collective Agreements of a Council whose registration has been cancelled (section 61(5) to (8));

Demarcation of sectors and areas of Councils (section 62);

The Interpretation or application of Part C (Bargaining Councils), Part D (Bargaining Councils in the Public Service), Part E (Statutory Councils) and Part F (General Provisions concerning Councils) (Section 63);

Picketing (section 69(8) to 10);

Proposals which are the subject of joint-decision making in a workplace forum (section 86);

Disclosure of information to workplace forums (section 89);

Interpretation or Application of the provisions of Chapter 5 of the LRA which deals with workplace forums (section 94);

Enforcement of the Collective Agreements by Bargaining Councils (section 33A) and;

Enforcement of arbitration awards in terms of section 143. Only the Director of the CCMA, unless the power has been delegated to a CCMA Senior Commissioner may certify awards as if it were an order of the Labour Court;

Facilitating mass retrenchment disputes section 189(A).

### **2. POWERS OF ACCREDITATION:**

Only those persons who are accredited by the CCMA, or are part-time Commissioners appointed by the Governing Body of the Commission in the terms of section 117 (2) of the Labour Relations Act, may perform the accreditation functions of the Agency for the Private Agency.

The following provisions of the LRA, as amended apply to Private Agency accredited for conciliation and arbitration:

- (a) For the purpose of this paragraph any reference in Part C of Chapter VII of the LRA to:  
“Commission” must be read as a reference to the Private Agency;  
“Commissioner” must be read as a reference to a conciliator or arbitrator appointed by the Private Agency.  
“Director” must be read as a reference to the CEO of the Private Agency
- (b) The provisions of the sections contained in Part C of Chapter VII (section 127(6)) of the LRA shall apply to the Private Agency in the performance of its accredited functions:
  - (i) The provisions of section 133 to 136;
  - (ii) The provisions of section 138 to 142, S143, S144 and S145;
  - (iii) The provisions of section 146
  - (iv) The provision of 148

### **3. EXTENSION OF ACCREDITATION:**

Despite the expiry of the period of accreditation as stated in the Certificate of Accreditation, the Private Agency may continue to perform its accredited functions in respect of any dispute referred to it during the period of accreditation, but not yet resolved by the time the period expires, until the dispute is resolved either through conciliation or arbitration.

### **4. TRANSGRESSION OF TERMS OF ACCREDITATION:**

If the accredited Private Agency fails to comply with the terms of accreditation, the Governing Body of the CCMA may revoke accreditation. In terms of section 130 of the LRA, as amended the Governing Body of the CCMA may withdraw accreditation after having given reasonable notice of withdrawal.

### **5. AMENDMENT OF ACCREDITATION:**

An Accredited Private Agencies may apply to the Governing Body of the CCMA in terms of section 129 of the LRA to amend its accreditation.

**NATIONAL TREASURY****NOTICE 2920 OF 2024****RATE OF INTEREST ON GOVERNMENT LOANS**

It is hereby notified that the Minister of Finance has, in terms of Section 80(1)(a) and (b) of the Public Finance Management Act, 1999 (Act No. 1 of 1999), fixed the Standard Interest Rate applicable, from **1 January 2025** and until further notice, to loans granted by the State out of a Revenue Fund, and /or to all other debts which must be paid into a Revenue Fund, at eleven, two five percent (**11,25%**) per annum.

The above-mentioned Standard Interest Rate is applicable from **1 January 2025** and until further notice, to all drawings of loans from State money, except loans in respect of which other rates of interest are specifically authorized by legislation or the Minister of Finance.

**DEPARTMENT OF TRANSPORT****NOTICE 2921 OF 2024****AIRPORTS COMPANY SOUTH AFRICA LIMITED**

AIRPORTS COMPANY ACT, 1993 (ACT No. 44 OF 1993), AS AMENDED

**PUBLICATION OF AIRPORT CHARGES**

In terms of section 5 (2) (f) of the Airports Company Act, 1993 (Act No. 44 of 1993), as amended, it is hereby published for general notice that as from 1 April 2025, the Airports Company South Africa Limited, Reg. No. 1993/04149/06, will levy the airport charges set out in the Schedule by virtue of a permission granted in terms of section 12 of the said Act.

**M MPOFU**  
**CHIEF EXECUTIVE OFFICER**

**SCHEDULE****AIRPORT CHARGES****1. Liability to pay airport charges**

- (1) Subject to the provisions of these rules, airport charges shall be payable by the operator of an aircraft to the Company.
- (2) Airport charges consist of: -
  - (a) a landing charge, payable at the company airport where a flight terminates;
  - (b) a parking charge, payable at the company airport where an aircraft is parked;
  - (c) a passenger service charge collected by the operator and payable at the company airport where a flight commences.
- (3) Subject to the provisions of these rules, the tariff of landing, parking and passenger service charges shall be as set out in Annexures A, B and C, respectively.

**2. Notification of movement of aircraft and payment of charges**

- (1) Immediately after an aircraft has landed on a company airport the operator of that aircraft shall give notice to the airport manager, in the form provided by the latter for the purpose, of the time of arrival of that aircraft together with such other information as such operator is required by the airport manager to furnish when completing the notice in the said form.
- (2) Immediately before an aircraft is to take off from a company airport the operator of that aircraft shall give notice to the airport manager, in the form provided by the latter for the purpose, of the expected time of departure of that aircraft, supply such other information as such operator is required by the airport manager to furnish when completing the notice in the said form and pay all airport charges payable to the airport manager, unless such operator has previously entered into an agreement with the Company for payment.

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- (3) The aircraft operator who has in terms of sub rules (1) and (2), given notice to the airport manager of the arrival or expected departure of that aircraft, shall, as soon as such operator becomes aware of any variation in the information furnished by him in the said notice advise the airport manager of such variation.
- (4) The operator shall pay the appropriate charges for the landing, taking-off and parking of an aircraft, as set out in the schedules of charges. The operator shall also pay for any supplies, services or facilities provided to him or to the aircraft at the airport by or on behalf of the Company at the charges determined by the Company. All charges referred to in this paragraph shall accrue on a daily basis and shall become due on the day they were incurred and shall be payable to the Company on demand and in any event before the aircraft departs from the airport unless otherwise agreed to by the Company (which agreement may be withdrawn at any time at the sole discretion of the Company) or unless otherwise provided for in terms for payment included in the invoice for such charges.
- (5) Payment shall be made without deductions (including taxes or charges). If the applicable law requires any tax or charge to be deducted before payment the amount shall be increased so that the payment made will equal the amount due to the Company as if no such tax or charge had been imposed.
- (6) All sums due which are not paid on the due date shall bear interest from day to day at prime overdraft rate from the date when such sums were due until date of payment (both dates inclusive).
- (7) Where an aircraft operator has not used the airport in the previous 12 months (as calculated from the date that the operator proposes to commence operations), the airport manager will, require a deposit to be lodged with the Company before any flights by that operator commence. Any such deposit shall be paid to the Company and shall be in such a sum as the airport manager shall consider to be equivalent to the anticipated charges that the aircraft operator shall incur (based on the anticipated frequency and type of aircraft used and type of flight planned) for 3 months by that operator. Such deposit or the balance then remaining shall be refunded to the operator when the operator ceases to operate any flights from the airport subject to the right of the Company (which is hereby reserved) to set off against any such deposit any appropriate charges that have not been settled in accordance with the above provisions.
- (8) The operator shall not without the express written consent of the Company be entitled in respect of any claim he/she may have against the Company or otherwise to make any set off against or deduction from the charges provided for in this notice. He/she must pay such charges in full pending resolution of any claim.
- (9) Any queries relating to invoices should be logged with the credit control department at the relevant airport in writing within sixty days of the invoice date. Contact numbers are shown on all invoices and statements.

### 3. Data

- (1) The operator or its designated agent shall furnish on demand, in such form as the Company may from time to time determine:
  - a. Information relating to the movements of its aircraft or aircraft handled by the agent at the airport of the Company within 24 hours of each of these movements. This will include information about the total number of passengers per category, embarked and disembarked at the airport, total freight and mail carried in kilograms, IATA/ICAO prefix and local airport SITA address of the operator who is to be invoiced.

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- b. Details of the maximum design take-off weight in respect of each aircraft owned or operated by the operator.
    - c. Any changes in the maximum design take-off weight of each aircraft owned or operated by the operator.
- (2) The operator or its designated agent shall also provide to the Company details of all aircraft operators by timely transmission of complete and accurate operational data preferably by automatic electronic means using (and conforming to) IATA messaging and communications standards.
- (3) The required operational data includes:
  - a. aircraft registration (including aircraft substitutions)
  - b. variation to schedule (including flight number, aircraft type, route and scheduled time of operation)
  - c. estimated times of operation
  - d. actual times on and off stand
  - e. stand departure delays greater than 15 minutes
- (4) The Company may request in writing, within 60 days, copies of aircraft load sheets to enable verification of all details with respect to the passengers carried on any or all flights departing from that airport during a specified period and extracts from aircraft flight manuals to enable verification of aircraft weight. The operator shall, following a request in writing made by the Company, supply it with the original copies of such documents.
- (5) The operator shall inform the Company of details regarding the configuration of their aircraft and to notify the Company when any changes to these configurations occur.
- (6) Where the operator, or its handling agent, fails to provide the information required in paragraph 3(1) within the period stipulated herein, the Company shall be entitled to assess at its sole discretion the charges payable hereunder by the operator by reference to the maximum take-off weight and the maximum passenger capacity of the aircraft type.

#### **4. Landing Charges**

- (1) The landing charges set out in paragraph 2 of Annexure A shall only apply to an aircraft engaged in a flight which commenced at an airport within one of the States or territories mentioned in that paragraph and:
  - (a) where the operator of such aircraft has the right, granted by the South African aeronautical authority, to take on passengers, cargo, or mail at the said airport of departure and to discharge those passengers or at that cargo or mail at the company airport where the flight terminated; or
  - (b) where, notwithstanding the provisions of sub rule (2), the flight immediately preceding such flight commenced at an airport within the Republic, irrespective of whether the right referred to in subparagraph (a) has been granted to the operator of such aircraft.
- (2) If an aircraft is engaged in a flight between an airport within one of the States or territories mentioned in paragraph 2 of Annexure A and a company airport, and the operator of that aircraft does not have the right referred to in sub rule (1), then the previous airport from where such aircraft took off and where such right has been granted to such operator, shall be deemed to be the airport of departure for the purpose of calculating the appropriate landing charge when landing at that company airport.
- (3) A landing charge in respect of a helicopter shall be 20 per cent of the appropriate landing charge prescribed and set out in Annexure A, for an aircraft of equal maximum certificated mass.

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- (4) When a landing is carried out solely for the purpose of aircrew training, the landing charge shall be 20 per cent of the appropriate charge set out in Annexure A.
- (5) When a landing is carried out solely for the purpose of military training, the landing charge shall be 10 per cent of the appropriate charge set out in Annexure A.

#### **5. Parking charges**

- (1) A parking charge shall be payable after an aircraft has been parked at a company airport for a period exceeding four hours: Provided that the parking charge payable shall be doubled if such aircraft has been parked at any company airport at a parking bay where a passenger loading bridge is in operation.
- (2) A parking charge shall be calculated for any period of 24 hours or any part thereof from 4 hours for which an aircraft has been parked.

#### **6. Passenger service charges**

- (1) The passenger service charge collected and payable by the operator shall be calculated based on the number of embarking passengers on an aircraft and the appropriate tariff applicable to each passenger as set out in Annexure C.
- (2) The following passengers shall not be regarded as embarking passengers:
  - (a) a passenger who does not disembark from an aircraft after such an aircraft has landed at a company airport and who remains on board that aircraft until such aircraft takes off from that company airport; or
  - (b) a passenger who is not older than two years of age.

#### **7. General rules**

- (1) Airport charges shall be payable in respect of South African and foreign state aircraft unless other provision has been made by means of an agreement with the Company.
- (2) No airport charge shall be payable in respect of: -
  - (a) an aircraft engaged in any flight for the calibration of any air navigation infrastructure.
  - (b) an aircraft engaged in search and rescue operations; and
  - (c) an aircraft engaged in a test flight, when such flight is required by the Commissioner for Civil Aviation in terms of the regulations made under the Aviation Act, 1962 (ACT No. 74 of 1962), for the purpose of issuing or rendering effective a certificate of airworthiness or after any major modification to an aircraft.

#### **8. Interpretation**

For the purposes of these rules, unless the context otherwise indicates: -

- (a) "aircraft" means an aircraft as defined in section 1 of Aviation Act, 1962.
- (b) "air navigation infrastructure" means air navigation infrastructure as defined in section 1 of the Air Traffic and Navigation Services Company Act, 1993 (Act No. 45 of 1993);
- (c) "airport" means an airport as defined in section 1 of the Aviation Act, 1962, and includes a company airport;
- (d) "airport charge" means a landing charge, a parking charge and a passenger service charge;
- (e) "airport manager" means a person designated by the Company for the purpose of these rules;

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- (f) "Company" means the Airports Company South Africa Limited.
- (g) "company airport" means a company airport as defined in section 1 of the Airports Company Act, 1993 (Act No. 44 of 1993);
- (h) "crew member" means a person assigned by an operator to do duty on an aircraft during flight time;
- (i) "flight" means a flight as defined in regulation 1.3 of the Air Navigation Regulations, 1976, as amended;
- (j) "helicopter" means a helicopter as defined in regulation 1.3 of the Air Navigation Regulations, 1976, as amended;
- (k) "international flight" means a flight which commences or terminates at an airport outside the Republic;
- (l) "maximum certificated mass" means a maximum certificated mass as defined in regulation 1.3 of the Air Navigation Regulations, 1976, as amended;
- (m) "operator", in relation to an aircraft, means: -
  - 1. a licensee as defined in section 1 of the Air Services Licensing Act, 1990 (Act No. 115 of 1990), or an air carrier as defined in section 1 of the International Air Services Act, 1949 (Act No. 51 of 1949);
  - 2. any airline of another State which operates a scheduled international air transport service in terms of a bilateral agreement as contemplated in section 2 (2) (a) of the International Air Services Act, 1949; or any person who uses an aircraft under an authorisation by the Commissioner for Civil Aviation as contemplated in section 2 (2A) of the said Act;
  - 3. the owner of such aircraft;
- (n) "owner", in relation to an aircraft, means the person in whose name such aircraft is registered and includes any person who is or has been acting as agent in the Republic for a foreign owner, or a person by whom such aircraft is hired at the time;
- (o) "passenger" means any person other than a crew member on board an aircraft in flight;
- (p) "state aircraft" means any state aircraft as contemplated in article 3 of the Convention of International Civil Aviation signed at Chicago on 7 December 1944.

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**AIRPORT CHARGES: LANDING CHARGES**

1. The landing charge in respect of an aircraft which lands at a company airport and which has been engaged in a flight where the airport of departure of the that aircraft was within the Republic:

Maximum Take-off Weight (MTOW) in kg of the aircraft up to and including:-	Per single landing	
	VAT	
	Exclusive	Inclusive
	R	R
500.....	77,04	88,60
1 000.....	114,22	131,36
1 500.....	146,03	167,93
2 000.....	176,35	202,80
2 500.....	208,13	239,35
3 000.....	239,91	275,90
4 000.....	334,85	385,08
5 000.....	427,21	491,29
6 000.....	520,61	598,70
7 000.....	616,97	709,52
8 000.....	709,91	816,40
9 000.....	798,76	918,58
10 000.....	897,17	1031,74
and thereafter, for every additional 2 000 kg or part thereof.....	131,31	151,01

2. The landing charge in respect of an aircraft which lands at a company airport and which has been engaged in a flight where the airport of departure of that aircraft was within Botswana, Lesotho, Namibia or Swaziland:

Maximum Take-off Weight (MTOW) in kg of the aircraft up to and including:-	Per single landing	
	VAT	
	Exclusive	Inclusive
	R	R
500.....	86,87	99,90
1 000.....	134,62	154,81
1 500.....	190,22	218,75
2 000.....	240,90	277,04
2 500.....	292,59	336,47
3 000.....	345,69	397,54
4 000.....	470,88	541,52
5 000.....	594,65	683,85
6 000.....	717,32	824,92
7 000.....	842,99	969,43
8 000.....	965,16	1 109,93
9 000.....	1 087,91	1 251,09
10 000.....	1 213,55	1 395,58
and thereafter, for every additional 2 000 kg or part thereof.....	201,69	231,94

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3. The landing charge in respect of an aircraft which lands at a company airport and which has been engaged in a flight where the airport of departure of that aircraft was within the State or territory other than those mentioned in paragraph 1 and 2:

Maximum Take-off Weight (MTOW) in kg of the aircraft up to and including:-	Per single landing	
	VAT	
	Exclusive	Inclusive
	R	R
500.....	96,91	111,44
1 000.....	155,47	178,79
1 500.....	233,97	269,07
2 000.....	304,49	350,16
2 500.....	376,56	433,04
3 000.....	450,52	518,10
4 000.....	608,00	699,20
5 000.....	761,53	875,76
6 000.....	913,52	1050,54
7 000.....	1068,04	1228,25
8 000.....	1219,50	1402,42
9 000.....	1374,52	1580,69
10 000.....	1529,99	1759,49
and thereafter, for every additional 2 000 kg or part thereof.....	267,70	307,85

#### ANNEXURE B

#### AIRPORT CHARGES: PARKING CHARGES

Maximum Take-off Weight (MTOW) in kg of the aircraft up to and including: -	Per 24 hours or part thereof	
	VAT	
	Exclusive	Inclusive
	R	R
2 000.....	58,26	67,00
3 000.....	119,77	137,74
4 000.....	170,55	196,13
5 000.....	234,17	269,29
10 000.....	344,78	396,50
15 000.....	453,36	521,36
20 000.....	571,49	657,21
25 000.....	682,15	784,47
50 000.....	902,40	1 037,75
75 000.....	1 123,19	1 291,67
100 000.....	1 346,62	1 548,61
150 000.....	1 694,07	1 948,18
200 000.....	2 044,26	2 350,90
300 000.....	2 337,23	2 687,81
400 000.....	2 943,74	3 385,30
And thereafter, for every additional 100 000 kg or part thereof.....	453,36	521,36

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**ANNEXURE C****AIRPORT CHARGES: PASSENGER SERVICE CHARGES**

	VAT	
	Exclusive	Inclusive
	R	R
1. Passenger service charge per embarking passenger where such passengers will disembark from the aircraft at an airport within the Republic.....	98,95	113,80
2. Passenger service charge per embarking passengers where such passengers will disembark from the aircraft at an airport within Botswana, Lesotho, Namibia or Swaziland.....	205,16	235,93
3. Passenger service charge per embarking passenger where such passengers will disembark from the aircraft within any State or territory other than those mentioned in paragraphs 1 and 2.....	270,35	310,90

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## BOARD NOTICES • RAADSKENNISGEWINGS

## BOARD NOTICE 707 OF 2024

## SOUTH AFRICAN DENTAL TECHNICIANS COUNCIL

## REQUEST FOR NOMINATIONS

## ELECTIONS OF MEMBERS OF THE SOUTH AFRICAN DENTAL TECHNICIANS COUNCIL

Notice is hereby given in terms of the provisions of the Regulations relating to an election of **two (2) dental technician employees and two (2) dental technician contactors and one Dentist** member/members of the Council to serve during the period ending 31 March 2030 is about to be held.

**Nominations of eligible dental technician contactors, dental technician employees and dentists** are awaited. A person nominated shall (a) not be unrehabilitated insolvent, (b) not be disqualified, in terms of the Act or the medical, Dental and Health Professions Act, 1974 (Act 56 of 1974), from practicing his/her profession, (c) not be the patient or a President's patient as defined in section 1 of the mental Health Act, 1973 (Act 18 of 1973), and (d) be a South African citizen and permanently resident in the Republic.

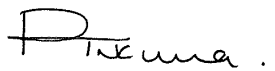
Each candidate shall be nominated on a separate nomination form, but any person entitled to vote in the election may sign the nomination forms of any number of candidates not exceeding the number to be elected.

Each nomination form shall state the first names and the surname of the candidate nominated and shall be signed by **two registered dental technicians/technologist/contractors/dentists**. The person nominated shall also sign the form, confirming that he consents to his/her nomination. The registered address of each one so signing shall be appended to his signature. If the person nominated is unable to sign the nomination form, he may inform the returning officer by letter or telegram that he/she consents to his nomination.

Every nomination form shall reach the undersigned (from whom nomination forms can be obtained on application) at the address given below, not later than **03 February 2025, 16H00**.

A deposit of R50 shall accompany the nomination. Every nomination form in respect of which any of these provisions has not been complied with or which is not received by the aforesaid date at the address given below, shall be invalid.

<b>Physical address</b> The Returning Officer 954 Corner Arcadia & Hill Streets Arcadia Pretoria  Website: <a href="http://www.sadtc.org.za">www.sadtc.org.za</a> Inquiries may be directed to the Registrar by email or telephone at <a href="mailto:info@sadtc.org.za">info@sadtc.org.za</a>	<b>Postal address</b> The Returning Officer P. O. BOX 29766 Sunnyside 0132  Tel: (012) 342 4134
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**Returning Officer**

Mrs P.T. Nkuna  
Registrar/CEO: South African Dental Technicians Council









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