

## **INVITATION TO COMMENT DISCUSSION DOCUMENT: “PIPELINE LEVIES”**

The National Energy Regulator is a regulatory authority established as a juristic person in terms of section 3 of the National Energy Regulator Act, 2004 (Act No. 40 of 2004). The National Energy Regulator’s mandate is to regulate the electricity, piped-gas and petroleum pipelines industries in terms of the Electricity Regulation Act, 2006 (Act No. 4 of 2006), Gas Act, 2001 (Act No. 48 of 2001) and Petroleum Pipelines Act, 2003 (Act No. 60 of 2003).

In accordance with section 2(1) (a) of the Petroleum Pipelines Levies Act, 2004 (Act No. 28 of 2004), the National Energy Regulator may impose levies for the purpose of meeting the general administrative and other costs of the National Energy Regulator and the functions performed by it.

Stakeholders and members of the public are invited to comment on the *Discussion Document: “Pipeline Levies”*? which is available on the National Energy Regulator website at <http://www.nersa.org.za> > Notices > Invitation to comment.

Requests for confidential treatment of information contained in the comments must be made in accordance with rule 4 of the Petroleum Pipelines Act Rules, 2014 (GN 1140 in GG No. 38308 of 12 December 2014). The Rules are also available on the National Energy Regulator website at <http://www.nersa.org.za> > Legislation > Petroleum Pipelines > Petroleum Pipelines Rules.

The deadline for comments is close of business on **24 April 2017**.

Written comments and enquires must be sent to the National Energy Regulator for the attention of the Executive Manager: Petroleum Pipelines Regulation by:

**Post:** The National Energy Regulator  
PO Box 40343  
Arcadia  
Pretoria, 0007; or

**Email:** [pipelines@nersa.org.za](mailto:pipelines@nersa.org.za); or

**Fax:** (012) 401 4700



## DISCUSSION DOCUMENT: "PIPELINE LEVIES"

---

A review of the South African licensed petroleum pipelines and the applicable levies in terms of the Petroleum Pipelines Levies Act, 2004 (Act No. 28 of 2004)

**PETROLEUM PIPELINES LICENSING, COMPLIANCE AND DISPUTE RESOLUTION**

## EXECUTIVE SUMMARY

1. The Energy Regulator proposes that the different types of petroleum pipelines be divided into the categories contained in **Table 1**, below and then determine which of these categories and sub-categories should be subjected to levies, in terms of the Petroleum Pipelines Levies Act, 2004 (Act No. 28 of 2004), (the Levies Act). A list of the pipelines, which fall in the different categories, is provided in Annexure 1 herein.

**Table 1: Petroleum Pipelines Categories**

CATEGORY	PURPOSE	LEVY APPLICABLE?
<b>CATEGORY A</b>	Licences issued for pipelines only	Yes
<b>CATEGORY B</b>	Combined licences which multiple facilities divided into four subcategories	
	a) <b>Subcategory B-1:</b> Crude oil or condensate feed supply pipelines to refineries	Yes
	b) <b>Subcategory B-2:</b> Transfer pipelines from refineries to distant storage facilities	No
	c) <b>Subcategory B-3:</b> Interconnecting pipelines between more than one storage site	No
d) <b>Subcategory B-4:</b> Pipelines for import/export purposes	Yes	
<b>CATEGORY C</b>	Pipelines with multiple inlet flanges – these could generally be part of category A, B or A & B combined.	One flange only

2. As indicated in Table 1 above, a determination was made and it recommended that levies be imposed on pipelines which falls under Category A, Subcategories B-1 and B-4.
3. It was further recommended that levies should not be imposed on pipelines that fall under Categories B-2 and B-3, because they are considered process pipelines and the different facilities depend on them for daily operations.
4. Once approved, this determination will be rolled out in phases, starting with the pipelines which belong to Category A. All the affected licensees will be informed and will also be required to submit volume reports at a frequency to be determined by the Energy regulator. This will also include projected annual volumes, which will be used in determining the levies payable in terms of the Levies Act.

## BACKGROUND

5. The Energy Regulator is legally mandated to impose levies on petroleum and petroleum products transported through licensed petroleum pipelines by the National Energy Regulator Act, 2004 (Act No. 40 of 2004) (“NERA”) and the Petroleum Pipelines Levies Act, 2004 (Act 20 of 2004), (the Levies Act).
6. In terms of subsection 2(1) of the Levies Act, the Authority may, by notice in the government gazette:
  - (a) *impose levies for the purpose of meeting the general administrative and other costs of the Authority and the functions performed by the Authority;*
  - (b) *specify the intervals and times in respect of payment of such levies;*
  - (c) *determine interest as contemplated in section 4; and*
  - (d) *vary levies.*
7. Furthermore, in terms of subsection 2(2) of the same act, the levies imposed under subsection 2(1) must be:
  - (a) *based on the amount of petroleum, measured in litres, delivered by importers, refiners and producers to inlet flanges of petroleum pipelines; and*
  - (b) *paid by the person holding the title to the petroleum immediately after it has entered the inlet flange.*
8. Petroleum pipelines are as defined<sup>1</sup> in the Petroleum Pipelines Act, 2003 (Act No. 60 of 2003), (the Act).
9. Currently only the users of Transnet’s Pipeline (TPL) network are levied and this network has three inlet flanges which are located in Durban (“Island View”), Coalbrook (“NATREF”), and Secunda (“Sasol Oil”).

---

<sup>1</sup> The Petroleum Pipelines Act, 2003 (Act No. 60 of 2003) defines **petroleum pipeline** as “a pipeline used to transport petroleum excluding those located on the premises of-  
(a) a manufacturer of petroleum products;  
(b) a storage facility;  
(c) a retailer of petroleum products;  
(d) an agricultural cooperative;

10. This document will describe the nature or types of pipelines or pipeline networks licensed by the Energy Regulator, and make recommendations on which pipelines the Energy Regulator can practically impose levies in line with the Levies Act.

## DISCUSSION

11. In addition to the two pipelines/pipeline networks mentioned above, the Energy Regulator has to date, issued 8 licences exclusively for pipelines and 5 more for networks/systems that combine pipelines with storage facilities and/or loading facilities. This brings the total number of pipelines/networks that might need to be levied to 15. The details of the licensed pipelines and networks/systems are given in **Table 2** below.

**Table 2: Licensed Pipelines**

	LICENCE NUMBER	Date of Issue	LICENSEE	LOCATION AND FACILITIES INCLUDED IN THE LICENCE
1	Revoked PPL.p.F3/35/6/2006 and now PPL.p.F3/194/2014	Old licence issued : 7- Dec-09 & current on 1- Jul-15	Shell SA, BPSA, Engen, Excel & TotalSA (Chevron removed from JV- 2014)	OR Tambo Intl Airport pipeline
2	PPL.p.F3/35/4/2006	07-Dec-09	Chevron SA	Crude pipeline from CT Harbour to Chevref
3	PPL.p.F3/35/7/2006	07-Dec-09	Chevron SA	HFO pipeline from Chevref to H CT harbour
4	PPL.p.F3/35/8/2006	07-Dec-09	Chevron SA	Refined products pipeline from Chevref to CT Harbour - unused
5	PPL.p.F3/35/5/2006	07-Dec-09	Chevron SA	Crude pipeline from Saldanha Bay Harbour to Chevref
6	PPL.p.F3/97/2010	27-Jan-11	Sasol Oil	Refined products pipeline from Secunda refinery to Natref
7	PPL.p.F3/20/1/2006	29-Mar-07	Transnet	Transnet country network
8	PPL.p.F3/198/2015	27-Jul-15	PetroSA	Pipeline from FA Platform to GTL plant
9	PPL.p.F3/24/2006	29-Mar-07	Shell SA	PE Aviation storage to airport - decommissioned
10	PPL.sf.F3/71/2007	30-Nov-11	PetroSA	Voorbaai, Mosselbay storage & pipelines
11	PPL.p.F3/41-43/2006	15-Feb-10	Engen Petroleum	Island View, pipelines and storage
12	PPL.p.F3/8/2006	14-Sep-09	BP & Shell (Sapref)	Island View, pipelines and storage
13	PPL.sf.F3/18/2006	14-Jul-08	Sasol & Total (Natcos)	Island View, pipelines, loading facility and storage
14	PPL.sf.F3/22/2/2006	19-Jul-10	IVS Durban (BTT)	Island View, pipelines to loading facilities and storage
15	PPL.p.F3/72/2007	28-Mar-11	SFF	Saldanha loading facility to SFF storage

12. Section 2(2) of the Levies Act requires that levies be paid at the inlet flanges of petroleum pipelines and be “paid by the person holding the title to the petroleum immediately after it has entered the inlet flange.” When considering the levying of petroleum into these pipelines, consideration must be given to:

- (a) where the inlet flange of the pipeline or pipeline networks/systems is;

- (b) the mode of operation of the pipeline or pipeline networks/systems; and
- (c) the identity of the person holding the title of the petroleum upon entering the inlet flange.

13. In the sections that follow, due regard is given to the consideration above, and the pipelines or pipeline networks/systems are duly categorised. A recommendation is then given on whether levies should be imposed on petroleum transported by these pipeline or pipeline networks/systems, as categorised.

14. The following three categories of pipeline or pipeline networks/systems were identified and are described in the following sections:

- (a) Category A: Licences issued purely/solely for pipelines;
- (b) Category B: Combined licences issued (includes several pipelines, storage and loading facilities-
  - *subcategory B-1: pipelines used to feed crude or condensate to refineries;*
  - *subcategory B-2: transfer pipelines used to transport refined products from refineries to distant storage facilities belonging to the refinery;*
  - *subcategory B-3: pipelines used to interconnect more than one storage site belonging to one licensee;*
  - *subcategory B-4: pipelines used for import/export purposes*
- (c) Category C: Pipelines with multiple inlet flanges – these could generally be part of category A, B or A & B combined.

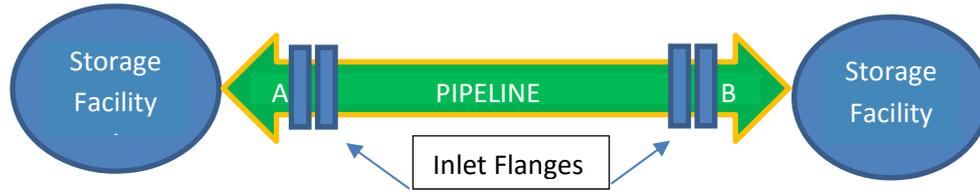
(The reasons for this categorisation are given in the discussion that follows.)

**Question 1:** Please comment on the division of the petroleum pipelines into the different categories, for the purpose of determining which pipelines should the owners of petroleum transported through them be liable for payment of levies.

### **Category A**

15. This category consists of pipelines which were licensed individually as pipelines and have no other facilities as part of those licences. These pipelines generally have identifiable inlets and outlets. These inlets can be at point A, point B or both depending on whether the pipeline is one-directional or bi-directional pipelines, as depicted in **Figure 1: Category A pipelines schematic** below.

Figure 1: Category A pipeline schematic



16. Some of these pipelines are used to transport petroleum from the source (refineries, main storage facilities or loading facilities) to other delivery points (e.g distribution storage facilities, refineries or loading facilities). In the letter of the law, product entering through any of A or B should be subject to a levy.
17. There are nine such pipelines and these are listed in **Annexure 1: “Categories of pipelines”**. (The Annexure also separately lists pipelines falling into the different categories discussed further in this document).

Recommendation

18. It is recommended that levies be imposed on petroleum transported through this category of pipelines.

**Question 2:** Please comment on this category and indicate whether the proposed recommendation to impose a levy on pipelines in this category is supported. If not, why not?

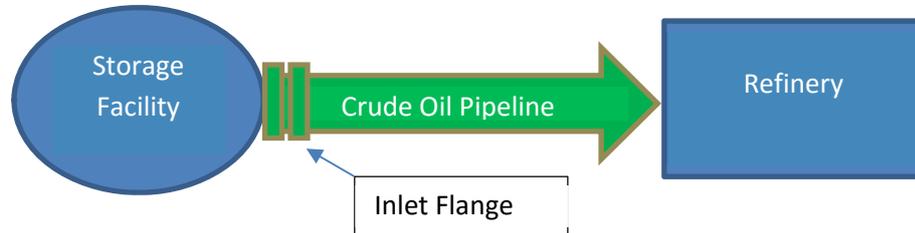
**Category B**

19. These pipelines are licensed as part of a system which includes one or several interconnected storage facility sites and/or loading facilities that are located on different sites. These do not include pipelines which are auxiliary to loading facilities. In some instances, some of these systems have a number of pipelines which are bi-directional. In main, the pipelines form part of a complex system of interconnected storage facilities generally with *identifiable points of entry into the system and identifiable points of exit from the system*.
20. These pipeline systems also have multiple inlet flanges due to the complex nature of their mode of operation. In an attempt to simplify the pipelines systems for the purpose of deciding which pipelines need to have levies imposed, the systems have been sub-categorised below:

a) Category B-1

Pipelines which are used for supplying crude oil to the respective refineries, with the crude oil storage tanks not on the same premises as the refinery itself.

Figure 2: Category B-1 Feeder Pipelines to Refineries



Technically, product leaving the storage facility destined to the refinery would be entering the inlet flange of a (separately) licensable pipeline, and therefore subject to a levy. However, in most cases, the crude storage facility itself would have received imported crude through a loading facility located on a berth or from the Single Buoy Mooring (SBM) (see also sub-category B4 below).

This crude would have been subject to a levy at the stage that it entered the inlet flange of the pipeline connecting the loading facility to the storage facility. However, because of how, in some instances, the pipelines connecting the loading facilities (or from the SBM) to the storage facilities have been licensed (i.e. as auxiliary to the loading facilities or SBM) levies cannot be imposed on these pipelines.

Examples of such arrangements include crude oil pipelines from the South Tank Farm storage facilities in Prospecton for Engen, the feed crude to the Engen Refinery, and the Natcos tanks that feed the SAPREF Refinery.

The letter of the law should have been to impose levies on the crude as it is imported through the loading facility (or SBM) destined for the storage facility, and again as it leaves the storage facility to the refinery.

Recommendation

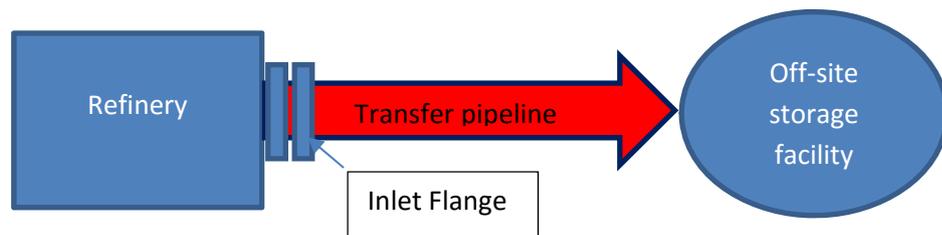
It is recommended that levies be imposed on petroleum transported through this category of pipelines.

**Question 3:** Please comment on this subcategory and indicate whether the proposed recommendation to impose a levy on pipelines in this subcategory is supported. If not, why not?

b) Category B-2

These unidirectional pipelines connect refineries to storage facilities that are located off the premises of the refinery, and generally transport refined products. These pipelines allow for the continuous operation of the refineries by providing means of transporting petroleum products from the premises of the refinery to the distant storage facilities otherwise would have been on the refinery premises, had circumstances allowed.

Figure 3: Category B-2 Transfer Pipelines from Refineries



Again, the letter of the law would require that the levies be imposed on the refined products leaving the refinery for the storage facilities. These pipelines are referred to by refinery operators as transfer pipelines and are found in Voorbaai, Mossel Bay for PetroSA, as well as in Island View for Sapref and Engen. Both Sapref and Enref do not have road loading gantries within their premises, so these pipelines are the only means of moving product out of the refineries.

**Question 4:** Please comment whether the assertion that the continuous operation of the refinery depends on these transfer pipelines? If not, why not?

Recommendation

It is recommended that levies not be imposed on petroleum transported through this category of pipelines.

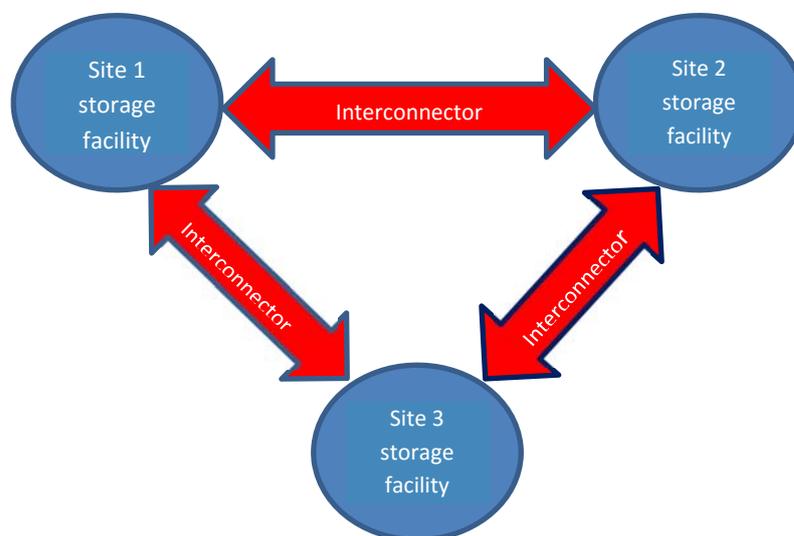
**Question 5:** Please comment on this subcategory and indicate whether the proposed recommendation not to impose a levy on pipelines in this subcategory is supported. If not, why not?

c) Category B-3

Pipelines used to interconnect the different storage sites owned operated by the respective licensees in Island View. These pipelines are technically part of the

operation of these storage sites and it is not technically feasible to allow interconnection with other third parties, since such interconnection would potentially interfere with the operation of these facilities.

Figure 4: Category B-3: Interconnecting pipelines



As per the definition in of a pipeline, these interconnecting pipelines would have any product transported through them levied each time the same product/slug is shipped to and/or from any of the storage facilities. Examples of such pipelines in Island View include:

- 15 pipelines belonging to SAPREF and interconnecting its storage sites in with the refinery;
- 13 pipelines belonging to Engen, also interconnecting its storage sites in with the refinery;;
- An unspecified number of pipelines interconnecting storage BTT facilities; and
- One pipeline from Natcos Fynnlands to the Natcos tank farm at the old Durban airport.

**Question 6:** Please comment on the assertion that this type of pipelines can be viewed as process pipelines which form part of the daily operation of the different storage sites, which they inter link. If not, why not?

#### Recommendation

It is recommended that levies not be imposed on petroleum transported through this category of pipelines.

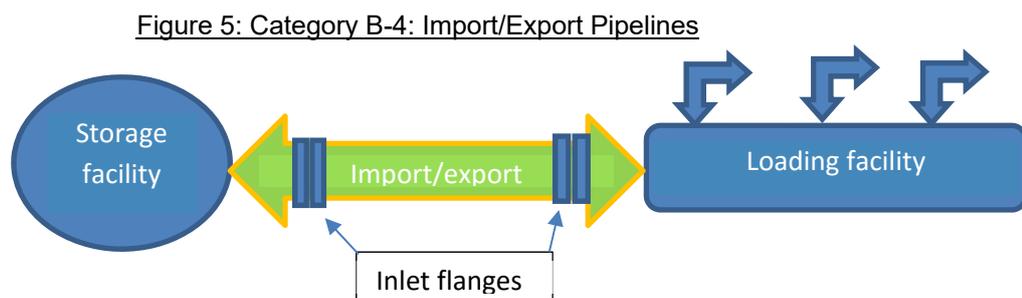
**Question 7:** Please comment on this subcategory and indicate whether the proposed recommendation not to impose a levy on pipelines in this subcategory is supported or not. If not, why not?

d) Category B-4

This category contains mostly bi-directional pipelines that link coastal storage facility sites to various import or export loading facilities. These are used for both import and (international) export purposes, as well as for moving petroleum to and from other local ports (e.g. from Durban to Cape Town or Richards Bay).

Examples of such pipelines include:

- Sapref: twenty (20) pipelines;
- Engen: fourteen (14) pipelines; and
- BTT: thirty nine (39) pipelines



The challenge with these pipelines is that some of the imported petroleum is for localised consumption while some is transported further via other pipelines for utilisation inland. This would potentially result in multiple levies being paid for individual slugs if there is a change in the ownership of pipelines. This scenario is discussed further in category C, below.

Recommendations

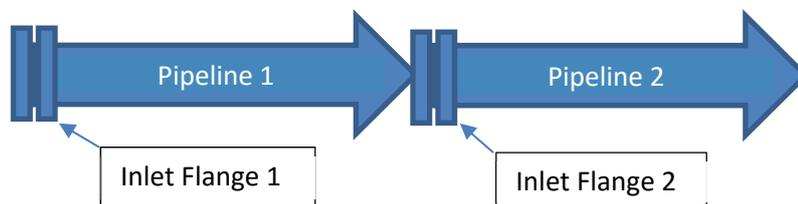
It is recommended that only levies be imposed on these pipelines.

**Question 8:** Please comment on this category and indicate whether the proposed recommendation to impose a levy on pipelines in this category is supported or not. If not, why not?

### Category C

21. Unlike the preceding categories, this category is not formulated based on how the pipelines are licensed. It rather entails licensed pipelines or pipeline networks that have change in ownership along the route of a transported/shipped slug of petroleum. This type of change of ownership can be directly between two interconnecting pipelines.
22. Technically such pipelines have more than one inlet flange, and each time a slug of petroleum enters another inlet flange, it would be subject to another levy, potentially resulting in the charging of multiple levies per slug of petroleum. Figures 6 and 7 below illustrate examples of such types of systems.

Figure 6: Category C – Pipeline to Pipeline Interconnection



23. Figure 6 above depicts a scenario where two pipelines belonging to and licensed to two different entities directly interconnect with each other. A typical example of this would be the planned Avedia Energy (Pty) Ltd and Sunrise Energy (Pty) Ltd interconnection in Saldanha Bay. Whereas, figure 7 illustrates another similar situation which happens via a storage facility. An example of this is another scenario in Saldanha Bay, where SFF owns “pipeline 1” and the storage facility and the ultimate user Chevron owns “pipeline 2”.

Figure 7: Category C – Interconnection through storage facility



24. Similar situation exists in Island View, Durban, where imported petroleum products are either distributed through the road gantries, located at the respective storage sites, or are shipped inland using the TPL network. Furthermore, levies are currently imposed on the latter, meaning it will be levied twice. It is also not quite clear how much of the imported petroleum makes it into the TPL network and the nature of the pipeline network in Island View will render the performance of a volumetric/material balance a tedious exercise.

25. Based on the aforesaid, imposing levies on these types of pipelines needs to be thought through carefully, to avoid situations where a single slug of petroleum is subjected to multiple levies. Legally, such pipelines are considered to be separate pipelines and would normally have individual tariffs, and it is logical to suggest that third party users will pay the different tariff as their products enter the different pipelines. Based on the aforesaid, it could be argued that multiple levies should also apply, however, this could not have been the intention of the Levies Act.

### Recommendation

26. It is therefore recommended that in these scenarios, a levy be imposed on one flange only.

**Question 9:** Please comment on this category and indicate whether the proposed recommendation not to impose multiple levies, where pipeline systems have more than one inlet flange, is supported or not. If not, why not?

### **PROCESS**

27. The following process will be followed once the Energy Regulator has made a determination on the pipelines that will have the owners of petroleum and petroleum products transported through them liable for the payment of levies:

- a) The Energy Regulator will inform the affected licensees of the decision;
- b) The affected licensees will be required to submit to the Energy Regulator volume reports for the said pipelines for invoicing purposes. The frequency of the submission will be as determined by the Energy Regulator;
- c) Licensees must submit, to the Energy Regulator, projected pipeline volumes on request;
- d) The Energy Regulator will submit the proposed levy to the Minister of Energy for approval, in consultation with the Minister of finance; and
- e) Levies published 30 days before imposition.

**Question 10:** Please provide us with your view on implementing the levies in phases, starting with Category A pipelines.

**Question 11:** Please provide any written comments on issues which were not covered or is a matter of concern.

## **ANNEXURE 1: CATEGORIES OF LICENSED PIPELINES**

## ANNEXURE 1: CATEGORIES OF LICENSED PIPELINES<sup>2</sup>

CATEGORY A: "STANDALONE" PIPELINES							
	LICENCE NUMBER	DATE OF ISSUE	LICENSEE	FACILITY DETAILS (PURPOSE)	FLOW (# OF INLET FLANGES)	LOCATION OF INLET FLANGE(S)	LEVY REQUIRED?
1	PPL.p.F3/194/2014	1-Jul-15	Shell SA, BPSA, Engen, Excel & TotalSA	OR Tambo Intl Airport pipelines ( <i>Fuel supply for airlines</i> )	Uni-directional (one inlet flange)	Isando Rail siding	Yes
2	PPL.p.F3/35/7/2006	07-Dec-09	Chevron SA	HFO pipeline from Chevref to CT harbour ( <i>Supply HFO to customers</i> )	Uni-directional (one inlet flange)	Chevron Refinery (Chevref)	Yes
3	PPL.p.F3/35/8/2006	07-Dec-09	Chevron SA	Refined products pipeline from Chevref to CT Harbour ( <i>Import/export and supply to Chevron customers</i> )	Bi-directional (four inlet flange)	Chevref, Engen depot, BP depot & CT Harbour	Yes
4	PPL.p.F3/35/5/2006	07-Dec-09	Chevron SA	Crude pipeline from SFF-Saldanha to Chevref ( <i>crude oil supply to Chevref</i> )	Uni-directional (one inlet flange)	SFF storage facility in Saldanha	Yes
5	PPL.p.F3/97/2010	27-Jan-11	Sasol Oil	Refined products pipeline from Secunda refinery to Natref	Uni-directional (one inlet flange)	Sasol Oil Secunda	Yes
6	PPL.p.F3/198/2015	27-Jul-15	PetroSA	Pipeline from FA Platform to GTL plant	Uni-directional (one inlet flange)	FA-Platform	Yes
7	PPL.p.F3/20/1/2006	29-Mar-07	Transnet	Transnet country network	Uni-directional (three inlet flanges)	IV, Coalbrook, Secunda	Yes
8	PPL.p.F3/35/4/2006	07-Dec-09	Chevron SA	Crude pipeline from CT Harbour to Chevref (Importation of crude oil) – <b>Not in use for years</b>	Uni-directional (one inlet flange)	Cape Town Harbour	Yes
9	PPL.p.F3/24/2006	29-Mar-07	Shell	PE Aviation storage to airport - <b>decommissioned</b>	Unidirectional	Dom Pedro	N/A

CATEGORY B: PIPELINES IN COMBINED LICENCES							
CATEGORY B-1 – CRUDE OIL/CONDENSATE FEEDER PIPELINES TO REFINERIES (Combined licences)							
	LICENCE NUMBER	DATE OF ISSUE	LICENSEE	FACILITY DETAILS (PURPOSE)	FLOW (# OF INLET FLANGES)	LOCATION OF INLET FLANGE(S)	LEVY REQUIRED?
1	PPL.p.F3/41-43/2006	15-Feb-10	Engen Petroleum	Island View, pipelines and storage (Crude feed)	Uni-directional (one inlet flange)	South Tank Farm	Yes
2	PPL.p.F3/8/2006	14-Sep-09	BP&Shell (Sapref)	Island View, pipelines and storage (Crude feed)	Uni-directional (one inlet flange)	Natcos Tank Farm	Yes
3	PPL.sf.F3/18/2006	14-Jul-08	Sasol&Total (Natcos)	Island View, pipelines, loading facility and storage (Crude feed)	Uni-directional (one inlet flange)	Natcos Tank farm	Yes
4	PPL.sf.F3/71/2007	30-Nov-11	PetroSA	Voorbaai, Mosselbay storage & pipelines (Condensate feed)	Uni-directional (one inlet flange)	Single Point Mooring facility	Yes

<sup>2</sup> This list is subject to change and it currently serves as an illustration of the proposed principle

<b>CATEGORY B-2 TRANSFER PIPELINES FROM REFINERIES TO OFFSITE STORAGE FACILITIES (Combined licences)</b>							
	<b>LICENCE NUMBER</b>	<b>DATE OF ISSUE</b>	<b>LICENSEE</b>	<b>FACILITY DETAILS (PURPOSE)</b>	<b>FLOW (# OF INLET FLANGES)</b>	<b>LOCATION OF INLET FLANGE(S)</b>	<b>LEVY REQUIRED?</b>
1	PPL.p.F3/41-43/2006	15-Feb-10	Engen Petroleum	Island View, pipelines and storage (refined product transfer)	Unidirectional	Enref	N/A
2	PPL.p.F3/8/2006	14-Sep-09	BP&Shell (Sapref)	Island View, pipelines and storage (refined product transfer)	Unidirectional	Sapref	N/A
3	PPL.sf.F3/71/2007	30-Nov-11	PetroSA	Voorbaai, Mosselbay storage & pipelines (refined product transfer)	Unidirectional	PetroSA GTL plant	N/A

**CATEGORY B-3 STORAGE FACILITIES/SITES INTERCONNECTING PIPELINES (Combined licences)**

	<b>LICENCE NUMBER</b>	<b>DATE OF ISSUE</b>	<b>LICENSEE</b>	<b>FACILITY DETAILS (PURPOSE)</b>	<b>FLOW (# OF INLET FLANGES)</b>	<b>LOCATION OF INLET FLANGE(S)</b>	<b>LEVY REQUIRED?</b>
1	PPL.p.F3/41-43/2006	15-Feb-10	Engen Petroleum	Island View, pipelines and storage	Multiple	Multiple	N/A
2	PPL.p.F3/8/2006	14-Sep-09	BP&Shell (Sapref)	Island View, pipelines and storage	Multiple	Multiple	N/A
3	PPL.sf.F3/18/2006	14-Jul-08	Sasol&Total (Natcos)	Island View, pipelines, loading facility and storage	Multiple	Multiple	N/A
4	PPL.sf.F3/22/2/2006	19-Jul-10	IVS Durban (BTT)	Island View, pipelines to loading facilities and storage	Multiple	Multiple	N/A

**CATEGORY B-4 – IMPORT/EXPORT PIPELINES<sup>3</sup> (Combined licences)**

	<b>LICENCE NUMBER</b>	<b>DATE OF ISSUE</b>	<b>LICENSEE</b>	<b>FACILITY DETAILS (PURPOSE)</b>	<b>FLOW (# OF INLET FLANGES)</b>	<b>LOCATION OF INLET FLANGE(S)</b>	<b>LEVY REQUIRED?</b>
1	PPL.p.F3/41-43/2006	15-Feb-10	Engen Petroleum	Island View, pipelines and storage	Bi-Directional	Berths and Engen storage sites	Yes
2	PPL.p.F3/8/2006	14-Sep-09	BP&Shell (Sapref)	Island View, pipelines and storage	Bi-Directional	Berths and Sapref storage sites	Yes
3	PPL.sf.F3/18/2006	14-Jul-08	Sasol&Total (Natcos)	Island View, pipelines, loading facility and storage	Bi-Directional	Berths 9 and Natcos storage sites	Yes
4	PPL.sf.F3/22/2/2006	19-Jul-10	IVS Durban (BTT)	Island View, pipelines to loading facilities and storage	Bi-Directional	Berths and BTT storage sites	Yes
5	PPL.sf.F3/71/2007	30-Nov-11	PetroSA	Voorbaai, Mosselbay storage & pipelines	Bi-Directional	SPM/CBM and PetroSA storage site	Yes
7	PPL.p.F3/72/2007	28-Mar-11	SFF	Saldanha loading facility to SFF storage (crude oil import and export)	Bi-directional (two inlet flanges)	Port of Saldanha and SFF storage facility	Yes

<sup>3</sup> Although users of these pipelines are required to pay levies, caution needs to be exercised to avoid double levying. A percentage of these imports is transported inland through the TPL network where levies are also applicable, risk of double levying is high.