

Namibian Ports Authority Tariffs 2009



MISSION

Namport is committed to providing world-class port services to all local, regional and international seaborne trade through excellent customer service, sustainable growth and social responsibility.

VISION

To be the first-choice world-class port service provider in Africa.

VALUES

Discipline, Integrity, Sense of urgency, Honesty.

GENERAL TARIFFS (OTHER THAN SYNCROLIFT)

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CHAPTER 1

DEFINITIONS AND INTERPRETATION

1.1 GENERAL

- 1.1.1 "the Act" mean the Namibian Ports Authority Act 1994 (Act No 2 of 1994); as amended
- 1.1.2 "Nairport" mean the Namibian Ports Authority established in terms of the Act;
- 1.1.3 "Port's area of jurisdiction" means the area of jurisdiction as defined in section 13 of the Act.

1.2 APPLICATION OF DUES AND CHARGES

The dues and charges set herein apply to the Port of Walvis Bay and the Port of Lüderitz with effect from 1 January 2009.

1.3 INTERPRETATION OF TERMS

1.3.1 "abnormal cargo" mean

1.3.1.1 any article with a mass in excess of 25 tons; and/or

1.3.1.2 any article the dimensions of which exceed any of the following:

Length: 13,7 metres;

Width: 3,05 metres at the base and up to a height of 2,26 metres from the base, then tapering to 1,51 metres in width at the top

Height: 2,87 metres;

and shall be subject to the following :

- before abnormal cargo is discharged, arrangements must be made with Nairport for storage on carriage;
- abnormal cargo is handled at the owner's risk;
- should any additional or special equipment be required; additional charges will be levied in accordance with tariffs.

NOTE: Vehicles landed by the RO/RO method and driven under own power or towed from the port on own wheels are not regarded as abnormal cargo.

- 1.3.2 "cellular container vessel" mean a ship designed to carry cargo in ISO containers in custom designed container slots;
- 1.3.3 "bulk cargo" mean a homogeneous commodity in solid or liquid form discharged/shipped by means of grabs, filled buckets, filled baskets, pipeline, or bulk handling appliances direct into/from trucks and bulk storage facilities or onto/from vehicles, open spaces or other storage areas;
- 1.3.4 "dangerous cargo" mean commodities classified as such in terms of the IMDG Code (International Maritime Dangerous Goods code).

- 1.3.5 “EOHP” mean except as otherwise herein provided;
- 1.3.6 “explosives” mean any commodity classified as such in terms of the Explosives Act, 1956 or in terms of the IMDG Code (International Maritime Dangerous Goods code)
- 1.3.7 “ordinary working hours” shall mean -
- 1.3.7.1 for marine services - Mondays to Fridays (except Public HOLIDAYS):
06H00 to 22H00
Saturdays (except public HOLIDAYS):
06H00 to 12H00
(All other times are overtime)
- Note: For services rendered outside ordinary working hours refer to Chapter 3.
- 1.3.7.2 for cargo working: Mondays to Fridays (except public HOLIDAYS):
07H00 to 13H00
14H00 to 17H00
(All other times are overtime)
- Note: For services rendered outside ordinary working hours refer to clause 9.4.
- 1.3.8 “palletised cargo” see sub clause 1.3.17;
- 1.3.9 “perishable cargo” mean cargo subject to rapid deterioration e.g. fish, fruit, vegetables, plants, meat, dairy products, eggs and other cargo requiring refrigeration;
- 1.3.10 “posting of ships” mean when notice of arrival of ships is given and posted in the harbour-revenue offices. Ships will be posted at the commencement of business of harbour-revenue offices on the day following the day of their arrival (except Saturdays, Sundays and public holidays).
- The Customer Service Centre will be open for business (except Saturdays, Sundays and public holidays) as follows:
- Mondays to Fridays: 08H00 to 13h00
14h00 to 17h00
- 1.3.11 “Regulations” mean the Port Regulations for the Ports of Namibia;
- 1.3.12 “roll-on roll-off cargo or Ro-Ro” mean cargo moved from ship to shore and vice versa by means of vehicle or on own wheels over a fixed ship’s ramp. In order to qualify for Ro-Ro charges break bulk cargo should remain unitised in terms of clause 1.3.17 throughout the handling process;

1.3.13	“ship’s stores”	mean provisions for consumption by the crew and/or passengers or articles for maintenance, propulsion and administration of the ship ; (See note 4.7)
1.3.14	“small craft”	means a tug, fishing craft, whale catcher, launch, barge, lighter, rowing boat, ski boat, sailing boat, yacht or similar craft or a hulk of any of the craft enumerated.
1.3.15	“ton”	Unless the context otherwise indicates, shall mean a harbour ton i.e. 1,000kg or 1 cubic meter whichever yields the higher tonnage.
1.3.16	“unitised cargo”	<p>means cargo landed/shipped on pallets, in paraweb slings, in containers other than ISO containers, in cages, slip sheeted cargo and tote bags, as well as CKD traffic and cargo strapped to platforms subject to the following requirements:</p> <ul style="list-style-type: none"> - Packages (units) must, as a minimum, equal 1,5 harbour tons or 1 000 kg if calculated on a harbour ton unit of 1 000 kg (excluding the pallet as such in respect of palletised cargo); - Packages (units) must not exceed 4 000 kg in mass; - Packages (units) must allow ready handling by means of wharf cranes and forklift trucks. They must be suitably strengthened to allow handling by these appliances and in respect of cases and platforms the forklift tunnels must be clearly indicated thereon; - Packages (units) must remain intact throughout all handling and transport operations; - Such consignments must be manifested, landed and tallied as units and the receipts must be issued for units. In addition, the type of package (unit) must be declared on landing/ shipping/transshipping documents.
1.3.17	“SACU Region”	means the ports of the Southern African Customs Union Member States, i.e. from the port of Richards Bay to the port of Walvis Bay;
1.3.18	“Cargo Working”	mean vessels calling for the sole purpose of landing, shipping or transshipping of cargo, which includes the opening of hatches, lashing/unlashing and trimming and surveying of the cargo and draft.

1.3.19 "Gang" A gang constitutes all the labour and/or equipment (excluding cranes) required to facilitate shoreside ship ping/landing activities and will not exceed eight persons.

1.4 MINIMUM CHARGES

The minimum charge for services specified is for one harbour ton of cargo. Fractions of a metric ton, kilolitre or cubic metre on consignments exceeding one harbour ton are levelled up to the next higher hundred kilograms, hundred litres or hundred cubic decimetres, e.g. 9,768 metric tons is levelled up to 9,8 metric tons, 3,528 kl is levelled up to 3,6 kl and 2,005 cubic metres is levelled up to 2,1 cubic metres.

NOTE : Storage charges on consignments under one harbour ton are calculated on the tonnage levelled to the next 100 kg or 100 cubic decimetres, viz. 695 kg or cubic dm are levelled up to 0,7 ton. Base Tariff on consignments of less than 1 000 kg on which the minimum value per ton for The Base Tariff purposes is applicable, is calculated on the tonnage levelled up to the next 100 kg, e.g. 465 kg becomes 0,5 ton multiplied by the prescribed value per ton.

1.5 LEVELLING OF CHARGES

In the final amount of each due or charge a fraction of a cent shall be rounded up to a complete cent.

1.6 NAMPORT TARIFF BOOK

Copies of the Namport Tariff Book are obtainable from the Customer Service Centre or on direct application to the Executive: Marketing & Strategic Business Development, Namport, P O Box 361, Walvis Bay, Namibia or Namport's website: www.namport.com
SPECIAL SERVICES

1.7 SPECIAL SERVICES

1.7.1 Charges are not raised for services performed for the convenience of the port.

1.7.2 Charges for the use of appliances and for services not provided for in this tariff book shall be quoted on application.

1.8 ALTERATION OF DUES AND CHARGES

Namport may amend dues and charges in terms of this Tariff at any time with prior notification, EOHP. The Managing Director of the Namibian Ports Authority or his/her delegated official may negotiate contract rates and discounts on tariffs.

1.9 VALUE ADDED TAX

Value added Tax (VAT) of 15% is applicable on all services as stipulated per the VAT Act of 2000 and will be added to this Tariff.

1.10 CURRENCY

All the tariffs as stipulated in the Tariff Book are denoted in Namibia Dollars (N\$).

1.11 CORRIDOR TRAFFIC

All cargo imported and exported via the Port of Walvis Bay or the Port of Lüderitz which is consigned to or exported from a private person, business or company origin or destination from or to the following countries: Angola, Botswana, Democratic Republic of the Congo, South Africa, Zambia and Zimbabwe shall be deemed to be corridor traffic. Cargo via bonded warehouses will be regarded as corridor traffic. Cargo via Bonded facilities will not be regarded as corridor traffic. Consignment via bonded facilities will be allowed on application for refund subject to the submission of EX 1 custom acquittals of the full consignment. (Refund period of 12 month from date of entry)

1.12 INTERNATIONAL SHIP AND PORT FACILITY SECURITY CODE (ISPS CODE)

The International Ship and Port Facility Security Code (ISPS Code) is a code agreed between members of the signatories to the International Convention for the Safety of Life at Sea (SOLAS) on minimum security arrangements for ships, ports and Coast Guard agencies. The Code was introduced by the International Maritime Organization (IMO), the overseer of the original SOLAS agreement, in the wake of fears of terrorist attacks on ships and ports after the September 11 terrorist attacks. The code was agreed at a meeting of the 108 signatories to the original convention in London in December 2002. The measures agreed under the code were brought into force on July 1, 2004. The code does not specify specific measures that each port and ship must take to ensure the safety of the facility against terrorism because of the many different types and sizes of these facilities. Instead it outlines “a standardized, consistent framework for evaluating risk, enabling governments to offset changes in threat with changes in vulnerability for ships and port facilities.”

1.13 DISCLAIMER

The Namibian Ports Authority can not assure that the Tariff Book is free of errors or omissions and will therefore not be liable for any loss or damage arising from such errors and omissions.

1.14 CASH HANDLING FEE

The Namibian Ports Authority will charge a cash handling fee of N\$ 10.00 on every N\$1,000.00 handled.

1.15 OVERDUE ACCOUNTS / INTEREST

The Namibian Ports Authority charges interest of prime plus 2% on all overdue accounts.

CHAPTER 2

PORT, LIGHT AND BERTH DUES ON SHIPS

2.1 PORT DUES

2.1.1 Ships liable to pay Port Dues

- a. All ships while in port limits;
- b. Newly built ships, from the time of launching, except when fitting out at a private jetty, in which case port dues will commence from the time sea trials are held, until handed over to the owner, and
- c. Ships leaving port limits for engine trials, etc. after repairs, and not visiting another port, from the time of first entering port limits until final departure.

2.1.2 Exemptions from Port Dues

- a. Vessels belonging to Nampol, SRIN and the Namibian Defence Force;
- b. Small craft licensed by Namport while not berthed at a commercial berth, jetty or quay belonging to Namport;
- c. Pleasure craft not used for gain of whatever nature while not berthed at a commercial berth, jetty or quay belonging to Namport;
- d. Vessels at anchor will be charge 25% on Port Dues.
- e. Vessels calling for bunkers, ship stores and water or vessels in port for less than 12 hours will qualify for a 15 % rebate on Port dues.

2.1.3 Port Dues: Rates

Port Dues are payable as follows:

All vessels:	
Basic charge per 100 gross tonnage or part thereof per call	88.60
PLUS	
per 100 gross tonnage or part thereof per 6 hour period or part thereof	6.90

2.2 LIGHT DUES

2.2.1 Vessels liable to pay Light Dues:
All vessels, except when exempted.

2.2.2. Exemptions from Light Dues:

- a. Vessels belonging to Nampol, SRIN and the Namibian Defence Force;
- b. Pleasure craft used solely for pleasure purposes and not for gain of whatever nature.

Light Dues: Rates

Small craft licensed by Namport, at the port where licensed, whether a license charge is payable or not, including small craft, the owner of which cannot furnish satisfactory proof of the gross tonnage: per Metre or part thereof of the length overall per calendar year of part thereof, ending 31 December:	12.00
All other ships: First 12 calls: per 100 GT per vessel call, per service: Thereafter: per 100 GT per call:	55.60 16.50

Notes:

- a. The first 12 calls will be calculated as from 1 January 2009 ending 31 December 2009.
- b. Light dues will be charged at the first port of call in Namibia, but will be exempted at the second port of call in Namibia if a valid Light Dues Certificate is presented from the first Namibian port of call on a single voyage.

2.3 BERTH DUES

2.3.1. Vessels liable to pay berth dues

All vessels occupying a berth or mooring belonging to Namport, except when exempted.

2.3.2 Exemptions from berth dues

- a. Vessels will be exempted from berth dues for the actual period physically landing, shipping or transshipping cargo. Vessels landing, shipping or transshipping cargo and not engaging Namport labour or equipment will be charged full berth dues unless proof of the actual working hours for the above activities is supported by:
 - i. Tallies or stevedore worksheets presented to the Customer Service Centre;
 - ii. Statement of facts will be required to verify cessation of cargo.
- b. Vessels calling for the primary purpose of landing, shipping or transshipping cargo are allowed a free period of three cargo working hours on arrival and three cargo working hours after cessation of cargo working per call: (addition)
- c. Vessels belonging to Nampol, SRIN and Namibian Defence Force

- d. Vessels calling for the primary purpose of taking in bunkers, stores and water are exempted for a period of 24 hours; where after the full tariff is charged;
- e. Vessels calling for the primary purpose of obtaining medical assistance are exempted for a period of 24 hours; where after the full tariff is charged;
- f. Passenger ships and cruise liners on normal business are exempted for a period of 24 hours, where after 50% of normal tariff will be applicable;
- g. Vessels calling for the primary purpose of changing crew are exempted for a period of 12 hours; where after the full tariff is charged. Diamond mining vessels will be allowed 24 hours.

Provided no alternative berth is available, vessels which are permitted to double or treble bank at the Port Captain’s discretion and which are not engaged in cargo working or bunkering will qualify for a 50% rebate on Berth Dues.

Fishing vessels calling at the Port of Lüderitz for landing, shipping or transshipping of cargo are allowed a free period of 12 cargo working hours from arrival of the vessel, where after the full tariff is charged.

2.3.3 Berth dues: Rates

per 100 gross tonnes or part thereof per 6 hour period or part thereof:	28.10
Small craft harbour per 30 minutes or part thereof:	118.00
Permanent mooring buoy per 100 gross tonnes or part thereof per 12 hour period or part thereof:	56.50

Port of Lüderitz

Wooden Jetty Per 100 gross tonnes per 24 hours period or part thereof	40.70
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CHAPTER 3

MARINE SERVICES

3.1 GENERAL

- 3.1.1 Damage to tug wires or ropes caused by sub standard leads is payable by the owner of the vessel causing such damage.
- 3.1.2 The type and number of craft allocated for a service is at the discretion of the Port Captain, whose decision is final.
- 3.1.3 For the purpose of this chapter, "craft" means:
- Large Tug: Propulsion power of 1500 KW and above
(Ondjaba, Omanda and Onyati)
 - Small Tug: Propulsion power of below 1500 KW
(Flamingo, Pelican and Cormorant)
 - Launch: Egret and Woodpecker

3.2 TUGS/CRAFT ASSISTANCE AND/OR ATTENDANCE

The under mentioned charges are payable for craft assisting and/or attending ships entering or leaving port, shifting berth (including warping along the line of a wharf and shifting to and from a berth), per service, unless in Namport's sole discretion this constitutes special services as referred to in sub clause 1.7.1

GROSS TONNAGE

Up to 500 gross tonnes	1,732.00
501 to 1000 gross tonnes	2,498.00
1001 to 2000 gross tonnes	4,738.00
2001 to 10000 gross tonnes PLUS Per 100 gross tonnes or part thereof above 2000	4,973.00 98.00
10001 to 15000 gross tonnes PLUS Per 100 gross tonnes or part thereof above 10000	12,994.00 70.00
15001 to 20000 gross tonnes PLUS Per 100 gross tonnes or part thereof above 15000	16,512.00 59.00
20001 to 25000 gross tonnes PLUS Per 100 gross tonnes or part thereof above 20000	18,275.00 41.00
25001 to 30000 gross tonnes PLUS Per 100 gross tonnes or part thereof above 25000	18,535.00 26.00
Above 30000 gross tonnes PLUS Per 100 gross tonnes or part thereof above 30000	19,685.00 18.00

- NOTE:**
- a. A surcharge of 25% is payable for a service either commencing or terminating outside ordinary working hours on weekdays and Saturdays or on Sundays and public holidays. (For calculation purposes overtime will be charged from Mondays to Fridays as from 22h00 until 0600 the next day, and from 12h00 on Saturdays, all day Sunday and until 06h00 the following Monday)
 - b. A surcharge of 50% is payable where additional craft is provided at the master’s request.
 - c. A surcharge of 55% is payable where a ship without its own power is serviced by a Namport tug. Should an additional craft be provided on the request of the master to service such a ship, a 100% surcharge is payable.
 - d. Should the request for a craft to remain/come on duty be cancelled at any time within 30 minutes after standby has commenced or when the staff are off duty prior to commencing the service, the charges are payable as if the service had been performed.
 - e. A surcharge of 25% is payable when a ship arrives, departs or shifts 30 minutes or more after the notified time.
 - f. Surcharges are calculated on the basic tariff and are cumulative.

3.3 MISCELLANEOUS CRAFT SERVICES

3.3.1 The following charges are payable for craft rendering assistance and/or attendance to oil rigs, towing of vessels from outside port limits and other services, except those provided for in Clause 3.2, calculated from the time the craft leaves its berth or from the time the services have been secured, until it returns to its berth or until it is diverted to other work.

For each craft during or outside ordinary working hours; per hour or part thereof:

Large tug	7,405.00
Small tug	2,538.00
Launch	1,150.00

- NOTE:**
- a. If the service either terminates or commences outside ordinary working hours charges must be maintained for the actual service rendered, subject to a minimum of 2 hours per service.
 - b. If the request for a craft to remain/come on duty outside ordinary working hours is cancelled at any time after standby has commenced, charges are maintained for the actual period that the craft remained on duty and shall be calculated for a minimum of 2 hours. Cancellation must be done in writing through Port Control on the designated cancellation form.
 - c. If the service commences 30 minutes or more after the notified time, charges are calculated from the notified time for a minimum of 2 hours.

- d. If vessels moored or anchored inside port limits break lose from said mooring and require craft assistance, miscellaneous craft assistance plus 50% surcharge is applicable.
- Port of Walvis Bay a minimum charge of N\$ 10,000 is payable.

Note: Mooring to be inspected yearly

- 3.3.2 The following charges are payable when tugs remain/come on duty outside ordinary working hours for purpose of tanker fire watch and during or outside ordinary working hours or any other standby services, such as bad weather, for long uninterrupted periods:

Large Tug per hour or part thereof	4,375.00
Small Tug per hour or part thereof	1,602.00

- 3.3.3 When craft must perform services at other than homeports or other services of a special nature for long uninterrupted periods, charges are quoted by the Port Captain on application.
- 3.3.4 Namport reserves the right to claim a reward for salvage if the services rendered, constitute salvage.
- 3.3.5 The completion of form "Namport 95" ("Request for Tug Services of a Special Nature") by the owner of the ship or his authorised representative and payment of a deposit to be determined by the Port Captain are prerequisites to the despatch of a craft. These formalities may be dispensed at the discretion of the Port Captain.

3.4 BERTHING SERVICES

The following charge is payable per service for the services of a berthing gang, including the conveyance for ships entering or leaving a port, shifting berth (including warping along the line of a wharf and shifting to or from the Syncrolift), undergoing engine trials, etc. re-mooring and crewing, berthing gang standing by or detained at ship's request for similar purposes, with or without craft assisting or in attendance. The use of a berthing gang is compulsory during or outside normal working hours.

3.4.1 Per service, during or outside normal working hours calculated on gross tonnes:

Up to 500 gross tonnes	630.00
501-1000 gross tonnes	1,133.00
1001-2000 gross tonnes	1,511.00
2001 to 5000 gross tonnes	1,889.00
5001 to 10000 gross tonnes	2,267.00
10001 to 15000 gross tonnes	2,644.00
15001 to 2000 gross tonnes 0	3,023.00
20001 to 25000 gross tonnes	3,400.00
25001 to 30000 gross tonnes	3,779.00
Above 30000 gross tonnes Plus per each100 of gross tonnes above 30000	3,779.00 3.60

- NOTE:**
- a. If the request for a berthing gang to remain/come on duty be cancelled at any time within 30 minutes after standby has commenced or when the staff are off duty prior to commencing the service the charges are payable as if the service had been performed.
 - b. Unmooring and mooring of a vessel when shifting berth or warping along the line constitutes one service and charges must be maintained accordingly.
 - c. A surcharge of 25% is payable when a ship arrives, departs or shifts 30 minutes or more after the notified time.
 - d. Vessels below:
 - i. 40 metres length overall at the Port of Lüderitz; and
 - ii. 70 metres length overall at the Port of Walvis Bay;

3.5 PILOTAGE SERVICES

The charges for the service of a pilot are as follows (which include conveyance):

3.5.1 Per service (normal entering or leaving the port), during or outside ordinary working hours calculated on gross tons

Up to 500 gross tonnes	1,617.00
From 501 up to 1000 gross tonnes	2,457.00
From 1001 up to 2000 gross tonnes	2,612.00
From 2001 up to 5000 gross tonnes	2,795.00
From 5001 up to 10000 gross tonnes	4,590.00
From 10001 up to 15000 gross tonnes	5,839.00
From 15001 up to 20000 gross tonnes	7,092.00
From 20001 up to 25000 gross tonnes	8,346.00

From 25001 up to 30000 gross tonnes	9,595.00
Above 30000 gross tonnes	12,088.00
PLUS	
Per 100 gross tonnes or part thereof above 30000	3.80

NOTE:

a.	If the pilotage service either terminates or commences outside the ordinary working hours defined in clause 1.3.7 the charges prescribed will be enhanced by	1,608.00
b.	If the ship is not ready to be moved within 30 minutes, calculated from the notified time, or in cases where the service cannot be provided at the notified time the following charge per hour or part thereof is payable	1,608.00
c.	If the request for a pilotage service is cancelled at any time after standby has commenced, the following charge is payable.	1,608.00
d.	If the pilotage service is cancelled once the pilot has boarded the vessel, the following charge per hour or part thereof is maintained for the actual period the pilot remains on board subject to a minimum of 2 hours	1,608.00
e.	A reduction of 25% shall be allowed for vessels shifting from one berth to another utilising the services of a pilot.	

3.5.2 A Pilotage Exemption Certificate/Ferryman or Coxswain licences (valid from the date of issue until 31 December 2009)

PILOTAGE EXEMPTION CERTIFICATE

Vessels 1 - 30 metres in length	1100.00
Vessels 31- 50 metres in length	1,832.00
Vessels between 51- 70 metres in length	3,664.25

- NOTE:
- a. If the Port Captain is satisfied that the master of a ship is competent to navigate such ship safely within the limits of that harbour without assistance of a pilot, he may-
 - i. grant special permission to such master to navigate his ship as aforesaid on a specified occasion subject to charges levied in clause 3.5.1; or
 - ii. if the ship in question is not more than *70 metres in length overall, grant to such master standing permission in the form of a pilot exemption certificate or a licence as ferryman or coxswain, whichever is applicable, to navigate his ship as aforesaid during the period of validity of the licence.
 - b. A Pilotage Exemption Certificate and Ferryman or Coxswain licence may be endorsed to cover all the ships belonging to the same company and which fall within the category covered by the licence. If a licence is extended to incorporate a larger ship, the applicable charges must be adjusted accordingly.

- c. A pilotage exemption certificate may be suspended or cancelled at any time by the port captain in the interest of safe, orderly, efficient and effective port working.
- d. Endorsements will be issued at 25 % of pilotage exemption per endorsement. Limited to 5 endorsements per vessel

*Refers to Pilot exemption of 40 metres for the Port of Lüderitz

3.6 LIGHTER SERVICES

Hire and conveyance of lighters to be quoted on request

3.7 HIRE CHARGES, MISCELLANEOUS EQUIPMENT

The hire charge for dredgers and associated equipment is obtainable from Namport on request.

3.8 CHANNEL LEVY

Per metre of vessels length or part thereof for vessels entering /leaving the port for the reasons other than cargo working	8.00
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Vessels with a length of less than 15 metres are exempted

Not applicable to the Port of Lüderitz

Sea trials for fishing vessels are exempted (Jetty to Jetty movement)

3.9 FRESH WATER SUPPLIED

Charges as follows:

Charge payable per kilolitre or part thereof for the supply of fresh water to ships at a wharf/jetty and for other users during or outside ordinary working hours	21.20
Subject to a minimum charge per vessel of	139.10

NOTE: The charge for water and electricity will be adjusted according to the municipal tariff increases without prior notice. (Vessels which are double or triple banked alongside shall qualify for a 50% rebate on the minimum charge, provided no separate connection is required)

- 3.9.2 Water supplied by a tug during or outside ordinary working hours is charged for as per clause 3.9.1 plus tug charges in terms of clause 3.3.1 & 3.3.2.

3.10 CRAFT LICENCES (AVAILABLE TO NAMBIAN REGISTERED VESSELS ONLY)

Charges for craft licensed in terms of the Port Regulations, per calendar year ending 31 December or part thereof. Per metre of length overall or part thereof:

3.10.1	Ferry boats, fishing boats, launches, cruise passenger ferries, layed up vessels and hulks. (however propelled), per metre Maximum of 70 metres in length	77.00
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NOTE: If craft licensed in terms of 3.10.1 be withdrawn from service and laid up in the port for purposes other than overhaul, repair or seasonal lay up, the licence issued under this clause is regarded as having expired thirty days from the date of the craft's last entry into port, or 31 December 2009, whichever is the earlier, and port dues in accordance with clause 2.1.3 are payable.

3.11 PLEASURE CRAFT REGISTRATION FEES

3.11.1 Charges for the registration of pleasure craft in terms of the Regulations, each per calendar year or part thereof:

Rowing boats	50.00
Other craft of up to and including 6 metres in length overall	96.00
Other craft of over 6 metres in length overall	190.30

3.11.2 Visiting yachts and other visiting pleasure craft that are not engaged in trade and do not moor at a commercial berth are exempted from port and light dues for 30 days in port (calculated from the day of arrival up to and including the day of departure). If such craft remains in port for a period in excess of 30 days, normal tariffs will apply.

- NOTE:**
- a. Visiting yachts and other visiting pleasure craft berthed at a commercial berth are liable for port and berth dues in terms of clause 2.1.3. and 2.3.3.
 - b. Pilotage service or accompaniment of the yacht under own power to/from a berth, where necessary, will be provided free of charge to visiting yachts at the Port Captain's discretion.
 - c. Visiting yachts and other visiting pleasure craft returning to the same port within six months of date of departure shall continue to be subject to the charge levied on the date of sailing as provided for in clause 3.11.2.
 - d. Visiting yachts and other visiting pleasure craft which berth at a private boat yard/jetty with access to the port will be liable for charges in terms of clause 3.11.2.

3.12 COMBATING OF POLLUTION CHARGES

Pollution is the presence of substances in concentrations sufficient to interfere with well-being of living organisms or with full use and enjoyment of property.

	Type of pollution	Minor 1 – 10 kg or lt.	Medium 11- 50 kg or lt.	Major
3.12.1	Soil pollution	Spillage of 1 to 10 kg or 10 litres of a pollutant	Spillage of more than 10 kg or 10 litres but less than 50 kg or 50 litres of a pollutant	Spillage of more than 50 kg or 50 litres of a pollutant
		Cleanup cost subject to a minimum charge of N\$ 1,150.00	Cleanup cost subject to a minimum charge of N\$ 5,751.00	Cleanup cost subject to a minimum charge of N\$ 11,503.00
3.12.2	Water pollution	Spillage of 1 to 10 kg or 10 litres of a pollutant	Spillage of more than 11 kg or 11 litres but less than 50 kg or 50 litres of a pollutant	Spillage of more than 50 kg or 50 litres of a pollutant
		Cleanup cost subject to a minimum charge of N\$ 11,502.00	Cleanup cost subject to a minimum charge of N\$ 57,513.00	Cleanup cost subject to a minimum charge of N\$ 115,025.00
3.12.3	Air pollution	Exceeded the limits of 1/50th of the threshold limit values (TLV's) for ordinary pollutants and 1/100th of the TLV for carcinogens as published by the Labour Act 6 of 1992 or international guidelines	Exceeded the limits of 1/25th of the threshold limit values (TLV's) for ordinary pollutants and 1/50th of the TLV for carcinogens as published by the Labour Act 6 of 1992 or international guidelines	Exceeded the limits of 1/12th of the threshold limit values (TLV's) for ordinary pollutants and 1/24th of the TLV for carcinogens as published by the Labour Act 6 of 1992 or international guidelines
		Cleanup cost subject to a minimum charge of N\$1,150.00	Cleanup cost subject to a minimum charge of N\$ 5,725.00	Cleanup cost subject to a minimum charge of N\$11,503.00
3.12.4	Protective surface pollution	Cleanup cost	Cleanup cost	Cleanup cost

- NOTE:
- a. All charges to be recovered from the party responsible for the pollution.
 - b. Charges for any craft used in the combating operation shall be raised separately.
 - c. Recurrence of the same incident caused by a specific company or individual more than three times may result in the withdrawal of its port entry permits and or operator's license.
 - d. The clean up cost is in addition to the minimum charge.

CHAPTER 4

BASE TARIFF

4.1 BASE TARIFF

The Base Tariff on cargo i.e. all commodities, articles, things or containers is levied where there are wharves or jetties belonging to or controlled and managed by Namport.

4.2 FISH AND FISH PRODUCTS (BREAK BULK)

4.2.1 Imported

All fish imported per ton of a 1000 kg	18.70
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4.2.2 Exported

Horse Mackerel and bait per ton of a 1000 kg	30.80
Hake fillets per ton of a 1000 kg	154.00
Hake not filleted per ton of a 1000 kg	102.00
Horse Mackerel fillets per ton of a 1000 kg	60.50
Other fish fillets per ton of a 1000 kg	203.50
Other fish not filleted per ton of a 1000 kg	154.00
Molluscs, Crustaceans, Crab, Lobster and Prawns per ton of a 1000 kg	203.50

4.2.3 Transhipped

4.2.3.1 Direct Transhipment (without touching the quay)

Horse Mackerel and bait per ton of a 1000kg	14.30
Hake fillets per ton of a 1000 kg	69.30
Hake not filleted per ton of a 1000kg	46.20
Other fish fillets per ton of a 1000 kg	93.50
Other fish not filleted per ton of a 1000 kg	69.30
Molluscs, Crustaceans, Crab, Lobster and Prawns per ton of a 1000 kg	93.50

4.2.3.2 Indirect Transhipment

Horse Mackerel and bait per ton of a 1000kg	35.20
Hake fillets per ton of a 1000 kg	96.80
Hake not filleted per ton of a 1000kg	71.50
Other fish fillets per ton of a 1000 kg	122.10
Other fish not filleted per ton of a 1000 kg	96.80
Molluscs, Crustaceans, Crab, Lobster and Prawns per ton of a 1000 kg	122.10

- Notes:
- a. Fishmeal and canned fish will be regarded as cargo E.O.H.P.
 - b. Fish when transhipped at anchor within port limits, which is subject to the written permission of the Port Captain or his representative, is allowed a reduction of 65% of the charges as set out in clause 4.2.3.1.
 - c. Fish transhipped will only be considered as transhipment when a sales agreement already exists at the time of landing. The full consignment landed must be shipped in the same format and condition as landed within one month. If the format, condition, value or method of shipment change, the consignment will be treated as landed and shipped and the charges specified in clause 4.2.1 and 4.2.2 will be applicable, i.e. repacking or other value adding between landing and shipping disqualifies the cargo of its transhipment status.

4.3 GENERAL CARGO, LIQUIDS AND BULK CARGO

General Cargo

Type of Commodity	Rate per ton or part thereof of a 1,000 Kg
Aircraft / Glider	251.00
Alcoholic Products	251.00
Aluminium	251.00
Books	251.00
Building Materials	18.00
Butter	155.00
Canned Fish	62.00
Cans And Lids	121.00
Casings	238.00
Cement	25.00
Cheese	155.00
Chemicals	110.00
Cigars & Cigarettes	121.00
Clothing / Textiles	251.00
Coffee	251.00
Copper	171.00
Crown Caps	231.00
Dangerous Cargo	147.00
Diamond Gravel	15.00
Electrical Equipment	121.00

Empty Bags	121.00
Exhibition Goods	42.00
Fertilizer	48.00
Fishmeal	48.00
Fishoil	17.00
Flat Cartons	129.00
Foodstuff	251.00
Footwear	251.00
Glass & Glass Products	197.00
Grain	23.00
Granite	18.00
Guano	52.00
Hardware & Tools	251.00
Household & Personal Effects	251.00
Ice	10.00
Iron Pipe & Fittings	251.00
Machinery	251.00
Maize	23.00
Malt	52.00
Marble	23.00
Meat	160.00
Milk powder	74.00
Non alcoholic products	120.00
Ore Concentrate	121.00
Paint	220.00
Paper & Paper Products	18.00
Petroleum products	21.00
Plastic	204.00
Rice	121.00
Rubber products	118.00
Salt	15.00
Ships Spares/Stores	138.00
Soda Ash	121.00
Sodium Flouride	118.00
Soduim Cyanide	128.00
Soduim Sulphide	121.00
Spare Parts (for motor vehicles, machinery, etc)	94.00

Spirits	121.00
Steel	165.00
Sugar	18.00
Telecommunications Equipment	160.00
Tomato Paste	165.00
Tyres	124.00
Vegetable Oil	18.00
Vehicle Components	178.00
Vehicles	251.00
Wheat Products	25.00
Wooden Products	47.00
Tariffs for all other commodities will be quoted on request.	

4.4 CONTAINERIZED CARGO

4.4.1 Containers landed, shipped

All cargo irrespective of contents, per 6 m/20'	2,563.00
All cargo irrespective of contents, per 12m/40'	3,429.00
All cargo irrespective of content, per 13,7m /45'	4,457.00

4.4.2 Containers Landed/Shipped from/to Ports within the SACU Region

All cargo irrespective of contents, per 6m / 20'	347.00
All cargo irrespective of contents, per 12m /40'	689.00
All cargo irrespective of contents, per 13.7m / 45'	895.00

4.5 PASSENGER FEES

Charge per passenger, as per cruise liner passenger list	22.00
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4.6 TRANSHIPMENT CARGO (EXCLUDING FISH AND CONTAINERS)

All cargo per ton	81.00
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4.7 EXEMPTIONS FROM A BASE TARIFF

- Naval and military baggage
- Bullion and specie
- Empty returns, provided a certificate is given to the effect that they are being returned to the original sender for refilling
- Bunkers, water and stores for consumption by the vessel and the vessel's crew to which it is supplied. Ship spares for the maintenance and repair of the vessel itself, including any machinery of the vessel, which is required by the vessel to carry out its main function, fishing gear or parts thereof.
- Ship stores delivered to Namibian owned and or Namibian registered vessels by Namport authorised launch services.

NOTE: Ship's stores handled by a 3rd party shall be regarded as cargo
Bait will be regarded as cargo EOHP
Packing Material and Flat Cartons will be regarded as cargo

- Cargo landed in error
- Cargo landed/shipped at private jetties when exempted by special agreement
- Steel placed on board ships for repairs whilst ship remains in port and remnants or unused steel subsequently discharged including scrap.
- Paintings, sculptures, ceramics, other works of art and stamps temporarily imported. A signed certificate must be furnished by a responsible and duly authorised person in charge of the art gallery or exhibition to the effect that the articles are being imported for public exhibition and that they will be returned to the original sender.
- sporting equipment including boats, yachts, cars, gliders, etc. imported for international competitions and re-exported within two months on completion of the event/s. Vehicles cleared at customs with a "Carnet de Passage" will be exempted for one year and must be exported at the same port of entry.
- Where concentrates are imported from a foreign country for the sole purpose of refining whereafter the refined product is exported, the export product can, on application by the exporter, be exempted from the payment of a base tariff for an amount equal to that on which a base tariff was paid on importation of the concentrates.

CHAPTER 5

HIRE OF WHARF CRANES

5.1 HIRE OF CRANES

The charges for the use of wharf cranes, including crane drivers' services, during ordinary working hours, are as follows for each crane per hour or part thereof:

With a lifting capacity of up to 4 tons (4 000 kg)	353.00
With a lifting capacity of 10 tons (10 000 kg)	419.00
With a lifting capacity of 15 tons (15 000 kg)	559.00
With a lifting capacity of 60 tons (60 000 kg)	1,968.00
With a lifting capacity of 100 tons (100 000 kg)	3,275.00
With a lifting capacity of 140 tons (140 000 kg)	5,240.00

- NOTE:
- a. The availability of a crane with a specific lifting capacity or reach is not guaranteed.
 - b. The minimum period for which a mobile crane hire is payable is two hours
 - c. When a wharf crane is hired intermittently for several periods during normal working hours on one day by the same hirer, each period is subject to the minimum of 2 hours. The total number of hours charged in any such day shall not exceed the total number of actual hours for the entire period, calculated from the beginning of the first period until the end of the last period.
 - d. Crane hire charges are not payable for lifting stevedoring equipment when the crane used is on hire to the ship concerned, provided the prescribed declaration and indemnification is completed, signed and returned to Namport forthwith.
 - e. Crane hire charges are payable from the time the crane is ordered or from the time it is allocated to the ship, whichever is the later, until the time that the hire is terminated. When work is suspended on discretion of the cargo supervisor owing to a power failure or as a result of wind or cranes becoming defective as a result of a mechanical or electrical defect, and such crane is not replaced by another crane, crane hire, labour or stand-by charges for the crane drivers are not payable when the period of stoppage is one hour or more (consecutive and not accumulative). As a result of the above stevedores standing by charges for the stoppage period are claimable against Namport. This clause should be read in conjunction with clause 9.4. Crane hire charges are payable during all other periods where work is suspended, irrespective of the reason for the stoppage.

- f. Where cranes are provided, the master of every ship shall use the cranes for loading or unloading and shall pay according to the prescribed tariff. The Executive: Operations may, at his or her discretion, grant permission for the ships own deck appliances to be used. Such permission shall be subject to the condition that the prescribed tariff be paid for the crane that would have been utilised, provided such a crane is available if demanded.

CHAPTER 6

LANDING AND SHIPPING OF CARGO

(This Chapter must be read in conjunction with Clause 1.4)

6.1 LANDING CHARGES

For receiving the cargo from the ship, giving the master a receipt, stacking in ware house or on open spaces at the berth where landed and loading into trucks or on vehicles, or, receipt of the cargo direct into trucks or on vehicles, the following charges for the types of cargo specified, are payable:

6.1.1 General Cargo

Palletised and unitised cargo, as well as Ro-Ro cargo per ton	40.00
Animals per head	35.00

NOTE: Charges on small animals landed or large numbers of animals landed as well as animals landed under walk on/walk off conditions will be quoted by the Executive: Marketing & Strategic Business Development / Manager: Sales & Services on application.

Timber, iron and steel, etc., not bundled or packaged and glass, per ton	63.00
Abnormal cargo, per ton	51.00
Dangerous cargo or other hazardous cargo, per ton	146.00

NOTE: In addition to the penalties provided for by law, double the above charges are payable when the requirements of the Regulations are not complied with and the Manager: Cargo Services orders that the explosives or other hazardous cargo be placed back on the ship from which it was landed

Cargo, EOHP, per ton	47.00
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NOTE: Cargo handled to and from the Rubb Halls farm will attract haulages charges as per clause 9.6

6.1.2 Bulk cargo received direct into trucks/road vehicles, per ton

Liquids discharged direct into tank trucks, road tankers and portable tanks by means of a connecting pipe	24.00
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NOTE: Liquids in bulk discharged direct into private storage installations are exempted from landing charges

Bulk cargo discharged directly into road and rail trucks	36.00
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NOTE: Namport will not accept responsibility for incorrect tonnages, as no means exist to determine the mass of bulk cargo.

6.1.3 Vehicles emanating from foreign countries:

The following charges, which exclude a Base Tariff, are payable per vehicle, only when vehicles are discharged by means of the roll-on roll-off method, i.e. the vehicles must be on own rubber wheels discharged by means of a fixed ship's ramp and be driven under their own power from the place of stow to the place of rest. (Vehicles discharged by any other means are regarded as general cargo, EOHP)

Motor cars, station wagons, combis, panel vans, light commercial vehicles, including pick up trucks (bakkies), tractors, motor cycles and motor scooters - per unit	199.00
Lorries, truck and bus chassis, fork lift trucks, front-end loaders, graders, dump trucks and mobile cranes - per unit:	
- not exceeding 5 000kg	278.00
- exceeding 5 000kg	366.36

6.1.4 Vehicles, craft and equipment for sporting events

Special conditions may apply and charges will be quoted on application for craft/ vehicles and equipment landed for sporting events or received back after participation and taken delivery of by the owner or his agent.

NOTE: No charge will be raised on craft landed directly into the water by means of ship's gear.

6.1.5 Corridor cargo (Landing and Base Tariff)
1 ton = 1000kg

Bulk Cargo, per ton	78.00
Breakbulk Cargo, per ton	78.00
Abnormal Cargo	110.00
Dangerous Cargo or other Hazardous Cargo per ton	125.00
6m / 20' Containers, per container	1,745.00
12m / 40' Containers, per container	3,203.00
13.7m/45' Container, per container	4,164.00

Abnormal Containers

6m/20' Containers	2,792.00
12m/40' Containers	3,630.00
13.7m/45' Containers	4,580.00

IMDG Containers (All Classes)

6m/20' Containers	2,792.00
12m/40' Containers	3,630.00
13.7m/45' Containers	4,580.00

NOTE: Vehicles 2 x length

6.1.6 Miscellaneous cargo

Remnants of unused steel for repairing ships in port and subsequently discharged onto a wharf, including scrap, shall be regarded for purposes of charges as cargo landed, but shall be exempted from the payment of a Base Tariff.

6.2 SHIPPING CHARGES

6.2.1 General Cargo

For receiving the cargo at the port by rail or road, stacking in warehouses or on open spaces at the berth of shipment, placing in the slings or other appliances provided by the ship (also direct ex rail truck or road vehicle) and obtaining a receipt from the master, the following charges for the types of cargo specified, are payable:

Palletised and unitised cargo, as well as Ro-Ro cargo, per ton	40.00
Animals per head	35.00

NOTE: Charges on small animals shipped or large numbers of animals walk on/walk off conditions will be quoted by the Executive: Marketing & Strategic Business Development / Executive: Operations on application.

Timber, iron and steel, etc. not bundled or packaged and glass, per ton	63.00
Abnormal cargo, per ton	51.00
Explosive cargo or other hazardous cargo, per ton	146.00
Cargo, EOHP, per ton	47.00

6.2.2 Bulk cargo

For receiving the cargo by rail or road and the shipping thereof directly by means of grabs or for receiving buckets or other containers loaded with the cargo and shipping directly from trucks/vehicles, per ton	36.00
For receiving the cargo by rail or road and the shipping thereof from the trucks/vehicles by buckets or other containers, including the filling thereof, per ton	47.00
Liquids and other bulk cargo shipped direct from tank trucks, road tankers, tank farms and portable tanks by means of a connecting pipe, per ton	24.00

NOTE: Bulk liquids shipped direct from private storage installations are exempted from shipping charges.

6.2.3 Vehicles destined for foreign countries

The following charges, which exclude a Base Tariff, are payable per vehicle only when vehicles are shipped by means of the roll-on roll-off method, i.e. the vehicles must be on own rubber wheels and shipped by means of a fixed ship's ramp and be driven under their own power from the place of rest to the place of stow. (Vehicles shipped by any other means are regarded as general cargo, EOHP.)

Motor cars, station wagons, combis, panel vans, light commercial vehicles (bakkies), tractors, motor cycles and motor scooters - per unit	199.00
Lorries, truck and bus chassis, fork lift trucks, front-end loaders, graders, dump trucks and mobile cranes - per unit	
- not exceeding 5 000kg	306.00
- exceeding 5 000kg	403.00

6.2.4 Vehicles, craft and equipment for sporting events

Special conditions may apply and charges will be quoted on application for craft/ vehicles and equipment shipped for participation in sporting events.

NOTE: No charge will be raised on craft shipped direct from the water by means of ship's gear.

6.2.5 Corridor cargo (Shipping and Base Tariff)
1ton = 1000kg

Bulk Cargo, per ton	78.00
Breakbulk Cargo, per ton	78.00
Abnormal Cargo	110.00
Dangerous Cargo or other Hazardous Cargo per ton	125.00
6 m/20' Containers, per container	1,745.00
12m / 40' Containers, per container	3,203.00
13.7m/45' Containers, per container	4,164.00

Abnormal Containers

6m/20' Containers	2,792.00
12m/40' Containers	3,630.00
13.7m/45' Containers	4,580.00

IMDG Containers (All Classes)

6m/20' Containers	2,792.00
12m/40' Containers	3,630.00
13.7m/45' Containers	4,580.00

NOTE: Vehicles: 2 x length

6.2.6 Miscellaneous cargo

Steel placed on board ships for repairs whilst ship remains in port shall for the purpose of charges be regarded as cargo shipped, but shall be exempted from payment of a Base Tariff.

6.3 TRANSHIPMENT

6.3.1 Indirect Transhipment

Palletised and unitised cargo as well as Ro-Ro cargo per ton	78.00
Fish products per ton	78.00

CHAPTER 7

RENT, STORAGE AND DEMURRAGE

7.1 SITE RENT

The following charges are payable for the short term rental of a designated area (of space) in the port away from cargo working berths, if available, to a party on request.

Per week, per square metre	5.00
Minimum	110.00
Per month, per square metre	17.00
Minimum	286.00
Deterrent charge, per month, per square metre	57.00
Minimum	498.00

7.2 STORAGE OF CARGO LANDED

The following storage charges are levied on cargo for which orders have not been presented and accepted before the closing time of the customer care centre on the third day (excluding Saturdays, Sundays and public holidays) of notice having been given and posted in Namport's office that the ship has arrived (the day of posting of the ship counting as the first day):

Outside storage, per harbour ton, per day	13.00
Inside Storage, per harbour ton, per day	22.00

- NOTE:
- a. These charges are payable until clearance is effected, or as in (b) below.
 - b. No obligation rests with Namport to deliver uncleared cargo to the State Warehouse until so requested by Customs, and storage charges shall continue to apply up to and including the day the cargo is loaded for despatch to the State Warehouse or up to and including the day on which the cargo is ordered to the State Warehouse by Customs, whichever is the earlier. Where consignments are state warehoused in a Namport shed, storage charges are payable up to and including the day the cargo is cleared, or up to and including the day on which the Customs release (form NA68 - Application for Delivery of Goods Ex State Warehouse), is presented to the harbour-revenue office, whichever day is later.
 - c. Where state warehoused cargo is cleared from the State Warehouse or a wharf shed the Customs release (form NA68 - Application for Delivery of Goods Ex State Warehouse) must be attached to the landing order when presented for acceptance at the harbour-revenue office.

- d. Where cargo is detained by the ship owner, or if a “sight” order is accepted, the charges are payable (other than in the case of cargo ordered to the Customs Examination Hall) until Namport is placed in a position to deliver the cargo.
- e. Where cargo is detained for customs purposes or by the plant inspector or by the health inspector (other than “sight” orders), Clause 7.2.2 shall apply whether the importer is responsible or not.

7.2.2 The following storage charges per m², per day, are payable in the instances quoted hereunder.

Outside storage	8.00
Inside storage	16.00

- 7.2.2.1 A free period of three days (excluding Saturdays, Sundays and public holidays) is allowed for shipment of cargo calculated from the day after the day of receipt of the cargo in the harbour.
- 7.2.2.2 Storage charges will be payable per m², per day on cargo off-loaded, shut-out, withdrawn from shipment and subsequently disposed of other than by shipment, calculated from the day of receipt of the cargo.
- 7.2.2.3 Storage charges on cargo landed, cleared and stored pending upliftment, are payable on the m², on hand at the end of each day on any consignment or portion thereof calculated from whichever day is the later of the following until the whole of the consignment is removed
 - The fifth day (excluding Saturdays, Sundays and public holidays) calculated from the day on which the ship was posted as having arrived, or
 - the second day (excluding Saturdays, Sundays and public holidays) calculated from the day on which the landing order was accepted; or
 - the second day (excluding Saturdays, Sundays and public Holidays) calculated from the day on which the cargo was available and ready for upliftment with due regard to Note (d) under Clause 7.2.1.
- 7.2.2.4 Storage charges on cargo transhipped will be calculated from the tenth day (excluding Saturdays, Sundays and Public holidays) after the day of posting of the discharging ship up to and including the day the on-carrying ship commences working per m², per day
- 7.2.2.5 Long term storage inside and outside will be quoted on application to the Executive: Marketing & Strategic Business Development.

CHAPTER 8

CONTAINER HANDLING

8.1 DEFINITIONS AND RULES

- 8.1.1 "container" means an article of transport conforming to ISO standard 668 latest edition for 1A, 1AA, 1C and 1CC containers;
- 8.1.2 "abnormal" means any container not complying with the specifications referred to in Clause 8.1.3 or which cannot be readily handled by means of standard container handling equipment. Special arrangement must be made with Nampont for the handling of such containers;
- 8.1.3 "ISO Standard 668" means :

SIZE (FEET)	(METERS)	L	W	H	MAX MASS Kilogram
45'	13.7m	13716	2438	2438	30480
45'	13.7m	13716	2438	2591	30480
40'	12m	12192	2438	2438	30480
40'	12m	12192	2438	2591	30480
20'	6m	6058	2438	2348	24000
20'	6m	6058	2438	2591	24000

High cube containers : The above dimensions but with a height of 2896mm.
The maximum mass reflected is conditional on the container being plate rated to carry mass.

- 8.1.4 "container terminal" means an area especially set-aside in the port for the handling of containers by specialised equipment;
- 8.1.5 "worksheet" means the document compiled in accordance with the ship working plan and which shows the sequence in which containers are planned to be handled;
- 8.1.6 "restow"
"indirect restow" means the movement of a container from a position on a ship to another position on the same ship, the container being temporarily placed on the ground;"

"direct restow" means the movement of a container from a position on a ship to another position on the same ship, without the container touching the quay or jetty.
- 8.1.7 " Abnormal /Out of Gauge Container"
Any container which contains cargo of which the dimensions exceeds any of the external dimensions of the container in or on which it is carried, or any container which cannot be handled by means of standard container handling equipment; such containers

are handled at owners risk. This includes ISO standard containers that have been damaged and consequently cannot be handled by means of standard container handling equipment.

8.2 TERMINAL HANDLING AT THE CONTAINER TERMINAL

The following services are covered:

- Acceptance/delivery of the container at the terminal;
- Stacking/Destacking, making reefer connections and monitoring;
- Conveyance between the stack and ship.

NOTE: The transport of containers within harbour boundaries, including to and from the State Warehouse will be undertaken by Namport and charged for as per Clause 8.2.4

8.2.1 Containers landed/shipped

6m/20' Containers	715.00
12m/40' Containers	927.00
13.7m/45' Containers	1,626.00

IMDG Containers (All Classes)

6m/20' Containers	1,161.00
12m/40' Containers	1,816.00
13.7m/45' Containers	2,286.00

Abnormal Containers

6m/20' Containers	1,161.00
12m/40' Containers	1,816.00
13.7m/45' Containers	2,286.00

NOTE: When any of the mobile tower cranes is utilised to handle containers at conventional berths (i.e. berths 4-8), crane hire will be charged in accordance with clause 5.1

8.2.2 Containers Transhipped

The following charges (which include a Base Tariff but exclude the conveyance from one berth to another) and the surcharges as per clause 8.2.3 are payable per container.

6m/20' Containers	1,362.00
12m/40' Containers	2,145.00
13.7m/45' Containers	2,394.00

IMDG Containers (All Classes)

6m/20' Containers	2,179.00
12m/40' Containers	3,432.00
13.7m/45' Containers	3,829.00

Abnormal Containers

6m/20' Containers	2,179.00
12m/40' Containers	3,432.00
13.7m/45' Containers	3,829.00

8.2.3 Surcharges

Reefer and ventilated containers moved via the reefer area

6m/20' Containers	321.00
12m/40' Containers	647.00
13.7m/45' Containers	892.00

8.2.4 Transport of Containers within harbour boundaries per movement

6m/20' Containers	267.00
12m/40' Containers	401.00
13.7m/45' Containers	535.00

8.2.5 Transport of containers to and from clients - Port of Lüderitz (Outside harbour boundaries)

6m/20' Container	719.00
12m/40' Container	1,082.00
13.7m/45' Container	1,150.00

Note: Should the service be required just for the lifting of container or moving a container from cold store to cold store the following will apply. Handling is excluded and will be charged for in line with equipment used.

6m/20' Container	251.00
12m/ 40' Container	354.00
13.7m/45' Container	380.00

8.3 MISCELLANEOUS CHARGES

8.3.1 Restowage

Direct Restows

6m/20' Containers	242.00
12m/40' Containers	364.00
13.7m/45 Containers	835.00

Indirect Restows

The charges payable are as follows:

6m/ 20' Containers	970.00
12m/40' Containers	1,354.00
13.7m/45' Containers	1,318.00
Reefers	1,862.00
IMDG (All Classes)	1,938.00
Abnormal	2,558.00

8.3.2 Movement of containers within the container terminal (services not covered in clause 8.2), per movement per container

6m/20' Containers	267.00
12m/40' Containers	401.00
13.7m/45' Containers	535.00

8.3.3 Late arrival of containers

A late arrival container (after closing of stack) may be accepted in the terminal and the following additional charges will be payable per container

6m/20' Containers	1,100.00
12m/40' Containers	1,804.00
13.7m/45' Containers	2,105.00

8.3.4 Storage of containers

8.3.4.1 Import Containers

Storage will be payable as follows:

First three (3) working days free, commencing the first time 07:00 on a working day is reached, following completion of the vessel.

From day 4, per day or part thereof:

6m/20' Containers	77.00
12m/40' Containers	154.00
13.7m/45' Containers	264.00

From day 8 per day or part thereof:

6m/20' Containers	154.00
12m/40' Containers	308.00
13.7m/45' Containers	528.00

From day 12 per day or part thereof:

6m/20' Containers	198.00
12m/40' Containers	330.00
13.7m/45' Containers	550.00

8.3.4.2 Export Containers

In the following instances storage will be applied as indicated:

Charges per container, per day or part thereof:

6m/20' Containers	77.00
12m/40' Containers	154.00
13.7m/45' Containers	264.00

8.3.4.2.2 Containers arriving before the ship's export stack opens:

Storage will be calculated either from arrival up to the stack opening date or upon the relevant documentation being lodged, whichever is the later;

8.3.4.2.3 Containers shut out by the ship or agent:

Storage will be calculated from the stack closing time until disposal thereof (no free period will be allowed);

8.3.4.2.4 Containers taken up in the export stack but the vessel falls back more than 48 hours after its nominated date of shipping: Storage will be calculated from the stack closing time until shipping commences. A discount of 50% on normal charges will be allowed;

8.3.4.2.5 Commercial Storage

When prior arrangements have been made with the Manager: Cargo Services/ Executive: Marketing & Strategic Business development, containers may be stored at market related rates.

8.3.4.2.6 Storage of Transshipment Containers

Containers stored in the Container Terminal awaiting the on carrying ship. First 10 days free, after the posting date of the carrying ship, thereafter, per container per day or part thereof.

From day 11 per day or part thereof:

6m/20' Containers	66.00
12m/40' Containers	132.00
13.7m/45' Containers	211.00

From day 15 per day or part thereof:

6m/20' Containers	77.00
12m/40' Containers	154.00
13.7m/45' Containers	198.00

From day 20 per day or part thereof:

6m/20' Containers	99.00
12m/40' Containers	198.00
13.7m/45' Containers	220.00

8.3.5 Storage of Reefer Containers

Charges prescribed in clauses 8.3.4.1, 8.3.4.2 and 8.3.4.2.6 plus the following additional charges are applicable to the storage of reefer containers per day or part thereof:

6m/20' Containers	32.00
12m/40' Containers	65.00
13.7m/45' Containers	97.00

8.3.6 Worksheet Discrepancies

Worksheet discrepancies not advised in writing by the ship's/container agent at least 12 hours prior to the ship's arrival, will incur a penalty per TEU of	69.00
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8.3.7 Container List Discrepancies

Container lists handed in later than 12 working hours prior to the ship's arrival, will incur a penalty per list	1,676.00
Containers listed but not landed or landed but not listed will incur a penalty per TEU of	69.00

8.3.8 Reefer Temperature Discrepancies

Penalty charge, per reefer container received in the container terminal with the incorrect temperature setting as per submitted documents.

6m/20' Containers	1,100.00
12m/40' Containers	1,650.00
13.7m/45' Containers	1,980.00

8.4 PASSENGERS VEHICLES

Landing and shipping charges in terms of clause 8.2.1 are payable on passengers' vehicles shipped/landed in containers (one vehicle per passenger). Provided the owner of a vehicle is a passenger travelling by sea or air and arrives/departs 60 days before or after the container is shipped/landed, the vehicle in the container is exempted from the payment of a Base Tariff. Proof of travel by means of a passport & flight ticket must be produced at the time of clearance.

CHAPTER 9

MISCELLANEOUS CHARGES

9.1 ELECTRIC POWER AND COMPRESSED AIR SUPPLIED

Charges for electric power are obtainable on application. The following charges are payable for the connection of electric power per connection:

Charge per unit	1.27
Connection fee	156.00
Hire charge for each period of 24 hours or part thereof	14.00
A penalty charge per day, or part thereof is payable when connecting or disconnecting is performed by unauthorised persons or the supply is not terminated by the applicant	430.00
Maximum charge	2,122.00

NOTE: The charge for water and electricity will be adjusted according to the municipal tariff increases without prior notice.

9.2 FIRE PROTECTION TO SHIPS IN PORT

The charge for the services of fireguards attending ships is as follows:

Per hour or part thereof	164.00
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9.3 MISCELLANEOUS LICENCES

As per Chapter 2, clause 3 of the Port Regulations Book.
Per calendar year ending 31 December or part thereof:

Full Stevedoring Services	9,079.00
**Restricted Stevedoring Services	5,655.00
Marine Engineers, Contractors/Subcontractors	1,429.00
Transport operators/Railways	1,429.00
Telecommunication service providers	1,429.00
Freight forwarders	1,147.00
Ships Agents	1,429.00
Diving services	1,429.00
Ships Chandlers	2,856.00
Surveyors	2,856.00
Supplying watchmen to ships	2,856.00

**Applicable to the Port of Lüderitz only

- NOTES: a. Separate licences are required for the Port of Walvis Bay, Port of Lüderitz and the Syncrolift.
- b. Licences issued with effect from 1 July will be charged at 50% of the full tariff.

9.4 LABOUR, OVERTIME AND STANDING BY CHARGES AGAINST SHIPS

9.4.1 When landing, shipping, transshipping, loading or offloading of cargo is performed on Sundays, public holidays or on a Saturday, after ordinary working hours on other weekdays and during meal break, the following charges in addition to landing, shipping or transshipping charges are payable:

Per gang, per hour or part thereof	686.00
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NOTES: For calculation purposes, such periods must be added together for the entire period throughout which cargo is handled irrespective of the number of shifts involved.

Cancellation of Service request

During ordinary working hours, standby commences 30 minutes before notified time of service.

Outside ordinary working hours, standby commences two (2) hour before notified time of service.

9.4.2 The following charge per gang per hour or part thereof is payable when work is suspended or labour remains idle for 60 minutes or more owing to any of the circumstances mentioned hereunder, and such labour cannot be otherwise employed (for calculation purposes, such periods must be added together for the entire period throughout which cargo is handled irrespective of the number of shifts involved):

During ordinary working hours	287.00
Outside ordinary working hours	727.00

Applicable circumstances:

1. Late arrival of ships excluding berthing delays on the part of Namport
2. Completion of work before expiration of ordinary working hours (Refer to 1.3.19)
3. Delays caused by ships due to the opening and closing of hatches
4. Shifting of dunnage and cargo in holds
5. Waiting for stevedores' instructions or the provision of stevedore labour/ equipment

6. Waiting for an insurer to examine damaged cargo on board, and/or refusal by the General Manager: Operations in terms of the Port Regulations
7. Waiting for ship’s derricks to be placed in position
8. Working suspended because of rain, wind or mist outside ordinary working hours
9. Cranes cannot work as a result of smoke caused by the ship
10. Waiting for shipment traffic to be delivered by private carriers
11. Waiting for the acceptance of shipping orders
12. Preparation of hatches

NOTES:

- i. The duration of the combined periods for work performed and/or standing by on Saturdays, Sundays and public holidays should not exceed the total period of overtime worked but are subject to a minimum of four hours for the calculation of charges in terms of 9.4.1 and 9.4.2.
- ii. Where a two-shift system is in operation at the port, a shift shall be regarded as ordinary working hours (unless two twelve hour shifts are worked).

9.5 HANDLING CHARGES

The subjoined charges for the type of cargo specified are payable per ton for each handling service performed by Namport subsequent or in addition to the landing/ shipping action defined in clause 6.1 or 6.2 for each handling service performed at a leased site, State Warehouse, depositing ground or at a berth where cargo for shipment was incorrectly consigned to (through no fault of Namport), offloaded and subsequently reloaded for conveyance to the correct berth:

Palletised and unitised cargo	20.00
Timber, iron and steel, etc. no bundled or packaged and glass	22.00
Abnormal cargo	39.00
Cargo, EOHP	28.00

9.6 HAULAGE/CONVEYANCE CHARGES

For cargo hauled or conveyed within the precincts of the port, including cargo moved between the port and the State Warehouse, per ton per trip:	23.00
Subject to a minimum charge per trip of	207.00

* NOTE: Should the planned berth not be available due to changed ETA's and cargo have to be cross hauled from the initial berth to new berth, rates will be quoted on request based on rates above.

9.7 REMOVAL OF REFUSE

Basic charge per vessel per call per 5 days or part thereof	327.00
Vessel 0 – 25 meters The charges for refuse removal from ships are as follows per load	198.00
Vessels 25 – 50 meters The charges for refuse removal from ships are as follows per load	274.00
Vessels 50 and longer The charges for refuse removal from ships are as follows per load:	365.00

If refuse is left on the quay or jetty without arrangement with Namport, a penalty of 100% will apply.

9.8 LATE ORDER CHARGES

- a. All cargo shall be cleared and the landing, transhipping or warehousing orders, duly passed by Customs shall be presented for acceptance not later than the closing time of the customer care centre on the date of notice having been given and posted in Namport's offices that the ship concerned has arrived, failing which, the following charge per ton, or part thereof, will be payable in terms of Regulation No 74 of the Port Regulations:

- b. Late order fees will not be applicable if a Provisional Manifest is submitted 48 hours before the arrival of the vessel.

Charge per ton	21.00
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9.9 HIRE OF CARGO HANDLING EQUIPMENT

(OTHER THAN WHARF CRANES)

The landing, shipping and transshipping charges specified in Chapter 6 include the use of mechanical appliances. Charges for the following equipment are available on request:

- Shunting Tractor
- 3000kg forklift truck
- 4000kg forklift truck
- 7500kg forklift truck
- Reach Stacker
- Front End Loader
- 16 Ton Forklift
- 45 Ton Forklift
- Trailer

9.10 CARGO NOT MANIFESTED

The following charges will be payable for cargo landed but not Manifested

Per ton of a 1,000kg	97.00
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9.11 LIQUIDATION OF ORDERS

Provisional orders not liquidated within 5 working days after departure of a vessel will be charged on double the difference between the original and revised values/tonnages

9.12 AMENDING/CANCELLING ORDERS

For the acceptance of each order amending or cancelling a previous order	220.00
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NOTE: The tendering of an amending order simultaneously with the original order is not permitted.

9.13 CLAIMS FOR COMPENSATION AND FOR REFUND, OR ADJUSTMENT OF CHARGES

9.13.1 Notwithstanding the date on which the cause of the claim is alleged to have arisen, no claim of whatever nature or for the refund of an overcharge on or rebate of the charges raised in terms of the Namport Tariff Book or any annexures thereof, shall be considered unless such claim is lodged within a period of three months from the date of invoice for the initial service is rendered by Namport. All claims should be lodged with the Executive: Marketing & Strategic Business Development.

9.13.2 All adjustments of charges on cargo landed, shipped or transhipped are subject to an adjustment fee of:

Adjustment fee	61.00
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No adjustment fee will be payable where the personnel of Namport are responsible for the errors.

NOTE: The adjustment fee specified shall also apply when adjustments are required to be made for over or under declaration of values, mass, dimensions, number of packages, description, etc., furnished by the importers/exporters or their agents and no amending orders have been presented.

9.14 VEHICLE ENTRY PERMITS

The following charges are payable per vehicle to enter the port for the purposes of delivering or uplifting cargo; or passengers.

Per vehicle per trip, per day	53.00
Per vehicle per calendar year ending 31 December	581.00
Forklift/Vehicles used for upliftment per calendar year ending 31 December	848.00
Replacement of lost / damaged permits per permit	60.00
Roaming permit	1700.00

NOTES:

- a. The charge is payable irrespective of the carrying capacity of the vehicle
- b. For the purpose of clause 9.14, a vehicle shall be regarded as a vehicle designed for the conveyance of cargo. A hauling unit shall be treated as a vehicle.
- c. Permits (excluding daily permits) issued with effect from 1 July will be rebated by 50%
- d. Roaming permits are available on request and is limited to 5 per vehicle per permit holder (only one qualifying vehicle allowed in the port at any given time)
- e. Vehicles used for upliftment / forklifts will only be allowed in the port on permission of the Executive: Operations and only when Namport's equipment is not suitable to affect the requested work.

9.15 DIVING SERVICES

The following charges per hour or part thereof are payable for diving services:

During ordinary working hours	1,602.00
Outside ordinary working hours	2,057.00

9.16 SECURITY SERVICES AT A PORT

The following charges will be payable per security guard per hour or part thereof:

During ordinary hours	124.00
Outside ordinary hours	193.00
Sundays and public holidays	252.00

9.16.1 The following charges will be payable per security guard per hour or part thereof for oil rigs and passenger liners for period longer than 7 (seven) days.

During ordinary hours	48.00
Outside ordinary hours	65.00
Sundays and public holidays	87.00

9.17 HANDLING OF PONTOON/HATCH COVERS

Handling onto or from vessels, per move	354.00
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(The removal and subsequent replacement counting as 2 separate movements)

9.18 PORT SECURITY LEVY

Bulk / Breakbulk cargo	
Per ton of a 1,000kg	2.20
* Wet Fish per 1,000 kg	0.55

Containerized cargo	
6m/20' container, per container	26.00
12m/40' container, per container	52.00
13.7m/45' container, per container	68.00

NOTES: Tariffs are applicable to all cargo handled at the Port of Walvis Bay and the Port of Lüderitz.

* Port of Lüderitz

9.19 REPRINTS / PHOTOCOPYING CHARGES

For the reprinting or photocopying of invoices / documents on application per page	10.00
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CHAPTER 10

SCALE OF HARBOUR TONNAGE

Port charges are levied on the unit of harbour tonnage as specified hereunder:

10.1 ACIDS AND OTHER CORROSIVE SUBSTANCES

500 cubic dm or 500 kg = 1 harbour ton

10.2 EMPTY RETURNS OF WHATEVER NATURE

2 cubic metres = 1 harbour ton

10.3 VEHICLES & AIRCRAFTS

The unit of harbour tonnage for the following vehicles are assessed at 1 metre of length equalling 2 harbour tons:

w

- Mobile homes and caravans from or for both coastwise and foreign destinations
- Motorcars, station wagons, combis, panel vans, light commercial vehicles, tractors, motor cycles, motor scooters, lorries, trucks aircrafts, helicopters, railway wagons, locomotives, bus chassis, forklift trucks front-end loaders, graders, dump trucks and mobile cranes including agricultural earthmoving and road making machinery on own rubber wheels destined for or emanating from foreign destinations

NOTE: Harbour tonnage on vehicles in I.S.O. containers are assessed in terms of Clause 1.3.16.

10.4 LIQUIDS IN PORTABLE TANKS

1 kilolitre or 1 cubic metre, whichever yields the higher tonnage.

10.5 BULK LIQUIDS

1 kilolitre * Petroleum products as per industry product sheet

10.6 ALL OTHER COMMODITIES

1000 kg or 1 cubic metre for commodities with a mass of less than 1000 kg per cubic metre, see Annexure "A".

ANNEXURE “A”
SCALE OF HARBOUR TONNAGE
[1000 KG = HARBOUR TON]

Asbestos cement guttering, down pipes, elbows and joints in bundles	1,25
Asbestos cement pipes, loose	2,08
Bags (loose)	2,22
Beans, other than coffee	1,39
Beans, coffee in bags	1,67
Bricks, ordinary building	3,18
Butter, cartons	1,58
Cartons, flat	6,00
Charcoal in bags	2,50
Copper	1,00
Copper concentrates	1,00
Cement in bags	1,00
Cheese	1,81
Coal in bulk	1,00
Fish in cartons	1,25
Fish on pallets	1,75
Fish, canned	1,55
Fish, dried on pallets	2,25
Fish (Loose)	1,00
Fishmeal, loose in bags	1,75
Fishmeal, bags on pallets	1,47
Fishoil	1,00
* Fish (in bins)	1,50
Fluorspar in bulk	1,00
Fruit, canned	1,25
Grain in bags	1,25
Grain in bulk	1,00
Granite, Blocks	1,00
Guano in bags	1,47
Hides and skins (dry)	2,50
Hides and Skins (wet)	1,25
Ice bins	2,00

Lead	1,00
Manganese ore	1,00
Meat, fresh	1,70
Meat, canned	1,55
Milk power	1,68
Petalite ore	1,00
Rice in bags	1,65
Salt in bags	1,00
Salt (bulk)	1,00
Soda ash	1,25
Sugar in bags	1,25
Timber	3,21
Tiles	2,08
Uranium	1,00
Wheat in bags	1,25
Wheat (bulk)	1,00
Wool & Mohair	2,00
Zinc	1,00

* All other fish in bins will be measured

NOTE: All other commodities will be measured by Namport Personnel on the basis of cubic measurements which ever is the greatest

THE SAFETY, HEALTH, RISK, ENVIRONMENTAL AND QUALITY (SHREQ) POLICY OF THE NAMIBIAN PORTS AUTHORITY

The Namibian Ports Authority, focus of promoting all port related activities, has the vision of being the first-choice world-class port service provider in Africa.

We work according to internationally recognized standards, which are:

- Quality according to ISO 9001
- Environment according to ISO14001
- Occupational Health and safety according to OHSAS 18001

In terms of **Quality**, our aim is to satisfy the customer beyond expectations.

- We provide timely and cost effective service.
- We nurture a Quality Culture in whatever we do and maintain a high level of professionalism, efficiency and reliability
- Based on the analysis of customer satisfaction, supplier performance and the results of process monitoring, quality objectives and targets will be set and reviewed on a regular basis.

In terms of **Environment**, we commit ourselves to Environmental Management and Pollution Prevention in every phase of the company's planning and operating process.

- We continuously improve environmental protection within our area of jurisdiction
- We clearly communicate pertinent environmental information and expectations to the employees, to all parties involved and to the interested public.
- Based on information about our environmental impacts and aspects, objectives and targets will be set and reviewed on a regular basis.

In terms of **Occupational Health and Safety**, we commit ourselves to safety and health in the workplace and acknowledge the right of all staff to a safe and healthy work environment.

- We expect each and every employee and Port User to place safety of fellow workers and the public as one of the top priorities, with the aim of minimising all incidents of losses in the work place.
- Based on information about our occupational health and safety risks, objectives and targets will be set and reviewed on a regular basis.

In terms of **Risk Management**, we aim to protect employees, assets, environment and income by eliminating or reducing the potential for loss and the provision of funds to recover losses.

- We will identify risks to which our employees, assets and the environment are exposed to.
- We will analyze and assess the risks identified and implement cost effective risk prevention and reduction measures.
- We will provide for adequate and timely compensation, restoration and recovery.

The Namibian Ports Authority will continually improve the effectiveness of the Integrated Management System according to the international standards mentioned above.

- We shall comply with all legal and other requirements that apply to our services. This includes international and local prerequisites set by relevant authorities, environmental and occupational health and safety regulations and as well as any other regulation we subscribe to.
- Employees, Port Users, Service Providers, Tenants and supportive clients shall comply with our quality, environmental and safety requirements.

The Namibian Ports Authority is committed to lead by example and to provide adequate human, financial and other resources to fully implement this Policy at all times.

Walvis Bay in May 2006



Sebby Kankondi
Managing Director
Namibian Ports Authority



Namibian Ports Authority
www.namport.com

Head Office: Namport

No 17, Rikumbi Kandanga Road

P O Box 361

Walvis Bay, Namibia

Tel: (+264 64) 208 2207

Fax: (+264 64) 208 2323

Port of Lüderitz

Hafen Street

P O Box 836

Lüderitz, Namibia

Tel: (+264 63)20 0217

Fax: (+264 63) 20 0218



Namibian Ports Authority Tariffs 2009