



GOVERNMENT GAZETTE

OF THE

REPUBLIC OF NAMIBIA

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General Notice

NAMIBIAN PORTS AUTHORITY

No. 42 1996

PORT OF WALVIS BAY TARIFF BOOK: 1 APRIL 1996

The Port of Walvis Bay Tariff Book as at 1 April 1996 is hereby published in terms of Section 15(2) of the Namibian Ports Authority Act, 1995.

NAMIBIAN PORTS AUTHORITY

PORT OF WALVIS BAY TARIFF BOOK

1 APRIL 1996

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Chapter 1

DEFINITIONS AND INTERPRETATION

1.1 GENERAL

- 1.1.1 "the Act" shall mean the Namibian Ports Authority Act 1994 (Act No 2 of 1994);
- 1.1.2 "Namport" shall mean the Namibian Ports Authority established in terms of the Act;
- 1.1.3 "Port's area of jurisdiction" shall mean 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 with effect from 1 April 1996.

1.3 INTERPRETATION OF TERMS

1.3.1 "abnormal cargo" shall mean

- 1.3.1.1 any article with a mass in excess of 18 tons; and
 1.3.1.2 any article the dimensions of which exceed 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;

- before abnormal cargo is discharged arrangements must be made with Namport for each oncarriage;
- Abnormal cargo is handled at owner's risk;
- Namport may refuse abnormal cargo being landed from any ship until suitable wharf, shed, quay, or other accommodation is available or until satisfactory arrangements have been made for the removal or storage thereof;
- Packages or articles of unusual mass or dimensions that may be difficult to handle, will be accepted only on condition that they will be handled and loaded at the convenience of Namport;

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" shall mean a ship designed to carry cargo in ISO containers in custom designed container slots;
- 1.3.3 "bulk cargo" shall 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" shall mean commodities classified as such in terms of IMOS International Maritime Dangerous Code.
- 1.3.5 "EOHP" shall mean except as otherwise herein provided;
- 1.3.6 "explosives" shall mean any commodity classified as such in terms of the Explosives Act, 1956 or in terms of IMOS International Maritime Dangerous Code;
- 1.3.7 "ordinary working hours" shall mean -
- 1.3.7.1 for craft and berthing services -
MONDAYS TO FRIDAYS,
OTHER THAN
PUBLIC HOLIDAYS : 0600 to 1800

SATURDAYS, OTHER
THAN PUBLIC
HOLIDAYS : 0600 to 1200
- 1.3.7.2 for cargo working :
MONDAYS TO FRIDAYS,
OTHER THAN PUBLIC
HOLIDAYS : 0700 to 1200
1300 to 1700
- 1.3.7.3 for synchrolift and other services:
MONDAYS TO FRIDAYS,
OTHER THAN
PUBLIC HOLIDAYS : 0700 to 1700.
- 1.3.8 "palletised cargo" see subclause 1.3.17;
- 1.3.9 "perishable cargo" shall 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" shall 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).

Harbour-revenue offices will be open for business (except Saturdays, Sundays and public holidays) as follows :

MONDAYS TO FRIDAYS: 0800 to 1245
1330 to 1630

- 1.3.11 "Regulations" shall mean the Harbour Regulations for the port of Walvis Bay;
- 1.3.12 "roll-on roll-off cargo" shall mean cargo moved from ship to shore and vice versa by means of vehicle or on own wheels over a fixed ships' ramp. In order to qualify for Ro-Ro charges break bulk cargo should remain unitised in terms Clause 1.3.17 throughout the handling process;
- 1.3.13 "ship's stores" shall mean provisions for consumption by the crew and/or passengers or articles for maintenance, propulsion and administration of the ship;
- 1.3.14 "small craft" shall mean a tug, fishing craft, whale catcher, launch, barge, lighter, rowing boat, skiboat, sailing boat, yacht or similar craft or a hulk of any of the craft enumerated.
- 1.3.15 "timber"
- 1.3.15.1 "timber" shall include rough sawn pieces, logs, poles, boards (hardboard, millboard or compo board), sleepers, etc.;
- 1.3.15.2 "bundled timber" shall mean timber sawn longitudinally and so billed and/or otherwise proven to the satisfaction of Namport that the timber is bundled in accordance with the requirements set out below and so declared on landing/shipping/transhipping orders. To qualify as a bundle, the timber must conform to the following:

(1) Marks

The bundle must be clearly and legibly end-marked to correspond with the manifested marks of the relevant bill of lading;

(2) Configuration

The bundle of timber must as a minimum requirement have one end packed flush;

(3) Securing

The bundle of timber must be securely bound by steel bands or steel wire of an adequate tensile strength to ensure that it remains intact so as to maintain its identity throughout all handling operations and lend itself to be handled mechanically;

- 1.3.15.3 Rough sawn timber not complying with the provisions of paragraph 1.3.15.2 will be regarded as "not bundled";
- 1.3.15.4 Unitised timber to comply with the conditions of clause 1.3.17 below;
- 1.3.15.5 Loose logs in batches (for export only) loaded on road/rail trucks in such a manner that an entire batch, not exceeding 4000kg, and can be lifted by means of slings in one lift by the wharf crane or ship's derrick, shall be regarded as "bundled";
- 1.3.15.6 Loose logs exceeding 1.5 harbour tons each on average per bill of lading consignment, shall be regarded as "bundled";
- 1.3.15.7 Loose logs not exceeding 1.5 harbour ton each and not handled in accordance with clause 1.3.15.5 above shall be regarded as "not bundled".
- 1.3.16 "ton" unless the context otherwise indicates, shall mean a harbour ton, i.e. 1 000 kilogram or 1 cubic metre whichever yields the higher tonnage;
- 1.3.17 "unitised cargo" shall mean cargo landed/shipped on pallets, in paraweb slings, in containers other than ISO containers, in cages, slipsheeted cargo and tote bags, as well as CKD traffic and cargo strapped to platforms subject to the following requirements:

- 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 permit of 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 fork lift 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.

1.4 **MINIMUM CHARGES**

The minimum charge for services specified is as for one harbour ton. 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. Wharfage on consignments of less than 1 000 kg on which the minimum value per ton for wharfage purposes is applicable, is calculated on the tonnage levelled up to the next 100 kg, e.g. 465 kg becomes 0,5 ton multiplied with 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 levelled up to the next higher cent.

1.6 **NAMPORT TARIFF BOOK**

Copies of the Namport Tariff Book are obtainable from harbour-revenue offices at the port or on direct application to the Manager, Marketing Division, Namport, P O Box 361, Walvis Bay, Namibia.

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 are quoted on application.

1.8 ALTERATION OF DUES AND CHARGES

Dues and charges may be amended at any time without prior notification.

1.9 GENERAL SALES TAX

General Sales Tax (GST) will be levied on Craft Services and Pilotage Services at a rate of 11% (eleven percent).

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 trails 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;
- b. Craft licensed by Nampol while not mooring at a commercial berth, jetty or mooring belonging to Nampol;
- c. Pleasure craft not used for gain of whatever nature while not mooring at a commercial berth, jetty or mooring belonging to Nampol;

2.1.3 Port dues: Rates

Port dues are payable as follows:

<p>All vessels: Basic charge per 100 gross tonnage or part thereof per call 32.00 PLUS per 100 gross tonnage or part thereof per calender day or part thereof 10.00</p>	
<p>Small Craft per craft, per 24 hour period or part thereof 45.00</p>	

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;
- b. Pleasure craft used solely for pleasure purposes and not for gain of whatever nature.

2.2.3 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 meter or part thereof of the length overall per calendar year of part thereof, ending 31 December	3.60
All other ships per calendar month, per 100 gross tonnage capacity or part thereof	20.00

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;
- b. Vessels calling for the sole purpose of landing, shipping or transshipping cargo are allowed a free period of two cargo working hours before cargo working commences and two cargo working hours after cessation of cargo working per call;
- c. Vessels belonging to Nampol;
- d. Vessels calling for the sole purpose of taking in bunkers, stores and water are exempted for a period of 24 hours;
- e. Vessels calling for the sole purpose of obtaining medical assistance;
- f. Passenger ships and cruise liners on normal business are exempted for a period of 24 hours;
- g. Vessels calling for the sole purpose of changing crew are exempted for a period of 24 hours.

2.3.3 Berth dues: Rates

Berths 1 to 8 and tanker berth per 100 gross tonnage or part thereof per 24 hour period or part thereof	95.00
Small craft harbour per hour or part thereof.	100.00
Permanent mooring buoy in the Port Authority area per 24 hour period or part thereof	1600.00

Chapter 3

MARINE SERVICES

3.1 GENERAL

- 3.1.1 Ropes damaged or destroyed by misuse, chafing or cutting shall be paid for by the owner of the ship responsible.
- 3.1.2 The type and number of craft allocated for a service will be at the discretion of the Port Captain, whose decision shall be final.

3.2 CRAFT ASSISTANCE AND/OR ATTENDANCE

The undermentioned 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 or from the Synchronlift), per service :

GROSS TONNAGE

Up to 1000	960.00
Up to 1001 to 2000	1,910.00
2001 to 10000 PLUS Per 100 gross tonnage or part thereof above 2000	2,000.00 37.38
10001 to 15000 PLUS Per 100 gross tonnage or part thereof above 10000	4,990.00 27.00
15001 to 20000 PLUS Per 100 gross tonnage or part thereof above 15000	6,340.00 22.40
20001 to 30000 PLUS Per 100 gross tonnage or part thereof above 20000	7,460.00 11.30
Above 30000 PLUS Per 100 gross tonnage or part thereof above 30000	8,590.00 5.71

NOTE

- (i) 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.
- (ii) A surcharge of 50% is payable where an additional craft is provided on the request of the master of the ship.
- (iii) A surcharge of 50% is payable where a ship without its own power is serviced. Should an additional craft be provided on the request of the master to service such a ship, a 100% surcharge is payable.

- (iv) Should the request for a craft to remain/come on duty be cancelled at any time after standby has commenced, the charges as if the service had been performed, are payable.
- (v) A surcharge of 25% is payable when a ship arrives departs or shifts 30 minutes or more after the notified time.

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 limites and other services, except those provided for in Clause 3.2, calculated from the time the craft leaves its berth or from the time it is ordered from one job to another, 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	2520.00
Small tug	930.00
Launch	370.00

NOTE

- (i) 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.
- (ii) 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 will be maintained for the actual period that the craft remained on duty, subject to a minimum of 2 hours.
- (iii) If the ship arrives or departs 30 minutes or more after the notified time, charges must be calculated from the notified time and will be subject to a minimum of 2 hours.

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	1680.00
SMALL TUG per hour or part thereof	615.00

3.3.3 When craft must perform services at other than home ports or other services of a special nature for long uninterrupted periods, charges will be quoted by the Chief Executive Officer on application.

3.3.4 Namport reserves the right to claim a reward for salvage if the services rendered, constitutes salvage. Special conditions apply when 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 with at the discretion of the Port Captain.

3.4 **BERTHING SERVICES**

- 3.4.1 The following charge is payable per service for the services of the berthing staff, including conveyance, for ships entering or leaving a port, shifting berth (including warping along the line of a wharf and shifting to or from the Synchrolift), undergoing engine trials, etc. remooing and crewing, berthing gang standing by or detained at ship's request for similar purposes, with or without craft assisting or in attendance:

Per gang, per hour or part thereof, during or outside ordinary working hours	560.00
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NOTE

- (i) 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.
- (ii) Should the request for the berthing staff to remain/come on duty be cancelled at any time after standby has commenced, charges will be maintained for the actual period the staff remained on duty, subject to a minimum of 2 hours.
- (iii) Unmooring and mooring of a vessel when shifting berth or warping along the line constitutes one service and charges must be maintained accordingly.
- (iv) If the ship arrives or departs 30 minutes or more after the notified time, charges must be calculated from the notified time and will be subject to a minimum of 2 hours.

3.5 **RUNNING OF SHIP'S LINES**

Running of ship's lines or standing by to run lines for ships entering, leaving or shifting; per service during or outside ordinary working hours	265.00
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NOTE

When this service either terminates or commences outside ordinary working hours charges must be maintained for the actual service rendered, subject to a minimum of	530.00
If the ship arrives or departs 30 minutes or more after the notified time, the following charge applies per hour or part thereof, calculated from the notified time until the service is completed	265.00
If the request for a craft to remain on duty outside ordinary working hours is cancelled at any time after standby has commenced, the following charge per hour or part thereof, will be maintained for the actual period that the craft remained on duty, subject to a minimum of 2 hours	265.00

3.6 PILOTAGE SERVICES

The charges for the service of a pilot are as follows :

3.6.1 Per service, during or outside ordinary working hours calculated on gross tonnage

Up to 1000 gross tonnage	1010.00
From 1001 up to 2000 gross tonnage	1050.00
From 2001 up to 10001 gross tonnage	1110.00
From 10001 up to 15000 gross tonnage	1195.00
From 15001 up to 20000 gross tonnage	1300.00
From 20001 up to 30000 gross tonnage	1410.00
Above 30000 gross tonnage PLUS Per 100 gross tonnage or part thereof above 30000	1480.00 1.40

NOTE

a.	If the pilotage service either terminates or commences outside the ordinary the ordinary working hours defined in Clause 1.3.7 the charges prescribed will be enhanced by	1010.00
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, from the time the pilot boards the vessel up to the time the pilotage operation commences, the following charge per hour or part thereof is payable	1010.00
c.	If the request for a pilotage service is cancelled at any time within 30 minutes from the notified time or in cases where the service cannot be provided at the notified time, from the time the pilot boards the vessel, the following charge is payable	1010.00
d.	If the pilotage service is cancelled once the pilot has boarded the vessel, the following charge per hour or part thereof will be maintained for the actual period the pilot remains on board subject to a minimum of 2 hours 1010.00	
e.	A reduction of 25% will be allowed for vessels shifting berth and utilising the services of a pilot.	

3.6.2 Pilotage exemption/ferryman or coxswain licences:

Ships up to and including 30 metres in length overall: Per metre or part thereof Minimum	21.50 215.00
Ships over 30 metres up to 50 metres in length overall PLUS per metre or part thereof over 30 metres	650.00 32.50
Ships over 50 metres up to 70 metres in length overall PLUS per metre or part thereof over 50 metres	1300.00 43.30

NOTE:

- a. If the port captain of a compulsory pilotage harbour 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;
- or
- ii. if the ship in question is not more than 70 metres in length overall or in the case of a small craft of under 70 tons (gross) 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. Pilotage exemption and ferryman or coxswain licences 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 licence may be suspended or cancelled at any time by the port captain in the interest of safe, orderly and efficient harbour working.

3.7 LIGHTER SERVICES

Hire of lighters	80.00
Convey lighter to and from vessel	1120.00
Lighter hire per every ton cargo	15.00
Lighter hire per every 5 tons of slop water	200.00

3.8 HIRE CHARGES, MISCELLANEOUS CRAFT

The hire charge for dredgers and associated equipment is obtainable from the Marine Manager on application.

3.9 FRESH WATER SUPPLIED**3.9.1 Charges as follows :**

Basic 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	3.90
Minimum charge per service (only applicable when water is supplied to ships)	50.00

- 3.9.2 Water supplied by 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.

3.10 CRAFT LICENCES

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

3.10.1	Ferry boats and launches (however propelled), pontoons and selfpropelled seine fishing boats	12.15
3.10.2	Fishing craft (however propelled) operating from the fishing harbour of Walvis Bay, provided such craft is actively engaged in its trade	21.30

NOTE

Should craft licenced in terms of 3.10.2 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 shall be regarded as having expired thirty days from the date of the craft's last entry into port, or 31 December, whichever is the earlier, and port dues in accordance with clause 2.1.3 will become payable.

3.11 PLEASURE CRAFT REGISTRATION FEES

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

Rowing boats	17.50
Other craft of up to and including 6 metres in length overall	35.00
Other craft of over 6 metres in length overall	70.00

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 allowed a free stay of 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

- (i) Visiting yachts and other visiting pleasure craft moored at a commercial berth are liable for port dues in terms of clause 2.1.3.
- (ii) 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 port captains discretion.
- (iii) 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.
- (iv) Visiting yachts and other visiting pleasure craft which moor 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 OIL POLLUTION

The following charges must be raised for the combating of oil pollution in the port area :

Utilisation of oil boom per hour or part thereof	160.00
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Oilspill emulsifier per litre will be charged for at the purchase price plus handling fee (charges to be quoted on application).

NOTE

- (i) All charges to be recovered from the party responsible for the oil pollution.
- (ii) Charges for any craft used in the combating operation should be raised separately.

3.13 SECURITY SERVICES AT THE PORT

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

During normal hours	46.25
Outside normal hours	70.00
Sundays and public holidays	92.50

Chapter 4

WHARFAGE

4.1 WHARFAGE ON CARGO IMPORTED, EXPORTED AND TRANSSHIPPED

Wharfage is levied where there are wharves or jetties belonging to or controlled and managed by Namport.

4.2 CARGO IMPORTED

All cargo per N\$100 ad valorem pro rata	1.78
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4.3 CARGO EXPORTED

All cargo per N\$100 ad valorem pro rata	0.89
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4.4 COASTWISE CARGO

Bulk, Breakbulk and liquid bulk cargo per harbour ton	7.35
Containerized cargo, irrespective of contents per 6m container	146.50
Containerized cargo, irrespective of contents per 12m container	293.00

4.5 CARGO TRANSSHIPPED

Cargo transhipped from one ship to another without touching the quay or jetty, per harbour ton	3.75
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NOTE

- a. The value for wharfage purposes is subject to a minimum of N\$250,00 per ton of 1000kg.
- b. In instances where it comes to the attention of Namport that the values/tonnages for wharfage purposes have been underdeclared, whether wilful or not, wharfage will be maintained on the declared value/tonnages in the normal manner and on the undeclared portion, wharfage will be payable on double the difference between the original and revised values/tonnages.
- c. In exceptional cases where commodities with an unusually high value of more than N\$10,000.00 per harbour ton are imported/exported in bill of lading consignments of 25 harbour tons or more, the value for wharfage purposes can be determined an application by the importer/exporter.

- d. Where concentrates are imported from a foreign country for the sole purpose of refining whereafter the refined product is exported, the value of the export product can, on application by the exporter, be exempted from the payment of wharfage for an amount equal to that on which wharfage was paid on importation of the concentrates.

4.1.3 Exemptions from wharfage

- Naval and military baggage
- Bullion, specie, diamonds and radium
- Empty returns, provided a certificate is given to the effect that they are being returned to the original sender for refilling
- Bunkers, ship's stores, including bona fide ship's spares for own use and water shipped for the ship's own consumption
- Cargo landed in error
- Cargo landed/shipped at private jetties when exempted by special agreement
- Steel placed on board ships for repairs whilst ship remain 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.
- Fish landed from fishing craft for local consumption at the fishing harbour provided such craft has been licenced in terms of Clause 3.10.

Chapter 5

HIRE OF WHARF AND FLOATING CRANES

5.1 HIRE OF CRANES

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

5.1.1 Wharf cranes

With a lifting capacity of up to 4 tons (4 000 kg)	130.00
With a lifting capacity of 15 tons (15 000 kg)	195.00

NOTE

- (i) The availability of a crane with a specific lifting capacity is not guaranteed.
- (ii) The minimum period for which crane hire is payable is two running hours.
- (iii) 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 shall not exceed the total number of hours for the throughout period, calculated from the beginning of the first period until the end of the last period.
- (iv) Crane hire charges are not payable for lifting stevedoring equipment when the crane used is on hire to the ship concerned, provided the declaration of indemnification is completed, signed and returned to Namport.
- (v) 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 owing to a power failure or cranes becoming defective as a result of a mechanical or electrical defect, and are not replaced by another crane, crane hire or stand-by charges for the crane drivers are not payable when the period of stoppage is one hour or more. Crane hire charges are payable during all other periods work is suspended, irrespective of the reason for the stoppage.
- (vi) The hire of wharf cranes is subject to the provisions of Regulations No 34 and 35.
- (vii) 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 Manager: Cargo Services may, at his discretion, grant permission for the ship's 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

6.1 LANDING CHARGES

For receiving the cargo from the ship, giving the master a receipt, stacking in warehouse 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, ready for despatch, 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	14.65
Animals per head	29.00
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 Manager: Cargo Services on application	

Timber, iron and steel, etc., not bundled or packaged and glass, per ton	22.40
Abnormal cargo, per ton	26.75
Explosive cargo, per ton	53.75
NOTE	
In addition to the penalties provided for by law double the above charges are payable when the requirements of Regulation No 9 of the Regulations are not complied with and the Manager: Cargo Services orders that the explosives be placed back on the ship from which it was landed	

Cargo, EOHP, per ton	17.75
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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	8.85
NOTE	
Liquids in bulk discharged direct into private storage installations are exempted from landing charges	
Bulk cargo discharged directly into road and rail trucks	13.25

6.1.3 Vehicles emanating from foreign countries

The following charges, which exclude wharfage, 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 (bakkies), tractors, motor cycles and motor scooters	73.00
Lorries, truck and bus chassis, fork lift trucks, front-end loaders, graders, dump trucks and mobile cranes :	
- not exceeding 5 000kg	110.00
- exceeding 5 000kg	147.00

6.1.4 Passengers vehicles

The following charges, which include wharfage, are payable per vehicle, for vehicles landed on their own wheels (one vehicle per passenger) and taken delivery of by the owner or his agent. The owner of the vehicle must be or have been a passenger travelling or who has travelled from overseas by sea and must arrive or have arrived in Namibia within 60 days before or after the arrival of the vehicle. Proof of the travel by the aforementioned means must be provided at the time of clearance.

Motor cars, self-propelled caravans, towed caravans, motor-cycle or motor-scooter combinations and trailers accompanied by motor cars	84.00
Motor cycles and motor scooters (solo)	42.00

6.1.5 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.

6.1.6 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 wharfage.

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	14.65
Animals per head	29.00

NOTE

Charges on small animals shipped or large numbers of animals walk on/walk off conditions will be quoted by the Manager: Cargo Services on application.

Timber, iron and steel, etc. not bundled or packaged and glass, per ton	22.40
Abnormal cargo, per ton	18.75
Explosive cargo, per ton	53.75
Cargo, EOHP, per ton	17.75

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	13.25
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	17.75
Liquids and other bulk cargo shipped direct from tank trucks, road tankers and portable tanks by means of a connecting pipe, per ton	8.85

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 wharfage, 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 ,	73.00
Lorries, truck and bus chassis, fork lift trucks, front-end loaders, graders, dump trucks and mobile cranes	
- not exceeding 5 000kg	110.00
- exceeding 5 000kg	147.00

6.2.4 **Passengers' vehicles**

The following charges, which include wharfage, are payable per vehicle, for vehicles shipped on their own wheels (one vehicle per passenger) and brought to the shipping berth by the owner or his agent. The owner of the vehicle must be or have been a passenger travelling or who has travelled by sea and must embark or commence travelling within 60 days before or after the vehicle is shipped. Proof of travel by the aforementioned means must be produced when the shipping order is presented.

Motor cars, self-propelled caravans, towed caravans, motor-cycle or motor-scooter combinations and trailers accompanied by motor cars.	84.00
Motor cycles and motor scooters (solo)	42.00

6.2.5 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.

6.2.6 Miscellaneous cargo

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

Chapter 7

RENT, STORAGE AND DEMURRAGE

7.1 SITE RENT

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

Per week, per square metre	1.15
<i>Minimum</i>	30.00
Per month, per square metre	5.50
<i>Minimum</i>	100.00
Deterrent charge, per month, per square metre	20.00
<i>Minimum</i>	175.50

7.2 STORAGE ON CARGO LANDED

7.2.1 The following storage charges are levied on cargo for which orders have not been presented and accepted before the closing time of the harbour-revenue office 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):

Cargo listed in Regulation No 120 of the Regulations and stored after expiry of 3 days as provided for above per ton, per day	3.00
All other cargo (including the cargo mentioned above which are protected on written application) stored after expiry of 3 days as provided for above per ton, per day	6.00

NOTE

- (i) These charges are payable until clearance is effected, or as in (ii) below.
- (ii) 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 the 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 DA68 -Application for Delivery of Goods Ex State Warehouse), is presented to the harbour-revenue office, whichever day is later.
- (iii) Where state warehoused cargo is cleared from the State Warehouse or a wharf shed the Customs release (form DA68 -Application for Delivery of Goods Ex State Warehouse) must be attached to the landing order when presented for acceptance at the harbour-revenue office.

- (iv) Where cargo is detained by the shipowner, 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.
- (v) 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 importer is responsible or not.

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

Inside storage	3.15
Outside storage	1.55

- 7.2.2.1 A free period of three days (excluding Saturdays, Sundays and public holidays) are 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 ton, 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 tonnage 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 (iv) under Clause 7.2.1.

NOTE

Saturdays, Sundays and public holidays are excluded only in the period before and up to the fifth or second day mentioned, after which storage charges are payable for the throughout period.

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 8.1.6 or which cannot be readily handled by means of standard container handling equipment. Special arrangement must be made with Namport for the handling of such containers;

8.1.3 "ISO Standard 668" means :

SIZE metres	CODE	L	W	H mm	MAX MASS Kilogram
12	1A	12192	2438	2438	30480
12	1AA	12192	2438	2591	30480
6	1C	6058	2438	2348	24000
6	1CC	6058	2438	2591	24000

High cube containers : The above dimensions but with a height of 2896mm.

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 shipworking 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.

8.2 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; and
- Handling by container gantry crane.

NOTE

- a. Transport costs between the container terminal and conventional berths are not included and will be charged separately as per Clause 8.2.3.
- b. the collection and delivery of containers within harbour boundaries will be undertaken by Namport and charged for as per Clause 8.2.3.

8.2.1 Containers landed/shipped or transhipped with automatic spreaders and turntables

8.2.1.1 Containers Landed / Shipped

6m Containers	210.00
12M Containers	315.00

Empty containers will qualify for a 25% discount.

8.2.1.2 Containers transhipped (including wharfage, all terminal services and conveyance from one berth to another) per container

6M Containers	495.00
12M Containers	780.00

8.2.2 Surcharges

8.2.2.1 Container landed or shipped without automatic spreader and turntables, will be charged a surcharge

Per containers	15.00
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8.2.2.2 Reefer containers moved via the reefer area

6M Containers	117.00
12M Containers	175.00

8.2.2.3 Abnormal containers and containers containing explosives IMO Class 1 and all other hazardous cargo, per container, will be charged a surcharge of 60%.

8.2.3 Transport costs as per note (1) of clause 8.2

6M Containers	137.00
12M Containers	205.50

8.3 MISCELLANEOUS CHARGES

8.3.1 Restowage

Direct Restows

6M Containers	105.00
12M Containers	210.00

Indirect Restows

The charges payable are as follows :

6M Containers	273.00
12M Containers	410.00

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

6M Containers	81.55
12M Containers	122.25

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 unless special arrangements have been made with the Manager: Cargo Services

6M Containers	161.25
12M Containers	322.50

8.3.4 Storage of containers

8.3.4.1 Import Containers

Storage will be payable as follows :

First three working days free, commencing the first time 07:00 on a working day is reached, following completion of the discharging operation.

Thereafter, per day or part thereof :

6M Containers	53.75
12M Containers	107.50

8.3.4.2 Export Containers

In the following instances storage will be applied as indicated :

8.3.4.2.1 Charges per container, per day or part thereof:

6M Containers	53.75
12M Containers	107.50

8.3.4.2.2 Containers arriving before the ship's export stack opens:
Storage will be calculated from arrival up to the stack opening date;

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;

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, 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 oncarrying ship. First 10 days free, after the posting date of the carrying ship, thereafter, per container per day or part thereof.

6M Containers	32.25
12M Containers	64.50

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 Containers	10.00
12M Containers	15.00

8.3.6 Collection and Delivery Charges as per note (ii) of Clause 8.2

6M Containers	137.00
12M Containers	205.60

8.3.7 Amendment by means of a CTO

The charges payable in respect of each and every amendment of a CTO, per CTO	23.65
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Chapter 9

MISCELLANEOUS CHARGES

9.1 **ELECTRIC POWER AND COMPRESSED AIR SUPPLIED**

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

Unit charge per unit	0.38
Connection fee	65.00
Hire charge for each period of 24 hours or part thereof	4.55
A penalty charge per day, or part thereof is payable when connection or disconnecting is performed by unauthorised persons or the supply is not terminated by the applicant	164.00
<i>Maximum charge</i>	880.00

9.2 **FIRE PROTECTION TO SHIPS AT PORTS**

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

Per hour or part thereof	60.00
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9.3 **MISCELLANEOUS CHARGES**

Per calendar year ending 31 December or part thereof :

Stevedores	2400.00
Supplying watchmen to ships	1200.00

9.4 **LABOUR, OVERTIME AND STANDING BY CHARGES AGAINST SHIPS**

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

Per gang, per hour or part thereof	140.00
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NOTE

For calculation purposes, such periods must be added together for the throughput period cargo is handled irrespective of the number of shifts involved.

- 9.4.2 The following charge per gang per hour or part thereof is payable when work is suspended or labour remains idle for 30 minutes or more owing to any of the circumstances mentioned hereunder, and such labour cannot be otherwise employed (for calculated purposes, such periods must be added together for the throughout period cargo is handled irrespective of the number of shifts involved):

During ordinary working hours	115.00
Outside ordinary working hours	190.00

Applicable circumstances :

- 1) Late arrival of ships
- 2) Completion of work before expiration of ordinary working hours
- 3) Opening and preparation 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 insurer to examine damaged cargo on board, and/or refusal by the Manager: Cargo Services in terms of Regulation No 24 of the 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

NOTE

(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).

- 9.4.3 For the services of an electrician required to inspect earthing cables, etc. when bulk liquids are discharged/shipped direct into/from private storage installations :

Per hour or part thereof	43.00
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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 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	4.30
Timber, iron and steel, etc. no bundled or packaged and glass	6.35
Abnormal cargo	8.35
Cargo, EOHP	5.20

Opening and reailing or securing of packages and pallet loads :

On request, Namport will provide labour for opening and reailing or securing packages, breaking down and restacking damaged pallet loads at the examination hall, or elsewhere in the port, for Customs or other examinations, at the following charge :

Per package or pallet	5.20
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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 service :

Cargo conveyed by truck, per ton	6.25
Minimum charge per truck	185.00
Cargo conveyed by any other means, per ton	6.25

9.7 REMOVAL OF RUBBISH

The charges for the removal of rubbish from ships by lorry are as follows per load of five tons :

During office hours	120.00
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If rubbish is left on the quay or jetty without arrangement, a penalty of 100% will apply.

9.8 LATE ORDER CHARGES

All cargo shall be cleared and the landing, transshipping or warehousing orders, duly passed by Customs shall be presented for acceptance not later than the closing time of the harbour-revenue office 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 105 of the Regulations :

Charge per ton	6.00
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9.9 **HIRE OF MECHANICAL APPLIANCES (OTHER THAN WHARF CRANES)**

The landing, shipping and transshipping charges specified in Chapter 7 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
 25000kg forklift truck

9.10 **PACKAGES NOT MANIFESTED**

The following charges are payable by shipowners for packages which are landed but not manifested :

For each package	1.60
Minimum charge per ship per call	25.00
Maximum charge per ship per call	4900.00

NOTE

For tariff purposes 10 pieces loose timber will be regarded as one package.

9.11 **AMENDING/CANCELLING ORDERS**

For the acceptance of each order amending or cancelling a previous order	24.00
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NOTE

The tendering of an amending order simultaneously with the original order is not permitted.

9.12 **CLAIMS FOR COMPENSATION AND FOR REFUND, OR ADJUSTMENT OF CHARGES**

9.12.1 Notwithstanding the date on which the cause of the claim is alleged to have arisen, no claim 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 the initial account is rendered by Namport.

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

Adjustment fee	24.00
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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.

9.13 **VEHICLE ENTRY PERMITS**

Per calendar year ending 31 December, or part thereof, the following is payable per vehicle per annum to enter the port for the purposes of delivering or uplifting cargo :

Per vehicle per annum	220.00
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NOTE

- (i) The charge is payable irrespective of the carrying capacity of the vehicle
- (ii) For the purpose of clause 9.13, a vehicle shall be regarded as a vehicle designed for the conveyance of cargo. A hauling unit shall be treated as a vehicle.

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

See Annexure "A".
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

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

- Mobile homes and caravans from or for both coastwise and foreign destinations
- Motorcars, stationwagons, combis, panel vans, light commercial vehicles, tractors, motor cycles, motor scooters, lorries, trucks and bus chassis, forklift trucks front-end loaders, graders, dump trucks and mobile cranes including agricultural earthmoving and roadmaking machinery on own rubber wheel 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

10.6 ALL OTHER COMMODITIES

1 cubic metre or 1 000 kilogram, whichever yields the higher tonnage.

SYNCHROLIFT SERVICES

1 **BOOKING FEES**

Deposit required for the use of the synchrolift when a firm booking has been made, i.e. when the application form has been completed and presented	1000.00
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NOTE

Should the booking of the synchrolift not be taken up or cancelled within seven consecutive days prior to the booked date, the deposit will be forfeited.

2 **PREPARATION COSTS**

Charges for the preparation of the synchrolift	410.00
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NOTE

- (i) Should the booking of the synchrolift be cancelled after the preparatory work has begun, the above mentioned charges are payable.
- (ii) The preparation charges are payable per ship irrespective of whether more than one ship is being placed on the synchrolift.

3 **DOCKING AND UNDOCKING OF SHIPS**

The following charges are payable for the docking and undocking of ships.

During ordinary working hours - per service	1280.00
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4. **SHOULD THE DOCKING OR UNDOCKING SERVICE EITHER COMMENCE OR TERMINATE OUTSIDE ORDINARY WORKING HOURS, THE FOLLOWING ADDITIONAL CHARGES ARE PAYABLE :**

Additional charge for outside ordinary working hours, per hour or part thereof	250.00
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NOTE

- (i) Should the docking or undocking commence or terminate outside ordinary working hours, the charges will be calculated as if the whole service was performed outside normal working hours.
- (ii) In the event of a request for services outside ordinary working hours being cancelled after the staff has been brought on duty, the abovementioned charges are payable for the full period the staff were on duty, but for a minimum of two hours.

5 **SYNCHROLIFT DUES**

5.1 The following dues are payable when use is made of the synchrolift

Per day on part thereof, per meter of working space utilized (including length of vessel).

On Synchrolift bays	17.00
At any repair jetty	8.50

5.2 Any ship causing damage of any nature to any facility or equipment on the synchrolift will be charged with the cost of making good that damage.

5.3 A surcharge of 25% in the dues specified in Clause 5 for the synchrolift is payable by bar keel ships (Bar keel is defined as a steel keel not wider than 10 centimetres).

5.4 The above charges include the supply of salt water and shifting of keel blocks, etc.

6 **WEEKENDS AND PUBLIC HOLIDAYS**

Special permission must be obtained from the dockmaster for work to be undertaken on Saturdays, Sundays or public holidays. Special arrangements must also be made for the provision of salt water, etc. outside normal working hours.

7 **FRESH WATER**

Charges for the supply of fresh water per booked period or part thereof.

Supply of fresh water	295.00
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8 **SUPPLY OF ELECTRICITY**

The following charges are payable for the supply of electrical power :

Unit charge per unit	0.38
Hire charge for each period of 24 hours or part thereof	40.00

9. **SITE RENT**

The following charges are payable for the short term rental of an area of space at the synchrolift on request.

Per week, per square metre	1.15
Minimum	30.00
Per month, per square metre	5.50
Minimum	100.00
Deterrent charge, per month, per square metre	20.00
Minimum	172.50

SYNCHROLIFT WALVIS BAY

1. Before a ship is admitted to the Synchrolift the name and full particulars of the ship shall be entered in a book to be kept for that purpose at the Synchrolift office, and the owner, master or agent of the ship shall sign an agreement binding himself to the following conditions, and undertaking to pay the applicable charge specified in the Synchrolift Tariff Book.
2. **When the ship may lose her turn.**
Should a ship not be docked on the day duly appointed for that purpose owing to the default of the master, such ship shall, if the relevant bay be required for other ships, lose her turn in the order shown in the entry book, and the master, owner or agent of such ship shall forfeit the booking fee, if any, and pay to the Namibian Ports Authority the preparation charges which may have been incurred for the reception of such ship.
3. **When preference may be given.**
Notwithstanding any previous arrangements to the contrary, the Port Captain may give priority to any ship in a damaged or leaky condition or to a ship that requires a dry-dock for a period not exceeding seventy two hours.
4. **No ship to have absolute right to use dry-dock.**
No ship shall have an absolute right to the use of the synchrolift either in turn or at any other time. The decision of the port captain in all cases of dispute as to turn, shall be final.
5. **Ships to be lifted and docked under supervision of a dockmaster.**
Every ship shall be lifted and docked under the direction and supervision of the dockmaster and in the presence of the master or other responsible officer whose duty it shall be to be present at the time appointed for lifting and docking, and to remain there until such lifting and docking is completed.
6. **When the ship is considered to be properly placed on the cradle.**
When the dockmaster has declared a ship to have been properly and safely placed upon the cradle, the master or other responsible officer shall forthwith satisfy himself that his ship has been so properly and safely placed, whereupon the ship shall be deemed to have been properly and safely lifted.

7. **Limit of period of occupation of a Synchronlift Bay.**
If necessary the Port Captain may limit the period which a ship occupies a bay to four days.
The master of a ship shall arrange for such overtime to be worked in carrying out repairs as the port captain may consider necessary.
8. **Ships failing to leave Synchronlift.**
A ship which fails to leave a Synchronlift bay on the expiration of the period agreed upon may, if the bay be required by another ship, be removed at the expense of the owner of such ship after twenty four hours written notice has been given. If the ship should not then be capable of being floated, the port captain may cause such ship to be made capable of being floated at the expense of its owner.
9. **Master to give notice of readiness for ship to leave Synchronlift.**
The master of a ship on the Synchronlift shall give twenty four hours notice in writing to the port captain of his ship's readiness to leave the synchronlift.
10. **Supports not to be removed without proper authority.**
No person shall remove or alter the position of any of the supports upon which a ship rests whilst on the synchronlift, except by order of the dockmaster.
11. **Displacement of weights in or upon a ship in a bay.**
No person shall displace or remove any weight in or upon or connected with a ship in a bay on the synchronlift without permission in writing from the dockmaster, and then only after proper arrangements have been made by the master to prevent damage of any kind occurring by reason of such displacement or removal. All costs and charges connected with any such displacement or removal shall be borne by the owner of the ship.
12. **Ships to pay for labour for the shifting of shores, blocks or for other purposes.**
The owner of every ship in a bay on the synchronlift, shall pay for all labor supplied by the Namibian Ports Authority for the shifting of shores, blocks or for other purposes connected with the ship after she has been blocked or shored.

13. **Discharge of effluent water or refuse by a ship in a bay.**
No effluent water, oil or refuse may be discharged from a ship while she is in a bay except by the permission in writing of the dockmaster and then only on such conditions as he may impose in the interest of safe, orderly and efficient harbour working.
14. **Cleaning of bays before refloating of ships.**
The master of a ship shall, prior to the refloating of the ship, cause the bay occupied by the ship to be cleared and cleaned.
15. **Articles supplied by Namibian Ports Authority**
The Namibian Ports Authority will supply the following articles free of charge to every ship lifted and docked.:
- * Set of blocks for the length of ship given at the time of booking.
 - * Bilge shores with sufficient wedges.
 - * First set of capping pieces.
- Any expenses incurred by the Namibian Ports Authority in altering or adding to the keel blocks customarily supplied free of charge, shall be borne by the master or owner of the ship.
16. **Trimming of vessels.**
Vessels should be trimmed to the dockmaster's requirements prior to lifting. If a vessel is move to the Synchrolift in an untrimmed condition, the cost of moving to and from the Synchrolift and any further expense(s) shall be borne by the master or owner of the ship.
17. **For the purpose of this regulation-**
"dockmaster" shall mean the officer appointed by the Namibian Ports Authority to take charge of and control the working of the Synchrolift, or the officer acting as such for the time being.