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General Notice

No. 92

1995

NAMIBIAN PORTS AUTHORITY

**PORT OF WALVIS BAY
TARIFF BOOK : 1 APRIL 1995**

The Port of Walvis Bay Tariff Book as at **1 APRIL 1995** is hereby published in terms of Section 15(2) of the Namibian Ports Authority Act, 1994.

NAMIBIAN PORTS AUTHORITY

PORT OF WALVIS BAY TARIFF BOOK

1 April 1995

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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 1995.

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 "baggage" shall mean such articles of wearing apparel, toilet requisites, and other articles of personal necessity and convenience, that are usually carried by passengers for their personal use when undertaking journeys that do not appear on the carrying ship's manifest;
- 1.3.3 "cellular container vessel" shall mean a ship designed to carry cargo in ISO containers in custom designed container slots;
- 1.3.4 "coaster" shall mean a ship carrying cargo mainly between the ports in the Richards Bay/Walvis Bay range on a regular schedule;
- 1.3.5 "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;
- 1.3.6 "dangerous cargo" shall mean commodities appearing in the publications mentioned in Regulation No 9 of the Regulations and annexure "A" to this Tariff Book;
- 1.3.7 "empty return container" shall mean a container such as a steel tank, drum, cage, pallet, etc. that can be used repeatedly and that is returned to the original sender for refilling;
- 1.3.8 "EOHP" shall mean except as otherwise herein provided;
- 1.3.9 "explosives" shall mean any commodity classified as such in terms of the Explosives Act, 1956;
- 1.3.10 "glass" shall mean -
- "plate or sheet", including wired, obscured, opaque, figure rolled, cathedral, reeded, fluted and cast glass, coloured or uncoloured, in plate or sheet form;
 - safety, laminated or toughened, cut to size, curved or moulded to shape and ready for use as windshields, body glass, etc. on motor vehicles;
 - safety or laminated, in plate or sheet form, not purpose cut or shaped;

- 1.3.11 "manifested baggage" - silvered and mirrors;
shall mean any article of baggage appearing on the carrying ship's manifest;
- 1.3.12 "ordinary working hours" shall mean -
- 1.3.12.1 for craft and berthing services -
MONDAYS TO FRIDAYS,
OTHER THAN
PUBLIC HOLIDAYS : 0600 to 1800

SATURDAYS, OTHER
THAN PUBLIC
HOLIDAYS : 0600 to 1200
- 1.3.12.2 for cargo working :
MONDAYS TO FRIDAYS,
OTHER THAN PUBLIC
HOLIDAYS : 0700 to 1200
1300 to 1700
- 1.3.12.3 for synchrolift and other services:
MONDAYS TO FRIDAYS,
OTHER THAN
PUBLIC HOLIDAYS : 0700 to 1700.
- 1.3.13 "packaged and bundled steel, iron, etc." shall mean steel girders, pipes, sheets, angles, steel bars, carbon blocks, etc. when properly bundled or packed in cases or crates, envelopes, on pallets or in rolls, provided such cargo requires no more handling than that accorded to general cargo whilst loose steel products shall include iron and steel pipes, poles, columns, joists, girders, channels, reinforcing bars and plates, as well as iron and steel in angle, bar, bulb, rod H and T form, etc. The aforementioned shall also apply to concrete, cement, asbestos, copper, aluminium and other similar products;

Single pieces exceeding 4000 kg each shall be regarded as "bundled packaged";
- 1.3.14 "palletised cargo" see subclause 1.3.23;

- 1.3.15 "perishable cargo" shall mean cargo subject to rapid deterioration e.g. fish, fruit, vegetables, plants, meat, dairy products, eggs and other cargo requiring refrigeration;
- 1.3.16 "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
- 1.3.17 "Regulations" shall mean the Harbour Regulations for the port of Walvis Bay;
- 1.3.18 "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 1.3.23 throughout the handling process;
- 1.3.19 "ship's stores" shall mean provisions for consumption by the crew and/or passengers or articles for maintenance, propulsion and administration of the ship;
- 1.3.20 "small craft" shall mean any craft licenced or registered in terms of the Regulations;
- 1.3.21 "timber"
- 1.3.21.1 "timber" shall include rough sawn pieces, logs, poles, boards (hardboard, millboard or compo board), sleepers, etc.;
- 1.3.21.2 "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;

- 1.3.21.3 Rough sawn timber not complying with the provisions of paragraph 1.3.21.2 will be regarded as "not bundled";
- 1.3.21.4 Unitised timber to comply with the conditions of clause 1.3.23 below;
- 1.3.21.5 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";
- 1.3.21.6 Loose logs exceeding 1.5 harbour tons each on average per bill of lading consignment, shall be regarded as "bundled";

- 1.3.21.7 Loose logs not exceeding 1.5 harbour ton each and not handled in accordance with clause 1.3.21.5 above shall be regarded as "not bundled".
- 1.3.22 "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;
- 1.3.23 "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 **CONVERSION OF SHIP'S TONNAGE**

Where the gross tonnage in cubic metres of a ship is not available, a multiplication factor of 2,83 shall be used for conversion to cubic metres, e.g. a ship of 612 gross register tonnage (imperial) will be equivalent to 1 731,96 cubic metres capacity; a fraction of a cubic metre is levelled to the next higher cubic metre.

1.10 **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

Port dues are charged on the highest gross cubic metres capacity of a ship as reflected on the ship's register/tonnage certificate plus the cubic metres capacity of all cargo spaces not included therein.

NOTE

Where the ship's register/tonnage certificate is not available, or if the highest gross cubic metres capacity of a ship allotted a dual tonnage is not reflected thereon, the highest gross register tonnage as reflected in Lloyds Register of Shipping converted to cubic metres is accepted or the length overall of a ship where the cubic metres capacity/gross tonnage is not available

2.2 SHIPS LIABLE TO PAY PORT DUES

- 2.2.1 Ships entering the port from the time of passing the entrance inwards until the time of passing the entrance outwards;
- 2.2.2 ships taking in bunkers at the designated anchorage;
- 2.2.3 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
- 2.2.4 ships undergoing engine trials, etc. after repairs, and not visiting another port, from the time of first entering until final departure.

2.3 PORT DUES : RATES

- 2.3.1 Port dues are payable as follows :

All vessels :	
Basic charge per 100 gross cubic metres or part thereof per call	11.00
PLUS	
per 100 gross cubic metres or part thereof per calendar day	3.30
In the case of small craft, the charge per craft per 24 hour period or part thereof will be	41.50

- 2.3.2 Port dues in respect of coasters as defined in Clause 1.3.4 are payable in terms of a special agreement

2.4 **EXEMPTIONS FROM PORT DUES**

- 2.4.1 Vessels belonging to the Nampol and the Namibian Defence Force.
- 2.4.2 the time a vessel occupied the synchrolift.
- 2.4.3 fishing craft licensed by the Ministry of Fisheries and Marine Resources, but only within the fishing harbour, declared under the Sea Fisheries Act, 1992 (Act 29 of 1992).
- 2.4.4 Pleasure craft not used for gain of whatever nature which do not moor at a commercial berth, jetty or mooring belonging to Nampol.

2.5 **LIGHT DUES**

- 2.5.1 Light dues are payable as follows :

Self-propelled small craft licensed in terms of the Regulations as well as those licensed by the Ministry of Fisheries and Marine Resources, at the port where licensed, whether a licence charge is payable or not, including small craft, the owner of which cannot furnish satisfactory proof of the gross cubic metres capacity :	
Per metre or part thereof of the length overall per calendar year or part thereof, ending 31 December	3.35
On all other ships per call Per 100 gross cubic metres capacity or part thereof (as defined in Clause 2.1)	6.70

2.5.2 **EXEMPTIONS FROM LIGHT DUES**

- 2.5.2.1 Vessels belonging to the Nampol and the Namibian Defence Force.
- 2.5.2.2 pleasure craft used solely for pleasure purposes and not for gain of whatever nature.

2.6 **BERTH DUES**

Berth dues are payable by any ship occupying any berth belonging to Nampol and not physically landing, shipping or transshipping cargo throughout the period during normal working hours (as defined in Clause 1.3.12.3) :

Per 100 gross cubic metres capacity or part thereof (as defined in Clause 2.1) per calendar day	2.85
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NOTE

Ships calling for the sole purpose of landing/shipping/transshipping cargo are allowed a free period of six cargo working hours before cargo working commences and six cargo working hours after cessation of cargo working per call.

2.7 EXEMPTIONS FROM BERTH DUES

- 2.7.1 Vessels belonging to NAMPOL and the Namibian Defence Force
- 2.7.2 Ships lying alongside a berth for the sole purpose of taking in bunkers, stores and water are exempted for only 2 calendar days
- 2.7.3 Ships calling for the sole purpose of landing survivors
- 2.7.4 Ships calling for the sole purpose of obtaining medical assistance
- 2.7.5 Passenger ships and cruise liners on normal business

Chapter 3

CRAFT AND BERTHING 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.
- 3.1.3 For the purpose of this Chapter, the term "craft" shall mean -
- large tug : P G Joubert, J A Kruger
 - small tug : C A E Deacon
 - launch - Egret, Woodpecker

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 Synchrolift), per service :

GROSS CUBIC METRES CAPACITY (as defined in Clause 2.1)

Up to 2000	886.00
2001 to 5000	1772.00
5001 to 25000	1772.00
PLUS	
Per 100 gross cubic metres capacity or part thereof above 5000	13.40
25001 to 40000	4429.00
PLUS	
Per 100 gross cubic metres capacity or part thereof above 25000	8.90
40001 to 60000	5760.00
PLUS	
Per 100 gross cubic metres capacity or part thereof above 40000	6.70

60001 to 80000	7096.00
PLUS	
Per 100 gross cubic metres capacity or part thereof above 60000	4.45

Above 80000	7986.00
PLUS	
Per 100 gross cubic metres capacity or part thereof above 80000	2.25

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 outside ordinary working hours be cancelled at any time after standby has commenced, the charges as if the service had been performed, are payable, i.e. normal charges plus 25% surcharge.
- (v) A surcharge of 25% is payable when a ship arrives or departs 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 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. The minimum charge payable is for one hour.

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

Large tug	1170.00
Small tug	429.00
Launch	172.00

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	1561.00
SMALL TUG per hour or part thereof	572.00

- 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 to a ship in distress constitutes 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.
- 3.3.6 Special conditions apply when services rendered constitute salvage.

3.4 **BERTHING SERVICES**

- 3.4.1 The following charge is payable per service for the services of the berthing staff, whether their services are used or not, 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 Synchronlift), undergoing engine trials, etc. remooring 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	518.00
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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 outside ordinary working hours 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 then 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.

3.4.2 The charges under Clause 3.4.1 are not payable for ships under 70 gross cubic metres capacity, provided the master is in possession of a coxswain's/ferryman's licence and for ships qualifying for exemption from pilotage and the masters of which hold valid pilotage exemption licences, except when the services of a berthing gang are used.

NOTE

The exemption does not apply if the master/coxswain/ferryman is not on board.

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	241.00
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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	482.00
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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	241.00
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	241.00

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 cubic metres capacity (as defined in Clause 2.1)

Up to 2000 cubic metres capacity	918.00
From 2001 up to 5000 cubic metres capacity	933.00
From 5001 up to 25000 cubic metres capacity	1034.00
From 25001 up to 40000 cubic metres capacity	1109.00
From 40001 up to 60000 cubic metres capacity	1210.00
From 60001 up to 80000 cubic metres capacity	1310.00
Above 80000 cubic metres capacity PLUS Per 100 gross cubic metres capacity or part thereof above 80000	1375.00 0.53

NOTE

If the pilotage service either terminates or commences outside the ordinary working hours defined in Clause 1.3.12.1 the charges prescribed will be enhanced by	918.00
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	918.00
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	918.00
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	918.00

A pilotage exemption licence may be granted to masters of ships of not more than 70 metres in length overall.

3.6.2 A reduction of 25% will be allowed for vessels shifting berth and utilising the services of a pilot.

3.7 CONVEYANCE OF MAIL BY PILOT BOAT

The following charges are payable when mail is conveyed by pilot boat to or from ships in the anchorage area:

3.7.1 When engaged on normal duties necessitating a visit to the ship	NO CHARGE
3.7.2 For delivery to a ship whilst en route to or from another ship	85.00

For delivery to a ship and collecting a reply whilst en route to or from another ship, Clause 3.7.2 will be raised twice i.e. once for the delivery and once for the collection. If a special trip is undertaken, charges in terms of Clause 3.3.1 are payable.

Chapter 4

SYNCHROLIFT SERVICES

4.1 TONNAGE FOR SYNCHROLIFT

Dues for the use of synchrolift are payable on the gross cubic metres capacity (as defined in Clause 2.1) of a ship plus the tonnage in mass of all cargo on board and is calculated from the time of taking the cradle until the time it is ready to leave it.

NOTE

The tonnage of cargo on board a ship must be declared in mass on the application form.

4.2 BOOKING FEES

Deposit required for the use of synchrolift when a firm booking has been made, i.e. when the application form has been completed and presented	836.00
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NOTE

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

4.3 PREPARATION COSTS

The following charges for the preparation of synchrolift are payable

Ships up to 100 gross cubic metres capacity	130.00
Ships from 101 up to 1 000 gross cubic metres capacity	260.00
Ships from 1 001 up to 10 000 gross cubic metres capacity	630.00
Ships from 10 001 up to 20 000 gross cubic metres capacity	1039.00
Ships from 20 001 up to 50 000 gross cubic metres capacity	1558.00
Ships above 50 000 gross cubic metres capacity	2072.00

NOTE

- (i) Should the booking of synchrolift be cancelled after the preparatory work has begun, the abovementioned charges are payable.

- (ii) The preparation charges are payable per ship irrespective of whether more than one ship is being placed on a synchrolift.

4.4 DOCKING AND UNDOCKING OF SHIPS

The following charges are payable per service for the docking and undocking of ships (the docking and undocking are regarded as separate services).

During ordinary working hours	556.00
Outside ordinary working hours	835.00

NOTE

- (i) Should the docking or undocking be delayed for reasons beyond the control of Namport outside ordinary working hours on weekdays and Saturdays or on Sundays and public holidays, charges will be calculated as if the service was performed outside ordinary 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, charges will be calculated as per (i) above.
- (iii) Should the docking or undocking service either commence or terminate outside ordinary working hours the charge as for outside ordinary working hours is payable.

4.5 SYNCHROLIFT DUES

4.5.1 The following dues are payable when use is made of synchrolift

First period of 24 hours or part thereof:

Ships tonnage as defined in Clause 4.1	
Ships up to 2 000	200.00
PLUS	
per ton	0.45
Ships above 2 000	266.00
PLUS	
per ton	0.45

Each subsequent 12 hour period or part thereof:

Ships tonnage as defined in Clause 4.1	
Ships up to 2 000	100.00
PLUS	
per ton	0.18
Ships above 2 000	133.00
PLUS	
per ton	0.18

- 4.5.2 Where a ship requires utilisation of any of the facilities for an uninterrupted period in excess of 15 days, the dues involved may be determined on application.
- 4.5.3 A surcharge of 25% in the dues specified in Clause 4.5 for the synchrolift is payable by bar keel ships (Bar keel is defined as a steel keel not wider than 10 centimetres).

NOTE

The above charges include cramage, salt water, compressed air, equipment, shifting of keel blocks, etc.

4.6 **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, compressed air, cramage, etc. outside normal working hours.

4.7 **SYNCHROLIFT DUES FOR FISHING CRAFT**

- 4.7.1 The following charges are payable by a craft engaged wholly in the fishing industry and licences in terms of the Regulations and having paid the charges specified in Clause 11.8 :

First period of 24 hours or part thereof	242.00
Each subsequent 12 hour period of part thereof	92.00

- 4.7.2 A surcharge of 25% in the dues specified in Clause 4.7.1 for the synchrolift is payable by bar keel ships (Bar keel is defined as a steel keel not wider than 10 centimetres).

NOTE

The above charges include cramage, salt water, compressed air, equipment, shifting of keel blocks, etc.

4.8 **BOAT SLIPWAYS**

- 4.8.1 **The following charges are payable for the use of boat slipways**

First period of 24 hours of part thereof :

Yachts, cutters, motor ketches and decked craft	133.00
Motor boats	90.00

Each subsequent 12 hour period or part thereof :

Yachts, cutters, motor ketches and decked craft	47.00
Motor boats	32.00

4.9 **DOCKING AND UNDOCKING OF SMALL CRAFT**

The following charges per service are payable for the docking and undocking of small craft (the docking and undocking are regarded as separate services)

During ordinary working hours	59.00
Outside ordinary working hours	89.00

NOTE

No preparation charges are payable by small craft making use of boat slipways.

4.10 **CRANES**

The charges and conditions prescribed in Clause 6.1 are applicable to cranes used at the Synchrolift when small craft are being lifted from/or placed back into the water or when services are performed outside ordinary working hours.

4.11 **FRESH WATER**

Supply of fresh water	256.00
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4.12 **SUPPLY OF ELECTRICITY**

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

Basic Charge	60.00
PLUS	
Hire Charge for each period of 24 hours or part thereof	42.00

Chapter 5

WHARFAGE

5.1 WHARFAGE ON CARGO IMPORTED, EXPORTED AND SHIPPED COASTWISE

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

5.1.1 Value for wharfage purposes

5.1.1.1 Imports

The value for wharfage purposes on cargo imported shall be the value as accepted for customs purposes.

5.1.1.2 Re-imports

The value for wharfage purposes on cargo re-imported, after processing/repairing abroad and cleared in compliance with customs requirements in terms of items and 409,07 of Annexure 4 of the Customs and Excise Act, shall be the value/cost of processing/repairing etc., as declared on the Bill of Entry in the "Actual price" column.

5.1.1.3 Exports

The value for wharfage purposes on cargo exported shall be the price of the cargo free alongside ship (FAS), and if no such value is available the free on board price (FOB). For the purpose of this Clause the "free alongside ship" price is the cost of manufacturing, producing, mining, collecting or otherwise establishing or bringing into existency any commodity, article or thing;

PLUS

any other costs, whether direct or indirect, incurred in respect of such commodities, articles or things, up to the point of shipment, including the costs involved in transporting or otherwise conveying such commodities, etc. to a position alongside the ship;

PLUS

the producer's/shipper's profit or mark-up.

5.1.2 **Wharfage rates**5.1.2.1 Bulk, Breakbulk and Containerised Cargo

Cargo Imported All cargo per N\$100,00 ad valorem pro rata	1.78
Cargo exported All cargo per N\$100,00 ad valorem pro rata	0.89

5.1.2.2 Bulk, Breakbulk and Containerised Cargo shipped coastwise

5.1.2.2.1 Breakbulk cargo

All cargo outwards per harbour ton	6.65
All cargo inwards per harbour ton	6.65

5.1.2.2.2 Containerised cargo

All cargo outwards per 6M container irrespective of contents	133.20
All cargo inwards per 6M container irrespective of contents	133.20
All cargo outwards per 12M container irrespective of contents	266.40
All cargo inwards per 12M container irrespective of contents	266.40

5.1.2.3

Cargo transhipped from one ship to another	3.40
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NOTE

- (i) The value for wharfage purposes is subject to a minimum of N\$250,00 per ton of 1000kg.
- (ii) 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.
- (iii) The value for wharfage purposes is subject to a maximum of N\$10 000,00 per harbour ton, irrespective of size of the consignment.
- (iv) 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.

5.1.3 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 11.8.

Chapter 6

HIRE OF WHARF AND FLOATING CRANES

6.1 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:

6.1.1 Wharf cranes

With a lifting capacity of up to 9 tons (9 000 kg)	120.00
With a lifting capacity of over 9 tons (9 000 kg) up to 20 tons(20 000 kg)	181.00

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 7

LANDING AND SHIPPING OF CARGO

7.1 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:

7.1.1 General Cargo

Palletised and unitised cargo, as well as Ro-Ro cargo per ton	13.60
Animals per head	27.00
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	20.85
Abnormal cargo, per ton	24.90
Explosive cargo, per ton	50.00
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	16.50
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7.1.2 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	8.20
NOTE	
Liquids in bulk discharged direct into private storage installations are exempted from landing charges	
Bulk cargo discharged directly into road and rail trucks	12.30

7.1.3 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	68.00
Lorries, truck and bus chassis, fork lift trucks, front-end loaders, graders, dump trucks and mobile cranes :	
- not exceeding 5 000kg	102.00
- exceeding 5 000kg	136.50

7.1.4 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	78.00
Motor cycles and motor scooters (solo)	39.00

7.1.5 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.

7.1.6 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.

7.2 SHIPPING CHARGES

7.2.1 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	13.60
Animals per head	27.00

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	20.85
Abnormal cargo, per ton	24.90
Explosive cargo, per ton	50.00
Cargo, EOPH, per ton	16.50

7.2.2 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	12.30
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	16.50
Liquids and other bulk cargo shipped direct from tank trucks, road tankers and portable tanks by means of a connecting pipe, per ton	8.20

NOTE

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

7.2.3 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 ,	68.00
Lorries, truck and bus chassis, fork lift trucks, front-end loaders, graders, dump trucks and mobile cranes	
- not exceeding 5 000kg	102.00
- exceeding 5 000kg	136.50

7.2.4 **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.	78.00
Motor cycles and motor scooters (solo)	39.00

7.2.5 **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.

7.2.6 **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 8

RENT, STORAGE AND DEMURRAGE

8.1 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	1.00
<i>Minimum</i>	25.00
Per month, per square metre	4.00
<i>Minimum</i>	30.00
Deterrent charge, per month, per square metre	15.00
<i>Minimum</i>	150.00

8.2 STORAGE ON CARGO LANDED

8.2.1 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	2.80
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	5.50

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 Nampont 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 8.2.2 shall apply whether importer is responsible or not.

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

Inside storage	2.90
Outside storage	1.45

- 8.2.2.1 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.
- 8.2.2.2 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.
- 8.2.2.3 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 8.2.1.

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 9

CONTAINERISED CARGO

9.1 DEFINITIONS AND RULES

- 9.1.1 "container" means an article of transport conforming to ISO standard 668 latest edition for 1A, 1AA, 1C and 1CC containers;
- 9.1.2 "overheight" means all container loads which exceed the ISO standard (2591mm) to a maximum of 900mm;
- 9.1.3 "overwidth" means container loads which exceed the ISO standard (2438mm) to a maximum of 330mm, allowed on either side;
- 9.1.4 "overlength" means all container loads which exceed the ISO standard (6m = 6058mm 12m = 12192mm) to a maximum for a 6m container of 1800mm and for a 12m container of 1400mm on one end only;
- 9.1.5 "abnormal" means any container not complying with the specifications referred to in Clause 9.1.6 or which cannot be readily handled by means of standard container handling equipment.;
- 9.1.6 "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.

- 9.1.7 "container Terminal" means an area especially set aside in the port for the handling of containers by specialised equipment;
- 9.1.8 "worksheet" means the document compiled in accordance with the shipworking plan and which shows the sequence in which containers are planned to be handled;
- 9.1.9 "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;

9.2 **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

- (i) Transport costs between the container terminal and conventional berths are not included and will be charged separately as per Clause 9.2.3.
- (ii) the collection and delivery of containers within harbour boundaries will be undertaken by Namport and charged for as per Clause 9.2.3.

9.2.1 **Containers landed/shipped or transhipped**

9.2.1.1 Containers Landed / Shipped

6m Full Containers	195.00
6M Empty Containers	146.25
12M Full Containers	292.50
12m Empty Containers	219.35

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

6M Containers	465.85
12M Containers	741.70

NOTE

Reefer containers moved via the reefer area, abnormal containers as per 9.1.5 and containers containing explosives IMO Class 1 except 1.4 are subject to the surcharges contained in Clause 9.2.2.

9.2.2 **Surcharges**

9.2.2.1 Reefer containers moved via the reefer area

6M Containers	108.00
12M Containers	162.00

9.2.2.2 Abnormal containers and containers containing explosives IMO Class 1 except 1.4, per container

6M Containers	102.00
12M Containers	153.00

9.2.3 **Transport costs as per note (1) of clause 9.2**

6M Containers	127.50
12M Containers	191.25

9.3 **MISCELLANEOUS CHARGES**9.3.1 **Restowage**

Indirect Restows

The charges payable are as follows :

6M Containers	254.00
12M Containers	381.00

9.3.2 **Movement of containers within the container terminal (services not covered in clause 9.2), per movement per container**

6M Containers	75.85
12M Containers	113.70

9.3.3 **Late arrival of containers**

A late arrival container 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	150.00
12M Containers	300.00

9.3.4 **Storage of containers**9.3.4.1 **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	50.00
12M Containers	100.00

9.3.4.2 **Export Containers**

In the following instances storage will be applied as indicated :

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

9.3.4.2.2 Containers shut out by the ship or agent :
Storage will be calculated from the stack closing time until disposal thereof;

9.3.4.2.3 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;

9.3.4.2.4 Charges per container, per day or part thereof:

6M Containers	50.00
12M Containers	100.00

9.3.4.2.5 Commercial Storage

When prior arrangements have been made with the Manager: Cargo Services, containers may be stored at market related rates.

9.3.4.2.6 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	30.00
12M Containers	60.00

9.3.5 Storage of Reefer Containers

Charges prescribed in clauses 9.3.4.1, 9.3.4.2 and 9.3.4.2.6 plus the following additional charges are applicable to the storage of reefer containers per day or part thereof :

6M Containers	4.60
12M Containers	6.30

9.3.6 Collection and Delivery Charges as per note (ii) of Clause 9.2

6M Containers	127.50
12M Containers	191.25

9.3.7 Amendment by means of a CTO

The charges payable in respect of each and every amendment of a CTO, per CTO	22.00
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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

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 1.3.22.

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

Chapter 11

MISCELLANEOUS CHARGES

11.1 HIRE CHARGES, MISCELLANEOUS CRAFT

The following charges per hour or part thereof, are payable for the hire of miscellaneous craft :

Grab and hopper barge in combination	880.00
Lighters (specially equipped for coal or water)	92.00
Lighters (other)	25.00

NOTE :

- (i) Should any of the craft require towage, charges in terms of clause 3.3 according to type of towing craft used are payable.
- (ii) The hire charge for dredgers and associated equipment is obtainable from the Marine Manager on application.

11.2 HIRE OF MARINE EQUIPMENT

11.2.1 Charges for the hire of marine equipment, where available, each per day of 24 hours or part thereof, are as follows :

Mooring springs and mooring strops	14.00
Ramps for animals	20.00
Gangways, passenger	46.00
Special steel slings with spreaders, for heavy lifts	39.00
Tandem lifting gear	19.00
Hire of moorings, for use by pleasure craft, per calendar year or part thereof	123.00

11.2.2 Where the berthing staff attending to the mooring of a ship, erect or remove a gangway, such service(s) is/are covered by the charges prescribed in Clause 3.4.1.

Service charge payable should a gangway be erected or removed and the service does not form part of the mooring or unmooring operation as provided for above	205.00
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NOTE

- (i) The charges for the hire of gangways specified in clause 11.2.1 are payable from the time of completion of mooring a vessel until completion of unmooring, or from the time erected until removal, as the case may be.

- (ii) where a ship shifts from one berth to another, hire charges commence on completion of the first mooring until completion of the final unmooring.
- (iii) If a crane is used for the erection or removal of a gangway, charges in terms of clause 6.1 are also payable unless the crane is already on hire to the ship.
- (iv) Any mooring spring or strop damaged or destroyed by chafing or cutting shall be paid for by the owner of the ship responsible. All other equipment damaged through other than by normal wear and tear may be repaired/replaced at the hirer's expense.

11.3 FRESH WATER SUPPLIED

11.3.1 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	3.60
Minimum charge per service (only applicable when water is supplied to ships)	45.00

- 11.3.2 Water supplied by tug during or outside ordinary working hours is charged for as per clause 11.3.1 plus tug charges in terms of clause 3.3.1.

11.4 ELECTRIC POWER AND COMPRESSED AIR SUPPLIED

- 11.4.1 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	0.23
Connection fee	60.40
Hire charge for each period of 24 hours or part thereof	4.20
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	153.30
<i>Maximum charge</i>	767.00

- 11.4.2 Charges for the supply of compressed air per hour or part thereof :

During ordinary working hours	34.80
Outside ordinary working hours	69.60
Minimum charge, per service (i.e. from the time the compressed air is connected until it is disconnected)	104.50

11.5 FIRE PROTECTION TO SHIPS AT PORTS

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

Per hour or part thereof	55.90
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11.6 SURVEY/EXAMINATION OF SMALL CRAFT

Charges for the survey/examination of small craft :

All craft as well as hulks up to 30 metres in length overall service	109.60
PLUS	
Per metre or part thereof over 30 metres	14.50

11.7 SURVEY OF LIFE-SAVING APPLIANCES

Charges for the survey of life-saving appliances :

Per craft	88.15
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11.8 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 :

11.8.1	Ferry boats and launches (however propelled), pontoons and selfpropelled seine fishing boats	10.10
11.8.2	Fishing craft (however propelled) operating from the fishing harbour of Walvis Bay, provided such craft is actively engaged in its trade	17.75
11.8.3	Fishing craft (however propelled) provided such craft is actively in the trade: For the first 10 metres Thereafter	20.00 40.00
11.8.4	Hulks or condemned vessels in the process of being broken up, shall until the final removal of all the parts, be charged for as follows : Per metre, per day, calculated on the overall length prior to commencement of such hulk or condemned vessel being broken up	1.20

NOTE

- (i) Should craft licenced in terms of 11.8.2 and 11.8.3 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 2.3.1 will become payable.

- (ii) Namibian Government owned craft, excluding naval vessels, vessels belonging to NAMPOL and vessels exempted by agreement, irrespective of the size thereof :

Per craft	632.10
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11.9 PLEASURE CRAFT REGISTRATION FEES

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

Rowing boats	14.50
Other craft of up to and including 6 metres in length overall	29.00
Other craft of over 6 metres in length overall	58.00

- 11.9.2 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, charges are payable as follows :

For the next 90 days, per metre or part thereof of length overall, per day	0.35
The following 90 days, per metre or part thereof of length overall, per day	0.70
Thereafter, for the remaining period up to 12 months, per metre or party thereof of length overall, per day.	1.40
If visiting yachts and other visiting pleasure craft remain in the port for a period in excess of 12 months, per metre or part thereof of length overall, per day	4.15

NOTE

- (i) Visiting yachts and other visiting pleasure craft moored at a commercial berth are liable for port dues in terms of clause 2.3.1.
- (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.
- (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 11.9.2.

- (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 11.9.2.

11.10 MISCELLANEOUS CHARGES

Per calendar year ending 31 December or part thereof :

Stevedores	2010.00
Supplying watchmen to ships	1005.00

Pilotage exemptions/ferryman or coxswain licences :

Ships up to and including 30 metres in length overall :	
Per metre or part thereof	16.60
<i>Minimum</i>	167.00
Note : The minimum does not apply to ferryman or coxswain licences.	
Ships over 30 metres up to 50 metres in length overall PLUS	500.00
per metre or part thereof over 30 metres	25.00
Ships over 50 metres up to 70 metres in length overall PLUS	1000.00
per metre or part thereof over 50 metres	33.30

NOTE

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.

11.11 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	149.00
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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.

11.12 LABOUR, OVERTIME AND STANDING BY CHARGES AGAINST SHIPS

11.12.1 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	130.00
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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.

11.12.2 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	102.00
Outside ordinary working hours	166.00

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 11.12.1 and 11.12.2.

(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).

- 11.12.3 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	38.30
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11.13 **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 7.1 or 7.2 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	4.00
Timber, iron and steel, etc. no bundled or packaged and glass	5.90
Abnormal cargo	7.75
Cargo, EOHP	4.85

Opening and renailing or securing of packages and pallet loads :

On request, Namport will provide labour for opening and renailing 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	4.85
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Employees of Namport are not permitted to unpack or repack the contents of the packages

11.14 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	5.80
Minimum charge per truck	172.00
Cargo conveyed by any other means, per ton	5.80

11.15 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	55.00
Outside office hours	111.00

11.16 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 Nampont'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	5.60
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11.17 SECURITY SERVICES AT THE PORT

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

During normal hours	43.00
Outside normal hours	65.00
Sundays and public holidays	86.00

11.18 SUPPLY OF ELECTRIC POWER

(See clause 11.4 for electric power supplied to ships). Charges for electric power are obtainable on application at the port.

11.19 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

11.20 PACKAGES NOT MANIFESTED

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

For each package	1.50
Minimum charge per ship per call	23.00
Maximum charge per ship per call	4540.00

NOTE

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

11.21 AMENDING/CANCELLING ORDERS

For the acceptance of each order amending or cancelling a previous order	22.00
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NOTE

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

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

11.22.1 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.

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

Adjustment fee	22.00
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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.

11.23 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	182.75
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NOTE

- (i) The charge is payable irrespective of the carrying capacity of the vehicle
- (ii) For the purpose of clause 11.23, a vehicle shall be regarded as a vehicle designed for the conveyance of cargo. A hauling unit shall be treated as a vehicle.

Annexure 'A'**LIST OF ACIDS AND OTHER CORROSIVE SUBSTANCES
SUBJECT TO THE SCALE OF HARBOUR TONNAGE VIDE
CHAPTER 10.**

The same harbour tonnage would also apply to corrosive classified as Class 8 in terms of IMO's International Maritime Dangerous Code

COMMODITY

ACETIC ACID, solution containing not less than 80% acid,
calculated on the total mass.
ACETIC ANHYDRIDE (acetyl oxide; acetic oxide)
ACETIC OXIDE - see acetic anhydride
ACETYL ACETONE PEROXIDE
ACETYL BENZOYL PEROXIDE
ACETYL BROMIDE
ACETYL CHLORIDE
ACETYL HYDROPEROXIDE - see paracetic acid
ACETYL IODIDE
ACETYL PEROXIDE
ACID BUTYL PHOSPHATE
ACID LIQUIDS, CORROSIVE, not otherwise listed by name
ACID MIXTURES, HYDROFLUORIC AND SULPHURIC -
see hydrofluoric and sulphuric acid mixtures
ACID MIXTURES, spent
ACRYLIC ACID, curdled
ALKALINE CAUSTIC LIQUIDS not otherwise listed by name
ALHANESULPHONIC ACID, see THE BLUE BOOK
ALLYL CHLOROFORMATE
ALLYL IODIDE
ALLYL TRICHLORISILANE
ALUMINIUM BROMIDE, anhydrous
ALUMINIUM CHLORIDE, anhydrous
AMMONIA dissolved in water, containing more than 10%
and not more than 35% ammonia by mass
AMMONIUM BIFLUORIDE (ammonium hydrogen fluoride)
AMMONIUM HYDROGEN FLUORIDE - see ammonium bifluoride
AMMONIUM HYDROGEN SULPHATE, see THE BLUE BOOK
AMMONIUM RHODANIDE - see ammonium thiocyanate
AMMONIUM SULPHOCYANATE - see ammonium thiocyanate
AMMONIUM SULPHOCYANIDE - see ammonium thiocyanate
AMMONIUM THIOCYANATE (ammonium sulphocyanide)
AMMONIUM THIOCYANIDE - see ammonium thiocyanate
AMYL TRICHLOROSILANE
ANISOYL CHLORIDE
ANTIMONY CHLORIDE - see antimony trichloride
ANTIMONY PENTACHLORIDE
ANTIMONY PENTAFLUORIDE
ANTIMONY PERCHLORIDE - see antimony pentachloride
ANTIMONY TRICHLORIDE (butter of antimony: caustic antimony)

BATTERIES, electric storage, wet or filled (accumulators)
BATTERY FLUID (electrolyte)
BENZHYDRYL BROMIDE - see diphenyl methyl bromide
BENZOTRICHLORIDE (toluene trichloride)
BENZOYL CHLORIDE
BENZYL BROMIDE (bromotoluene)
BENZYL CHLORIDE (chlorotoluene)
BENZYL CHLOROCARBONATE - see benzyl chloroformate
BENZYL CHLOROFORMATE
BIFLUORIDES, not otherwise listed by name
BORON TRICHLORIDE
BORON TRIFLUORIDE - propionic acid complex, see THE BLUE BOOK
BROMINE and solutions
BROMINE CYANIDE - see cyanogen bromide
BROMINE PENTAFLUORIDE
BROMINE TRIFLUORIDE
BROMOACETIC ACID SOLUTION
BROMODIPHENYLMETHANE - see diphenyl methyl bromide
α-BROMOTOLUENE - see benzyl bromide
BUTTER of ANTIMONY - see antimony trichloride
BUTYL ACID PHOSPHATE - see acid butyl phosphate
BUTYL PHOSPHORIC ACID - see acid butyl phosphate
BUTYL TRICHLOROSILANE

CALCIUM BISULPHITE, solution - see calcium hydrogen sulphite, solution
CALCIUM HYDROGEN SULPHITE, solution
CARBOLIC ACID - see phenol
CAUSTIC ALKALI LIQUIDS, not otherwise listed by name
CAUSTIC ANTIMONY - see antimony trichloride
CAUSTIC POTASH - see potassium hydroxide
CAUSTIC SODA - see sodium hydroxide
CHLORACETIC ACID - see chloro-acetic acid
CHLORACETYL CHLORIDE - see chloroacetyl chloride
CHLORINE TRIFLUORIDE
CHLORO-ACETIC ACID (monochloro-acetic acid; chloracetic acid)
CHLORO-ACETYL CHLORIDE (chlor-acetyl chloride)
CHLOROPHENYL TRICHLOROSILANE
CHLOROSULPHONIC ACID with or without SULPHUR TRIOXIDE
CHLOROTOLUENE - see benzyl chloride
CHROMIC ACID (chromic trioxide liquid), solution
CHROMIC FLUORIDE
CHROMIUM OXYCHLORIDE (chromyl chloride)
CHROMIUM TRIOXIDE - see chromic acid
CHROYL CHLORIDE - see chromic oxychloride
CLEANSING LIQUIDS, containing not more than 5% potassium hydroxide
(caustic soda)
CLEANSING POWDERS, containing by mass not more than 5% of sodium
hydroxide (caustic acid)
CORROSIVE LIQUIDS, not otherwise listed by name - see acid liquids or
alkaline caustic liquids
CRESYLIC ACID (cresol) - see phenol
CUPRIETHYLENEDIAMINE, solution
CYANOGEN BROMIDE (bromide cyanide)
CYCLOHEXYLAMINE
CYCLOHEXYL ETHYLAMINE
CYCLOHEXYL TRICHLOROSILANE (cyclohexenyl trichlorosilane)

DIACETYL PEROXIDE - see acetyl peroxide, solution
DICHLORO - ACETIC ACID
DICHLORO - ACETYL CHLORIDE
DICHLOROPHENYL TRICHLOROSILANE
DIETHYL DICHLOROSILANE
DIETHYLENETRIAMINE
DIFLUOROPHOSPHORIC ACID, anhydrous
DIMETHYL HYDRAZINE
DIMETHYLDICHLOROSILANE
DISCOOCTYL ACID PHOSPHATE
DIPHENYL BROMOMETHANE - see diphenyl methyl bromide
DIPHENYL DICHLOROSILANE
DIPHENYL METHYL BROMIDE
DISUPHURYL CHLORIDE - see pyrosulphuryl chloride
DODECYL TRICHLOROSILANE

ELETROLYTE, ACID -see battery fluid
ELECTROLYTE, ALKALINE - see battery fluid
ETHANDIC ANHYDRIDE - see acetic anhydride
ETHYL CHLOROFORMATE ethyl trichloro silane ethylene diamine (ethyl chlorocarbonate)
ETHLDICHLOROSILANE (1,2 - diamino-ethane)
ETHYL PHENYL DICHLOROSILANE

FERRIC CHLORIDE, anhydrous or solutions (ferric perchloride; iron perchloride; iron sesquiclloride; iron trichloride)
FLOTATION REAGENT (toxil and mordant)
FLUOBORIC ACID (hydrofluoboric acid)
FLUORIC ACID -see hydrofluoric acid
FLUOROPHOSPHORIC ACID, anhydrous
FLUOSILICIC ACID
FLUOSULPHONIC ACID
FORMIC ACID
FUMARYL CHLORIDE
FUMING LIQUID - see tin tetrachloride

GLACIAL ACETIC ACID - see acetic acid

HEXADECYL TRICHLOROSILANE
HEXAFLUOROPHOSPHORIC ACID
HEXAMETHYLENE DIAMINE, solution
1,6 - HEXANE DIAMINE - see hexamethylenediamine, solution
HEXYL TRICHLOROSILANE
HIBITOL - see hydrochloric acid
HYDRAZINE, anhydrous or solution
HYDRIODIC ACID (hydrogen iodide solution)
HYDROBROMIC ACID
HYDROCHLORIC ACID
HYDROCHLORIC ACID and NITRIC ACID MIXTURES - see nitrohydrochloric acid
HYDROFLUORIC ACID
HYDROFLUOSILICIC ACID (silicofluoric acid)
HYDROGEN BROMIDE - see hydrobromic acid, anhydrous
HYDROGEN CHLORIDE - see hydrochloric acid, anhydrous
HYDROGEN FLUORIDE - see hydrochloric acid, anhydrous

HYDROGEN IODIDE - see hydrochloric acid
HYDROGEN PEROXIDE, concentrations of over 40% peroxide
HYDROXYBENZENE - see phenol
HYPOCHLORIDE SOLUTIONS, not otherwise listed by name

IODINE MONOCHLORIDE
IRON PERCHLORIDE
LEAD DROSS - see lead sulphate
LEAD SULPHATE
LYE - see sodium hydroxide

METHYL ACETIC ACID - see propionic acid
METHYL CHLOROFORMATE (methyl chlorocarbonate)
METHYL CHLOROFORMATE (methyl chlorocarbonate)
METHYL DICHLOROSILANE
METHYL HYDRAZINE
METHYL TRICHLOROSILANE
MICROBE KILLER
MONOCHLORO - ACETIC ACID - see chloroacetic acid
MONOFLUOROPHOSPHORIC ACID, anhydrous - see fluoro-phosphoric acid
MURIATIC ACID - see hydrochloric acid

NITRATING MIXED ACID
NITRIC ACID
NITROHYDROCHLORIC ACID
NITROSYL CHLORIDE
NONYL TRICHLOROSILANE

OCTADECYL TRICHLOROSILANE
OCTYL TRICHLOROSILANE

PERACETIC ACID (peroxy acetic acid; acetyl hydroperoxide)
PERCHLORIC ACID
PERCHLORON - see calcium hypochlorite
PHENOL (carbolic acid; hydroxybenzene)
PHENOLSULPHONIC ACID, liquid
PHENYL TRICHLOROSILANE
PHOSGENE - see carbon oxychloride
PHOSPHORIC ACID, ortho
PHOSPHORIC ANHYDRIDE (phosphorus pentoxide)
PHOSPHORUS CHLORIDE - see phosphorus trichloride
PHOSPHORUS OXYBROMIDE
PHOSPHORUS OXYCHLORIDE (phosphoryl chloride)
PHOSPHORUS PENTACHLORIDE
PHOSPHORUS PENTOXIDE - see phosphoric anhydride
PHOSPHORUS SULPHOCHLORIDE - see thiophosphoryl chloride
PHOSPHORUS TRIBROMIDE
PHOSPHORUS TRICHLORIDE (phosphorus chloride)
PHOSPHORYL BROMIDE - see phosphorus oxybromide
PHOSPHORYL CHLORIDE - see phosphorus oxychloride
POTASH, caustic - see potassium hydroxide
POTASSIUM BIFLUORIDE
POTASSIUM CARBONATE, solution
POTASSIUM FLUORIDE solution
POTASSIUM HYDROXIDE (potassium hydrate potash)
POTASSIUM HYPOCHLORITE solutions

POTASSIUM METABISULPHATE see THE BLUE BOOK
POTASSIUM OXIDE
POTASSIUM SULPHATE, hydrated, see THE BLUE BOOK
POTASSIUM THIOCYANATE, see THE BLUE BOOK
PROPIONIC ACID, see THE BLUE BOOK
PROPIONYL CHLORIDE (propanoyl chloride)
ISOPROPYL ACID PHOSPHATE
PROPYL TRICHLOROSILANE
PYROSULPHURYL CHLORIDE
RUST REMOVING COMPOUND

SELENIC ACID
SILICOFLUORIC ACID - see hydrofluosilicic acid
SILICON CHLORIDE (silicon tetrachloride)
SILICON TETRACHLORIDE
SILICON TETRAFLUORIDE
SLUDGE ACID
SODA LIME
SODIUM ALUMINATE, solution, see THE BLUE BOOK
SODIUM BISULPHATE, solid - see sodium hydrogen sulphate over 3% free acid
SODIUM CHLORITE
SODIUM FLUORIDE solution
SODIUM HYDROGEN SULPHATE
SODIUM HYDROGEN SULPHATE, solution
SODIUM HYDROXIDE (sodium hydrate; caustic soda; lye)
SODIUM HYPOCHLORITE, solution containing more than 7% by mass of available chlorine (g per al)
SODIUM MONOXIDE
SODIUM METABISULPHITE , see THE BLUE BOOK
SODIUM SULPHIDE HYDRATED, see THE BLUE BOOK
SODIUM HYDROSULPHATE - with not less than 25 percent water of chrystallisation (UN number 2949)
SODIUM THIOCYANATE, see THE BLUE BOOK
SODIUM ZINCATE (zink plating solution)
SPENT ACID - see acid mixtures, spent
SPIRITS OF SALT - see hydrochloric acid
STANNIC CHLORITE, anhydrous - see tin tetachloride
SULPHUR CHLORIDE (sulphur monochloride; sulphur dichloride)
SULPHUR DICHLORIDE
SULPHURIC ACID (vitriol, oil of vitriol)
SULPHURIC ANHYDRIDE - see sulphur trioxide
SULPHUR MONOCHLORIDE - see sulphur chloride
SULPHUROUS ACID
SULPHUR OXYCHLORIDE - see thionyl chloride
SULPHUR TRIOXIDE (sulphuric anhydride)
SULPHURYL CHLORIDE

TETRADHYDRATE
TETRAMETHYLAMMONIUM HYDROXIDE
THIOGLYCOLIC ACID, see THE BLUE BOOK
THIONYL CHLORIDE
THIOPHOSPHORYL CHLORIDE
TIN CHLORIDE, TIN PERCHLORIDE - see tin tetrachloride
TIN TETRACHLORIDE (stannic chloride, anhydrous; tin chloride tin perchloride; fusing liquid)

TITANIUM TETRACHLORIDE

TOLUENESULPHONIC ACID containing not more than 5%
of free sulphuric acid

TRICHLOROACETIC ACID, solution

TRIMETHYL CHLOROSILANE

VINYL TRICHLOROSILANE, inhibited

VITRIOL - see sulphuric acid

ZINK CHLORIDE, solution

ZINK PLATING SOLUTION - see sodium zincate

ZIRCONIUM SULPHATE - tetra dhrydrate