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## Chapter 1

## DEFINITIONS AND INTERPRETATION

## 1.1 GENERAL

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

## 1.2 APPLICATION OF DUES AND CHARGES

The dues and charges set herein apply to the Port of Walvis Bay and the Port of Lüderitz with effect from 1 January 2011.

## 1.3 INTERPRETATION OF TERMS

## 1.3.1 "abnormal cargo" mean

- 1.3.1.1 any article with a mass in excess of 25 tons; and/or
- 1.3.1.2 any article the dimensions of which exceed any of the following:

Length : 13,7 metres;

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

Height : 2,87 metres;

and shall be subject to the following :

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

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

## 1.3.2 "cellular container vessel"

mean a ship designed to carry cargo in ISO containers in custom designed container slots;

## 1.3.3 "bulk cargo"

mean a homogeneous commodity in solid or liquid form discharged/shipped by means of grabs, filled buckets, filled baskets, pipeline, or bulk handling appliances direct into/from trucks and

- bulk storage facilities or onto/from vehicles, open spaces or other storage areas;
- 1.3.4 "dangerous cargo" mean commodities classified as such in terms of the IMDG Code (International Maritime Dangerous Goods code).
- 1.3.5 "EOHP" mean except as otherwise herein provided;
- 1.3.6 "explosives" mean any commodity classified as such in terms of the Explosives Act, 1956 or in terms of the IMDG Code (International Maritime Dangerous Goods code).
- 1.3.7 "ordinary working hours" shall mean -
- 1.3.7.1 for marine services -
- MONDAYS TO FRIDAYS (EXCEPT PUBLIC HOLIDAYS):  
06H00 to 22H00  
SATURDAYS (EXCEPT PUBLIC HOLIDAYS):  
06H00 to 12H00  
**(All other times are overtime)**
- Note: For services rendered outside ordinary working hours refer to Chapter 3.*
- 1.3.7.2 for cargo working:
- MONDAYS TO FRIDAYS (EXCEPT PUBLIC HOLIDAYS):  
07H00 to 13H00  
14H00 to 17H00  
**(All other times are overtime)**
- Note: For services rendered outside ordinary working hours refer to clause 9.4.*
- 1.3.8 "palletised cargo" see sub clause 1.3.17;
- 1.3.9 "perishable cargo" mean cargo subject to rapid deterioration e.g. fish, fruit, vegetables, plants, meat, dairy products, eggs and other cargo requiring refrigeration;
- 1.3.10 "posting of ships" mean when notice of arrival of ships is given and posted in the harbour-revenue offices. Ships will be posted at the commencement of business of harbour-revenue offices on the day following the day of their arrival (except Saturdays, Sundays and public holidays).
- The Customer Service Centre will be open for business (except Saturdays, Sundays and public holidays) as follows:
- MONDAYS TO FRIDAYS: 08H00 to 13h00  
14h00 to 17h00
- 1.3.11 "Regulations" mean the Port Regulations for the Ports of Namibia;
- 1.3.12 "roll-on roll-off cargo or Ro-Ro"

		mean cargo moved from ship to shore and vice versa by means of vehicle or on own wheels over a fixed ship's ramp. In order to qualify for Ro-Ro charges break bulk cargo should remain unitised in terms of clause 1.3.17 throughout the handling process;
1.3.13	"ship's stores"	mean provisions for consumption by the crew and/or passengers or articles for maintenance, propulsion and administration of the ship ; (See note 4.7)
1.3.14	"small craft"	means a tug, fishing craft, whale catcher, launch, barge, lighter, rowing boat, ski boat, sailing boat, yacht or similar craft or a hulk of any of the craft enumerated.
1.3.15	"ton"	Unless the context otherwise indicates, shall mean a harbour ton i.e. 1,000kg or 1 cubic meter whichever yields the higher tonnage.
1.3.16	"unitised cargo"	<p>means cargo landed/shipped on pallets, in paraweb slings, in containers other than ISO containers, in cages, slip sheeted cargo and tote bags, as well as CKD traffic and cargo strapped to platforms subject to the following requirements:</p> <ul style="list-style-type: none"> <li>- 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);</li> <li>- Packages (units) must not exceed 4 000 kg in mass;</li> <li>- Packages (units) must allow ready handling by means of wharf cranes and forklift trucks. They must be suitably strengthened to allow handling by these appliances and in respect of cases and platforms the forklift tunnels must be clearly indicated thereon;</li> <li>- Packages (units) must remain intact throughout all handling and transport operations;</li> <li>- 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.</li> </ul>
1.3.17	"SACU Region"	means the ports of the Southern African Customs Union Member States, i.e. from the port of Richards Bay to the port of Walvis Bay;
1.3.18	"Cargo Working"	mean vessels calling for the sole purpose of landing, shipping or transshipping of cargo, which includes the opening of hatches, lashing/unlashing and trimming and surveying of the cargo and draft.
1.3.19	"Gang"	A gang constitutes all the labour and/or equipment (excluding cranes) required to facilitate shoreside shipping/landing activities and will not exceed eight persons.

#### 1.4 MINIMUM CHARGES

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

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

#### 1.5 LEVELLING OF CHARGES

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

#### 1.6 NAMPORT TARIFF BOOK

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

#### 1.7 SPECIAL SERVICES

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

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

#### 1.8 ALTERATION OF DUES AND CHARGES

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

#### 1.9 VALUE ADDED TAX

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

#### 1.10 CURRENCY

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

#### 1.11 CORRIDOR TRAFFIC

All cargo imported and exported via the Port of Walvis Bay or the Port of Lüderitz which is consigned to or exported from a private person, business or company origin or destination from or to the following countries: Angola, Botswana, Democratic Republic of the Congo, South Africa, Zambia, Zimbabwe and Malawi shall be deemed to be corridor traffic.

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

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

**1.13 Disclaimer**

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

**1.14 Cash Handling Fee**

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

**1.15 Overdue Accounts / Interest**

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



**Chapter 2**

**PORT, LIGHT AND BERTH DUES ON SHIPS**

**2.1 PORT DUES**

**2.1.1 Ships liable to pay Port Dues**

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

**2.1.2 Exemptions from Port Dues**

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

**2.1.3 Port Dues: Rates**

Port Dues are payable as follows:

<b>All vessels:</b>	
Basic charge per 100 gross tonnage or part thereof per call	100.50
PLUS	
per 100 gross tonnage or part thereof per 6 hour period	8.00
or part thereof	

**2.2. LIGHT DUES**

**2.2.1 Vessels liable to pay Light Dues**

All vessels, except when exempted.

**2.2.2. Exemptions from Light Dues**

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

**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 Metre or part thereof of the length overall per calendar year of part thereof, ending 31 December	14.00
All other ships: First 12 calls: per 100 GT per vessel call, per service, Thereafter: per 100 GT per call	63.00 19.00

**Notes:**

- a) The first 12 calls will be calculated as from 1 January 2010 ending 31 December 2010.
- b) Light dues will be charged at the first port of call in Namibia, but will be exempted at the second port of call in Namibia if a valid Light Dues Certificate is presented from the first Namibian port of call on a single voyage.

**2.3 BERTH DUES**

**2.3.1. Vessels liable to pay berth dues**

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

**2.3.2 Exemptions from berth dues**

- a. Vessels will be exempted from berth dues for the actual period physically landing, shipping or transshipping cargo. Vessels landing, shipping or transshipping cargo and not engaging Namport labour or equipment will be charged full berth dues unless proof of the actual working hours for the above activities is supported by:
  - i) Tallies or stevedore worksheets presented to the Customer Service Centre;
  - ii) Statement of facts will be required to verify cessation of cargo.
- b. Vessels calling for the primary purpose of landing, shipping or transshipping cargo are allowed a free period of three cargo working hours on arrival and three cargo working hours after cessation of cargo working per call;(addition)
- c. Vessels belonging to Nampol, SRIN and Namibian Defence Force
- d. Vessels calling for the primary purpose of taking in bunkers, stores and water are exempted for a period of 24 hours; where after the full tariff is charged;

- e. Vessels calling for the primary purpose of obtaining medical assistance are exempted for a period of 24 hours; where after the full tariff is charged;
- f. Passenger ships and cruise liners on normal business are exempted for a period of 24 hours, where after 50% of normal tariff will be applicable;
- g. Vessels calling for the primary purpose of changing crew are exempted for a period of 12 hours; where after the full tariff is charged. Diamond mining vessels will be allowed 24 hours.
- h. Provided no alternative berth is available, vessels which are permitted to double or treble bank at the Port Captain's discretion and which are not engaged in cargo working or bunkering will qualify for a 50% rebate on Berth Dues.

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

**2.3.3 Berth dues: Rates**

per 100 gross tonnes or part thereof per 6 hour period or part thereof	32.00
Small craft harbour per 30 minutes or part thereof.	133.00
Permanent mooring buoy per 100 gross tonnes or part thereof per 12 hour period or part thereof	64.00

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Wooden Jetty Per 100 gross tonnes per 24 hours period or part thereof	46.00
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per 100 gross tonnes or part thereof per 6 hour period or part thereof	30.00
Small craft harbour per 30 minutes or part thereof.	127.00
Permanent mooring buoy per 100 gross tonnes or part thereof per 12 hour period or part thereof	61.00

## Chapter 3

## MARINE SERVICES

## 3.1 GENERAL

- 3.1.1 Damage to tug wires or ropes caused by sub standard leads is payable by the owner of the vessel causing such damage.
- 3.1.2 The type and number of craft allocated for a service is at the discretion of the Port Captain, whose decision is final.
- 3.1.3 **During ordinary working hours, standby commences 30 minutes before notified time of service.**
- 3.1.4 **Outside ordinary working hours, standby commences one (1) hour before notified time of service.**
- 3.1.5 For the purpose of this chapter, "craft" means:
- Large Tug: Propulsion power of 1500 KW and above  
(Ondjaba, Omanda and Onyati)
  - Small Tug: Propulsion power of below 1500 KW  
(Flamingo, Pelican and Cormorant)
  - Launch: Egret and Woodpecker

## 3.2 TUGS/CRAFT ASSISTANCE AND/OR ATTENDANCE

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

## GROSS TONNAGE

Up to 500 gross tonnes	1,965.00
501 to 1000 gross tonnes	2,833.00
1001 to 2000 gross tonnes	5,373.00
2001 to 10000 gross tonnes	5,640.00
PLUS Per 100 gross tonnes or part thereof above 2000	111.00
10001 to 15000 gross tonnes	14,736.00
PLUS Per 100 gross tonnes or part thereof above 10000	80.00
15001 to 20000 gross tonnes	18,725.00
PLUS Per 100 gross tonnes or part thereof above 15000	67.00
20001 to 25000 gross tonnes	20724.00
PLUS Per 100 gross tonnes or part thereof above 20000	46.00
25001 to 30000 gross tonnes	21,019.00
PLUS Per 100 gross tonnes or part thereof above 25000	29.00
Above 30000 gross tonnes	22,323.00
PLUS Per 100 gross tonnes or part thereof above 30000	20.00

## NOTE:

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

**3.3 MISCELLANEOUS CRAFT SERVICES**

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

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

Large tug	8,397.00
Small tug	2,878.00
Launch	1,304.00

## NOTE

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

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- c. If the service commences 30 minutes or more after the notified time, charges are calculated from the notified time for a minimum of 2 hours.
- d. If vessels moored or anchored inside port limits break lose from said mooring and require craft assistance, miscellaneous craft assistance plus 50% surcharge is applicable
  - Port of Walvis Bay a minimum charge of N\$ 10,000 is payable.

Note: Mooring to be inspected yearly

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

Large Tug per hour or part thereof	4,961.00
Small Tug per hour or part thereof	1,817.00

3.3.3 When craft must perform services at other than homeports or other services of a special nature for long uninterrupted periods, charges are quoted by the Port Captain on application.

3.3.4 Namport reserves the right to claim a reward for salvage if the services rendered, constitute salvage.

3.3.5 The completion of form "Namport 95" ("Request for Tug Services of a Special Nature") by the owner of the ship or his authorised representative and payment of a deposit to be determined by the Port Captain are prerequisites to the despatch of a craft. These formalities may be dispensed at the discretion of the Port Captain.

**3.4 BERTHING SERVICES**

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

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

Up to 500 gross tonnes	714.00
501-1,000 gross tonnes	1,285.00
1001-2,000 gross tonnes	1,714.00
2001 to 5,000 gross tonnes	2,142.00
5001 to 10,000 gross tonnes	2,570.00
10001 to 15,000 gross tonnes	3000.00
15,001 to 2,000 gross tonnes	3,428.00
20,001 to 25,000 gross tonnes	3,856.00
25,001 to 30,000 gross tonnes	4,285.00
30,001 to 40,000 gross tonnes	4,717.00
40,001 to 50,001 gross tonnes	5,138.00
50,000 to 60,000 gross tonnes	5,559.00

NOTE

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

3.5 **PILOTAGE SERVICES**

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

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

Up to 500 gross tonnes	1,833.00
From 501 up to 1,000 gross tonnes	2,787.00
From 1,001 up to 2,000 gross tonnes	2,962.00
From 2,001 up to 5,000 gross tonnes	3,170.00
From 5,001 up to 10,000 gross tonnes	5,205.00
From 1,0001 up to 15,000 gross tonnes	6,621.00
From 15,001 up to 20,000 gross tonnes	8,043.00
From 20,001 up to 25,000 gross tonnes	9,465.00
From 25,001 up to 30,000 gross tonnes	10,881.00
From 30,001 up to 40,000 gross tonnes	14,163.00
From 40,001 up to 50,000 gross tonnes	14,584.00
From 50,001 up to 60,000 gross tonnes	15,005.00

NOTE

a	If the pilotage service either terminates or commences outside the ordinary working hours defined in clause 1.3.7 the charges prescribed will be enhanced by	2,007.00
b	If the ship is not ready to be moved within 30 minutes, calculated from the notified time, or in cases where the service cannot be provided at the notified time the following charge per hour or part thereof is payable	2,007.00
c	If the request for a pilotage service is cancelled at any time after standby has commenced, the following charge is payable.	2,007.00
d	If the pilotage service is cancelled once the pilot has boarded the vessel, the following charge per hour or part thereof is maintained for the actual period the pilot remains on board subject to a minimum of 2 hours	2,007.00
e	A reduction of 25% shall be allowed for vessels shifting from one berth to another utilising the services of a pilot.	

3.5.2 A Pilotage Exemption Certificate/Ferryman or Coxswain licences (valid from the date of issue until 31 December 2010)

**Pilotage Exemption Certificate**

Vessels 1 - 30 metres in length	1,247.00
Vessels 31- 50 metres in length	2,078.00
Vessels between 51- 70 metres in length	4,155.00

**NOTE:**

- a. If the Port Captain is satisfied that the master of a ship is competent to navigate such ship safely within the limits of that harbour without assistance of a pilot, he may-
  - i. grant special permission to such master to navigate his ship as aforesaid on a specified occasion subject to charges levied in clause 3.5.1; or
  - ii. if the ship in question is not more than \*70 metres in length overall, grant to such master standing permission in the form of a pilot exemption certificate or a licence as ferryman or coxswain, whichever is applicable, to navigate his ship as aforesaid during the period of validity of the licence.
- b. A Pilotage Exemption Certificate and Ferryman or Coxswain licence may be endorsed to cover all the ships belonging to the same company and which fall within the category covered by the licence. If a licence is extended to incorporate a larger ship, the applicable charges must be adjusted accordingly.
- c. A pilotage exemption certificate may be suspended or cancelled at any time by the port captain in the interest of safe, orderly, efficient and effective port working.
- d. Endorsements will be issued at 25 % of pilotage exemption per endorsement. Limited to 5 endorsements per vessel

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

**3.6 LIGHTER SERVICES**

Hire and conveyance of lighters to be quoted on request

**3.7 HIRE CHARGES, MISCELLANEOUS EQUIPMENT**

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

**3.8 CHANNEL LEVY**

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



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- b) Not applicable to the Port of Lüderitz
- c) Sea trials for fishing vessels are exempted (Jetty to Jetty movement )

**3.9 FRESH WATER SUPPLIED**

3.9.1 Charges as follows:

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

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

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

**3.10 CRAFT LICENCES (AVAILABLE TO NAMIBIAN REGISTERED VESSELS ONLY)**

Charges for craft licensed in terms of the Port Regulations, per calendar year ending 31 December 2009 or part thereof. Per metre of length overall or part thereof:

3.10.1	Ferry boats, fishing boats, launches, cruise passenger ferries, layed up vessels and hulks. (however propelled), per metre <i>Maximum of 70 metres in length</i>	87.00
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**NOTE**

If craft licensed in terms of 3.10.1 be withdrawn from service and laid up in the port for purposes other than overhaul, repair or seasonal lay up, the licence issued under this clause is regarded as having expired thirty days from the date of the craft's last entry into port, or 31 December 2009, whichever is the earlier, and port dues in accordance with clause 2.1.3 are payable.

**3.11 PLEASURE CRAFT REGISTRATION FEES**

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

Rowing boats	58.00
Other craft of up to and including 6 metres in length overall	109.00
Other craft of over 6 metres in length overall	216.00

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 exempted from port and light dues for 30 days in port (calculated from the day of arrival up to and including the day of departure). If such craft remains in port for a period in excess of 30 days, normal tariffs will apply.

**NOTE**

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

**3.12 COMBATING OF POLLUTION CHARGES**

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

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

**NOTE**

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

## Chapter 4

## BASE TARIFF

## 4.1 BASE TARIFF

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

## 4.2 FISH AND FISH PRODUCTS (Break bulk)

## 4.2.1 Imported

All fish imported per ton of a 1000 kg	21.00
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## 4.2.2 Exported

Horse Mackerel and bait per ton of a 1000 kg	35.00
Hake fillets per ton of a 1000 kg	170.00
Hake not filleted per ton of a 1000 kg	112.00
Horse Mackerel fillets per ton of a 1000 kg	67.00
Other fish fillets per ton of a 1000 kg	223.00
Other fish not filleted per ton of a 1000 kg	170.00
Molluscs, Crustaceans, Crab, Lobster and Prawns per ton of a 1000 kg	223.00

## 4.2.3 Transhipped

## 4.2.3.1 Direct Transhipment (without touching the quay)

Horse Mackerel and bait per ton of a 1000kg	16.00
Hake fillets per ton of a 1000 kg	77.00
Hake not filleted per ton of a 1000kg	52.00
Other fish fillets per ton of a 1000 kg	103.00
Other fish not filleted per ton of a 1000 kg	77.00
Molluscs, Crustaceans, Crab, Lobster and Prawns per ton of a 1000 kg	103.00

## 4.2.3.2 Indirect Transhipment

Horse Mackerel and bait per ton of a 1000kg	39.00
Hake fillets per ton of a 1000 kg	107.00
Hake not filleted per ton of a 1000kg	79.00
Other fish fillets per ton of a 1000 kg	134.00
Other fish not filleted per ton of a 1000 kg	107.00
Molluscs, Crustaceans, Crab, Lobster and Prawns per ton of a 1000 kg	134.00

## Notes:

- a) Fishmeal and canned fish will be regarded as cargo E.O.H.P.

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

**4.3 GENERAL CARGO, LIQUIDS AND BULK CARGO**

**4.3.1 General Cargo**

Type of Commodity	Rate per ton or part thereof of a 1,000 Kg
Aircraft / Glider	277.00
Alcoholic Products	277.00
Aluminium	277.00
Books	277.00
Building Materials	20.00
Butter	171.00
Canned Fish	68.00
Cans And Lids	133.00
Casings	263.00
Cement	27.00
Cheese	171.00
Chemicals	122.00
Cigars & Cigarettes	133.00
Clothing / Textiles	277.00
Coffee	277.00
Copper	189.00
Crown Caps	255.00
Dangerous Cargo	162.00
Diamond Gravel	17.00
Electrical Equipment	133.00
Empty Bags	133.00
Exhibition Goods	46.00
Fertilizer	53.00
Fishmeal	53.00
Fish oil	19.00
Flat Cartons	142.00
Foodstuff	277.00
Footwear	277.00
Glass & Glass Products	217.00
Grain	25.00
Granite	20.00
Guano	58.00
Hardware & Tools	277.00
Household & Personal Effects	277.00
Ice	12.00
Iron Pipe & Fittings	277.00
Machinery	277.00
Maize	25.00
Malt	58.00
Marble	25.00
Meat	176.00
Milk powder	82.00

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Non alcoholic products	132.00
Ore Concentrate	133.00
Paint	243.00
Paper & Paper Products	20.00
Petroleum products (per kilolitre)	23.00
Plastic	225.00
Rice	133.00
Rubber products	130.00
Salt	17.00
Ships Spares/Stores	152.00
Soda Ash	133.00
Sodium Fluoride	130.00
Sodium Cyanide	141.00
Sodium Sulphide	133.00
Spare Parts (for motor vehicles, machinery, etc)	104.00
Spirits	133.00
Steel	182.00
Sugar	20.00
Telecommunications Equipment	176.00
Tomato Paste	182.00
Tyres	137.00
Vegetable Oil	20.00
Vehicle Components	196.00
Vehicles	277.00
Wheat Products	27.00
Wooden Products	52.00
<i>Tariffs for all other commodities will be quoted on request.</i>	

**4.4 CONTAINERIZED CARGO**

**4.4.1 Containers landed, shipped**

All cargo irrespective of contents, per 6 m/20'	2,691.00
All cargo irrespective of contents, per 12m/40'	3,600.00
All cargo irrespective of content, per 13,7m /45'	4,680.00

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

All cargo irrespective of contents, per 6m / 20'	382.00
All cargo irrespective of contents, per 12m /40'	759.00
All cargo irrespective of contents, per 13.7m / 45'	987.00

**4.5 PASSENGER FEES**

Charge per passenger, as per cruise liner passenger list	24.00
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**4.6 TRANSHIPMENT CARGO (EXCLUDING FISH AND CONTAINERS)**

All cargo per ton	91.00
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**4.7 EXEMPTIONS FROM A BASE TARIFF**

- Naval and military baggage
- Bullion and specie
- Empty returns, provided a certificate is given to the effect that they are being returned to the original sender for refilling

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- Bunkers, water and stores for consumption by the vessel and the vessel's crew to which it is supplied. Ship spares for the maintenance and repair of the vessel itself, including any machinery of the vessel, which is required by the vessel to carry out its main function, fishing gear or parts thereof.
  - Ship stores delivered to Namibian owned and or Namibian registered vessels by Namport authorised launch services.

Note: Ship's stores handled by a 3rd party shall be regarded as cargo

Bait will be regarded as cargo EOHP

Packing Material and Flat Cartons will be regarded as cargo

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

## Chapter 5

## HIRE OF WHARF CRANES

## 5.1 HIRE OF CRANES

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

With a lifting capacity of up to 4 tons (4 000 kg)	400.00
With a lifting capacity of 10 tons (10 000 kg)	462.00
With a lifting capacity of 15 tons (15 000 kg)	634.00
With a lifting capacity of 60 tons (60 000 kg)	2,231.00
With a lifting capacity of 80 tons (80 000kg)	2,231.00
With a lifting capacity of 100 tons (100 000 kg)	3,714.00
With a lifting capacity of 140 tons (140 000 kg)	5,941.95

## NOTE

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



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her discretion, grant permission for the ships own deck appliances to be used. Such permission shall be subject to the condition that the prescribed tariff be paid for the crane that would have been utilised, provided such a crane is available if demanded.

**Chapter 6****LANDING AND SHIPPING OF CARGO**

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

**6.1 LANDING CHARGES**

For receiving the cargo from the ship, giving the master a receipt, stacking in 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, 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	45.00
Animals per head	40.00
NOTE: Charges on small animals landed or large numbers of animals landed as well as animals landed under walk on/walk off conditions will be quoted by the Executive: Marketing & Strategic Business Development / Manager: Sales & Services on application.	
Timber, iron and steel, etc., not bundled or packaged and glass, per ton	71.00
Abnormal cargo, per ton	58.00
Dangerous cargo or other hazardous cargo, per ton	167.00
NOTE In addition to the penalties provided for by law, double the above charges are payable when the requirements of the Regulations are not complied with and the Manager: Cargo Services orders that the explosives or other hazardous cargo be placed back on the ship from which it was landed	
Cargo, EOHP, per ton	54.00

Note: Cargo handled to and from the Rubb Halls farm will attract haulages charges as per clause 9.6

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

Liquids discharged direct into tank trucks, road tankers and portable tanks by means of a connecting pipe	27.00
NOTE Liquids in bulk discharged direct into private storage installations are exempted from landing charges	
Bulk cargo discharged directly into road and rail trucks	41.00
NOTE: Namport will not accept responsibility for incorrect tonnages, as no means exist to determine the mass of bulk cargo.	

6.1.3 **Vehicles emanating from foreign countries**

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

Motor cars, station wagons, combis, panel vans, light commercial vehicles, including pick up trucks (bakkies), tractors, motor cycles and motor scooters - per unit	226.00
Lorries, truck and bus chassis, fork lift trucks, front-end loaders, graders, dump trucks and mobile cranes - per unit:	
- not exceeding 5 000kg	347.00
- exceeding 5 000kg	457.00

6.1.4 **Vehicles, craft and equipment for sporting events**

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

NOTE

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

6.1.5 **Corridor cargo (Landing and Base Tariff)**

1 ton = 1000kg

Bulk Cargo, per ton	88.00
Breakbulk Cargo, per ton	88.00
Abnormal Cargo	125.00
Dangerous Cargo or other Hazardous Cargo per ton	142.00
6m / 20' Containers, per container	1,980.00
12m / 40' Containers, per container	3,632.00
13.7m/45' Container, per container	4,722.00

**Abnormal Containers**

6m/20' Containers	3,166.00
12m/40' Containers	4,116.00
13.7m/45' Containers	5,193.00

**IMDG Containers (All Classes)**

6m/20' Containers	3,166.00
12m/40' Containers	4,116.00
13.7m/45' Containers	5,193.00

Note: Vehicles 2 x length

6.1.6 **Miscellaneous cargo**

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

6.2 **SHIPPING CHARGES**

6.2.1 **General Cargo**

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

Palletised and unitised cargo, as well as Ro-Ro cargo, per ton	45.00
Animals per head	40.00

**NOTE**

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

Timber, iron and steel, etc. not bundled or packaged and glass, per ton	71.00
Abnormal cargo, per ton	58.00
Explosive cargo or other hazardous cargo, per ton	166.00
Cargo, EOHP, per ton	54.00

6.2.2 **Bulk cargo**

For receiving the cargo by rail or road and the shipping thereof directly by means of grabs or for receiving buckets or other containers loaded with the cargo and shipping directly from trucks/vehicles, per ton	41.00
For receiving the cargo by rail or road and the shipping thereof from the trucks/vehicles by buckets or other containers, including the filling thereof, per ton	54.00
Liquids and other bulk cargo shipped direct from tank trucks, road tankers, tank farms and portable tanks by means of a connecting pipe, per ton	27.00

**NOTE:**

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

6.2.3 **Vehicles destined for foreign countries**

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

Motor cars, station wagons, combis, panel vans, light commercial vehicles (bakkies), tractors, motor cycles and motor scooters - per unit	209.00
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Lorries, truck and bus chassis, fork lift trucks, front-end loaders, graders, dump trucks and mobile cranes - per unit	
- not exceeding 5 000kg	321.00
- exceeding 5 000kg	423.00

**6.2.4 Vehicles, craft and equipment for sporting events**

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

NOTE:

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

**6.2.5 Corridor cargo (Shipping and Base Tariff)**

**1ton = 1000kg**

Bulk Cargo, per ton	88.00
Breakbulk Cargo, per ton	88.00
Abnormal Cargo	125.00
Dangerous Cargo or other Hazardous Cargo per ton	142.0
6 m/20' Containers, per container	1,980.00
12m / 40' Containers, per container	3,632.00
13.7m/45' Containers, per container	4,722.00

**Abnormal Containers**

6m/20' Containers	3,166.00
12m/40' Containers	4,116.00
13.7m/45' Containers	5,193.00

**IMDG Containers (All Classes)**

6m/20' Containers	3,166.00
12m/40' Containers	4,116.00
13.7m/45' Containers	5,193.00

Note: Vehicles: 2 x length

**6.2.6 Miscellaneous cargo**

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

**6.3 Transhipment**

**6.3.1 Indirect Transhipment**

Palletised and unitised cargo as well as Ro-Ro cargo per ton	88.00
Fish products per ton	88.00

## Chapter 7

## RENT, STORAGE AND DEMURRAGE

## 7.1 SITE RENT

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

Per week, per square metre	6.00
<i>Minimum</i>	131.00
Per month, per square metre	19.00
<i>Minimum</i>	219.00
Deterrent charge, per month, per square metre	65.00
<i>Minimum</i>	565.00

## 7.2 STORAGE OF 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 customer care centre on the third day (excluding Saturdays, Sundays and public holidays) of notice having been given and posted in Namport's office that the ship has arrived (the day of posting of the ship counting as the first day):

Outside storage, per harbour ton, per day	14.00
Inside Storage, per harbour ton, per day	25.00

## NOTE

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

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cargo ordered to the Customs Examination Hall) until Namport is placed in a position to deliver the cargo.

- e. Where cargo is detained for customs purposes or by the plant inspector or by the health inspector (other than "sight" orders), Clause 7.2.2 shall apply whether the importer is responsible or not.

7.2.2 The following storage charges per m<sup>2</sup>, per day, are payable in the instances quoted hereunder.

Outside storage	10.00
Inside storage	18.00

7.2.2.1 A free period of three days (excluding Saturdays, Sundays and public holidays) is allowed for shipment of cargo calculated from the day after the day of receipt of the cargo in the harbour.

7.2.2.2 Storage charges will be payable per m<sup>2</sup>, 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 m<sup>2</sup>, on hand at the end of each day on any consignment or portion thereof calculated from whichever day is the later of the following until the whole of the consignment is removed

- The fifth day (excluding Saturdays, Sundays and public holidays) calculated from the day on which the ship was posted as having arrived, or
- the second day (excluding Saturdays, Sundays and public holidays) calculated from the day on which the landing order was accepted; or
- the second day (excluding Saturdays, Sundays and public Holidays) calculated from the day on which the cargo was available and ready for upliftment with due regard to Note (d) under Clause 7.2.1.

7.2.2.4 Storage charges on cargo transhipped will be calculated from the tenth day (excluding Saturdays, Sundays and Public holidays) after the day of posting of the discharging ship up to and including the day the on-carrying ship commences working per m<sup>2</sup>, per day

7.2.2.5 Long term storage inside and outside will be quoted on application to the Executive: Marketing & Strategic Business Development.

**Chapter 8**

**CONTAINER HANDLING**

**8.1 DEFINITIONS AND RULES**

8.1.1 "container" means an article of transport conforming to ISO standard 668 latest edition for 1A, 1AA, 1C and 1CC containers;

8.1.2 "abnormal" means any container not complying with the specifications referred to in Clause 8.1.3 or which cannot be readily handled by means of standard container handling equipment. Special arrangement must be made with Namport for the handling of such containers;

8.1.3 "ISO Standard 668" means :

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

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

The maximum mass reflected is conditional on the container being plate rated to carry mass.

8.1.4 "container terminal" means an area especially set-aside in the port for the handling of containers by specialised equipment;

8.1.5 "worksheet" means the document compiled in accordance with the ship working plan and which shows the sequence in which containers are planned to be handled;

8.1.6 "restow" "indirect restow" means the movement of a container from a position on a ship to another position on the same ship, the container being temporarily placed on the ground;

"direct restow" means the movement of a container from a position on a ship to another position on the same ship, without the container touching the quay or jetty.

8.1.7 " Abnormal /Out of Gauge Container"  
Any container which contains cargo of which the dimensions exceeds any of the external dimensions of the container in or on which it is carried, or any container which cannot be handled by means of standard container handling equipment; such containers are handled at owners risk. This



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

**8.2 TERMINAL HANDLING AT THE CONTAINER TERMINAL**

The following services are covered:

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

**NOTE**

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

**8.2.1 Containers landed/shipped**

6m/20' Containers	811.00
12m/40' Containers	1051.00
13.7m/45' Containers	1,844.00

**IMDG Containers (All Classes)**

6m/20' Containers	1,317.00
12m/40' Containers	2,060.00
13.7m/45' Containers	2,592.00

**Abnormal Containers**

6m/20' Containers	1,317.00
12m/40' Containers	2,060.00
13.7m/45' Containers	2,592.00

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

**8.2.2 Containers Transhipped**

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

6m/20' Containers	1,545.00
12m/40' Containers	2,433.00
13.7m/45' Containers	2,715.00

**IMDG Containers (All Classes)**

6m/20' Containers	2,471.00
12m/40' Containers	3,892.00
13.7m/45' Containers	4,342.00

**Abnormal Containers**

6m/20' Containers	2,471.00
12m/40' Containers	3,892.00

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13.7m/45' Containers	4,342.00
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**8.2.3 Surcharges**

8.2.3.1 Reefer and ventilated containers moved via the reefer area

6m/20' Containers	364.00
12m/40' Containers	734.00
13.7m/45' Containers	1011.00

**8.2.4 Transport of Containers within harbour boundaries per movement**

6m/20' Containers	302.00
12m/40' Containers	455.00
13.7m/45' Containers	607.00

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

6m/20' Container	408.00
12m/40' Container	614.00
13.7m/45' Container	652.00

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

6m/20' Container	284.00
12m/ 40' Container	401.00
13.7m/45' Container	431.00

**8.3 MISCELLANEOUS CHARGES**

**8.3.1 Restowage**

**Direct Restows**

6m/20' Containers	274.00
12m/40' Containers	413.00
13.7m/45 Containers	947.00

**Indirect Restows**

The charges payable are as follows:

6m/ 20' Containers	1,100.00
12m/40' Containers	1,535.00
Reefer	1,494.00
13.7m/45' Containers	2,112.00
IMDG (All Classes)	2,198.00
Abnormal	2,901.00

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

6m/20' Containers	302.00
12m/40' Containers	455.00
13.7m/45' Containers	607.00

**8.3.3 Late arrival of containers**

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

6m/20' Containers	1,247.00
12m/40' Containers	2,045.00
13.7m/45' Containers	2,38.00

**8.3.4 Storage of containers**

**8.3.4.1 Import Containers**

Storage will be payable as follows:

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

From day 4, per day or part thereof:

6m/20' Containers	87.00
12m/40' Containers	174.00
13.7m/45' Containers	299.00

From day 8 per day or part thereof:

6m/20' Containers	174.00
12m/40' Containers	350.00
13.7m/45' Containers	599.00

From day 12 per day or part thereof:

6m/20' Containers	225.00
12m/40' Containers	374.00
13.7m/45' Containers	622.00

**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/20' Containers	87.00
12m/40' Containers	174.00

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13.7m/45' Containers	302.00
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8.3.4.2.2 Containers arriving before the ship's export stack opens:  
Storage will be calculated either from arrival up to the stack opening date or upon the relevant documentation being lodged, whichever is the later;

8.3.4.2.3 Containers shut out by the ship or agent:  
Storage will be calculated from the stack closing time until disposal thereof (no free period will be allowed);

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

8.3.4.2.5 Commercial Storage

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

8.3.4.2.6 Storage of Transshipment Containers

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

From day 11 per day or part thereof:

6m/20' Containers	75.00
12m/40' Containers	150.00
13.7m/45' Containers	239.00

From day 15 per day or part thereof:

6m/20' Containers	87.00
12m/40' Containers	174.00
13.7m/45' Containers	225.00

From day 20 per day or part thereof:

6m/20' Containers	112.00
12m/40' Containers	225.00
13.7m/45' Containers	250.00

**8.3.5 Storage of Reefer Containers**

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

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6m/20' Containers	37.00
12m/40' Containers	74.00
13.7m/45' Containers	110.00

**8.3.6 Worksheet Discrepancies**

Worksheet discrepancies not advised in writing by the ship's/container agent at least 12 hours prior to the ship's arrival, will incur a penalty per TEU of	77.00
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**8.3.7 Container List Discrepancies**

Container lists handed in later than 12 working hours prior to the ship's arrival, will incur a penalty per list	1,901.00
Containers listed but not landed or landed but not listed will incur a penalty per TEU of	77.00

**8.3.8 Reefer Temperature Discrepancies**

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

6m/20' Containers	1,247.00
12m/40' Containers	1,871.00
13.7m/45' Containers	2,245.00

**8.4 PASSENGERS VEHICLES**

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

**Chapter 9**

**MISCELLANEOUS CHARGES**

**9.1 ELECTRIC POWER AND COMPRESSED AIR SUPPLIED**

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

Charge per unit	1.38
Connection fee	179.00
Hire charge for each period of 24 hours or part thereof	16.00
A penalty charge per day, or part thereof is payable when connecting or disconnecting is performed by unauthorised persons or the supply is not terminated by the applicant	487.00
<i>Maximum charge</i>	2,407.00

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

**9.2 FIRE PROTECTION TO SHIPS IN PORT**

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

Per hour or part thereof	187.00
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**9.3 MISCELLANEOUS LICENCES**

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

Full Stevedoring Services	10,295.00
**Restricted Stevedoring Services	10,295.00
Marine Engineers, Contractors/Subcontractors	1,620.00
Transport operators/Railways	1,620.00
Telecommunication service providers	1,620.00
Freight forwarders	1,620.00
Ships Agents	1,620.00
Diving services	1,620.00
Ships Chandlers	3,620.00
Surveyors	3,620.00
Supplying watchmen to ships	3,620.00

*\*\*Applicable to the Port of Lüderitz only*

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

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

9.4.1 When landing, shipping, transshipping, loading or offloading of cargo is performed on Sundays, public holidays or on a Saturday, after ordinary

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working hours on other weekdays and during meal break, the following charges in addition to landing, shipping or transshipping charges are payable:

Per gang, per hour or part thereof	778.00
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**NOTE:**

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

**Cancellation of Service request**

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

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

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

During ordinary working hours	326.00
Outside ordinary working hours	824.00

**Applicable circumstances:**

- 1) Late arrival of ships excluding berthing delays on the part of Namport
- 2) Completion of work before expiration of ordinary working hours (Refer to 1.3.19)
- 3) Delays caused by ships due to the opening and closing of hatches
- 4) Shifting of dunnage and cargo in holds
- 5) Waiting for stevedores' instructions or the provision of stevedore labour/equipment
- 6) Waiting for an insurer to examine damaged cargo on board, and/or refusal by the General Manager: Operations in terms of the Port Regulations
- 7) Waiting for ship's derricks to be placed in position
- 8) Working suspended because of rain, wind or mist outside ordinary working hours
- 9) Cranes cannot work as a result of smoke caused by the ship
- 10) Waiting for shipment traffic to be delivered by private carriers
- 11) Waiting for the acceptance of shipping orders

12) Preparation of hatches

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).

9.5 HANDLING CHARGES

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

Palletised and unitised cargo	23.00
Timber, iron and steel, etc. no bundled or packaged and glass	25.00
Abnormal cargo	44.00
Cargo, EOHP	32.00

9.6 HAULAGE/CONVEYANCE CHARGES

For cargo hauled or conveyed within the precincts of the port, including cargo moved between the port and the State Warehouse, per ton per trip: <i>Subject to a minimum charge per trip of</i>	26.00 235.00
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\* Note: Should the planned berth not be available due to changed ETA's and cargo have to be cross hauled from the initial berth to new berth, rates will be quoted on request based on rates above.

9.7 REMOVAL OF REFUSE

Basic charge per vessel per call per 5 days or part thereof	371.00
Vessel 0 – 25 meters The charges for refuse removal from ships are as follows per load	225.00
Vessels 25 – 50 meters The charges for refuse removal from ships are as follows per load	311.00
Vessels 50 and longer The charges for refuse removal from ships are as follows per load:	414.00

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

9.8 LATE ORDER CHARGES



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- a. 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 customer care centre on the date of notice having been given and posted in Namport's offices that the ship concerned has arrived, failing which, the following charge per ton, or part thereof, will be payable in terms of Regulation No 74 of the Port Regulations:

Charge per ton	24.00
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**9.9 HIRE OF CARGO HANDLING EQUIPMENT  
(OTHER THAN WHARF CRANES)**

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

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

**9.10 CARGO NOT CLEARED/ MANIFESTED**

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

Per ton of a 1,000kg	110.00
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**9.11 LIQUIDATION OF ORDERS**

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

**9.12 AMENDING/CANCELLING ORDERS**

For the acceptance of each order amending or cancelling a previous order	250.00
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**NOTE**

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

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

- 9.13.1 Notwithstanding the date on which the cause of the claim is alleged to have arisen, no claim of whatever nature or for the refund of an overcharge on or rebate of the charges raised in terms of the Namport Tariff Book or any annexures thereof, shall be considered unless such claim is lodged within a

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period of three months from the date of invoice for the initial service is rendered by Namport. All claims should be lodged with the Executive: Marketing & Strategic Business Development.

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

Adjustment fee	69.00
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No adjustment fee will be payable where the personnel of Namport are responsible for the errors.

NOTE :

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

**9.14 VEHICLE ENTRY PERMITS**

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

Per vehicle per trip, per day	60.00
Per vehicle per calendar year ending 31 December	658.00
Forklift/Vehicles used for upliftment per calendar year ending 31 December	962.00
Replacement of lost / damaged permits per permit	68.00
Roaming permit	1,928.00

NOTE

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

**9.15 DIVING SERVICES**

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

During ordinary working hours	1,817.00
Outside ordinary working hours	2,333.00

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**9.16 SECURITY SERVICES AT A PORT**

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

During ordinary hours	141.00
Outside ordinary hours	218.00
Sundays and public holidays	287.00

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

During ordinary working hours	55.00
Outside ordinary working hours	74.00
Sunday and Public Holiday	99.00

**9.17 HANDLING OF PONTOON/HATCH COVERS, GEARBOXES**

Handling onto or from vessels, per move	401.00
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*(The removal and subsequent replacement counting as 2 separate movements)*

**9.18 PORT SECURITY LEVY**

<b>Bulk / Breakbulk cargo</b>	
Per ton of a 1,000kg	2.50

<b>Containerized cargo</b>	
6m/20' container, per container	29.00
12m/40' container, per container	59.00
13.7m/45' container, per container	77.00

Notes:

Tariffs are applicable to all cargo handled at the Port of Walvis Bay and the Port of Luderitz excluding the wet fish in Luderitz.

**9.19 REPRINTS / PHOTOCOPYING CHARGES**

For the reprinting or photocopying of invoices / documents on application per page	10.00
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**Chapter 10****SCALE OF HARBOUR TONNAGE**

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

**10.1 ACIDS AND OTHER CORROSIVE SUBSTANCES**

500 cubic dm or 500 kg = 1 harbour ton

**10.2 EMPTY RETURNS OF WHATEVER NATURE**

2 cubic metres = 1 harbour ton

**10.3 VEHICLES & AIRCRAFTS**

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

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

**NOTE:**

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

**10.4 LIQUIDS IN PORTABLE TANKS**

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

**10.5 BULK LIQUIDS**

1 kilolitre

**10.6 ALL OTHER COMMODITIES**

1000 kg or 1 cubic metre for commodities with a mass

of less than 1000 kg per cubic metre, see Annexure "A".

**ANNEXURE "A"**  
**SCALE OF HARBOUR TONNAGE**  
**[1000 KG = HARBOUR TON]**

Asbestos cement guttering, down pipes, elbows and joints in bundles	1,25
Asbestos cement pipes, loose	2,08
Bags (loose)	2,22
Beans, other than coffee	1,39
Beans, coffee in bags	1,67
Bricks, ordinary building	3,18
Butter, cartons	1,58
Cartons, flat	6,00
Charcoal in bags	2,50
Copper	1,00
Copper concentrates	1,00
Cement in bags	1,00
Cheese	1,81
Coal in bulk	1,00
Fish in cartons	1,25
Fish on pallets	1,75
Fish, canned	1,55
Fish, dried on pallets	2,25
Fish (Loose)	1,00
Fishmeal, loose in bags	1,75
Fishmeal, bags on pallets	1,47
Fishoil	1,00
* Fish (in bins)	1.50
Fluorspar in bulk	1,00
Fruit, canned	1,25
Grain in bags	1,25
Grain in bulk	1,00
Granite, Blocks	1,00
Guano in bags	1,47
Hides and skins (dry)	2,50
Hides and Skins (wet)	1,25
Ice bins	2,00
Lead	1,00
Manganese ore	1,00
Meat, fresh	1,70
Meat, canned	1,55
Milk power	1,68
Petalite ore	1,00
Rice in bags	1,65
Salt in bags	1,00
Salt (bulk)	1,00
Soda ash	1,25
Sugar in bags	1,25
Timber	3,21
Tiles	2,08
Uranium	1,00
Wheat in bags	1,25
Wheat (bulk)	1,00
Wool & Mohair	2,00
Zinc	1,00

\* All other fish in bins will be measured

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

