



GOVERNMENT GAZETTE

OF THE

REPUBLIC OF NAMIBIA

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WINDHOEK - 31 January 2001

No.2480

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General Notices

NAMIBIAN PORTS AUTHORITY NAMPOR

No. 27	2001
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TARIFF BOOK
1 JANUARY 2001

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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 and the Port of Lüderitz with effect from 1 January 2001.

1.3 INTERPRETATION OF TERMS

1.3.1 "abnormal cargo" shall mean

- 1.3.1.1 any article with a mass in excess of 25 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;

and subject to the following :

- before abnormal cargo is discharged arrangements must be made with Namport for each on carriage;
- 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;
- Should any additional or special equipment be required additional charges will be levied.

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

1.3.2 "cellular container vessel"

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

- 1.3.3 "bulk cargo" shall mean a homogeneous commodity in solid or liquid form discharged/shipped by means of grabs, filled buckets, filled baskets, pipeline, or bulk handling appliances direct into/from trucks and bulk storage facilities or onto/from vehicles, open spaces or other storage areas;
- 1.3.4 "dangerous cargo" shall mean commodities classified as such in terms of the IMDG Code (International Maritime Dangerous Goods code).
- 1.3.5 "EOHP" shall mean except as otherwise herein provided;
- 1.3.6 "explosives" shall mean any commodity classified as such in terms of the Explosives Act, 1956 or in terms of 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,
OTHER THAN
PUBLIC HOLIDAYS: 06H00 to 22H00
- SATURDAYS,
OTHER THAN PUBLIC
HOLIDAYS: 06H00 to 12H00
- Note:* For services rendered outside ordinary working hours refer to Chapter 3.
- 1.3.7.2 for cargo working:
- MONDAYS TO FRIDAYS,
OTHER THAN PUBLIC
HOLIDAYS: 07H00 to 12H00
13H00 to 17H00
- 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" shall mean cargo subject to rapid deterioration e.g. fish, fruit, vegetables, plants, meat, dairy products, eggs and other cargo requiring refrigeration;
- 1.3.10 "posting of ships" shall mean when notice of arrival of ships is given and posted in the harbour-revenue offices. Ships will be posted at the commencement of business of harbour-revenue offices on the day following the day of their arrival (except Saturdays, Sundays and public holidays).
- Harbour-revenue offices will be open for business (except Saturdays, Sundays and public holidays) as follows:

MONDAYS TO FRIDAYS: 08H00 to 12H45
13H30 to 16H30

1.3.11 "Regulations" shall mean the Harbour Regulations for the Ports of Namibia;

1.3.12 "roll-on roll-off cargo" shall mean cargo moved from ship to shore and vice versa by means of vehicle or on own wheels over a fixed 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" shall mean provisions for consumption by the crew and/or passengers or articles for maintenance, propulsion and administration of the ship ; (See note 4.6)

1.3.14 "small craft" shall mean 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 "timber" 1.3.15.1 "timber" shall include rough sawn pieces, logs, poles, boards (hardboard, millboard or compo board), sleepers, etc.;

1.3.15.2 "bundled timber" shall mean timber sawn longitudinally and so billed and/or otherwise proven to the satisfaction of Namport that the timber is bundled in accordance with the requirements set out below and so declared on landing/shipping/transshipping orders. To qualify as a bundle, the timber must conform to the following:

(1) Marks

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

(2) Configuration

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

(3) Securing

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

- 1.3.15.3 Rough sawn timber not complying with the provisions of paragraph 1.3.15.2 will be regarded as “not bundled”;
- 1.3.15.4 Unitised timber to comply with the conditions of clause 1.3.17 below;
- 1.3.15.5 Loose logs in batches (for export only) loaded on road/rail trucks in such a manner that an entire batch, not exceeding 4000kg, and can be lifted by means of slings in one lift by the wharf crane or ship’s derrick, shall be regarded as “bundled”;
- 1.3.15.6 Loose logs exceeding 1.5 harbour tons each on average per bill of lading consignment, shall be regarded as “bundled”;
- 1.3.15.7 Loose logs not exceeding 1.5 harbour ton each and not handled in accordance with clause 1.3.15.5 above shall be regarded as “not bundled”.

1.3.16 “ton”

unless the context otherwise indicates, shall mean a harbour ton as defined in Chapter 10;

1.3.17 “unitised cargo”

shall mean 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:

- 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 forklift tunnels must be clearly indicated thereon;
- Packages (units) must remain intact throughout all handling and transport operations;
- Such consignments must be manifested, landed and tallied as units and the receipts must be issued for units. In addition, the type of package (unit) must be declared on landing/shipping/transshipping documents.

1.3.18 “SACU Region”

shall mean the ports of the Southern African Customs Union member countries, i.e. from the port of Richards Bay to the port of Walvis Bay;

1.3.19 “Cargo Working”

shall 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.

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 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 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 & Strategic Business Development, 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

Namport may amend dues and charges at any time without prior notification. The Chief Executive Officer or his/her delegate staff, in accordance with the delegation framework as approved by the Board of Directors of the Namibian Ports Authority, 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.

1.10 CURRENCY

All the tariffs as stipulated in the Tariff Book are denoted in Namibia Dollars.

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

2.1.3 Port Dues: Rates

Port Dues are payable as follows:

All vessels: Basic charge per 100 gross tonnage or part thereof per call	49.15
PLUS per 100 gross tonnage or part thereof per 24 hour period or part thereof	15.10

2.2. LIGHT DUES**2.2.1 Vessels liable to pay Light Dues**

All vessels, except when exempted.

2.2.2. Exemptions from Light Dues

- a. Vessels belonging to Nampol;
- b. Pleasure craft used solely for pleasure purposes and not for gain of whatever nature.

2.2.3 Light Dues: Rates

Small craft licensed by Namport, at the port where Licensed, whether a license charge is payable or not, including small craft, the owner of which cannot furnish satisfactory proof of the gross tonnage:	
per meter or part thereof of the length overall per calendar year of part thereof, ending 31 December	7.00
All other ships : First 12 calls : per 100 GT per call, per service	32.50
Thereafter: per 100 GT per call	9.60

Note: The first 12 calls will be calculated as from 1 January 2001 ending 31 December 2001.

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 are presented to the Harbour Revenue Office;
 - 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, before cargo working commences and three cargo working hours after cessation of cargo working per call;
- c. Vessels belonging to Nampol 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;
- e. Vessels calling for the primary purpose of obtaining medical assistance are exempted for a period of 48 hours;
- f. Passenger ships and cruise liners on normal business are exempted for a period of 24 hours, whereafter 50% of normal tariff will be applicable;
- g. Vessels calling for the primary purpose of changing crew are exempted for a period of 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.

2.3.3 Berth dues: Rates

per 100 gross tonnage or part thereof per 12 hour period or part thereof	62.50
Small craft harbour per 30 minutes or part thereof.	65.25
Permanent mooring buoy per 100 gross tonnage or part thereof per 12 hour period or part thereof	31.25

Port of Lüderitz

Wooden Jetty Per 100 gross tonnage per 12 hour period or part thereof	20.65
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Chapter 3**MARINE SERVICES****3.1 GENERAL**

- 3.1.1 Ropes damaged or destroyed by misuse, chafing or cutting shall be paid for by the owner of the ship causing the damage.
- 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, "craft" shall mean:
- Large Tug: Propulsion power of 1500 KW and above
(Ondjaba and Omanda)
 - Small Tug: Propulsion power of below 1500 KW
(Flamingo, Pelican and Cormorant)
 - Launch: Egret and Woodpecker

3.2 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:

GROSS TONNAGE

Up to 500	938.00
501 to 1000	1,354.00
1001 to 2000	2,696.00
2001 to 10000	2,823.00
PLUS	
Per 100 gross tonnage or part thereof above 2000	53.00
10001 to 15000	7,043.00
PLUS	
Per 100 gross tonnage or part thereof above 10000	37.80
15001 to 20000	8,949.00
PLUS	
Per 100 gross tonnage or part thereof above 15000	31.90
20001 to 30000	10,529.00
PLUS	
Per 100 gross tonnage or part thereof above 20000	15.70
Above 30000	11,226.00
PLUS	
Per 100 gross tonnage or part thereof above 30000	8.10

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 as from 22h00 on Mondays to Fridays, from 12h00 on Saturdays and all day Sunday)

- b. A surcharge of 50% is payable where an additional craft is provided.
- c. A surcharge of 50% 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 after standby has commenced or when the staff are off duty prior to commencing the service, the charges as if the service had been performed are payable.
- 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	3,556.00
Small tug	1,312.00
Launch	360.00

NOTE

- a. If the service either terminates or commences outside ordinary working hour's charges shall be maintained for the actual service rendered and shall be calculated for a minimum of 2 hours.
 - 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 or when the staff are off duty prior to commencing the service, charges will be maintained for the actual period that the craft remained on duty and shall be calculated for a minimum of 2 hours.
 - c. If the service commences 30 minutes or more after the notified time, charges shall be calculated from the notified time for 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	2,371.00
Small Tug per hour or part thereof	868.00

- 3.3.3 When craft must perform services at other than homeports or other services of a special nature for long uninterrupted periods, charges will be 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 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. remooring 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.

Per gang, per hour or part thereof, during or outside ordinary working hours	859.00
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NOTE

- 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.
- Should the request for a berthing gang to remain/come on duty be cancelled at any time after standby has commenced or when the gang is off duty prior to commencing the service, the charges as if the service had been performed are payable.
- Unmooring and mooring of a vessel when shifting berth or warping along the line constitutes one service and charges must be maintained accordingly.
- A surcharge of 25% is payable when a ship arrives, departs or shifts 30 minutes or more after the notified time.

3.5 PILOTAGE SERVICES

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

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

Up to 500 gross tonnage	916.00
From 501 up to 1000 gross tonnage	1,393.00
From 1001 up to 2000 gross tonnage	1,584.00
From 2001 up to 5000 gross tonnage	1,890.00
From 5001 up to 10000 gross tonnage	2,599.00
From 10001 up to 15000 gross tonnage	3,309.00
From 15001 up to 20000 gross tonnage	4,019.00
From 20001 up to 25000 gross tonnage	4,729.00
From 25001 up to 30000 gross tonnage	5,439.00
Above 30000 gross tonnage	6,849.00
PLUS	
Per 100 gross tonnage or part thereof above 30000	2.10

NOTE

- | | | |
|----|--|----------|
| a. | If the pilotage service either terminates or commences outside the ordinary working hours defined in Clause 1.3.7 the charges prescribed will be enhanced by | 1,003.00 |
|----|--|----------|

b.	If the ship is not ready to be moved within 30 minutes, calculated from the notified time, or in cases where the service cannot be provided at the notified time the following charge per hour or part thereof is payable	1,003.00
c.	If the request for a pilotage service is cancelled at any time within 30 minutes from the notified time or in cases where the service cannot be provided at the notified time, the following charge is payable	1,003.00
d.	If the pilotage service is cancelled once the pilot has boarded the vessel, the following charge per hour or part thereof will be maintained for the actual period the pilot remains on board subject to a minimum of 2 hours	1,003.00
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 2001)

Exemption Certificate	300.00
In addition to the exemption certificate cost, all vessels that qualify for pilot exemption up to *70 metres in length overall will pay 10 % per call on pilotage fees. (All vessels less than 15 m in length will be exempted)	

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 or in the case of a small craft of under *70 tons (gross) grant to such master standing permission in the form of a pilot exemption certificate or a licence as ferryman or coxswain, whichever is applicable, to navigate his ship as aforesaid during the period of validity of the licence.
- b. A pilotage exemption certificate and ferryman or coxswain licences may be endorsed to cover all the ships belonging to the same company and which fall within the category covered by the licence. If a licence is extended to incorporate a larger ship, the applicable charges must be adjusted accordingly.
- c. A pilotage exemption licence may be suspended or cancelled at any time by the port captain in the interest of safe, orderly, efficient and effective port working.
- d. *Refers to Pilot exemption of 50 metres for the Port of Lüderitz

3.6 LIGHTER SERVICES

Hire of lighters quoted on request

Convey lighter to and from vessel per hour or part thereof in port limits	800.00
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3.7 HIRE CHARGES, MISCELLANEOUS CRAFT SERVICES

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

3.8 ENTRANCE CHANNEL LEVY

Per metre for vessels not using the port for cargo	14.00
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NOTE: Not applicable to the Port of Lüderitz.

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

Basic charge payable per kilolitre or part thereof for the supply of fresh water to ships at a wharf/jetty and for other users during or outside ordinary working hours	8.33
Minimum charge per service (only applicable when water is supplied to ships)	74.55

NOTE: The charge for water and electricity will be adjusted according to the municipal tariff increases.

3.9.2 Water supplied by a tug during or outside ordinary working hours is charged for as per clause 3.8.1 plus tug charges in terms of clause 3.3.1.**3.10 CRAFT LICENCES (AVAILABLE TO NAMIBIAN REGISTERED VESSELS ONLY)**

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

3.10.1	Ferry boats, fishing boats, launches and cruise passenger ferries (however propelled), per metre <i>Maximum of 60 metres in length</i>	33.00
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NOTE

Should craft licensed in terms of 3.9.2 be withdrawn from service and laid up in the port for purposes other than overhaul, repair or seasonal lay up, the licence issued under this clause shall be regarded as having expired thirty days from the date of the craft's last entry into port, or 31 December, whichever is the earlier, and port dues in accordance with clause 2.1.3 will become payable.

3.11 PLEASURE CRAFT REGISTRATION FEES**3.11.1 Charges for the registration of pleasure craft in terms of the Regulations, each per calendar year or part thereof:**

Rowing boats	27.30
Other craft of up to and including 6 metres in length overall	54.00
Other craft of over 6 metres in length overall	108.00

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

- 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 3.10.2.
- 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 3.10.2.

3.12 COMBATING OF POLLUTION CHARGES

The actual cost will be raised for the combating of pollution in the port area.

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.

Chapter 4**WHARFAGE****4.1 WHARFAGE**

Wharfage 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 (BREAKBULK AND CONTAINERS)**4.2.1 Imported**

All fish imported per ton of a 1000kg	11.70
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4.2.2 Exported

Horse Mackerel and bait per ton of a 1000kg	18.90
Hake fillets per ton of a 1000 kg	96.70
Hake not filleted per ton of a 1000kg	64.30
Horse Mackerel fillets per ton of a 1000kg	37.80
Other fish fillets per ton of a 1000 kg	128.50
Other fish not filleted per ton of a 1000 kg	96.70
Molluscs, Crustaceans, Crab, Lobster and Prawns per ton of a 1000 kg	128.50

4.2.3 Transhipped**4.2.3.1 Direct Transhipment (without touching the quay)**

Horse Mackerel and bait per ton of a 1000kg	9.60
Hake fillets per ton of a 1000 kg	48.05
Hake not filleted per ton of a 1000 kg	31.90
Other fish fillets per ton of a 1000 kg	64.30
fish not filleted per ton of a 1000 kg	48.05
Molluscs, Crustaceans, Crab, Lobster and Prawns per ton of a 1000 kg	64.30

4.2.3.2 Indirect Transhipment

Horse Mackerel and bait per ton of a 1000kg	22.15
Hake fillets per ton of a 1000 kg	61.00
Hake not filleted per ton of a 1000kg	44.80
Other fish fillets per ton of a 1000 kg	77.20
Other fish not filleted per ton of a 1000 kg	61.00
Molluscs, Crustaceans, Crab, Lobster and Prawns per ton of a 1000 kg	77.20

Notes:

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

4.3 GENERAL CARGO AND LIQUIDS**4.3.1 Cargo Imported**

The value for wharfage purposes on cargo imported (excluding fish) is the value as accepted for customs purposes

All cargo per N\$100.00 ad valorem pro rata	1.78
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4.3.2 Cargo Exported

The value for wharfage purposes on cargo exported (excluding fish) is:

the price of the cargo free alongside ship (FAS). The "free alongside ship" price is the cost of manufacturing, producing, mining, collecting or otherwise establishing or bringing into existence 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 ship;

Plus
the producer's/shippers profit or mark-up

All cargo per N\$100.00 ad valorem pro rata	1.00
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**4.3.3. Cargo landed/shipped from/to ports
within SACU region:**

All cargo outwards or inwards; per ton	10.40
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4.3.4. Diamond Gravel and Ice:

Per ton or part thereof of a 1,000 Kg	12.85
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4.4 CONTAINERIZED CARGO (EXCLUDING FISH)

4.4.1 Imported

All cargo per N\$100.00 ad valorem pro rata	1.78
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4.4.2 Exported

All cargo per N\$100.00 ad valorem pro rata	1.00
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**4.4.3 Containers Landed/Shipped from/to Ports
within the SACU Region**

All cargo irrespective of contents, per 6 meter	208.00
All cargo irrespective of contents, per 12 meter	417.00

4.5 TRANSHIPMENT CARGO (EXCLUDING FISH)

All cargo per N\$100.00 per ad valorem pro rata	1.00
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NOTE

- a. The value for wharfage purposes is subject to a minimum of N\$423,00 per harbour ton as determined in Chapter 10.
- b. In instances where it comes to the attention of Namport that the values/tonnages for wharfage purposes have been under declared, whether wilful or not, wharfage will be maintained on the declared value/tonnages in the normal manner and on the undeclared portion, wharfage will be payable on double the difference between the original and revised values/tonnages.
- c. The value for wharfage purposes is subject to a maximum of N\$12,860,00 per harbour ton, irrespective of size of the consignment.
- d. Where concentrates are imported from a foreign country for the sole purpose of refining whereafter the refined product is exported, the value of the export product can, on application by the exporter, be exempted from the payment of wharfage for an amount equal to that on which wharfage was paid on importation of the concentrates i.e. Import value 250,000; Export value 500,000; Export Wharfage payable on 250,000.

4.6 EXEMPTIONS FROM WHARFAGE

- Naval and military baggage
- Bullion and specie

- Empty returns, provided a certificate is given to the effect that they are being returned to the original sender for refilling
- Bunkers, water and stores for consumption by the vessel and the vessel's crew to which it is supplied. Ship spares for the maintenance and repair of the vessel itself, including any machinery of the vessel, which is required by the vessel to carry out its main function, fishing gear or parts thereof.

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. Passengers' 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.

Chapter 5

HIRE OF WHARF CRANES

5.1 HIRE OF CRANES

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

With a lifting capacity of up to 4 tons (4 000 kg)	200.00
With a lifting capacity of 10 tons (10 000 kg)	220.00
With a lifting capacity of 15 tons (15 000 kg)	301.00
With a lifting capacity of 100 tons (100 000 kg)	1,775.00

NOTE

- a. The availability of a crane with a specific lifting capacity is not guaranteed.
- b. The minimum period for which crane hire is payable is two running hours (Applicable to Mobile Crane only)
- 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 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.

- d. 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.
- 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 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. Crane hire charges are payable during all other periods 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 Port Manager may, at his or her discretion, grant permission for the ships own deck appliances to be used. Such permission shall be subject to the condition that the prescribed tariff be paid for the crane that would have been utilised, provided such a crane is available if demanded.

Chapter 6

LANDING AND SHIPPING OF CARGO

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

6.1 LANDING CHARGES

For receiving the cargo from the ship, giving the master a receipt, stacking in 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	22.15
Animals per head	44.80
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: Marketing & Strategic Business Development / Port Operations Manager on application	
Timber, iron and steel, etc., not bundled or packaged and glass, per ton	35.10
Abnormal cargo, per ton	28.60
Explosive cargo, per ton	82.60
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 be placed back on the ship from which it was landed	
Cargo, EOHP, per ton	27.00

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	13.50
NOTE Liquids in bulk discharged direct into private storage installations are exempted from landing charges	
Bulk cargo discharged directly into road and rail trucks NOTE: Namport will not accept responsibility for incorrect tonnages, as no means exist to determine the mass of bulk cargo.	20.55

6.1.3 Vehicles emanating from foreign countries

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

Motor cars, station wagons, combis, panel vans, light commercial vehicles (bakkies), tractors, motor cycles and motor scooters - per unit	112.90
Lorries, truck and bus chassis, fork lift trucks, front-end loaders, graders, dump trucks and mobile cranes - per unit:	
- not exceeding 5 000kg	170.10
- exceeding 5 000kg	228.00

6.1.4 Passengers' vehicles

The following charges, which include wharfage, are payable per vehicle, for vehicles landed on their own wheels (one vehicle per passenger) and taken delivery of by the owner or his agent. The owner of the vehicle must be or have been a passenger travelling or who has travelled from overseas by air or 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.

Motorcars, self-propelled caravans, towed caravans, motor-cycle or motor-scooter combinations and trailers accompanied by motor cars - per unit	130.15
Motor cycles and motor scooters (solo)	64.80

6.1.5 Vehicles, craft and equipment for sporting events

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

NOTE

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

6.1.6 Miscellaneous cargo

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

6.2 SHIPPING CHARGES

6.2.1 General Cargo

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

Palletised and unitised cargo, as well as Ro-Ro cargo, per ton	22.15
Animals per head	44.80

NOTE

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

Timber, iron and steel, etc. not bundled or packaged and glass, per ton	35.10
Abnormal cargo, per ton	28.60
Explosive cargo, per ton	82.60
Cargo, EOHP, per ton	27.00

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	20.55
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	27.00
Liquids and other bulk cargo shipped direct from tank trucks, road tankers and portable tanks by means of a connecting pipe, per ton	13.50

NOTE

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

6.2.3 Vehicles destined for foreign countries

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

Motor cars, station wagons, combis, panel vans, light commercial vehicles (bakkies), tractors, motor cycles and motor scooters - per unit	112.90
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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	170.10
- exceeding 5 000kg	228.00

6.2.4 Passengers' vehicles

The following charges, which include wharfage, are payable per vehicle, for vehicles shipped on their own wheels (one vehicle per passenger) and brought to the shipping berth by the owner or his agent. The owner of the vehicle must be or have been a passenger travelling or who has travelled by sea or by air 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 - per unit	130.15
Motor cycles and motor scooters (solo)	64.80

6.2.5 Vehicles, craft and equipment for sporting events

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

NOTE

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

6.2.6 Miscellaneous cargo

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

6.3 Transhipment (excluding fish)

6.3.1 Direct Transhipment (from one vessel to another without touching the quay)

Palletised and unitised cargo as well as Ro-Ro cargo per ton	44.30
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6.3.2 Indirect Transhipment

Palletised and unitised cargo as well as Ro-Ro cargo per ton	44.30
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Chapter 7

RENT, STORAGE AND DEMURRAGE

7.1 SITE RENT

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

Per week, per square metre	1.75
<i>Minimum</i>	46.00
Per month, per square metre	8.20
<i>Minimum</i>	155.00
Deterrent charge, per month, per square metre	30.80
<i>Minimum</i>	271.60

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 harbour-revenue office on the third day (excluding Saturdays, Sundays and public holidays) of notice having been given and posted in Nampont's office that the ship has arrived (the day of posting of the ship counting as the first day):

Outside storage, per m ² , per day	4.75
Inside Storage, per m ² , per day	9.50

NOTE

- a. These charges are payable until clearance is effected, or as in (b) below.
- b. No obligation rests with Nampont 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 Nampont shed, storage charges are payable up to and including the day the cargo is cleared, or up to and including the day on which the Customs release (form NA68 -Application for Delivery of Goods Ex State Warehouse), is presented to the harbour-revenue office, whichever day is later.
- c. Where state warehoused cargo is cleared from the State Warehouse or a wharf shed the Customs release (form NA68 -Application for Delivery of Goods Ex State Warehouse) must be attached to the landing order when presented for acceptance at the harbour-revenue office.
- d. Where cargo is detained by the ship owner, or if a "sight" order is accepted, the charges are payable (other than in the case of cargo ordered to the Customs Examination Hall) until Nampont is placed in a position to deliver the cargo.
- e. Where cargo is detained for customs purposes or by the plant inspector or by the health inspector (other than "sight" orders), Clause 7.2.2 shall apply whether the importer is responsible or not.

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

Inside storage	4.75
Outside storage	2.40

- 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 ton, per day on cargo off-loaded, shut-out, withdrawn from shipment and subsequently disposed of other than by shipment, calculated from the day of receipt of the cargo.
- 7.2.2.3 Storage charges on cargo landed, cleared and stored pending upliftment, are payable on the tonnage on hand at the end of each day on any consignment or portion thereof calculated from whichever day is the later of the following until the whole of the consignment is removed
- The fifth day (excluding Saturdays, Sundays and public holidays) calculated from the day on which the ship was posted as having arrived, or
 - the second day (excluding Saturdays, Sundays and public holidays) calculated from the day on which the landing order was accepted; or
 - the second day (excluding Saturdays, Sundays and public Holidays) calculated from the day on which the cargo was available and ready for upliftment with due regard to Note 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 ton per day

Chapter 8

CONTAINER HANDLING

8.1 DEFINITIONS AND RULES

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

SIZE metres	CODE	L	W	H mm	MAX MASS Kilogram
12	1A	12192	2438	2438	30480
12	1AA	1219-2	2438	2591	30480
6	1C	6058	2438	2348	24000
6	1CC	6058	2438	1591	24000

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

- 8.1.4 "container terminal" means an area especially set-aside in the port for the handling of containers by specialised equipment;
- 8.1.5 "worksheet" means the document compiled in accordance with the 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.

8.2 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. Transport and handling costs between the container terminal and conventional berths are not included and will be charged separately as per Clause 8.2.4.
- b. the collection and delivery of containers within harbour boundaries, including to and from the state warehouse will be undertaken by Nampot and charged for as per Clause 8.2.5

8.2.1 Containers landed/shipped

3 Meter Containers	194.00
6 Meter Containers	388.00
12 Meter Containers	502.75

Empty Containers will qualify for a 25% discount

NOTE: When the 104 ton mobile tower crane is used to handle containers at conventional berths (i.e. 4-8), crane hire will be charged in accordance with clause 5.1

8.2.2 Containers Transhipped

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

3 Meter Containers	383.50
6 Meter Containers	767.50
12 Meter Containers	1,209.00

Empty Containers will qualify for a 25% discount

8.2.3 Surcharges

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

Per Container	23.25
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- 8.2.3.2 Reefer and ventilated containers moved via the reefer area

8.2.3.3

6 Meter Containers	181.00
12 Meter Containers	271.50

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

8.2.4 Transport costs as per note a. of clause 8.2

6 Meter Containers	212.50
12 Meter Containers	318.00

8.2.5 Transport costs as per note b of clause 8.2

6 Meter container	342.00
12 Meter container	511.00

8.2.6 Transport costs - Port of Lüderitz (Outside port limits)

Container transport to and from clients	
6 Meter container	390.00
12 Meter container	585.00

8.3 MISCELLANEOUS CHARGES**8.3.1 Restowage**Direct Restows

6 Meter Containers	162.00
12 Meter Containers	324.50

Indirect Restows

The charges payable are as follows:

6 Meter Containers	509.50
12 Meter Containers	763.50

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

6 Meter Containers	130.00
12 Meter Containers	193.00

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

6 Meter and 12 Meter Containers	390.50
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8.3.4 Storage of containers

8.3.4.1 Import Containers

Storage will be payable as follows:

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

Thereafter, per day or part thereof:

6 Meter and 12 Meter Containers	35.60
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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:

6 Meter and 12 Meter Containers	35.60
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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/Marketing Manager, containers may be stored at market related rates.

8.3.4.2.6 Storage of Transhipment 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.

6 Meter and 12 Meter Containers	35.60
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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:

6 Meter and 12 Meter Containers	20.00
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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 container of	35.60
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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 of	887.50
Containers listed but not landed or landed but not listed will incur a penalty of	35.60

8.3.8 Reefer Temperature Discrepancies

A reefer container received in the container terminal with the incorrect temperature setting as per submitted documents, will be charged a penalty of N\$ 500.00 per container.

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 wharfage. Proof of travel 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	0.75
Connection fee	94.50
Hire charge for each period of 24 hours or part thereof	8.25
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	257.05
<i>Maximum charge</i>	1,286.00

NOTE: The charge for water and electricity will be adjusted according to the municipal tariff increases.

9.2 FIRE PROTECTION TO SHIPS IN A PORT

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

Per hour or part thereof	92.35
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9.3 MISCELLANEOUS LICENCES

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

Full Stevedoring Services	5,000.00
**Restricted Stevedoring Services	3,000.00
Marine Engineers, Contractors/Subcontractors	750.00
Transport operators	750.00
Freight forwarders	600.00
Ships Agents	750.00
Ships Chandlers	1,500.00
Surveyors	1,500.00
Supplying watchmen to ships	1,710.00

***Applicable to the Port of Lüderitz only*

9.4 LABOUR, OVERTIME AND STANDING BY CHARGES AGAINST SHIPS

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

Per gang, per hour or part thereof	450.00
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NOTE

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

- 9.4.2 The following charge per gang per hour or part thereof is payable when work is suspended or labour remains idle for 60 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	178.00
Outside ordinary working hours	450.00

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 insurer to examine damaged cargo on board, and/or refusal by the Port Manager in terms 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
- 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	6.50
Timber, iron and steel, etc. no bundled or packaged and glass	10.05
Abnormal cargo	13.00
Cargo, EOHP	8.20

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:	14.05
Subject to a minimum charge per trip of	103.15

9.7 REMOVAL OF REFUSE

Basic charge per vessel per call per 5 days or part thereof	177.70
The charges for refuse removal from ships are as follows per load:	204.70

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

9.8 LATE ORDER CHARGES

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

Charge per ton	11.90
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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 appliance. Charges for the following equipment are available on request:

Shunting Tractor
3000kg forklift truck

4000kg forklift truck
7500kg forklift truck
25000kg forklift truck
Reach Stacker
Front End Loader
16 Ton Forklift

9.10 CARGO NOT MANIFESTED

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

Per ton of a 1,000kg	54.55
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9.11 LIQUIDATION OF ORDERS

Provisional orders not liquidated within 72 hours 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	34.00
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NOTE

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

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

9.13.1 Notwithstanding the date on which the cause of the claim is alleged to have arisen, no claim of whatever nature or for the refund of an overcharge on or rebate of the charges raised in terms of the Namport Tariff Book or any annexures thereof, shall be considered unless such claim is lodged within a period of three months from the date the initial account or service is rendered by Namport. All claims should be lodge with the Manager: 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	34.00
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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; passengers

Per vehicle per trip	29.70
Per vehicle per annum ending 31 December	343.00
Forklift/Vehicles used for upliftment per annum ending 31 December	500.00

NOTE

- a. The charge is payable irrespective of the carrying capacity of the vehicle
- b. For the purpose of clause 9.13, a vehicle shall be regarded as a vehicle designed for the conveyance of cargo. A hauling unit shall be treated as a vehicle.
- c. Permits (excluding daily permits) issued from 1 July will be rebated by 50%
- d. Roaming permits are available on request
- e. Vehicles used for upliftment / forklifts will only be allowed in the port when Namport's equipment is not suitable to effect the request.

9.15 DIVING SERVICES

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

During ordinary working hours	907.00
Outside ordinary working hours	1166.00

9.16 SECURITY SERVICES AT A PORT

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

During normal hours	70.75
Outside normal hours	109.60
Sundays and public holidays	143.00

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

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 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 1.3.9.

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
Fishmeal, loose in bags	1.75
Fishmeal, bags on pallets	1.47
Fishoil	1.00
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
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

Note: Other commodities will be measured by Namport Personnel

[illegible]

**NAMIBIAN PORTS AUTHORITY
SYNCHROLIFT**

No. 28

2001

**TARIFF BOOK
1 JANUARY 2001****Table of Contents**

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SYNCROLIFT SERVICES**1 INTERPRETATION OF TERMS**

- 1.1 "ordinary working hours" shall mean - MONDAYS TO FRIDAYS
OTHER THAN PUBLIC HOLIDAYS:
07H00 to 13H00
14H00 to 16H30

1.2 CURRENCY

All the tariffs as stipulated in the Tariff Book are denoted in Namibia Dollars.

1.3 VALUE ADDED TAX

The services as specified in this tariff book will be subject to Value Added Tax (VAT) of 15% as per the VAT Act 2000.

2 BOOKING FEES

Deposit required for the use of the syncrolift when a firm booking has been made, i.e. when the application form has been completed and presented	1,569.00
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NOTE

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

3 PREPARATION FEE

The following charges will be payable for the preparation of the syncrolift:

Vessel up to 30 meters	523.00
Vessel from 31 meters to 50 meters	654.00
Vessel above 50 meters	915.00

NOTE

- (i) Should the booking of the syncrolift be cancelled after the preparatory work has begun, the abovementioned charges are payable.
- (ii) The preparation charges are payable per vessel irrespective of whether more than one vessel is being placed on the syncrolift simultaneously.
- (iii) If the preparation commences or terminates outside ordinary working hours a surcharge of 25% will be payable

4 DOCKING AND UNDOCKING OF A VESSEL

- 4.1 The following charges are payable for the docking and undocking of a vessel:

Docking of vessels under 30m	1,900.00
Docking of vessels above 30m, per metre	63.00
Undocking of vessels under 30 m	1,900.00
Undocking of vessels above 30m, per metre	63.00

Note: In the event of a service being cancelled or delayed because the vessel is not ready for docking / undocking due to unsuitable trim, lack of crew or any other reason the charges as per clause 4.1 will be payable.

- 4.2 Should the docking or undocking service either commence or terminate outside ordinary working hours, the following additional charges are payable:

Additional charge for outside ordinary working hours, per hour or part thereof	514.00
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NOTE

- (i) In the event of a request for services outside ordinary working hours being cancelled after the staff has been brought on duty, the above mentioned charges are payable for the full period the staff were on duty, but for a minimum of two hours.

4.3 Shifting of Vessels

Should an owner or agent of a vessel request the shifting of a vessel to another bay a charge of N\$ 10.00 per metre will be levied, subject to a minimum of 300 metres.

5 SYNCROLIFT DUES

- 5.1 The following dues are payable when use is made of the syncrolift:

5.1.1. On Syncrolift Bays

Per day or part thereof, per linear metre of working space utilized (including length of vessel)	42.00
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5.1.2. At any repair jetty:

Per day or part thereof, per linear metre of working space utilized (including length of vessel)	21.00
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- 5.2 Any ship causing damage of any nature to any facility or equipment on the syncrolift shall be charged with the cost of making good that damage.

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

6. WATER SUPPLY

6.1 FRESH WATER

Charges as follows

Basic charge payable per kilolitre or part thereof	9.20
Minimum charge per service	82.28

NOTE: The charge for water and electricity will be adjusted according to the municipal tariff increases.

6.2 RECYCLED WATER

The following charges will be payable for vessels requiring recycled water for cleaning purposes, per service:

Vessel up to 30 metres	138.00
Vessel from 31 metres up to 50 metres	275.00
Vessel above 50 metres	412.00

NOTE: The charge for water and electricity will be adjusted according to the municipal tariff increases.

7. SUPPLY OF ELECTRICITY

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

Charge per unit	0.76
Hire charge per shore supply distribution box for each period of 24 hours or part thereof	65.40

NOTE: The charge for water and electricity will be adjusted according to the municipal tariff increases.

8. SITE RENT

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

Per week, per square metre	1.75
Minimum	47.00
Per month, per square metre	8.70
Minimum	156.50
Deterrent charge, per month, per square metre	31.00
Minimum	274.00

9. SANITATION

A vessel using the syncrolift or repair jetty shall pay N\$165.00 for ablution facilities per week or part thereof.

10. SYNCROLIFT ENTRY PERMIT

The following charges is payable per person/employee to enter the syncrolift for the purpose of delivering / rendering a service and valid for 12 calendar months ending December 31 or part thereof and annually renewable.

Per person	30.00
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11. MISCELLANEOUS LICENCES

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

Contractors	8,000.00
Service providers (Security, Surveyors, Agents, Ships Chandlers)	2,000.00

CONDITIONS OF SERVICE

- Before a ship is admitted to the Syncrolift the name and full particulars of the ship shall be entered in a book to be kept for that purpose at the Syncrolift office, and the owner, master or agent of the ship shall sign an agreement binding himself to these conditions, and undertaking to pay the applicable charge specified in the Syncrolift Tariff Book.
- When the ship may lose her turn.

Should a ship not be docked on the day duly appointed for that purpose owing to the default of the master, such ship shall, if the relevant bay be required for other ships, lose her turn in the order shown in the entry book, and the master, owner or

agent of such ship shall forfeit the booking fee, if any, and pay to the Namibian Ports Authority the preparation charges which may have been incurred for the reception of such ship.

3. When preference may be given.

Notwithstanding any previous arrangements to the contrary, the Syncrolift Manager may give priority to any ship in a damaged or leaky condition or to a ship that requires a dry-dock for a period not exceeding seventy two hours.

4. No ship to have absolute right to use Syncrolift.

No ship shall have an absolute right to the use of the syncrolift either in turn or at any other time. The decision of the Syncrolift manager in consultation with the Port Authority in all cases of dispute as to turn shall be final.

5. Ships to be lifted and docked under supervision of a dockmaster.

Every ship shall be lifted and docked under the direction and supervision of the dockmaster and in the presence of the master or other responsible officer whose duty it shall be to be present at the time appointed for lifting and docking, and to remain there until such lifting and docking is completed.

6. When the ship is considered to be properly placed on the cradle.

When the dockmaster has declared a ship to have been properly and safely placed upon the cradle, the master or other responsible officer shall forthwith satisfy himself that his ship has been so properly and safely placed, whereupon the ship shall be deemed to have been properly and safely lifted. The owner, master or duly appointed agent of the vessel docked shall sign the prescribed form stating his/her acceptance of the safe docking.

7. Limit of period of occupation of a Syncrolift Bay.

If necessary the Port Authority may limit the period which a ship occupies a bay to six days.

The master of a ship shall arrange for such overtime to be worked in carrying out repairs as the Port Authority may consider necessary.

8. Ships failing to leave the Syncrolift.

A ship which fails to leave a Syncrolift bay on the expiration of the period agreed upon may, if the bay be required by an other ship, be removed at the expense of the owner of such ship after twenty four hours written notice has been given. If the ship should not then be capable of being floated, the Port Authority may cause such ship to be made capable of being floated at the expense of its owner.

9. Master to give notice of readiness for ship to leave the Syncrolift.

The master of a ship on the Syncrolift shall give twenty-four hours notice in writing to the Syncrolift manager of his ship's readiness to leave the syncrolift.

10. Supports not to be removed without proper authority.

No person shall remove or alter the position of any of the supports upon which a ship rests whilst on the syncrolift, except by order of the dockmaster.

11. Displacement of weights in or upon a ship in a bay.

No person shall displace or remove any weight in or upon or connected with a ship in a bay on the syncrolift without permission in writing from the dockmaster,

and then only after proper arrangements have been made by the master to prevent damage of any kind occurring by reason of such displacement or removal. Full disclosure of material changes in weight distribution must be provided in writing by the Master or his duly appointed agent. All costs and charges connected with any such displacement or removal shall be borne by the owner of the ship.

12. Ships to pay for labour for the shifting of shores, blocks or for other purposes.

The owner of every ship in a bay on the syncrolift, shall pay for all labour supplied by the Namibian Ports Authority for the shifting of shores, blocks or for other purposes connected with the ship after she has been blocked or shored.

13. Discharge of effluent water or refuse by a ship in a bay.

No effluent water, oil or refuse may be discharged from a ship while she is in a bay except by the permission in writing of the dockmaster and then only on such conditions as he may impose in the interest of safe, orderly and efficient harbour working.

14. Cleaning of bays before refloating of ships.

The master of a ship shall, prior to the refloating of the ship, cause the bay occupied by the ship to be cleared and cleaned.

15. Articles supplied by Namibian Ports Authority

The Namibian Ports Authority will supply the following articles free of charge to every ship lifted and docked.:

- ⇒ Set of blocks for the length of ship given at the time of booking.
- ⇒ Bilge shores with sufficient wedges.
- ⇒ First set of capping pieces.

Any expenses incurred by the Namibian Ports Authority in altering or adding to the keel blocks customarily supplied free of charge, shall be borne by the master or owner of the ship.

16. Trimming of vessels.

Vessels should be trimmed to the dockmaster's requirements prior to lifting. If a vessel is move to the Syncrolift in an unsafe trim condition, the cost of moving to and from the Syncrolift and any further expense(s) shall be borne by the master or owner of the ship.

17. For the purpose of this regulation

"dockmaster" shall mean the officer appointed by the Namibian Ports Authority to take charge of and control the working of the Syncrolift, or the officer acting as such for the time being.

18. The prescribed indemnity to be signed by the owner or his duly appointed agent before the docking procedure commences.

INDEMNITY

TO: The NAMIBIAN PORTS AUTHORITY (Registration N0: 820601732285)

Iin the capacity as the owner/owner's representative/charterer of the MV
agree that:

- I. Neither Namport nor their agents, nor any other person whomsoever shall be responsible, whether by any statute whatsoever which may be applicable in Namibia or any other country or under the common law of Namibia or any other country for:
 - A. the loss of life, personal injury, damage to the vessel or any other vessel, damage to clothing, equipment or personal effects whether belonging to the owner/operator/charterer or any other third party which may occur whilst the said vessel, person or equipment are on the syncrolift, or in the process of being placed on and/or removed from the syncrolift, whether such damage is caused by gross negligence or otherwise;
 - B. any claim for consequential damage/loss arising from the events howsoever arising.
- II. I recognise and agree that: -
 - (a) I shall be permitted to use the syncrolift entirely at my own risk.
 - (b) There is no condition or warranty, expressed or implied, that the syncrolift is or will be made safe for the purposes of my use and further that no guarantee of personal safety, safety of any crew or safety of the vessel given by any employee, manager or other person in the employ of Namport or their agents will in any way be binding upon Namport or their agents.
- III. I warrant that I am duly authorised to sign this Indemnity and that this document shall be binding on the owner/operator/ charterer of the above-mentioned vessel.
- IV. In general I absolve Namport from all or any liability and acknowledge that this Indemnity shall be governed by and construed according to the laws of Namibia.

SIGNED AT WALVIS BAY ON THIS DAY OF 2001

SIGNATURE OF MASTER OR OWNER'S REPRESENTATIVE

(CAPACITY)
