

NOTICE

From January 1, 2000 charges will be raised in strict accordance with the tariff. It must not be assumed that previous practices will be continued even where the tariff remains uncharged or silent and no special arrangements will be made unless the requisite action is taken by the port users.

For copies of the Tariff write to:

The Port Manager
Freeport of Monrovia
National Port Authority
P. O. Box 10-0014
1000 Monrovia 10
Liberia

TERM: Strictly cash with order

Price per copy:	US\$25.00	Surface post free
	US\$15.00	for airmail outside Liberia

IMPORTANT

If you wish to receive amendments direct from the National Port Authority, please enter your name and address below and send this entire page to:

The Manager
Economic Planning & Development Department
National Port Authority
P. O. Box 10-0014
1000 Monrovia 10
Liberia

Name: _____

Address: _____

DEFINITIONS

<u>General</u>	Words and expressions used in this tariff are intended to be used with the meanings herein set out.
<u>Anchorage Fees</u>	The charges against a vessel for anchoring within NPA Port limits, as shown in the annex to the NPA Act of 1970, and while not moored at a berth.
<u>Arrival at Berth</u>	The time of a vessel as recorded on berth by the pilot is used or as otherwise recorded in Port records.
<u>Berth</u>	A section of wharf, pier, jetty, or other fixed mooring facility at which a vessel can be moored.
<u>Cargo Van</u>	The definition of a cargo van follows that of a freight container, except that a van has a capacity of less than 10m ³ , and will normally count as 0.5 TEU.
<u>Cent</u>	One hundredth part of a dollar = \$0.01.
<u>Checking</u>	The service of counting cargo against the appropriate document for the account of the consignee or the vessel, or other persons requesting same.
<u>Container</u>	See freight container
<u>Dangerous Goods</u>	Dangerous goods include all substances, liquids, solids and gases which are either explosive, inflammable oxidizing, toxic, radioactive, and infectious or which has shown, or may show, to be of a dangerous character in accordance with the IDMG – Code of 1977 and its supplements as well as all goods and conditions specified in Section 2.8 and Schedule AB of the NPA's Port Regulations of 1974.
<u>Day</u>	In Computing charges a period of twenty four consecutive hours or fraction there of, or any calendar day or days, except where otherwise specially defined.
<u>Departure from Berth</u>	The time at which an outgoing vessel leaves her berth, as recorded on the pilot slip or when no pilot is used as otherwise recorded in Port records.

Dockage The charges assessed against a vessel for berthing at a wharf, or mooring to a vessel so berthed.

Dollars Liberian The legal tender of Liberia

Dollars US Legal tender for all marine bills, stevedoring bills, and all invoices on account of the liner operators, chatteringers and/or ship-owners, etc.

Free Time The specified period during which cargo may occupy space assigned to it on port property free of demurrage or storage charges subsequent to the receipt of such cargo by the port.

Freight Container An item of transport equipment, not being a vehicle or conventional packing:

1. Of a permanent character and accordingly strong enough to be suitable for repeated use;
2. Specifically designed to facilitate the carriage of goods, by one or more modes of transport, without intermediate reloading;
3. Fitted with devices permitting its ready handling, particularly its transfer from one mode of transport to another;
4. Having an internal volume of 10m³ or more.

The definition of the term Freight Container as used in this Tariff refers to the so-called Standard 20ft Sea-going Freight Container, having approximately the following basic overall dimensions:

LENGTH - 600CM, WIDTH - 240CM, HEIGHT- 255CM

This is to be known as a 20ft Unit or 1 TEU. A 40ft Container will be known as 2 TEU.

The definition of the term freight Container further provides that the so-called Standard 20ft Sea-going Freight Container for the transport of dry, liquid, or refrigerated cargo, may be metal, glass fiber, or plastic construction; however the container must confine and protect its contents from loss or damage or from the elements and must be susceptible to being handled in transit as a unit.

Handling The services of physically moving cargo between point of rest and any place in the Port area.

Heavy Lift Any cargo weighing over 4 tones per package excluding logs and containers.

Line Handling The service of attendance to vessels line (mooring ropes) during berthing, unberthing and/or shifting.

LOA Length Over All

Pilotage The charge assessed against a vessel for services rendered by pilots and for the availability of services.

Point of Rest That area of the Port assigned for the receipt of inbound cargo from the ship, for delivering to an on-carrier or to the consignee, and that area assigned for the receipt of outbound cargo from shippers for vessel loading.

Port Fees The charge made for the use of the Port.

Pre- Slung Cargo A consolidation of units of general cargo, which is securely contained in a sling to the satisfaction of the Port Management, the sling must be so designed that the simple insertion of a hook will permit safe and convenient handling by crane or ship's gear.

Public Holidays Those days recognized and declared to be Public Holidays by the Government of the Republic of Liberia.

Revenue Ton A unit of cargo measurement used for assessing charges being the greater of the full gross weight actually shipped and the volume for the cargo equated at $1\text{m}^3 = 1 \text{ tone of } 1,000\text{kgs} = 1 \text{ revenue ton}$, volume being calculated from overall dimensions of the cuboids.

Vessel will be built per GRT/SDWT, whichever is the greater.

Storage The charge for the service of providing Port accommodation for the handling of inbound, outbound and transshipment cargo after the expiration of free time, including wharf of shipside facilities and closed or open accommodation.

Summer Deadweight Ton (SDWT) See Measurement of Vessels in 2.2.3 of this Tariff.

GRT (GROSS REGISTERED TONNAGE) Is a total internal volume of a ship expressed in 100 cubic meters.

Ton ton When used without qualification the term ton means Revenue ton

Tonnage (Metric Ton) Means a weight of 1,000kg.

Transit Cargo Transshipment cargo moving between foreign ports.

Transshipment Cargo which enters and leaves the Port by sea, passing over or by/through public-use facilities only, on or through bill of lading.

Towage The charge for the attendance and use of tugs in moving a vessel.

Port Management Within the terms of this tariff, the phrase "A Port Management" means: the Port Manager, Harbour Master or Operations Manager.

WHARFAGE A charge on any commodity placed in transit shed or on a wharf, or transferred between vessels at a wharf, regardless of wharf, regardless of whether wharf is used.

METRIC CONVERSION TABLES

<u>GIVEN</u>	<u>TO FIND</u>	<u>MULTIPLY</u>
Short tons	Metric Tons	Short Tons By 0.907
Metric Tons	Short Tons	Metric Tons By 1.102
Long Tons	Metric Tons	Long Tons By 1.016
Metric Tons	Long Tons	Metric Tons by 0.984
Pounds	Kilos	Pounds By 0.4536
Kilos	Pounds	Kilos By 2.2046
Measurement Tons (40 cubic feet)	Cubic Metres	Measurement Tons By 1.133

Cubic Metres

Measurement Tons
(40 cubic feet)

Cubic Metres By 0.883

METRIC EQUIVALENTS

1 Kilo – 2.2046 pounds

1 Pound - 0.4536 Kilos

1 CWT (US - 100 pounds) - 45.359 Kilos or 0.04536 Metric Tons

1 CWT (British - 112 pounds) - 50.802 Kilos or 0.0508 Metric Tons

1 Bushel Grain (US - 60 pounds) - 27.216 Kilos

1 Cubic Metre - 35.315 Cubic feet

1 Cubic foot - 0.0283 Cubic Metres

1,000ft. B. M. - 83.33 Cubic Feet

1 Cubic Metre - 423.792ft. B. M.

1 Barrel (US-42 Gallons) -158.987 Litres

CHAPTER ONE

(APPLICABLE TO ALL NPA PORTS)

PORT REGULATIONS

The following extracts from Port Regulations are included for information. Port Users may also incur liabilities through the exercise by the port Manager of this power under the Regulations. Copies of the complete Regulations, and/or Tariff with which users must be familiar, are obtainable from:

Port Manager
Freeport of Monrovia
National port Authority
P.O.Box 10-0014
1000 Monrovia, 10 Liberia

Price per copy of Tariff is as follows: US\$25.00 surface post free; US\$15.00 airmail
Outside of Liberia

1.1 Extracts from NPA Port Regulations 1974

Notification II-2 of expected arrival of vessels

The owner or agent of a vessel that proposes to call at the port, shall give notice in writing to the Port Manager, such notice to be handed in at the daily Agents meeting, or the expected date and time of arrival of the vessel, and shall give particulars in such notice as to the nature of any quantity of cargo and other matters as prescribed in the form of schedule E. The giving of such notice to the port management will be construed by the Management to mean that all charges for the account of the vessel will be promptly paid upon presentation of bill thereof, and that all rules and regulations of the Authority will be complied with.

Control over II-5 (3) of vessels

The Port Manager may detain any vessel which:

- (a) Attempts to leave the port before complying with the provision of these Regulations.
- (b) Attempts to leave the port while in an unsafe condition.

Settlement II-11 of liabilities before departure:

No vessel shall be permitted to leave the port until all dues, charges and other monies payable to the Authority arising or resulting from or in connection with the vessel, or for services rendered on behalf of the Owners, in both instances irrespective of whether relating to the current voyage, shall have been paid or an acceptable guarantee furnished, or an acceptable certificate in acknowledgment of the obligation to pay shall have been presented to the Management, where upon subject to Custom clearance and free pratique, the Port Manager may grant the necessary permission to leave the port.

Fees payable II-49 by Master

- (1) The fees as prescribed in the Tariff of Fees and charges shall be payable by the Master, Owner or Agent of a vessel.

Tugs and Towage Charges

- (1) The charges for tugs and towage shall be prescribed in the tariff.

Supply of II-50 towage etc.

The Port Manager shall, on application afford such towage and other tug facilities as exist at the port, subject to the authorized charges being paid; provided that the Port Manager shall not be liable for any loss or damage occasioned by accident, collision of tug or tow, default or imperfection in machinery or ropes, stoppage or slackness of speed, however occasion. The Authority shall not be responsible even when any loss or damage is

occasioned by negligence of the master or crew of the tug or by imperfection or defects of the tug and its equipment.

Licensing of II-60 small craft

- (1) No small craft ply for hire within the port except under and in accordance with the terms of a license issued and in such form as may be prescribed by the Authority.

Fees and V-93 Charges

All charges payable to the Port shall be set out in the Tariff.

Payment of V-94 charges prior to removal of goods

All fees and charges upon goods landed, shipped, transshipped, or warehoused must be paid, or sufficient securities furnished for their payment, before removal of the goods. The Port Management may prevent the shipment or removal of any goods from the Port premises while any fees or charges payable by the consignee or other responsible person remain unpaid.

Enforcing V-95 payment of charges

- (1) For the purpose of enforcing the payment of charges mentioned in number V-94 of these regulations, the Port Management may take possession of such cargo and may sell the goods by public auction. After ninety (90) days upon expiration of ten (10) days free period, all goods will be auctioned.
- (2) If the Port Manager has any reason to believe that the owner of the goods (or his agent or associate) may seek to purchase the goods at a low price in the auction sales so that the sum receivable by the Authority is less than the sum owing to his agent or associate, Management may arrange to sell the goods by private tender, (the owner being invited to tender and the Authority itself being eligible to do so). Not of such sale will be public in a principal newspaper or news organ.
- (3) In the event that the owner of the goods or his agent fails to take delivery of them so that they are eventually sold by public auction or otherwise disposed of, but so that the sum received is less than the sum owing to the Authority, the owner and/or his agent will remain liable to the Authority for the balance

due, and in the event that the claim of the Authority for such balance due is not paid by the owner of the goods or his agent on demand, the Authority shall have a lien (to the extent of the sum owned to it) on any other cargo of such owner or his agent which may be in any of the Authority's Ports at the time or which may come into them subsequently.

Evasion of VIII-125 payment of charges

Any person who shall by fraudulent means evade or attempt to evade or who shall be knowingly concerned in evading or attempt to evade payment of any of the fees, rate or charges imposed by any of the provisions of these Regulations, shall on conviction be liable to a fine not exceeding US\$1,000.00 for each offence.

CHAPTER TWO

GENERAL CONDITIONS

2.1.1. Information

Enquiries on matters relating to rates, rules and conditions contained in this tariff should be addressed to the attention of:

The Port Manager
Freeport of Monrovia
P. O. Box 10-14
1000 Monrovia, 10 Liberia

2.1.2. Control Over Facilities

The Freeport of Monrovia, reserves the absolute right to the use of the facilities it operates, and permission for the use thereof must be obtained from the port Management.

2.1.3. Consent to the terms of the Tariff

The use of wharves or other facilities under the jurisdiction of the Freeport of Monrovia shall constitute a consent to the terms and conditions of this Tariff and evidence an agreement on the part of all vessels, their Owners, Agents, and Operators, and all other users to be governed by all rules and conditions published herein.

2.1.4. General Application

The charges, rules and conditions published in this Tariff apply equally to all users of the Freeport of Monrovia. The charges shall be assessed and collected by the Freeport of Monrovia on all the tariff moving via or over facilities owned or operate by or in connection with, the Freeport of Monrovia and shall in no way include transportation outside port limits.

2.1.5. Working Hours

The Freeport of Monrovia operates continuously 24 hours a day except for Christmas Day, Independence Day, and New Year's Day. All offices being open from 0800 to 1200 hours and 1300 to 1600 hours Mondays to Fridays and 0800 to 1200 hours on Saturdays.

2.1.6. Operational working Hours

Working hours for gangs are:

First Shift 0700 to 1500
Second Shift 1500 to 2300

Third Shift 2300 to 0700

Each shift includes a 1 hour lunch break which is in keeping with the Liberian Labor Law, and is taken as follows:

1200 to 1300
1800 to 1900
0300 to 0400

2.1.7 Charges for Labour Gangs

The following charges will be made for the use of the Port Authority labour. On an eight–hours shift basis, for normal works, or standby before start or after completion.

First Shift

Monday to Friday	0700 -1500	Free
Saturdays	0700 -1200	Free
Saturdays	1200 -1500	US\$15 per gang/hour
Sundays/Holidays	0700- 1500	US\$15 per gang/hour

Second Shift

Monday to Friday	1500 -2300	US\$12 per gang/hour
Saturdays	1500 -2300	US\$15 per gang/hour
Sundays/Holidays	1500- 2300	US\$15 per gang/hour

Third Shift

Monday to Friday	2300 -0700	US\$15 per gang/hour
Saturdays	2300 -0700	US\$15 per gang/hour
Sundays/Holidays	2300 -0700	US\$15 per gang/hour

Note: A Gang = 5 persons

2.1.8 Overtime

Overtime charges will be assessed as specified in the Tariff for services rendered outside normal working hours, as follows:

Working day Overtime	Monday – Saturday	Sundays/Holidays
US\$15 per gang/hour	1200 – 1300 1800 - 1900	
Night & Holidays Overtime US\$22.50 per gang/hour	0300	1200 -1300 1800 -1900 0300- 0400

2.1.9 Rights of Port under this Tariff

The Freeport of Monrovia reserves the right to estimate and collect in advance all charges which might accrue under this Tariff. Use of any of the facilities may be denied until such advance payments or deposits are made.

2.1.10 Payment of Invoices

All invoices are rendered in strict accordance with this Tariff and are due on presentation and are payable in Monrovia, Liberia. Failure to pay within 30 days shall result in the placing of the parties responsible for the charges on the Delinquent List.

2.1.11 Minor Corrections

No correction will be made on an invoice where the change in the total amount would be less than US\$2.50

2.1.12 Liability for Damage

All users of the Freeport of Monrovia will be held responsible for damages resulting from their use of the Port's facilities and services. The Port reserves the right to repair, contract for same or otherwise cause to be repaired, and bill the parties responsible (after having given such parties the opportunity to inspect the damage, unless urgency of repair precludes such inspection).

2.2 **GENERAL CONDITIONS FOR VESSELS**

2.2.1. Assessment of Charges

Charges which are slated to be assessed against a vessel are assessed against a vessel, its Owner, Agents and Operators, who will be held jointly and severally liable for payment thereof.

2.2.2 Responsibility of the Vessel

Where in this Tariff a vessel is required to furnish, or permit access to any information or document, such requirement is applicable also to the Master, Owner, Agent and Vessel Operator.

No Master of a vessel berthed or anchored alongside the quay or port basin respectively will be allowed to immobilize vessels' engines, unless a written request is approved from the office of the Harbour Master,

Any Master found guilty of this offense will be fined US\$1,500.00 for each offence.

2.2.3 Measurement of Vessels

Charges expressed per GRT/SDWT shall be based on the Gross Registered Tonnage/Summer Deadweight Tonnage of the vessel as shown in the vessels' certificate of registry. Where additional GRT/SDWT Summer Deadweight Tonnages are assigned to certain vessels, the highest of all such tonnages shall be applicable in determining tonnage for the purpose of assessment under this Tariff. However, the Freeport of Monrovia reserves the right to measure any vessel when deemed necessary and use such measurements as the basis of the charges. In particular, vessel will for purposes of this tariff, be deemed to be of at least twenty GRT/SDWT for each meter, or part thereof; of length overall.

2.2.4 Furnishing Information

Every vessel shall, not less than 24 hours before the vessel berths, submit to the Freeport of Monrovia six complete sets of legible manifests, and in addition shall also be required to furnish any other information the Port may deem necessary for the purpose of identifying cargo, for issuing invoices against the cargo, vessel, or other carriers and for compiling statistics. No alterations to manifests will be permitted after the vessel's departure, with the exception of manifest corrections issued by the Port of origin. Special cases will be considered at the discretion of the Port Management who may permit vessels to berth and work cargo less than 24 hours after receipt of manifest, in which case there will be an additional charge of US\$150 per port manifest origin.

2.2.5 Berth Assignment

On request for a berth the Port Management will designate the particular berth which shall be used. Availability of berths and other Port facilities and services are not guaranteed; arrangements must be made in advance of the arrival of vessels in order to ensure berth availability.

2.2.6 Berth Restriction due to Draught (Main Pier)

The main pier has a draught limitation of 9.16m however in exceptional circumstances; vessels may be permitted to berth while drawing more than 9.16m or to load to such a draught, at any time when, in the Harbour Master's opinion, the depth of water makes this acceptable. Any vessel which has been so permitted to berth shall vacate the berth

immediately the Harbour Master is of the opinion that the depth of water is no longer adequate and may be permitted to return only when adequate depth is again available. Charges for the additional unberthing and berthing being payable by the vessel. Any vessel arriving or sailing in excess of permitted draft will be assessed for Marine Charges at double the Normal Rate. Information regarding incoming vessels include: LOA/Deepest Draft on arrival and location on ramp in case of car vessels as well as side berthing on the pier should be faxed prior to 48 hrs.

2.2.7 Access to Records

All vessels shall be required to permit access to manifests, cargo storage plans and all other documents for the purposes of audits to ascertain the accuracy of reports filed or for securing necessary data to permit operational planning and correct estimates of charges.

2.2.8 Unmanifested Cargo

Where cargo is not at the time of landing identified on the ship's manifest or the consignee's name is changed after landing, the Master or Agent of the vessel shall be liable for all demurrage and storage charges so far as these are not recovered from another party.

2.2.9 Pilots and Tugs

Cancellation of pilots and tugs are subject to the following conditions:

All notifications of ordering or cancellation of pilots and/or tugs must be made in writing to the Pilot's office:

Office working hours – 1 hour notice

Outside of office working hours – 3 notice

If a vessel is not ready to maneuver at the ordered time, free standby time of 15 minutes for tugs and pilots will be allowed. After this free period, standby charges will be assessed in accordance with Section 3.5.7 (Detention of Pilots) and 3.6.4 (Detention of Tugs).

2.2.10 Movement of Vessels

Scows, lighters, floats, barge and other watercraft moored alongside vessels berthed at the Port's wharves must, at the request of the Port Management, temporarily move, if in the judgment of the Port Management the vessel is ready to be berthed or shifted. When a vessel has finished discharging or loading on cargo, its right to the use of the berth

ceases, and such vessel must, at the request of the Port Management surrender vacate the berth occupied.

2.2.11 Vacating a Berth

When a vessel loading or discharging at a berth does not achieve minimum rates or does not work at night, she may, at the discretion of the Port Management, be required to vacate the berth. All charges for such maneuvers will be to the account of the vessel or her agent.

Minimum acceptable rates are:

For log vessels	200 cu. M per shift/600 cu. M per day
For Container Vessels	15 movements per hour
For general cargo	100 tonnes per shift

Or otherwise determined by the Port Management

2.2.12 Shifting Charges

When one vessel is shifted for the convenience of another; regular charges will be raised against that other vessel so accommodated for all services required by the vessel shifted

2.2.13 Shifting a Vessel

Any vessel which is shifted for or at the convenience of Port Management will be shifted free of all charges.

2.2.14 Labour Gangs – Ordering Procedure

The procedure with respect to the ordering of labor shall be as follows:

Gangs required for normal shifts must be so ordered at the Port Shipping meeting when possible, but not later than 1600hrs. on the previous day.

Note: Gangs ordered for normal shifts will not be charged for at standby rates at arrival in the event of berthing delay, not caused by the ship or her agent.

Where a vessel is scheduled to complete cargo operation between one hour at the end of a regular shift, and a following shift is not ordered, the vessel may continue to work to completion and charges for labour will be at overtime rates (See 2.1.7).

2.2.15 Cancellation of Labour Gangs

During regular office hours, labour gangs can be canceled by the giving of at least one hour notice, without incurring a charge. Outside of regular office hours at least 3 hours notice of cancellation will be required.

2.2.16 Special Cases

Where rates and conditions in this Tariff do not cover the case at hand, the charges to be assessed will be at the discretion of the Port Management.

2.3 General Conditions for Cargo

2.3.1 Restrictions on Certain Goods

Dangerous goods and goods of uncertain value or objectionable nature will not be provided with port services except under special arrangements made in advance with the Port Management of the Freeport of Monrovia, subject to the application of Port Regulations and national Regulations concerning the goods.

2.3.2 False Declaration of Dangerous Cargo

Misleading declaration of dangerous cargo and explosive or any contravention for the provision of the regulations relating to dangerous goods will result in a fine being levied against the vessels in the amount of US\$1,750.00

2.3.3 Fraction of a Ton

For the purposes of charges in this Tariff expressed as per ton, a part of a ton shall be charged as one ton.

2.3.4 Cargo Handling Services

The handling charge is based on cargo moving directly on receipt to point of rest and being delivered directly from there to the wharf or the consignee. Where cargo is shut out and returned to point of rest, or additional handling by the Port is otherwise necessitated, special charges may be assessed to cover the labour and equipment involved.

2.3.5 Insurance

The charges published in this tariff do not include any expense of insurance on the cargo nor will such insurance be effected by the Freeport of Monrovia under its policy.

2.3.6 Free time

Cargo held on wharves, open or covered areas or in warehouses will be allowed Free time, Including Sundays and Public Holidays, after which, storage will be assessed in accordance with Chapter 5 Sections 5.1.1, 5.1.2 and 5.1.3.

2.3.7 Removal of Objectionable Cargo

The Freeport of Monrovia reserves the right to move cargo or other material that in its judgment is likely to damage other property or cause injury to person, to another location, at the risk and expense of the owner.

2.3.8 Payment of wharfage and Cargo Handling Charges

Prior to removal of cargo from port property, wharfage and cargo handling charges must be paid to Port Management.

Inward cargo	.....	The owner, consignee or forwarding Agent
Outward cargo	.....	The shipper or his agent
Transshipment cargo.....		The vessel or her agent for discharging costs and the loading vessel for storage loading charges

2.3.9 Liability for Loss or Damage

In the case of cargo carried directly to bonded warehouses, this cargo is delivered at ship side and the Freeport of Monrovia can accept no liability whatsoever for any loss or damage to such cargo, and the person requesting such delivery waives all right to claim against the Port Authority whether in contract or tort and whether under specific or general law. No claims whatsoever will be entertained.

CHAPTER THREE

CHARGES FOR MARINE SERVICES

Charges for the account of the ship are to be paid by its Owner, Master or Agent in US Dollars.

3.1 Port Dues

Port dues are payable by vessels on arrival at the Port.

3.1.1 Ordinary Rates

Fees payable by vessels for use of harbour will be charged at the following rates:
All vessels \$0.05 per GRT/SDWT or which ever is larger.

3.1.2 Exemptions

- (a) Vessels paying monthly or annual inclusive charge under Tariff item 3.10.1 (small craft)
- (b) Vessels paying inclusive charge under Tariff 3.10.2 (Cruise Vessels).
- (c) Government vessels not engaged in trade
- (d) Ships of war
- (e) Vessels taking on or putting off seagoing labourers and/or sick person's dead cadaver and their baggage(s) only
- (f) Vessels seeking the safety of the harbour from bad weather

3.1.3 Reduced Rates

Vessels taking on the following will be charged \$0.03 per GRT/SDWT:

- (a) Bunkers
- (b) Ship's stores and/or provisions for their own use.
- (c) Vessel under distressed.

Note: Verification of items 3.1.2 and 3.1.3 must be obtained from the Port Management.

3.2 Anchorage Fees

Anchorage charges payable by vessels on arrival at berth or anchorage within port limit.

3.2.1 Ordinary Rates

Vessels will be charged US\$0.03 per GRT/SDWT which ever is greater for each 12 hour period or part thereof while anchored within the port limit and outer anchorage.

3.2.2 Exemptions

- (a) Vessels paying monthly or annual harbour rental under Tariff item 3.10.1
- (b) Vessels paying inclusive fee under Tariff 3.10.2
- (c) Ships of war
- (d) Government ships not engaged in trade
- (e) Vessels taking on or putting off seagoing labourer and/or sick/dead cadaver and their baggage(s) only
- (f) Vessels seeking the safety of the harbour from bad weather.
- (g) Vessels moving to and from berth, mooring or anchorage during any 12 hour period before dockage payment is due.
- (h) Vessels anchored outside 12 nautical miles of the port.

Note: Verification of items 3.2.1 and 3.2.2 (c-f) must be obtained from the Port Management.

3.3 Light and Buoyage Fees

3.3.1 Ordinary Rates

Craft and vessel over ten (10) Net Registry Tonne entering the Port, either mooring alongside or at anchor, shall pay a fee US\$50.00 per vessel as Light and Buoyage fees.

3.3.2 Exemptions

- (a) Vessels paying monthly or annual harbour rental under Tariff items 3.10.1.
- (b) Vessels paying inclusive fee under Tariff item 3.10.2
- (c) Ships of war
- (d) Government ships not engaged in trade
- (e) Vessels taking on or putting off seagoing labourers and/or sick persons and their baggage(s)
- (f) Vessels seeking the safety of the harbour from bad weather.

3.3.3 Reduced Rates

Vessels taking on bunders, ship's stores and/or provisions for their own use only will be charged US\$25.00 as Light and Buoyage fees.

Note: Verification of items 3.3.2 and 3.3.3 must be obtained from the Port Management.

3.4 Dredging and Maintenance

Charges will be assessed against each vessel entering the Port for dredging and maintenance as follows:

3.4.1 Ordinary Rates

Up to 1,499 GRT/SDWT	.....	Free
1500 to 99,999 GRT/SDWT	.....	US\$0.015 per GRT/SDWT
100,000 and above	.....	US\$0.02 per GRT/SDWT*

Note: Vessels in this category are in excess of the regulated capacity for the Port.

3.4.2 Exemptions

- (a) Vessels paying a monthly or annual harbour rental under Tariff item 3.10.1
- (b) Vessels paying inclusive fee under Tariff 3.10.2
- (c) Ships of war
- (d) Government ships not engaged in trade
- (e) Vessels taking on or putting off seagoing labourers and/or dead cadaver/sick persons and their baggage(s) only
- (f) Vessels seeking the safety of the harbour from bad weather.

3.4.3 Reduced Rates

Vessels taking on bunders, stores and/or provisions for their own use only will be charged at half the ordinary rate for a vessel of their size.

Note: Verification of items 3.4.2 and 3.4.3 must be obtained from the Port Management.

3.5 Pilotage

The charges for pilotage fees to vessels, their owners or agents shall be payable for each movement, therefore pilotage is compulsory for all vessels be it pilot on board or under the direction of the pilot.

3.5.1 Ordinary Rates

The following rates shall include pilotage within the Port limits with respect to ordinary berthing, unberthing and shifting of vessels:

Ship Tonnage GRT/SDWT			Pilotage per Movement	
<u>Summer Draft</u>			<u>(US\$)</u>	
0	-	5,000	.....	200
5,001	-	10,000	.....	300
10,001	-	15,000	.....	400
15,001	-	20,000	.....	500
20,001	-	25,000	.....	600
25,001	-	30,000	.....	700
30,001	-	40,000	.....	800
40,001	-	60,000	.....	900
60,001	-	100,000	.....	1,000
100,001	-	100,500	.....	1,500
Over	-	100,500	.....	2,000

3.5.2 Exemptions

- (a) Vessels paying a monthly or annual harbour rental under Tariff item 3.10.1
- (b) Vessels paying an inclusive fee under Tariff item 3.10.2.
- (c) Small coastal vessels when authorize by the Harbour Master to dispense with the use of the pilot.
- (d) Vessels changing berth at the direction of the Port Management for the convenience of the Port provided such direction does not arise from a contravention of or failure to comply with the terms of this Tariff or Port Regulations.

3.5.3 Reduced Rates

In the following cases, pilotage will be assessed against a vessel at one-half the ordinary rate:

Vessels taking on or putting off seagoing labourers and/or sick crew members and their baggage (s) only.

3.5.4 Special Rates

- (a) Pilotage for immobilized vessels, unmanned barges and pontoons and unmanned vessels will be charged at the normal rate, plus a surcharge of 100%.
- (b) Any vessel other than those exempted under 3.5.2 above entering the Port without the permission of the Harbour Master will be fined US\$1,500.00 and will be charged the normal pilotage rates for a vessel of that size.

3.5.5 Overtime

- (a) An additional 50% of the normal rate will be charged for pilotage services during the period 1501 to 2300.
- (b) An additional 100% of the normal rate will be charged for pilotage services rendered during night overtime period from 2301 to 0700 and on Sundays and Public Holidays.

3.5.6 Ordinary of Pilots

From Mondays to Saturdays, between 0800 and 1600, notice of at least one hour is required for the booking of pilots. For periods 1600 to 0700 and on Sundays or Holidays

Notice of at least three (3) hours is required. Pilot requests for all movements between 1700 - 0700 of the following day should be submitted in the Pilot Office not later than 1600 hrs.

Note: All notifications for pilots must be made in writing to the Pilot Office.

3.5.7 Detention and Cancellation of Pilotage

- (a) Detention of a pilot (waiting) beyond the appointed time for which ordered: For each hour or part thereof will be charged at US\$200.00.
- (b) Cancellation of a pilot request with less than one hour's notice between 0700 and 1600 (office hours) will be charged at US\$100.00
- (c) Cancellation of a pilot request with less than three hour's notice between 1600 and 0700 (to be done in writing) will be charged at US\$150.00

Note: Pilotage beyond port limits and other special services are at the discretion of the Harbour Master and will be charged at such rates as he may determine in the particular circumstance.

3.6 Charged for Towage

The Harbour Master will determine the number and class of tugs to be used for each movement involving tugs. Towage is compulsory regardless tug being used or in a standby position.

Tug assistance for berthing, unberthing and shifting will be charged at the following rates, regardless of number of tugs used.

TOWAGE PER MOVEMENT			
	<u>GRT/SDWT</u>		<u>(US\$)</u>
0	-	5,000	700
5,001	-	10,000	1,200
10,001	-	20,000	1,700
20,001	-	30,000	2,200
30,001	-	40,000	2,500
40,001	-	50,000	2,800
50,001	-	60,000	3,100
60,001	-	70,000	3,400
70,001	-	80,000	3,700
80,001	-	90,000	4,000
90,001	-	100,000	4,300
100,001	-	110,000	4,700
110,001	-	120,000	5,100
120,001	-	130,000	5,500
130,001	-	140,000	5,900
140,001	-	150,000	6,300
Over	-	150,000	6,700

3.6.1 Exemptions

The following are exempt from towage charges:

- (a) Vessels paying a monthly annual harbour rental under tariff item 3.10.1
- (b) Vessels paying an inclusive fee under Tariff item 3.10.2.

- (c) Vessels changing berth at the direction of the Port Management for the Port's convenience provided such direction does not arise from a contravention of or failure to comply with the terms of this tariff or Port Regulations.

3.6.2 Overtime

The following surcharge will be applied on towage:

Workday for periods	1501 – 2300 = 50%
Workday for periods	2301 – 0700 = 100%
Sundays & Holidays	0000 – 2400 = 100%

3.6.3 Ordering of Tugs

From Mondays to Saturdays between 0800 and 1600, notice of at least one hour is required for the booking of tugboat(s) prior to vessels berthing or unberthing. For periods 1600 to 0700 and Sundays/Holidays, notice of at least 3 hours is required.

3.6.4 Detention and Cancellation of Tugs

- (a) Detention of tugs (waiting time) beyond the appointed time for which ordered, after the expiry of free time (15 minutes), will be charged US\$400 per movement per hour or part thereof.
- (b) The Master or Agent of any vessel shall give at least one hours notice to the Pilot Office of the time such vessel will be ready to leave the Port. If the Master intends that his vessel shall leave between the hours of 1600 and 0700 such notice must be given to the Pilot Office before 1530 preceding departure. Cancellation of a tug with less than one hours notice during this period will incur a flat charge of US\$400.00.

- Note:
- (a) The use of tugs for other than ordinary berthing, shifting and ordinary unberthing and use outside port limit is at the discretion of the Port Management.
- (b) Rates for towage beyond the Port limits and other special services shall be determined by the Port Management
- (c) Vessels not under power or otherwise not fully under command will be charged double the ordinary tariff rate.

3.7 Line Handling (Mooring)

3.7.1 Ordinary Rates

Mooring charges will be payable at the following rates for each move:

<u>GRT/SDWT</u>	<u>Rates Per Move</u>
Less than or equal to 60,000	US\$100.00
More than 60,000	US\$200.00

3.7.2 Exemptions

The following are exempted from the line handling charges:

- (a) Vessels paying a monthly or annual rental under Tariff item 3.10.1
- (b) Vessels paying an exclusive fee under Tariff 3.10.2
- (c) Vessels changing berth at the direction of the Port Management for the Port's convenience provided such direction does not arise from a contravention of or failure to comply with the terms of this Tariff or Port Regulations.

3.7.3 Overtime

The following surcharges will apply:

Workdays for periods	1501 – 2300 = 50%
Workdays for periods	2301 – 0700 = 100%
Holidays for periods	0000 – 2400 = 100%

Note: Where a line boat is used, a charge will be made in accordance with Tariff item 5.4 (Launch Service)

3.8 Dockage

3.8.1 Ordinary Rates

Dockage will be assessed against a vessel for each hour or part thereof that it remains made fast to wharf, or moored to another vessel so made fast, at a rate of US\$0.005 per hour per GRT/SDWT, which ever is greater, subject to a minimum charge of 6hours. This includes all jetties and piers except BMC, Bunker Pier, LPRC, and Crude Oil Port.

Note: Any vessel other than Bulk Carrier and Tanker will be charged dockage.

3.8.2 Exemption

- (a) Vessels paying a monthly or annual harbour rental under Tariff item 3.10.1.

- (b) vessels paying an inclusive fee under Tariff item 3.10.2
- (c) Ships of War.
- (d) Government ships not engaged in trade.
- (e) Vessels berthing for Port's convenience to take on or put off seagoing labourers and/or sick crew or dead cadaver and their baggage(s) only, while a berth is not required for another vessel.

3.8.3 Reduced Rates

Dockage will be charged at rate of US\$0.002 per hour per GRT/SDWT against the following:

- (a) Vessels taking only bunkers and stores for there own use.
- (b) Barges occupying berths not required to accommodate other vessels.

3.8.4 Special Rates

If in the opinion of the Port management a vessel is at berth for an excessive periods of time caused inter alias by a slow loading rate; inadequate ship's gear, uneven distribution of cargo holds, an additional 200% of the normal rate will be charged the vessel during the offending period. If the length of stay is due to the Freeport of Monrovia, no additional charge will be levied. Vessel which causes delay to Port operations as a result of defective or insufficient equipment may be inspected for suitability of cargo gear against an inspection fee of US\$200.00. If cargo equipment is found to be deficient the vessel may be ordered to vacate the berth.

3.8.5 Overtime

Overtime rates are not applied to dockage.

Note: (a) Verification of item 3.8.2 (a-d) and 3.8.3 must be obtained from the Port Management.

- (b) Vessels berthing at the LMC Pier will be charged at the ordinary rates.
- (c) Vessels double-banking at the LMC Pier will be charged at the ordinary rates.

- (d) Vessels refusing or delaying in shifting berths for other ships after being given three hours notice in writing to do so will be penalized as follow: US\$1,500.00 per hour or part thereof.
- (e) An amount of US\$130.00 will be charged where fenders are provided for double-banking of vessels.

3.9 Fresh water

3.9.1 Ordinary Rates

Water per 1m ³ or part thereof (1000 liters) or part thereof	US\$5.00
Attendance charges (connection)	US\$10.00
Overtime outside working hours: Attendance charge	US\$20.00

Note: Supplies metered in US Gallons will be charged as 300 gallons = 1m³.

3.10 Special inclusive Charges

3.10.1 Small Craft

When authorized by the Port Management, small craft not using a pilot or line gang may enter or leave the Port, and moor at private facilities free of Port Fees, Anchorage Fees, Dockage, Pilotage and Line Handling charges, during and outside normal working hours on the payment of a monthly harbour rental: - For each tug, launch, fishing boat, lighter or barge US\$250.00. For other small craft including yachts and pleasure crafts US\$25.00. For fishing vessels over 1500 tonnes GRT/SDWT and local coastal vessels based in Liberia - US\$1,000.00 per month. All the above charges should be paid in advance. All other coastal vessels of the same GRT/SDWT, registered within the sub-region, will be left to the discretion for the Port Manager. All payments should be made in advance.

3.10.2 Cruise Vessels

Cruise vessels requiring priority berthing may arrange, in advance, with the Port Management to pay an inclusive fee in respect of Port fees, Anchorage fees, Dockage, Pilotage, Towage and Line Handling for berthing and sailing outside of normal working hours.

CHAPTER FOUR

CHARGES FOR CARGO SERVICES

The following charges will be made by the Port to cargo consignees for cargo discharged and to shippers for cargo loaded:

The basis for charges is for the use of the facilities of the Port and will be charged per revenue ton, per metric tonne or per unit as applicable.

4.1 General Cargo

Including all dry and liquid goods shipped as break bulk cargo, up to a maximum unit weight of 4 tonnes: - US\$5.00 per tonne or part thereof.

Note: Crushed Balls and Bitumen must be taken as Direct Delivery or be subject to a subject of 100% of the General Cargo Rate.

4.2 General Cargo (Palletized or Unitized)

To include all classes of goods stacked on shipment pallets or unitized with lifting fittings and attachments to include bulk cargo in jumbo bags/scrap metals: - US\$3.00 per tonne or part thereof.

4.3 Special Rates

Special Transport: - Transport from Wharf or Port's accommodation to leasee's warehouse, or vice versa, to include detention of trailer in warehouse for not more than one hour on each visit – US\$5.00 per tonne and per trip US\$10.00.

4.4 Heavy Lifts

To include all single units with gross weight exceeding 4 tonnes:

- (a) Cargo exceeding 4 tonnes, US\$5.00 per ton or not exceeding 8 tonnes part thereof. If on account of carrier or export US\$3.50 per ton or part thereof.
- (b) Cargo exceeding 8 tonnes, US\$10.00 per ton or not exceeding 15 tonnes part thereof. If on account of carrier or export US\$7.50 per ton or part thereof
- (c) Cargo exceeding 15 tonnes, US\$20.00 per ton or part thereof. If on account of carrier or export US\$15.00 per ton or part thereof

The category heavy lift excludes: logs or containers or heavy RORO Equipment.

4.5 Logs and Timber Products

- (a) Using Port Equipment:
Receiving logs and timber products, delivery to stack and sorting US\$10.00 per Cubic Meter. Delivery to ship's hook US\$10.00 per Cubic Meter.
- (b) Using Shipper's equipment for stacking, sorting and delivery to ship's hook;
- US\$5.00 per cubic meter or part thereof.

. **Vehicles, New or Second Hand**

For receiving all vehicles from ship movement to NPA car storage areas and delivery to consignees:

- (a) Passenger cars and light trucks, less than 3 tonnes gross weight: US\$30.00 per unit.
- (b) Passenger cars and vehicles 3 – 10 tonnes: US\$50.00 per unit.
- (c) Wheeled and tracked units over 10 tonnes in weight: US\$100.00 per unit.

Any vehicle which is unable to move under its own power and has to be pushed, or towed, will be charged at double rates, while ie jump start will be charged at double rate.

. **Petroleum Products – Using the Petroleum Pier**

- (a) For crude oil products discharged to shore tanks US\$1.00 per tonne or part thereof.
- (b) For refined products discharged to shore tanks US\$1.50 per tonne or part thereof.
- (c) For petroleum products loaded into vessels for onward shipment either from tanks ashore or from other vessels, US\$0.40 per tonne or part thereof.

. **Bulk Ores**

For bulk shipments of Iron Ore concentrates located at specialized piers, US\$0.15 per tonne or part thereof.

For bulk shipments of other materials using the main commercial berths:
US\$1.50 per tonne or part thereof, for Latex.

US\$0.25 per ton or part thereof Buntanite, Clinker, Gypsum.

. **Livestock**

All livestock which is loaded or discharged crated, boxed or as walk-on-walk-off, Goat and Sheep US\$2.50, Cow US\$5.00.

. **Containers**

4.10.1 Import Containers and Cargo Vans – Import FCL and LCL

To include all handling charges for the removal of containers from ships to stacking area, loading on to consignees transport and returned to stack when empty, or, transport from ships side to stacking area and/or unstuffing area and returned to stack when empty, US\$100.00 per 20' and US\$150.00 per 40'.

4.10.2 Export Containers and Cargo Vans - Export and LCL

To include transport from stack to ship's side - US\$75.00 per 20' and US\$125.00 per 40'.

4.10.3 Empty Containers-Import and Export

From ship's side to stack, or from stacking area to ship's side - US\$25.00 per 20' US\$40.00 per 40'.

4.10.4 Transfer of Containers to Bonded Warehouses

For the transfer of containers from ship's side or stack bonded warehouse and return or, empty container to stack, and additional charge of US\$25.00 per 20' and US\$40.00 per 40' will be made to the regular handling charge.

4.10.5 Additional Movements, within the Premises

For any additional movement made on request of shipper or consignees, of full or empty containers within the port premises a charge of US\$25.00 per 20' and US\$40.00 per 40' movement will be made for export containers and US\$10.00 per 20' container and US\$15.00 per 40' per movement for import containers.

4.10.6 Stuffing and Unstuffing Containers

To include stuffing and unstuffing in NPA premises:

(a) US\$40.00 per 20' and US\$75.00 per 40' if carried out by NPA on account of carrier.

(b) US\$25.00 per 20' and US\$40.00 if carried out by the shipper or agent.

4.10.7a Overweight Cargo in Open Top Containers

Containers which carry cargo protruding beyond the constructed limits of the cubic and which require special handling will be charged at double rates.

4.10.7b Over Weight Cargo in Close Container

Containers with cargo exceeding 15 tons should be charged excess tonnage at double rates.

4.10.8 Transshipment Containers

Which include the discharge of FCL or LCL containers from one vessel and reloading the same containers on another vessel. To include transport from first ship's side to stacking area and from stacking area to second ship's side - US\$50.00 per 20' and 40' US\$75.00.

4.10.9 Transferred or Shift Containers – FCL, LCL or Empty

Which include the discharge of containers from a ship on to the quay and reloading again on the same ship during the same port visit - US\$25.00 per 20' and 40' US\$35.00.

4.10.10 Containers with Hazardous Cargo

Containers with IMDG classes: 1-5 types of cargo will be handled subject to the application of Port Rules and Regulations and International Rules, and will be charged a 50% surcharge on normal rates.

4.11 Ship's Fittings or Transit Cargo Landed on Quay

Which include the landing of hatch covers or other items of ship's fittings and the temporary landing of transit cargo bound for onward ports, to facilitate cargo handling in Monrovia, which are then reloaded on the same ship during the same ship visit; per hatch cover, unit or vehicle - US\$50.00 per unit.

CHAPTER FIVE

CHARGES FOR OTHER SERVICES

The following charges are applicable for services rendered by the Port and will be made against the vessel, owner or agent, the consignee or the shipper or the agents, or any person, corporation or company requesting such services.

5.1 Storage of Cargo

Storage charges will be assessed against cargo landed from vessels, and/or cargo deposited for shipment as follows:

5.1.1 Commencement of Free Time

Inbound Cargo: Free time commences at 0800 local time following completion of discharge of the vessel.

Outward-bound Cargo: Free time commences at 0800 following the acceptance of cargo by the Port. Storage time will be assessed as days of 24 hours or part thereof and will count from the expiring of Free Time.

5.1.2 Free Time for Storage

For general cargo and vehicles under tariff articles 4.1, 4.2, 4.3 and 4.5, the Free Time is 10 days. For containers and cargo vans under tariff article 4.9, the Free Time is 10 days. Storage of empty containers will be free for the first 10 days after delivery to the empty container yard. Transshipment cargo, General or containers will be granted 20 days of free storage.

5.1.3 Charges for Storage

Charges for storage will be raised on the expiration of the Free Time and will be assessed as follows:

General Cargo:	Tariff items 4.1, 4.2 and 4.3.
In covered accommodation	In Open Spaces

	Per Ton Per Day		Per Ton Per Day	
	<u>Import</u>	<u>Export</u>	<u>Import</u>	<u>Export</u>
Days 1thru 10 -	FREE	FREE	FREE	FREE

Days 11 thru 14 -	US\$3.00	US\$1.50	US\$1.50	US\$0.75
Thereafter -	US\$6.00	US\$3.00	US\$3.00	US\$1.50

Unpacked vehicles will be charged on a per unit basis of US\$10 per day or part thereof after expiration of free time.

Container: Tariff item 4.9

The charge will be assessed per TEU per day.

	<u>Import</u>	<u>Export</u>
Days 11 thru 20	US\$15.00 per TEU/day	US\$10.00 per TEU/day
Days 21 thru 30	US\$20.00 per TEU/day	US\$15.00 per TEU/day
Thereafter	US\$40.00 per TEU/day	US\$30.00 per TEU/day

Note: 40'Container is equivalent to 2xTEUs.

Empty Containers

Day 11 thorough 30	US\$2.50 per TEU/day and US\$5.00 per 40'
Thereafter	US\$5.00 per TEU/day and US\$10 per 40'

Transshipment – General, Container or Vehicle:

After 20 days:	General Cargo	US\$3.00 per day/ton
	Containers	US\$5.00 per TEU/day
	Vehicles	US\$5.00 per ton/day

5.2 Clerical Services

In general, cargo will not be released to consignees or agents until all charges have been paid and an official receipt obtained.

5.3 Medical Services

The Port does not undertake to provide medical services, but should emergency services be performed charges will be assessed as follows:

5.3.1 Use of Ambulance (Clinic)

Will be provided at rates to be determined by the Port Clinic or Port Management.

5.3.2 Any Other Services

Charges will reasonably be assessed by the Port Management.

5.4 Launch Services

No agency, Port User or any entity operating within the Port premises will be allowed to engage in offering launch services to vessel at bunker pier, anchorage as well as at loaded. Violators will be subject to a fine of US\$1,500.00 for each offense.

5.4.1 Ordinary Rates

Launch service will be provided at US\$150.00 per hour or part thereof inside breakwater or US\$300.00 per hour or part thereof outside breakwater. For any service which requires the provision of a tug the minimum service charge of US\$700.00 per hour or part thereof will be made.

5.4.2 Overtime

The following overtime surcharge will apply:

Mondays to Saturdays for period	1501 - 2300 = 50%
Mondays to Saturdays for period	2301 - 0700 = 100%
Sundays and Holidays	0001 - 2400 = 100%

5.5 Waste Disposal

The Port will provide disposal Services at the following rates:

5.5.1 Garbage and Trash

<u>Local</u>	<u>Direct from Vessel</u>
Per 50 gallon drum US\$3.00	US\$1.50

Minimum Charge	US\$20.00	US\$10.00
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It is the responsibility of the Port Authority for removal of garbage.

5.5.2 Dunnage and other items

Per truck load, full or partial: Charge as fixed by Port Management.

5.5.3 Sweeping

The Port will provide all sweeping services. A charge of US\$7.50 per gang/hour or part thereof will be assessed to the concerned agents for sweeping and cleaning the Port after loading or discharge of bulk cargo/neo bulk.

5.6 Hire of Equipment or Personnel

The Port will, subject to availability, hire out equipment and operators, for private use within the Port, at rates shown below:

5.6.1 <u>Crane-Mobile</u>	<u>Charge per hour or part thereof</u>
Capacity up to 10 tonnes	US\$100.00
Capacity from 10-25 tonnes	US\$200.00
Capacity over 25 tonnes	US\$250.00

5.6.2 <u>Forklift Truck</u>	
Capacity up to 10 tonnes	US\$50.00
Capacity from 10-25 tonnes	US\$75.00
Capacity over 25 tonnes	US\$150.00

5.6.3 <u>Log Handlers</u>	
Capacity up to 10 tonnes	US\$50.00
Capacity over 10 tonnes	US\$75.00

5.6.4 <u>Trailers</u>	<u>Charge per hour or part thereof</u>	
	<u>20'</u>	<u>40'</u>
Capacity up to 15 tonnes	US\$15.00	US\$30.00
Capacity from 15-25 tonnes	US\$20.00	US\$40.00

Capacity over 25 tonnes	US\$25.00	US\$50.00
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5.6.5 Tractor Units

US\$25.00 per hour or part thereof (within Port limits)

US\$150.00 per hour or part thereof (outside Port limits)

5.6.6 Overtime Working

For the hire and use of equipment and personnel during overtime periods the following charges will be made:

- (a) For hire during periods 1501 to 2300, Mondays to Saturdays, an additional 50% of the ordinary rate will be charged.
- (b) For hire during periods 2301 to 0700 and Sundays/Holidays an additional 100% of the ordinary rate will be charged.

5.7 Stevedoring Dues

All stevedoring operations on the commercial quay are subject to a fee for each Tonne (1000 Kg) of cargo handled. If the tonnage figure is not available, the cubic measurement at the rate of 1m³ = 1 tonne will be used:

Rice and Frozen Fish	.....	US\$0.50 per Tonne
All General and Break Bulk Cargo	.....	US\$1.00 per Tonne
All Timber Products	.....	US\$1.50 per Tonne
Livestock	.....	US\$1.50 per Head
Cars and Vehicles	.....	US\$5.00 per Unit
Containers	.....	US\$10.00 per TEU
Dangerous Goods (IMDG 1 – 5)	.....	US\$25.00 per Tonne
Heavy lifts over 4 tonnes	.....	US\$10.00 per Unit
Bulk Cargo	.....	US\$1.50 per Tonne
Scrap Metal	.....	US\$1.50 per
Tonne		

5.8 Charges for Vehicle and Personnel Entry Passes

No vehicle or individual will be permitted to enter the Port premises unless the vehicle or the individual is identified and carries, prominently displayed, an approved Port Authority Pass.

5.8.1	<u>For a private Car/Pickup</u> <u>Application form fees</u>	US\$100.00 per annum US\$5.00 per annum
5.8.2	<u>For agency Personnel or Officials</u> <u>Application form fees</u>	US\$25.00 per annum US\$2.50 per annum
5.8.3	<u>For Trucks and Commercial Vehicles</u> <u>Other users and employees</u>	US\$100.00 per annum US\$100.00 per annum
5.8.4	<u>For Trailers</u> <u>Commercial Forklift and Crane</u>	US\$100.00 per annum US\$100.00 per annum

At the discretion of the Port Management, fees for entry may be waived upon application, or, proportional charges raised for special periods of time.

5.9 Charges for Overnight Parking

In general, overnight parking of loaded or unloaded trucks is not permitted. However, any truck remaining on the Port premises overnight, from 1900 to 0700: - US\$20.00 will be charged.

5.10 Late submission of Documents US\$100.00 for penalty fees

- (a) For general cargo or containerized cargo a fee of US\$100.00 will be charged per documentation.
- (b) For timber/log a fee of US\$1.50 per cubic meter.

5.11 Documentation

All invoices raised will carry a documentation fee of US\$1.50.

5.12 Regional Service Charge

All Regional Service Charge of US\$0.10 per freight ton on (Import/Export) trade will be charged on account of Shipping Lines/Companies or their agents in accordance to MOWCAS* Resolution No. 175/6ES/99.

***MOWCA - Maritime Organization for West & Central Africa (Formally MINCONMAR).**