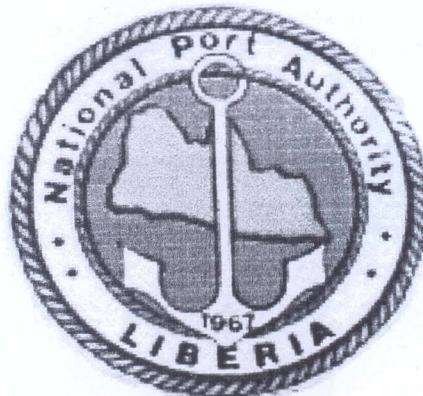


REPUBLIC OF LIBERIA

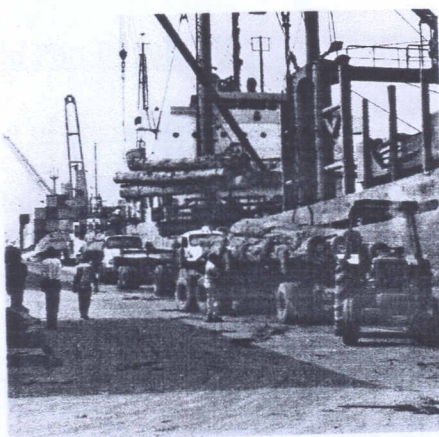


NATIONAL PORT AUTHORITY

TARIFF

OF DUES AND CHARGES LEVIED AT THE
PORT OF

BUCHANAN



2002 —

NOTICE

From January 1, 2000 charges will be raised in strict accordance with the tariff. 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:

For Port of Buchanan Regulations:

The Port Manager
Port of Buchanan
National Port Authority
P. O. Box 10-1849
1000 Monrovia 10, LIBERIA

For Port of Buchanan Tariff:

The Port Manager
Port of Buchanan
National Port Authority
P. O. Box 10-1849
1000 Monrovia 10, LIBERIA

TERMS: Strictly cash with order

Price per copy:	US\$ 50.00	Surface post free;
	35.00	Air mail outside Liberia

1.1 Extracts from Buchanan Port Regulations

Notification of expected arrival of vessels.

The owner or agent of a vessel that proposes to call at the port of Buchanan shall give notice in writing to the Port Manager, such notice to be handed in at the daily Agents Meeting, of 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, pages. 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 therefore, and that all rules and regulations of the Port will be complied with.

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DEFINATIONS

<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 the Port of Buchanan limits, as shown in the annex to the NPA Act of 1970, and while not moored at 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 cargo 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 "B" of the NPA's Port Regulations of 1974.
<u>Day</u>	In computing charges of a period of twenty four consecutive hours or fraction thereof, or any calendar day or days, except where otherwise specifically 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.
<u>Dockage</u>	The charge assessed against a vessel for berthing at a wharf, or mooring to a vessel so berthed.

Dollar Liberian

The legal tender of Liberia.

Dollar U.S

Legal tender for all marine bills, stevedoring bills, and all invoices on accounts of the liner operators, charterers 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. specially designed to facilitate the carriage of goods, by one or more modes of transport, without immediate 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-225cm.

This is to be known as a Twenty Foot Unit or 1 TEU.
A40 foot 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 fibre, or plastic construction; however the container must confine and protect its contents from loss or damage or from 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 tonnes per package excluding logs and Containers.

<u>Line Handling</u>	The service of attendance to a vessel's line (mooring ropes) during berthing, unberthing and/or shifting.
<u>LOA</u>	Length Over All
<u>Pilotage</u>	The charge assessed against a vessel for services rendered by pilots and for the availability of services.
<u>Point of Rest</u>	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.
<u>Port Fees</u>	The charge made for the use of the Port.
<u>Pte Slung Cargo</u>	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.
<u>Public Holidays</u>	Those days recognized and declared to be Public Holidays by the Government of the Republic of Liberia.
<u>Revenue Ton</u>	A unit of cargo measurement used for assessing charges being the greater of the full gross weight actually shipped and the volume of the cargo equated at $1\text{m}^3=1$ tonne of 1,000kgs. = 1 revenue ton, volume being calculated from overall dimensions of the cuboid. Vessel will be billed per GRT/SDWT, which ever is the greater.
<u>Storage</u>	The charge for the services of providing Port accommodation for the handling of inbound, outbound and transshipment cargo after the expiration of Free Time, including wharf or shipside facilities and closed or open accommodation.
<u>Summer Deadweight Ton (SDWT)</u>	See "Measurement of Vessels" in this Tariff.
<u>GRT (GROSS REGISTERED TONNAGE)</u>	Is a total internal volume of a ship expressed in 100 cubic meters.
<u>TON</u>	When used without qualification the term ton means "revenue ton".

<u>Tonne (Metric Ton)</u>	Means a weight of 1000kg.
<u>Transit Cargo</u>	Transshipment cargo moving between foreign ports.
<u>Transshipment Cargo</u>	Cargo which enters and leaves the Port by sea, passing over or by/through public-use facilities only, on or through bill of lading.
<u>Towage</u>	The charge for the attendance and use of tugs in moving a vessel.
<u>Port Management</u>	Within the terms of this tariff the phrase "Port Management" means the Port Manager, Harbour Master or Operations Manager.
<u>WHARFAGE</u>	A charge on any commodity placed in transit shed or on a wharf, or transferred between vessels or loaded to or unloaded from a vessel at a wharf, regardless of whether wharf is used.

METRIC CONVERSION TABLES

<u>TO FIND</u>	<u>GIVEN</u>	<u>MULTIPLY</u>
Metric Tons	Short Tons	Short Tons By 0.907
Short Tons	Metric Tons	Metric Tons By 1.102
Metric Tons	Long Tons	Long Tons By 1.016
Long Tons	Metric Tons	Metric Tons By 0.984
Kilos	Pounds	Pounds By 0.4536
Pounds	Kilos	Kilos By 2.046
Cubic Metres	Measurement Tons (40 cubic feet)	Measurement Tons By 1.133
Measurement Tons (40 cubic feet)	Cubic Metres	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
- 1,000 Ft. B.M. – 83.33 Cubic Feet
- 1 Cubic Metre – 423.792 Ft. B.M.
- 1 Barrel (US – 42 Gallons) – 158.987 Litres

GENERAL

A. National Port Authority – Port of Buchanan

Port Manager
Operations Manager
Financial Manager
N.P.A. – Buchanan

Radio: Channel VHF 16, 14, 13, 12, 10, 9, 8, 6

PHONE: Buchanan 514839/ 513565/ 549590

TELEX: 44275

CABLE: NATPORT

B. Geographic location

Lat. N 05°52', long W 10°02'

C. Total port area

About 900 acres (harbour area only)

D. Depth and draught conditions at MLWS

Harbour basin water depth 12.80 m (42') - Less 1m

Ore Loading Quay water depth 13.85 m (45' 5") Less 1m

For draught restrictions, see section VII b

Commercial Quay water depth 10.0 m (33')

Tanker berth (at Tug Boat Quay)

Draught restrictions depending on LOA

- LOA < 150.0 m max draught 9.19 m (30')
- LOA > 150.0 m < 170.0 m max draught 8.2 m (27')
- LOA > 170.0 m < 171.0 m max draught 7.0 m (23')

E. Tide - Range of tide

0.90 - 1.50 m (3 – 5 feet)

F. Number of berths

Four

G. Length of quays

Ore Loading Quay:	257 m	(843 feet)	
Commercial Quay:	320 m	(1,050 feet)	2 berths
Tanker berth at Tug Boat Quay:	126 m	(413 feet)	

II. Sorts of sheds and open warehouse Storage capacity

A commercial warehouse with a storage capacity of 2,300 sq m built on the harbour along with the customs' warehouse of 1,000 sq m.

Iron Ore storage capacity:

1.7 million tons on shipping stockpiles

0.4 million tons on feed stockpiles

Oil depot capacity

22,000 cu m diesel oil

1,000 cu m gasoline

15,000 cu m heavy oil

Various storage tanks

1,500 cu m diesel oil

450 cu m heavy fuel

I. Sorts of discharging and loading accommodations with capacities

Ship loader for loading of iron ore, capacity 6,000 tons per hour.

Derrick crane:

10 tons, reach 23 meters; 20 tons, reach 9 meters outside the quayside

Tanker berth:

8" pipe – line for heavy fuel, gasoline and diesel oil

I. Dockyard and ship repair

No commercial facilities available

K. Pilotage

Compulsory pilotage

1. **Tugboats**

Two 1, 640 horse power

Note: One is under repair

M. **National Holidays**

January 1	-	New Year's Day
February 11	-	Armed Forces Day
Second Wednesday in March	-	Decoration Day
March 15	-	J.J. Roberts Birthday
April 12	-	Redemption Day
May 14	-	National Unification Day
July 26	-	National Independence Day
August 24	-	National Flag Day
First Thursday in November	-	Thanksgiving Day
November 29	-	President W.V.S. Tubman's Birthday
December 25	-	Christmas Day

Special holidays as proclaimed from time to time by the Liberian Government.

N. **Provisions**

There are some chandlers in Buchanan for fresh fruits, fish, etc. no duty free or wholesale facilities provided.

• **Airports**

- Airstrip for light craft in the immediate vicinity
- International airport in Roberts field, Roberts international Airport, Liberia, at a distance of 88 kms (55 miles) by paved road.

P. **Railways**

Railroad between Buchanan and Nimba, built for transport of iron ore from the mine in Nimba to the ore shipping port in Buchanan and also accommodating commercial traffic to a limited extent. There is no passenger traffic.

Q. **Mail service**

Mail for ore ships should be addressed:

"MS-----"N.P.A. BUCHANAN / NPA MONROVIA

R. Shipping Agents

- Ore cargo
- General cargo:
 - Scanship (Liberia) Inc.
Lower Buchanan, Phone: 1636, VHF: Call channel 16,
traffic 6
 - Umarco, Buchanan, VHF: Call channel 16, traffic 6
Phone: 1636
HWG: Buchanan, VHF: “ “ “ “ “

S. Commercial harbour address

National Port Authority
Commercial harbour Dept.
BUCHANAN
Roberts International Airport
Liberia

Phone: Monrovia 514839/513565/549590
Buchanan 514839/513565/549590
VHF: Call channel 16, All marine channels

III COMMUNICATIONS, FACILITIES AND INSTRUCTIONS

A. Communication

Communications with the ore ships per

VHF: Call channel 16, traffic channels 6, 9, 12 and 14

B. Navigation aids

- Coastal lights

At Grand Bassa Point N 5° 52' 12"
 W 10° 03' 49"

F1- W R 4-sec 15M (U), 17,000 candelas

- Beacons
 - On head of main breakwater, F1- G 3-sec 4M
 - On head of secondary breakwater, F1- R 3-sec 4M

- Light buoys

Off port, Gp - F1. (2) R 10 - sec 3M at 6.1 fathoms rocks
Off port, F1 - W 5 - sec 8M at 5.5 fathoms rocks

C. Contact before immediate arrival

- Watch schedule of Buchanan Harbour

From about 2 hours before expected arrival of an ore ship, the N.P.A. Clearing office is keeping continuous radio watch on

- Frequencies

Call VHF channels 16

For possible subsequent switching over to Traffic VHF channels 6, 9, 12, 14

- Call sign
- The call sign is "Buchanan Harbour"
- Ore ship to contact

All ore ships heading for Buchanan are requested to establish radio contact with "Buchanan Harbour", using the above frequencies approx one hour before estimated arrival.

D. Contact 24 hours before arrival

Whenever an expected ore ship is to arrive in the port of Buchanan within about 24 hours, the NPA Clearing Office will for the purpose of securing timely and accurate information on the ETA of the ship, maintain the following radio watch schedule.

- Watch hours and frequencies
- Call sign
- The call sign is "Buchanan Harbour"
- Ore ship to contact Buchanan Harbour

E. Contact at a distance of approx. 1, 400 miles and on sailing from last port.

- Sailing from last port.

On sailing from last port for Buchanan, the owner or the captain shall telegraph to "NATPORT", telex 44275, stating date of arrival and furthermore indicate to the latter the vessel's preferred radio working frequency in the 4000-8000 kc. range.

- Radio watches

Starting four days before the vessel's ETA at Buchanan, "Buchanan Harbour", will call the vessel on 6520 kc between 08:00-09:00 GMT.

Every day, except on holidays and Sundays, Buchanan Harbour keeps watch on Channels 16 between 08:00 – 09:00 GMT. These watches will also be kept on holidays and Sundays in case a vessel is expected on those days or the following workday.

Notice in advance

The captain shall give telex or cable notice 72 and 36 hours prior to the vessel's expected arrival at Buchanan to NPA, Buchanan, in case no radio contact has been established previously.

IV CUSTOMS OF THE PORT

A. Regulations for trading in ports of entry.

REPUBLIC OF LIBERIA
TREASURY DEPARTMENT

ADMINISTRATIVE CIRCULAR NO. 1 – 1965

SUBJECT: REGULATIONS FOR TRADING IN PORTS OF ENTRY

Attention is hereby directed to Section 905 of the Revenue & Finance Law, as found on page 1303 of the Liberian Code of Laws, Volume III which provides that

"There shall be no trading in ports of harbours of the republic without accounting to the collector of the port in which the trading takes place for the duties owed on the goods traded. Any Master, Supercargo or other person who trades in violation of this section shall be fined fifty dollars for each offense".

It is observed that the provisions of the above quoted law regarding trading in ports is being violated and that Masters of vessels are engaged in trading in the ports of the Republic without conforming to customs Regulations and requirements of the law.

With a view of enforcing the law quoted above, the following regulations are issued and promulgated, viz:

- a) There shall be no trading with the ports of the Republic of Liberia without the Master of the ship and / or Agent of the Steamship Line accounting to the Collector of Customs of the Port in which the trading is done for the duty and other Customs charges due the Government or the goods traded
- b) Any Master of the vessel requiring to trade within the harbours of the Republic must submit a manifest of all goods traded, giving name of the purchaser, quantity and description of articles traded, value of goods traded, amount of duty paid with copy of the "Ship Purchase Entry" certifying that duty was paid.
- c) The agent of the Steamship Line engaged in trading within the port of the Republic will be held responsible to see that all goods purchased from the ships and manifested are retained at the port until proper Customs clearance is presented for delivery.
- d) The Management of the Freeport of Monrovia will be responsible to hold all goods landed from the ship, account Ship Stores, and retain the custody of same until they are turned over to the Wharfinger of the Port for the collection duty, and said goods purchased from ships should not be permitted to pass the gate and enter Customs territory unless Customs documents certifying that the duty has been paid is presented to the Port Management authority.
- e) Any Master of ship and / or Agent of Steamship Line violating the provisions of the law and this regulation, will be held to pay a fine of \$50.00 (fifty dollars) for each offense; and in the event the goods have been removed from the port and taken into Customs territory without the payment of the duty and other customs charges in addition to the payment of the fine, such master or agent will be subject to prosecution for aiding and abetting smuggling as prescribed by the laws of the Republic.
- f) Collectors of Customs are to report to the Department of Justice all violators of this regulation.

Given under my hand this first day of November, AD 1965.

SGD.

CHARLES DUNBAR SHERMAN
SECRETARY OF THE TREASURY

APPROVED:

W.V.S. TUBMAN
PRESIDENT OF LIBERIA

B Arrival in the Port

The ship shall be considered to have arrived at the Port of Buchanan when she cuts a circle with a three nautical mile radius from the beacon on the main breakwater head (FL. G 3 - sec). The above does not affect present stipulations of ore ships' notice of readiness, which remain unchanged nor does it limit port authorities exclusive right to decided in which order ships shall be worked.

C Flag

In addition to the ships national flag, the Liberian Flag shall be flying in accordance with prevalent practice, up at 0600, down at 1800, and the quarantine signal must not be hauled before "Free Practique" is received.

D Clearing

Customs, health and passport inspection normally takes place at the berth. It is recommended that the Master of the ship himself attends at the boarding party to clear the ship upon arrival and that the following documents are prepared upon the ship's arrival.

Clearance of last port of call	1 copy
Health declaration	1 "
Last port of call	4 copies
Number of passengers	4 "
Cargo Manifest (even in ballast)	4 "
Crew list	12 "
Store list (ship)	2 "
Store list (crew)	1 copy
Vaccination list	1 "

Additional number of copies of these documents might be required by the boarding party.

With regard to passengers, a sea port service tax of US\$10.00 per person has to be paid in Liberia. If passengers embark after 15:30 hrs or before 07:30 hrs an overtime compensation has to be paid to the Public Health and Immigration Authorities of US\$30.00 covering all passengers concerned.

Two Customs officers will stay on board the ship during the ship's entire stay and they should be given meals in the officer's Mess and if necessary, night quarters.

Two Coast Guard Officers will stay board the ship off the harbour together with the Pilot. The Coast Guard Officers will search cabins and other parts of the ship while the Vessel is entering the port, and it is therefore recommended that the Master of the ship assigns one of his officers the task of accompanying the Coast Guard personnel.

V. **REGULATIONS OF THE PORT** - Excerpts of Articles 3 and 9

Article 3

9. **Liability of Master or Owner in the case of a ship under pilotage.**

The master or owner of a ship navigating under circumstances in which pilotage is compulsory shall be answerable for any loss or damage caused by the ship or by any fault of the navigation of the ship in the same manner as he would if pilotage were not compulsory. Under no circumstances shall the NPA or the pilot be held liable or responsible for any loss, accident or damage of any nature whatever experienced while any ship is under pilotage or in tow.

18. **Towage and other tug facilities**

The NPA shall, on application or when necessary, and subject to the discretion of the Harbour Master provide all towage and other tug or floating craft services at the port when such craft is available, provided that the NPA 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 occasioned.

Articles 9

CARGO HANDLING – Commercial Quay

1. Furnishing import manifest on arrival

In the case of merchant ship arriving at the port, whether loaded or in ballast, the Master or Agent shall furnish the proper port officer within twenty-four hours with three copies of the ship's import manifest of the cargo to be discharged showing the weights and measurements and a list of the passengers disembarking at the port.

2. Furnishing export manifest on departure

In the case of merchant ship departing from the port, whether loaded or in ballast, the Master or Agent shall, before the ship is given clearance, furnish the proper port officer with a list of the passengers embarking at the port together with a copy of the export manifest showing weights and measurements of the cargo to be shipped.

3. Goods not delivered without authority from Customs

No goods will be delivered to any consignee without the production by him of the necessary authority from the Bureau of Customs.

4. Bills of Lading

Shipping companies' or ship agents' delivery orders shall be produced before orders can be accepted for the delivery of cargo.

5. Documents to be produced

Bills of lading, freight bills, invoices and other documents shall upon request be produced to the NPA in respect of all cargo landed, shipped or transshipped.

6. Computing tonnage charges

Port dues and charges upon cargo are based on

1. Weight, the ton being reckoned as 2,200 lbs or 1000 kgs, or
2. Measurement, one cubic meter being 35 cubic feet and in general the higher figure of two will apply.

In computing tonnage fractions not exceeding $\frac{1}{2}$ ton are charged as $\frac{1}{2}$ ton while fractions exceeding $\frac{1}{2}$ ton are charged as one ton.

In case the information as to cargo measurement and weight given as per article 9, clause 1 and above, is inadequate for the purpose of assessing dues or is not furnished within the time prescribed, the Port Manger shall have the right to determine the weight and measurement of such cargo and impose dues and charges accordingly.

7. Responsibility for loss or damage.

Any cargo received or shipped for other agencies than NPA will be handled at Owner's risk. The NPA will not assume any responsibility for damages and shortages however occurred during receiving, transporting, storing, or delivering such cargo.

**TARIFFS OF DUES AND CHARGES
FOR
THE PORT OF BUCHANAN**

GENERAL NOTICE

- A - "TON" always refers to "Revenue Ton" which is equal to volume of 1 cubic meter=35 feet
Or
Weight of 1,000 kilograms = 2,200 lbs.
- B - "HOLIDAY" means Sunday or any day declared as Holiday.
- C - "C.P.O" means Commercial Port Operator.
- D - "H. M." means "Harbour Master"
- E - "Ore Carrier" means any vessel allocated for loading of iron ore.

14.1 PILOTAGE

- a) Ordinary Rates: The following rates shall include pilotage within the Port limits with respect to ordinary berthing and unberthing.

The charges for Pilotage Dues to vessels, their Owners, or Agents shall be Payable for each movement.

<u>Ships Tonnage DWT Summer Draft</u>			<u>Pilotage per Movement (USD)</u>
0	-	5,000	150 *
5,001	-	7,000	175
7,001	-	10,000	185
10,001	-	15,000	205
15,001	-	20,000	280
20,001	-	25,000	365
25,001	-	30,000	420
30,001	-	35,000	605
35,001	-	40,000	725
40,001	-	45,000	825
45,001	-	50,000	975
50,001	-	55,000	1,100
55,001	-	60,000	1,215
60,001	-	65,000	1,330
65,001	-	70,000	1,385
70,001	-	75,000	1,445
75,001	-	80,000	1,560
80,001	-	85,000	1,650

85,001	-	90,000	1,705
90,001	-	95,000	1,765
95,001	-	100,000	1,820
100,001	-	105,000	1,880
105,001	-	110,000	1,965
110,001	-	115,000	2,080
115,001	-	120,000	2,195
120,001	-	125,000	2,310
125,001	-	130,000	2,425
130,001	-	135,000	2,560
135,001	-		2,695

b) Shifting of Berth

When a vessel is moved at the request of the Master or Shipping Agent from one berth to another, the full rate shall be payable.

c) Pilotage Beyond Port limits

Rates for pilotage beyond Port limits and other special services shall be determined by the Harbour Master.

d) Detention and Cancellation of Pilots

Detention of Pilot beyond appointed time for which ordered: For each hour or part thereof US\$ 175.00

Cancellation of Pilot beyond with more than three hours notice will be charged at a rate of US\$80.00

Cancellation of Pilot with less than three hours notice will be charged at a rate of US\$150.00

e) Overtime Charges

The following surcharges apply for overtime work:

Commercial Quay:

Workdays for periods	15:00-23:00	=	50%
“ “ “	23:00-07:00	=	100%

Holidays from	00:00-24:00	=	100%
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f) Pilots are usually not available between 23:00 hrs and 07:00 hrs for Commercial Harbour Operations.

g) Vessels are normally not handled during lunch hour (12:00-13:00) Mondays through Fridays.

h) During office hours (07:00-12:00 and 13:00-16:00) is at least a one-hour notice required for the booking of a pilot prior to the vessel's berthing or unberthing.

- i) For ship movement outside office hours (16:00-07:00) Mondays through Fridays, all requests for a Pilot must reach the Pilot station not later than 15:30 hrs and not later than 11:30 hrs on Saturdays for movements to take place between 12:00 hrs on Saturday and 07:00 hrs on Monday mornings.

14.2

TOWAGE

a) Ordinary Rates

Towage in and out of the port shall be payable at the following rates:

<u>Summer DWT</u>			<u>Towage per Movement (USD)</u>		
			<u>1 Tug</u>	<u>2 Tugs</u>	<u>3 Tugs</u>
0	-	5,000	400	-	-
5,001	-	7,000	410	445	-
7,001	-	10,000	445	640	-
10,001	-	15,000	640	840	-
15,001	-	20,000	810	1,100	-
20,001	-	25,000	985	1,305	-
25,001	-	30,000	1,215	1,705	-
30,001	-	35,000		2,425	-
35,001	-	40,000		2,655	-
40,001	-	45,000		2,890	-
45,001	-	50,000		3,120	-
50,001	-	55,000		3,350	-
55,001	-	60,000		3,580	-
60,001	-	65,000		3,755	-
65,001	-	70,000		3,925	-
70,001	-	75,000		4,105	4,965
75,001	-	80,000		4,335	5,490
80,001	-	85,000		4,505	5,775
85,001	-	90,000		4,735	6,120
90,001	-	95,000			6,355
95,001	-	100,000			6,585
100,001	-	105,000			6,815
105,001	-	110,000			7,045
110,001	-	115,000			7,220
115,001	-	120,000			7,455
120,001	-	125,000			7,625
125,001	-	130,000			7,800
130,001	-	135,000			7,975
135,001	-				8,250

The H. M. will decide upon the number of tugs to be used for each towage. In general, towage of ships below 5,000 tons SDW will be performed with one tug, towage of ships up to 70,000 tons SDW will be performed with two tugs and for ships above 70,000 tons SDW, three tugs will be used.

b) Shifting of Berth

When a vessel is moved at the request of the Master or Shipping Agent from one berth to another, the full rate shall be payable.

c) Towage Beyond Port Limits

Rates for towage beyond port limits and other special services shall be determined by the Harbor Master.

d) Assisting Vessels not Under Steam

All services will be at double the tariff rate.

e) Detention and Cancellation of Tug (s)

Detention of a tug beyond the appointed time for which it is ordered will be charged at the rate of US \$345.00 for each hour or part thereof.

Cancellation of a tug with more than three hours notice will be charged at a rate of US \$135.00.

Cancellation of a tug with less than three hours notice will be charged at a rate of US \$205.00.

f) Overtime Charges

The following surcharges will apply:

Commercial Quay:

Workdays for periods 15:00 – 23:00 = 50%
“ “ 23:00 – 07:00 = 100%

Holidays from 00:00 – 24:00 = 100%

Towage is usually not available between 23:00 Hrs and 07:00 for commercial Harbor operations.

(g) Vessels are normally not handled during lunch hour (12:00 – 13:00) Mondays through Fridays.

(h) During office hours (07:00 – 12:00 and 13:00 – 16:00) is at least a one hour notice required for the booking of tugboat (s) prior to the vessel 's berthing or unberthing.

(i) For ship movements outside office hours (16:00 – 07:00) Mondays through Fridays, all requests for tugboat (s) must reach the pilot station not later than 15:30 hrs and not later than 11:30 hrs on Saturdays for movements to take place between 12:00 hrs on Saturday and 07:00 hrs on Monday mornings.

14.3 Mooring

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

<u>Summer DWT</u>	<u>Rate per move (USD)</u>
≤ 60,000	120.00 ✓
> 60,000	300.00

Overtime Charges - The following surcharges will apply:

1. Commercial Quay:

Workdays for periods	15: 00 – 23: 00 = 50 %
“ “ “	23: 00 – 07: 00 = 100 %

Holidays from	00: 00 – 24: 00 = 100%
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14.4 Launch Service

Lunch services are available at US \$ 125.00 per hour or part there of:

Overtime – The following surcharges will apply:

Workdays for periods	15: 00 – 23: 00 = 50 %
“ “ “	23: 00 – 07: 00 = 100%

Holidays from	00: 00 – 24: 00 = 100%
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14.5 Agency Fees

The charges for agency services rendered by NPA will be as follows:

<u>Summer DWT</u>	<u>Agency Fees (USD)</u>
≤ 40,000	1,450.00
40,001 - 60,000	1,750.00
60,001 - 80,000	2,025.00
> 80,000	2,300.00

Ships services at roadstead for supply of spares and or exchange of crew will be charged at 50 % of the above rates.

14.6 Port Dues

Port Dues due and payable by the vessel for use of the Harbour will be charged at the following rates:

<u>Commodity</u>	<u>USD per Ton Loaded</u>
Iron ore	0.12

14.7 Working Hours ore Loading Quay Supply

Continuous loading 24 hours per day with the exception of certain Holidays.

14.8 Fresh water Supply

Fresh water will be supplied, if and when available, at the following rates:

As per meter reading:	US\$ 6. 60 per m3
Connection and Disconnection	US\$ 30.00 per move

14.9 Special Regulations

14.9.1 Payment of port Charges for ore Carriers

The owners shall put the agents in funds to cover the Vessel's ordinary disbursements for owner's account. Such payment shall be effected to the NPA.

No extra services – such as supply of fresh water, arranging of air tickets for the exchange of crew members or cash to master – will be rendered unless costs for such services have been included in the advance payments.

A vessel will not be considered in every respect ready to load and will accordingly not be brought to the loading berth until receipt of necessary funds to cover in full the estimated disbursements has been duly confirmed. Any time lost by reason hereof shall be deemed to constitute inefficiency attributed to the owners.

14.9.2 Arrival Draught

Maximum permitted arrival draught is 8.85 m (29') for ore carriers and 9.15m (30') for other carriers.

14.9.3 ANCHORAGE

The anchorage area is situated 1.0 – 1 ½ miles off and with a bearing of 090° - 120° to the head of the main breakwater.

Anchoring is prohibited within a sector with a bearing of 060° – 080° to the head of the main breakwater, as this is the exit sector.

Vessels at anchor more than three (3) miles off the head of the main breakwater, as this is the exit sector.

14.9.4 Night Arrival

Vessels with a deadweight exceeding 100,000 tons must enter the port and moor at the ore loading quay in daylight and will, as a general rule, only be permitted to proceed to the berth or to commence shifting from the anchorage, as the case may be, between 06:30 and 17:30 hrs. Exact hours may be at the H. M.'s discretion.

14.9.5 Vacation of Berth

Vessels should vacate their berth immediately after completion of loading or discharging.

Ore carriers are allowed a maximum stay of 30 minutes where as US\$ 1,000 per hour or any part thereof will be levied at the H. M.'s discretion.

Charges for use of Commercial Harbour, Facilities and Approaches

14.10 Dues

A Port Dues

1. Ordinary Rates: US\$ 0.08 per SDWT (unless otherwise authorized).
On each call of vessel
2. Exemptions:
 - A) Special vessels paying annual harbour rental – tugs, fishing boats, launches, lighter barges
 - B) Ships of war (Port Manager's decision)
 - C) Government vessels not engaged in trade
 - D) Vessels embarking or disembarking crewmen or sick persons and their baggages only

E) Small mono River Union Vessels trading only in Mano River Union Ports.

F) Vessels seeking safety from bad weather (Port Manager's decision)

3. Reduced Rates: 50% of rate per vessel bunkering or taking provision only.

B. Anchorage Dues

1. Ordinary Rates: US\$ 0.0425 for each 12 hour period or part thereof per SDWT of vessel staying within the breakwaters
2. Exemption: As in A. 2
3. Reduced Rate: As in A. 3

C. Dockage Dues

1. Ordinary Rates: US\$ 0.0425 for each 6 hour period or part thereof per SDWT of vessel staying within the breakwaters
2. Exemption: As in A.2
3. Reduced Rate : As in A. 3
4. Exception: Vessels loading logs/sawn timber will be charged for the quantity loaded at US\$ 3.15 per cubic meter. If a vessel does not work although cargo is available the normal dockage dues of US\$0.0425 per ton of SDWT will be charged for each period of 6 hours the ship is idle.

D. Dredging and Maintenance Dues

< 1,000	SDWT	Free
1,000 – 6,000	SDWT	US\$ 0.016 / SDWT
> 6,000	SDWT	US\$ 0.029 / SDWT

E. Special Inclusive Charges :

Small Craft or under 200 SDWT

When authorized by the H.M small crafts not using a pilot can enter and moor at private facilities by paying harbour rental fees of US\$ 500.00 per year and US\$ 30.00 per call.

14.11.1 Occupation of Berth

Berth can be occupied for cargo traffic only.

Occupation of berth for any other reason, including non-performance of 500 metric tons/day, (weight, tonnage for containers) a rental fee of US\$9.99/meter occupied shall be levied for each 24 hours or any part thereof, at Port Manager's discretion.

14.11.2 **OCCUPATION OF BERTH FOR BULK CARGO**

Berth can be occupied for cargo traffic only. Occupation of berth for any other reason, including non-performance of 1,200 metric tons/day, a rental fee of US\$8.75/meter occupied shall be levied for each 24 hours or part thereof, at Port Manager's discretion.

14.11.3 **VACATION OF BERTH**

Vessels should vacate their berth immediately after completion of loading or discharging. Cargo ships are allowed a maximum of two hours stay, whereafter they will be charged in accordance with 14.11.1 or 14.11.2 at Port Manager's discretion.

14.11.4 **LATE SUBMISSION OF MANIFEST**

For each revenue ton not reported during regular office time through an official document and 48 hours before vessel's arrival, the surcharge shall be US\$2.30 per revenue ton.

14.12.1 **LABOUR GANGS**

- | | | |
|----|---|--|
| 1. | <u>Morning shift:</u>
Monday through Friday
Saturday
Standby: Any time | <u>Work and standby</u>
07:00-15:00 work-Free
07:00-12:00 " "
US\$32.50/gang/hour |
| 2. | <u>Afternoon Shift:</u>
Monday through Friday
Saturday | <u>Work and Standby</u>
15:00-23:00)
12:00-23:00) US\$32.50/gang/hour |
| 3. | <u>Night Shift:</u>
Monday through Saturday | <u>Work and Standby</u>
23:00-07:00 US\$50.00/gang/hour |
| 4. | <u>Holidays</u>
07:00-07:00 of next workday | <u>Work and Standby</u>
US\$65.00/gang/hour |

- 14.12.2 (Afternoon Shift)
Container vessels/Ro-Ro vessels:
Monday through Friday 15:00-23:00)
Saturday 12:00-23:00) US\$200.00 per hour
- 14.12.3 (Night Shift)
Container vessels/Ro-Ro vessels:
Monday through Saturday: 23:00-07:00 US\$260.00 per hour
- 14.12.4 (Sundays and Holidays)
Container vessels/Ro-Ro vessels:
Sundays and Holidays: Work and standby 07:00-07:00 of next workday
US\$ 300.00 per hour

14.13 CARGO FEES

Cargo for Buchanan and Trans-shipment: Fees shall be assessed against cargo of ship, owner, agent or consignor making use of the Port's facilities as follows:

1. Ordinary Rate per ton: Minimum invoice charge US\$15.00

	Bulk	Break Bulk
a) Mineral	US\$3.00	
b) Petroleum	3.00 - 1.50	
c) Other fluids	7.00	
d) Other dry cargo	7.00	
e) Logs-receiving in log yard, stacking and delivery to ship's hook		US\$10.50
f) Sawn timber-boules		15.00
g) Coffee, cocoa, rice, Palm kernels		9.00 - 3.00
h) Cargo - all other		12.50
i) Passenger Cars		60.00 - 30.00
Buses (small)		120.00
Buses (large)		250.00

NOTE: Rehandling short-shipment under e, f, h at 50% of its rate.

2. Reduced Rate

- a) Any cargo passing from vessel to vessel or shifted on the One vessel US\$2.60
- b) Cargo not manifested for Buchanan, moved through wharves, other carriers or otherwise within 48 hours at 50% of its rate.

3. Heavy Lift Charges

Cargo weighing between 3 and 5 tons 50% in addition to its rate
 " " " 5 and 10 " 100% in addition to its rate
 " " " Over 10 tons 150% in addition to its rate

4. Overtime

Will be charged for services rendered to consignees after normal working hours unless for Port's convenience.

- a) During working day overtime 50% of rate
- b) Night and Holiday 100% of rate

14.14

CONTAINERS – Flat – Racks – Bolsters

1. at the same conditions as break bulk cargo ordinary rates in US\$:

		<u>Loaded:</u>	<u>Empty:</u>
40	feet up to 37 tons	230.00	85.00
20	feet up to 18 tons	150.00	30.00
20	feet Ammonia Tank	200.00	70.00
10	feet up to 9 tons	85.00	17.00
20	feet bolsters	115.00	17.00

2. Transshipment at 50% of normal rates

3. Reduced Rate

- a) unit passing from vessel to vessel not passing over wharf
 40.00 23.00
- b) unit landed empty for reloading on other vessel 29.00

4. Overtime for services to consignees after normal working hours overtime shall be assessed as follows:

- a) Work day overtime 50% of rate
- b) Night and Holiday 100% of rate

5. Stuffing or Un stuffing of Containers

40 feet	US\$	300.00
20 "		150.00
10 "		60.00

14.15

STORAGE

Storage will be assessed against cargo landed from vessels and cargo deposited for shipment in port as follows:

I

General Cargo

1. Ordinary rates per ton and day or part thereof in US\$:

		<u>Covered</u>	<u>Open</u>
Day	1 - 7	Free	Free
"	8 - 14	2.00	1.50
"	15 - 21	4.00	2.00
"	21 - 28	5.00	3.00
"	Thereafter	6.00	4.00

2. Reduced Rates - Trans-shipment cargo shall be assessed at the following rates:

Day	1 - 10	Free	Free
"	11 - 21	0.50	0.25
"	22 - 28	2.50	1.00
"	Thereafter	5.00	3.00

3. Storage for logs - Space can be rented in the Logging Park at rate of US\$ 1.50 per square meter per year with minimum charge of US\$ 1,500.00.

II

Containers - Flat - Rack

At same condition as per General Cargo

1. Ordinary Rates:

		<u>40 Feet</u>	<u>20 Feet & Under Racks</u>
Day	1 - 14	Free	Free
"	15 - 28	20.00	5.00
"	29 - 42	40.00	10.00
"	Thereafter	60.00	30.00

2. Reduced Rates - Transit & Transit Shipment cargo shall be assessed at the following rates:

Day	1 - 14	Free	Free
"	15 - 21	10.00	3.00
"	22 - 28	20.00	5.00
"	Thereafter	40.00	15.00

III ABANDONMENT OF OWNERSHIPMENT

All cargo lying in the Port premises including the logging Park 183 days after having been deposited there is deemed abandoned by its presumed owner or consignee or agent in favor of the port. The port has the right to auction or otherwise dispose of said cargo at will, in order to cover costs, interest and hardship incurred in accepting, handling, storing and delivery operations, without hindrance from any individual, institution, firm, company, or whatever authority.

14.16 EQUIPMENT RENTAL

1) Ordinary rates (US\$):

<u>Cranes</u>	<u>Minimum</u>	<u>Hourly</u>
Over 100 tons (Derrick of 150 T Electric)	300.00	260.00
Over 25 tons (P&H 650 of 45 T)	160.00	135.00
Over 10 tons MAN, other	130.00	110.00
<u>Forklifts</u>		
Over 15 tons	200.00	150.00
Over 10 tons (H300A 13.5 T)	130.00	100.00
Over 5 tons (V- 120C 5.7 T)	100.00	80.00
Over 3 tons (V- 80C 3.7 T)	80.00	70.00
Over 2 tons (V- 60B 2.7 T)	65.00	50.00
<u>Log Loaders</u>		
Up to 10 T (Cat. 966)	175.00	140.00
<u>Tractor / Trailers</u>		
Over 20T (Autocar 40T)	115.00	90.00
Under 20T (DAF & Fords-Sons)	70.00	45.00

The rates are for one hour or part thereof.

2) Overtime For services to consignees outside the normal working hours, overtime shall be assessed as follows:

- a) Work day overtime 50% of rates
- b) Night, Holiday 100% “ “

14.17

MISCELLANEOUS SERVICESA. Clerical Services

1. Documentation – A charge per invoice will be assessed against each consignor or consignee at US\$ 6.00 each.
2. Service charge - The following are subject to a charge of 2% of the principal sum per 30 days:
 - a) Invoice not paid within 30 days from its date of issue
 - b) Any excess realized on auction of goods under Port regulations over the sum due to port, until claimed.

B. Medical Services

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

Use of Ambulance

To nearest hospital - US\$ 60.00 per journey

Any other service

As assessed by the Port Manager.

14.18

GEARS

Gears can be rented by consignors or consignees at the following rates:

<u>Gears</u>	<u>Capacity</u>	<u>Location</u>	<u>Rental Charges (US\$)</u>
Truck & Car Lift	15 T	Com. Quay	30.00/day or part of
Drum hooks	1T	" "	15.00/day " " "
Net slings	3T	" "	15.00/day " " "
Pallet	1T	" "	5.00/day " " "
Tarpaulins		" "	25.00/day " " "
Robe slings	1T	" "	5.00/day " " "
Canvas slings	1T	" "	10.00/day " " "
Wire slings	1-4T	" "	10.00/day " " "
Flying fork	3T	" "	25.00/day " " "

Note: The cost for replacement of all gears deemed spoiled while on rent will be charged to the customer. (Slings will normally be charged in pairs).

14.19

FRESH WATER

Fresh water will be supplied, if and when available, at the following tariffs:

As per Port Operations water	
Mater reading	US\$ 6.60/cubic meter
Connection and Disconnection	US\$ 30.00/move
Work days overtime	Rate + 50%
Night and Holidays	Rate + 100%

14.20

CHARGES FOR SPECIAL PERMITS FOR STEVEDORES OPERATING IN THE PORT

As follows:

General cargo bulk & break – bulk	US\$ 0.80/ton
Logs and timber products	0.80/ “
Dangerous goods, explosives	3.50/ “
Containers – loaded	25.00/ “

14.20.1

Heavy Lift Charges – Except logs and timbers, containers

3 – 5 tons weight	US\$ 0.60/ton
5 – 25 tons “	2.30/ “
25 tons and over	3.50/ “

VII SHIP HANDLING (ORE CARRIERS)

A. Instructions for the handling of ore ship with a draft of 39” or more

The departure shall be arranged in such a way that the following conditions are fulfilled:

1. Minimum clearance under the ship’s keel shall be 3 feet.
2. Departure on falling tide is permitted only when it can be shown that the minimum clearance of 3 feet will be maintained during a period of at least two hours from the time the tugs starts pulling. This means as a consequences that for a ship that commences departure less than one hour before high water the draft shall be based on estimated level of the falling water two hours after commencement.

Note that the level one hour after high water has sunk about 7% and the level two hours after high water 25% of the total tidal range.

B. Deep water basin at Buchanan ore loading quay

With the completion of the deep water basin at the ore loading quay, the water depth alongside the quay is increased from 12.95 to 14.00 meters below the 0 – level of the General Elevation System.

The required keel clearance is 3 feet for all ships.

Tidal Range:

MHWWS = +1.18 meters above 0 – level of the General Elevation System.

M.L.W = +0.05 meters above 0 – level of the General Elevation System.

M.L.W.S = +0.15 meters above 0 – level of the General Elevation System.

Because of the necessity to save a rock shelf to support the sheet piling of the cells when blasting and dredging the deep water basin, new fenders have been installed at the quay in order to keep the bilges of the vessels well clear of those rocks. The new fenders have a diameter of 1.20 meters. A ship loaded to max permissible draft can have a list of 5 degrees without touching the rock slope but since she would touch the bottom already at a list of about 3 degrees such lists would not be tolerated.

Height of ship loader: 17.0 meters above the water level at MHWS. A 1.0 meter safety margin is normally sufficient.

Max ship loader outreach (incl throw) from the new fender – line is 24.0 meters whereby a 48 meter wide vessel can be loaded.

It must be clearly understood that the SAILING DRAFTS are unchanged. The width of the deep water basin is only 60 meters.