

NIGERIAN

PORTS



AUTHORITY

**TARIFF REGULATION
OCTOBER 2019**





NIGERIAN PORTS AUTHORITY TARIFF REGULATION

In exercise of the power conferred by the provision of Nigerian Ports Authority Act, Cap. 126 Laws of the Federation of Nigeria (LFN) 2004, Nigerian Ports Authority hereby makes the following Tariff Regulations:

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PART 1: DEFINITION OF TERMS

Single Buoy Mooring (SBM): An offshore operation involving vessel discharge through underwater pipeline to ashore based facility.

Ship to ship transfer (STS): An offshore cargo operation involving two or more vessels transfer of cargo from a mother vessel to off take vessel and vice versa.

Throughput Fee: The stipulated Fee to be charged by the Authority for the volume of cargo (Inward & Outward) passing through the concession terminal. It is usually measured in TEUs, Tons and Units payable by the Terminal Operators.

Commencement Fee: An initial payment in United State Dollars specified in the Agreement, to be paid within fifteen (15) days after Execution Date.

Lease Fee: A fixed annual payment of a sum specified in the Agreement to be paid in (12) equal instalments or on annul basis in each operating year.

Appropriated Area: A designated Nigerian Ports Authority's facilities or Area granted for preferential or exclusive use of private operator for Port operation.

Concession Area: A space of an Area of the Authority of which certain contractual rights and privileges are passed or granted to another operating party to conduct a subsidiary business as contained in the Agreement.

Wharfage: It is a charged assessed against goods of all description passing through wharf whether they are general cargo, bagged cargo, liquid in bulk or in containers, dry cargo, unitized, ship's stores and bunker, animals and persons unless specifically exempted and shall be in addition to other charges.

Stevedoring Operations: An act of loading and unloading of goods from ship hold to wharf. It involves any activity that is connected to cargo handling within a port, terminal, space, or warehouse and related environment.

Barge Operation: It is a logistics operation involving the use of self-propelled or towed barge for the purpose of transporting all type of goods through rivers and canals, often to remote areas with little infrastructure.

Service Boat Operation: It is a logistics operations involving the use of specialized vessels, boats and crafts from 10 GT and above to facilitate movement of dedicated equipment and personnel to and from offshore Oil and Gas installations.

Fishing Trawler Operation: It is an operation involving the use of specially designed vessels for commercial trawling of fish in midwater.

FPSO Operation: It is a Floating Production Storage and Offloading vessel use by offshore oil and gas industry for the production and processing of hydrocarbon and for the storage of oil

NLNG Operation: It is an operation involving the production of Nigerian Liquefied Natural Gas and Natural Gas Liquids in Bonny Island for export.

Private Jetty: It is a structure or platform that projects from the land out into water. It is supported on piles and extended into the sea to influence the tide and to protect the harbour for the purposes of docking ships and unloading cargo. . The procedure to construct, erect, own, alter, renew, occupy and operate a private jetty is as uploaded on www.nigerianports.org.gov.ng

Passenger Boat: It is a ferry service primarily used to ferry passengers and sometimes cargo of all description across the sea, usually on a Tropical West Africa (TWA) and Coastal traffic.

PART 2: KEY TO ABBREVIATIONS



OTD	Oil Terminal Dues
CPR	Compulsory Pilotage Royalty
VAT	Value Added Tax
TWA	Tropical West Africa
RORO	Roll On Roll Off
CBM	Cubic Meter
GRT	Gross Registered Tonnage
EPL	Environmental Protection Levy
VEP	Vehicle Entry Permit
MOU	Memorandum of Understanding
MOWCA	Maritime Organization of West And Central Africa
STS	Ship-To-Ship
STR	Ship-To-Rig
KG	Kilograms
BOL	Bill of Laden

PART 3: EXPLANATORY NOTES

In exercise of the powers conferred by the provision of Nigerian Ports Authority Act, Cap. 126 Laws of the Federation of Nigeria (LFN) 2004, Nigerian Ports Authority hereby makes the following Tariff Regulations:

PART 4: CARGO DUES

As charged in this Tariff shall cover: -

- (i) Stevedoring: Including Overtime, Extra Services (Labour^{*a}, Security and Tally Clerk), Delays weekend Charge, ^{*b} Optional Services and Facility Charge ^{*c} (for Containers)
- (ii) Harbour Dues
- (iii) Environmental Protection Levy

NOTE

- *a. Labour - Services provided and not related to tonnage shall be charged accordingly.
- *b. Delays - Operational delays due to ship arrangement, including non-provision of trucks shall be charged accordingly.
- *c. Facility Charge – A facility charge of ₦7.50 per tonne at appropriated area shall be charged —

PART 5: VALUE ADDED TAX (VAT)

Shall be charged as appropriate.

BERTHING/MOORING DUES: It is a levy charged on vessel that make fast alongside or casts off from a wharf in a Port or Harbour where boats or boat crew are provided by NPA to run and secure lines, or for every vessel making fast to mooring. The levy is also charge when vessel is made fast to already fasten vessel.

PART 6: CONTINGENCY DEPOSIT

- (i) Shall be charged on the value of Cargo Dues and Berth Rent at non-Concessioned Area.
- (ii) Shall be charged on the value of Harbour Dues, Environmental Protection Levy and Berth Rent at Concessioned Area.

PART 7: SHIP DUES

As charged in this Tariff, shall cover all services normally required by a vessel for her movement into and out of the Port including the use of Tug Boats.

PART 8: HARBOUR DUES

This charge is applicable to all goods discharged or loaded and to all passengers embarked or disembarked within the harbour. It is also a charge for the facilities put in place to create a secured harbour for the berthing of a vessel to enable save discharge/loading operation of cargo.

PART 9: CONSERVANCY

It is a charge that applies for the act of regulating and sustaining required standard of safety for ship in the waterways, through activities of Dredging, Sweeping, Lighting, Wreck removal, provision of aids to navigational and other activities necessary for safe movement of ships in and out of the ports.

PART 10: PILOTAGE DUES

Pilotage is charged calculated in accordance with Pilotage rates and assessed against ship for the services a Pilot rendered or offered on a ship entering, leaving or shifting in a Port.

The safe navigation of ship, including piloting in a Compulsory Pilotage District is at all times the paramount duty of a ship's master and the presence of an Authority's Pilot on the bridge shall in no way relieve the master of his duties and responsibilities.

PART 11: FOOTAGE DUES

Is a charge assessed against the ship for the assistance offered by a pilot to facilitate safe berthing and sailing of ships in the ports.

PART 12: ANCHORAGE

Anchorage is created within pilotage districts for the purpose of providing shelter for vessels calling at or departing from ports. The anchorage affords vessels and ports the opportunity to plan for the arrival/berthing of vessels as well as provide waiting places for them prior to outward movement.

PART 13: ANCHORAGE CHARGE

A vessel shall be placed on Anchorage Due if she is lying idle or does not attain 40% productivity target. It shall be the duty of the Port Manager in collaboration with the Traffic Manager and Terminal Operator to determine whether or not a vessel is lying idle.

PART 14: ROYALTY CHARGES

These are applicable to operations at:

- (i) Leased/Appropriated Area
- (ii) Private Jetties
- (iii) Off-shore Oil Terminals
- (iv) FPS/FSO/Platforms
- (v) Royalty on Rent
- (vi) Royalty on Cargo
- (vii) Towage Royalty
- (viii) Stevedoring Royalty
- (ix) Use of private equipment and machineries in NPA premises

PART 15: BERTH RENT

The charge commences on daily basis as soon as a vessel occupies a berth to discharge or load cargo.

PART 16: BUNKERING

It is charged for the supply of fuel/diesel or refueling of a ship by the use of a truck, barge or another ship in a seaport. It is also referred to as taking of oil or bunkers on board ship.

PART 17: GENERAL BILLS

These are bills on Permits, Licenses, Penalties and Fines, including charges assessed on activities not directly related to vessel operations.

PART 18: DOCKING

Docking or Dry docking are charged when ships, boats and other crafts are taken into a slip way/service yard for inspection, maintenance or repairs.

PART 19: SALVAGE & RESCUE

This is a charge for specialized operation involving the use of Tugboats to rescue ships and persons in distress or in danger of sinking or to salvage ships, which have already sunk.

PART 20: MARINE POLLUTION

It is charged when harmful or potentially harmful chemical particles, industrial, agricultural waste, general waste, including the spread of invasive organism are discharged into the water.

PART 21: MIDSTREAM OPERATION

It is charged for the operation of loading and unloading of cargo while the mother ship is still at sea with barges, lighters and other craft for the purpose of transferring, distributing, and landing at nearby pier or port facility.

PART 22: COASTAL CHARGES

Are applicable to vessels engaged in trade within Nigerian Territorial Waters, exclusive of Service Boats. Goods previously landed in any Sea Port in Nigeria and Subsequently re-exported to another Nigerian Port will rank as coastal traffic and attract coastal Charges.

PART 23: ISPS CODE

International Ship and Port Facility Security (ISPS) Code provides the minimum Security arrangement/requirement for ships, ports and Government agencies in the port locations.

PART 24: FIRE SERVICES

It is a charge for specialized service provided by trained personnel deployed to guide against or offer immediate response to fire emergencies on board or ashore the vessel, terminals and the environment during cargo discharge, loading, bunkering, hot works and any other activity dangerous or hazardous to the immediate port environment.

PART 25: TROPICAL WEST AFRICA (T.W.A.) CHARGES

It is applicable to vessels engaged in trade Within West Coast of Africa lying between latitude 15°N and 15°S.

PART 26: FOREIGN CHARGES

These charges relate to imports and exports other than Coastwise and TWA.

PART 27: DAY

This shall mean a period of 24 hours or any part thereof. ***A new day starts at 12.00 midnight.***

PART 28: TONNE:

Where charges are assessed in Gross Weight, a tonne shall mean 1000kg and where charges are assessed by measurement weight, a tonne shall mean 1cbm. Authority adopts the KG or CBM whichever is higher.

PART 29: DOCUMENTS TO BE FURNISHED BY SHIPPING COMPANIES

For the purpose of payment and pre-arrival arrangements, the following documents shall be required.

- (i) **Manifest**
 - (a) All shipping Companies are to submit Manifest in 2 Hard Copies and a Soft Copy.
 - (b) Container Vessels in addition to (a) above are to submit 2 copies of Container Arrival List (CAL).
- (ii) **Ship Entry Notice (SEN)**
- (iii) **Stowage Plan**
- (v) **Part Discharge Certificate (where necessary)**
- (vi) **Transfer and Acceptance of Ship Agency (Where necessary)**

PART 30: TIME TO SUBMIT DOCUMENTS

- (i) Manifest and other documents certified by Owner/Representative must be submitted before arrival of vessel at berth.
- (ii) Additional manifest must be submitted not later than 24hours after vessel has berthed.
- (iii) Export manifest must be submitted prior to departure of vessel from berth.

NOTE: This timing is without prejudice to NPA's Policy of payment before service

PART 31: GUIDELINES ON THE POST CONCESSION BILLING SYSTEM

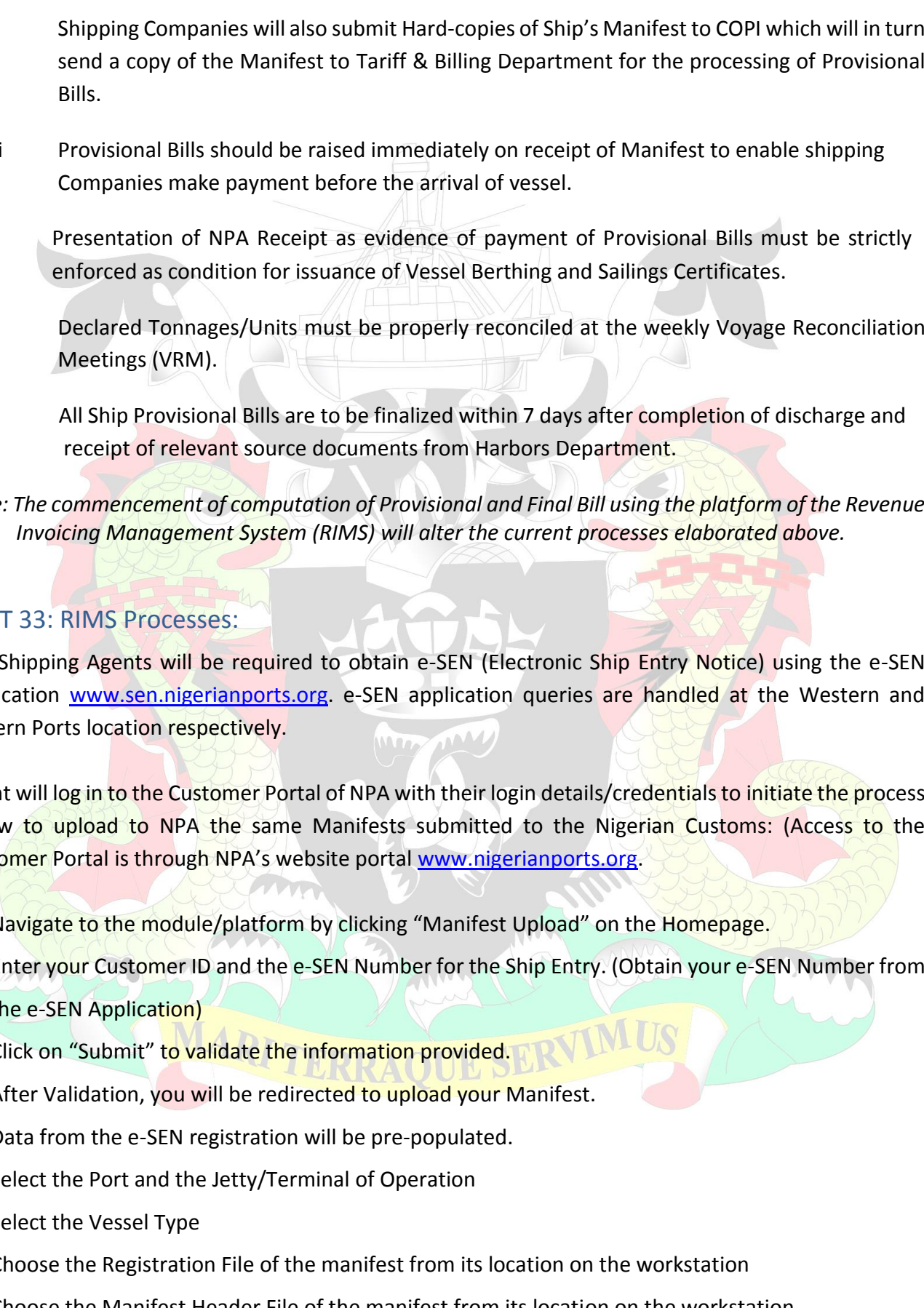
Following the ports concession, the Cargo Dues component of both the Provisional and Final Bills had been divided into:

- i. Stevedoring
- ii. Harbours Dues
- iii. Environmental Protection Levy.

Under the new regime, the Terminal Operators collect the Stevedoring component since they are responsible for cargo handling; while NPA collects Harbour Dues, Environmental Protection Levy, Berth Rent and Ship Dues. NPA shall collect the Stevedoring component at Areas other than Concession and Private Jetties.

The various rates as would be applicable have accordingly been spelt out.

The following steps shall also be strictly followed in raising Provisional and Final Bills.

- 
- i. Shipping Companies are expected to submit manifest not later than 48 hours, before the arrival of the vessel, while Export manifest is to be submitted before the departure of the vessel.
 - ii Shipping Companies will also submit Hard-copies of Ship's Manifest to COPI which will in turn send a copy of the Manifest to Tariff & Billing Department for the processing of Provisional Bills.
 - iii Provisional Bills should be raised immediately on receipt of Manifest to enable shipping Companies make payment before the arrival of vessel.
 - iv Presentation of NPA Receipt as evidence of payment of Provisional Bills must be strictly enforced as condition for issuance of Vessel Berthing and Sailings Certificates.
 - v Declared Tonnages/Units must be properly reconciled at the weekly Voyage Reconciliation Meetings (VRM).
 - vi All Ship Provisional Bills are to be finalized within 7 days after completion of discharge and receipt of relevant source documents from Harbors Department.

Note: *The commencement of computation of Provisional and Final Bill using the platform of the Revenue Invoicing Management System (RIMS) will alter the current processes elaborated above.*

PART 33: RIMS Processes:

The Shipping Agents will be required to obtain e-SEN (Electronic Ship Entry Notice) using the e-SEN application www.sen.nigerianports.org. e-SEN application queries are handled at the Western and Eastern Ports location respectively.

Agent will log in to the Customer Portal of NPA with their login details/credentials to initiate the process below to upload to NPA the same Manifests submitted to the Nigerian Customs: (Access to the Customer Portal is through NPA's website portal www.nigerianports.org).

1. Navigate to the module/platform by clicking "Manifest Upload" on the Homepage.
2. Enter your Customer ID and the e-SEN Number for the Ship Entry. (Obtain your e-SEN Number from the e-SEN Application)
3. Click on "Submit" to validate the information provided.
4. After Validation, you will be redirected to upload your Manifest.
5. Data from the e-SEN registration will be pre-populated.
6. Select the Port and the Jetty/Terminal of Operation
7. Select the Vessel Type
8. Choose the Registration File of the manifest from its location on the workstation
9. Choose the Manifest Header File of the manifest from its location on the workstation

10. Choose Customs Respond File (for upload with SEN)
11. Add the BOL files of the manifest from its location on the workstation
12. Click on “Start Upload” after adding all the BOL files
13. Enter the Rotation Number obtained from Custom’s Manifest and Ship Entry (for Coastal Operation)
14. Select the Check Box I agree to the terms and conditions
15. Select the Check Box I confirm that my manifest entries are accurate as at the time of completing the form.
16. Click on “Submit” to send the Ship Entry and Manifests to the Tariff & Billing Department of NPA for review and generation of Provisional Bill.
17. If the detail provided does not meet the requirement, the errors would be highlighted and you will be notified to make the required corrections.
18. On Successful upload, you will be notified with the Manifest ID of your entry

PART 34: SCHEDULE 1 (Part i)

TARIFF SHIP DUES

FIND RATE AS APPLICABLE BELOW

TYPE OF VESSEL	RATE	UNIT OF MEASUREMENT	CONSTANT
Foreign	USD 1.28	GRT	1176
Tropical West Africa	USD 0.62	GRT	1176
Coastal	USD 0.44	GRT	1176
NLNG	USD 1.19	GRT	1176
Shifting (Within Port or Pilotage District)	USD 0.07	GRT	1176
Second Port Of Call On Same Voyage and call to repair yard.	USD 0.938	GRT	1176

• **Remark: Components of 1176:**

(i) Berthing/Mooring (in & out) - $\$125 \times 2 = \250
(ii) Towage (in & out) - $\$462.8 \times 2 = \925.60
Total = \$1176

- **Note:** Shifting of vessels within Ports and same Pilotage District shall be charged as applicable above
- The party to bear cost of shifting shall be clearly stated in the application for shifting.

MARI TERRAQUE SERVIMUS

PART 35: SCHEDULE 1 (Part ii)

NPA TOWAGE SERVICES (USD)

FIND RATE AS APPLICABLE BELOW

LOA OF VESSEL	RATE	UNIT OF MEASUREMENT
1 – 200 LOA	USD 2000	Per Tug/Movement
201 – 250 LOA	USD 2500	Per Tug/Movement
251 – 300 LOA	USD 3500	Per Tug/Movement
Above 300 LOA	USD 5000	Per Tug/Movement

ABOVE TOWAGE WILL APPLY IN ADDITION TO THE SHIP DUES BELOW

TYPE OF VESSEL	RATE	UNIT OF MEASUREMENT	BERTHING/MOORING
Foreign	USD 1.28	GRT	250
Tropical West Africa	USD 0.62	GRT	250
Coastal	USD 0.44	GRT	250

- **Note:** The Rates listed above shall apply to all Pilotage Districts
- Minimum of two tugs shall be required for each movement of inward and outward towage
- Uncharted channels within Pilotage Districts shall be GRT of the vessel Multiply by Rate as in Schedule ----- + 1176 depending on the type of the vessel.
- Pilotage Districts operating without Third Party shall continue to charge/maintain the rate as in schedule ----- applicable for towage services
- Hire of NPA Pilot Cutter shall attract \$1,500.00 per Day
- Moves within Ports in the same Pilotage District shall attract a flat rate of \$600 per Tug per Movement
- Using Tugs to assist a ship to swing/turn shall attract a flat rate of \$600 per Tug per Assistance
- The Delay of Tug Boat shall attract \$400 per hour and part thereof. This shall apply in addition to the Delay of Pilot (detention) at the same rate.
- Tugs attending to a ship in distress/without power/defective steering shall attract the rate of \$2,500 per Tug for 4hours and part thereof
- Registration/annual renewal for towage service providers shall attract ₦100,000
- Where applicable, Third Party Towage Companies are required to pay a Royalty of 20% per Tug/Movement to the Authority
- Licensing of Third Party Towage Service Provider shall attract \$20,000, this shall be renewed annually at the rate of \$10,000

SCHEDULE 1 (Part iii)

SCHEDULE OF PILOTAGE AND FOOTAGE DUES FOR CONVENTIONAL VESSELS

FIND APPLICABLE RATES BELOW USD

PILOTAGE DISTRICT	PILOTAGE DUE	FOOTAGE DUE	PILOTAGE SERVICE
LAGOS PILOTAGE	0.070	0.042	0.112
WARRI PILOTAGE	0.150	0.090	0.240
BONNY PORT HARCOURT PILOTAGE	0.138	0.082	0.220
CALABAR PILOTAGE	0.138	0.082	0.220

Administrative Fee shall be charged as follows:

- **Conventional Vessel: 50% of Footage Dues**
- **Service Boat: 20% of Footage Dues**
- **For Service Boats not boarded, the Authority shall retain 60% of the Footage Due computed for the concerned pilot, while the Pilot will be entitled to 40% only, for endorsing relevant documents and taking responsibility for safe passage.**

SCHEDULE 1 (Part iv)

SCHEDULE OF CHARGES FOR INNER ANCHORAGE

FIND RATE AS APPLICABLE BELOW

INNER ANCHORAGE CHARGES		
TYPE OF VESSEL	RATE	UNIT OF MEASUREMENT
FOREIGN FLAG VESSEL: 1 TO 30 LOA	USD 0.15	Per GRT/ Number of Days
FOREIGN FLAG VESSEL: ABOVE 30 LOA	USD 0.19	Per GRT/ Number of Days
TWA: 1 TO 30 LOA	USD 120	Per Number of Days
TWA: ABOVE 30 LOA	USD 150	Per Number of Days
NIGERIAN FLAG VESSEL: 1 TO 30 LOA	NGN 25000	Per Number of Days
NIGERIAN FLAG VESSEL: ABOVE 30 LOA	NGN 35000	Per Number of Days

- Maximum of 72 hours is given as free period for any vessels using the Inner Anchorages before charges commence.
- Home Port Vessels (Pilot Boats, dredger, Utilities Boats working within the port shall not pay Inner Anchorage Dues, provided they are paying Annual Dues, (Conservancy, Pilotage Exemption Certificate)
- Vessel in Distress shall not be charged Inner Anchorage Dues.
- Allocation of position to vessels at Inner Anchorage shall be for vessels of Length Overall of 1 - 50 LOA and below for Lagos Pilotage District, with exception of officially declared vessels under Global Maritime Distress and Safety System (GMDSS). While vessels of all categories (above 50 LOA) shall be allowed in the inner anchorage of other Pilotage Districts.
- All Inner Anchorage Dues must be paid within 5 days of the date of invoice. Where Dues are not paid within the said period, an additional LIBOR rate of 5% shall apply.
- Inner Anchorage must be done at designated approved areas.
- All vessels destined to the Inner Anchorage must declare their intention and durations.
- Vessels at the Inner Anchorage are to comply with NPA Anchorage Regulations
- Harbour Masters must put out Notices to Mariner regarding Inner Anchorage Regulations and Locations
- Harbour Master is to forward relevant documents and information to Tariff & Billing Dept. for invoicing
- The Port Managers must ensure that vessels at Anchorage are charged and payment made accordingly before leaving the anchorage

SCHEDULE 1 (Part v)

SCHEDULE OF CHARGES FOR NIGERIAN PORTS AUTHORITY LAGOS ANCHORAGE (NPA LA)

FIND RATE AS APPLICABLE BELOW

CATEGORY A: Conventional Ships calling at the port to discharge or load cargo, with valid and complete documentation involving Provisional Bill and certified payments for Ship and Harbour Dues.

CATEGORY B: Ships calling at the port for bunkering or Ship-to Ship (STS) and Ship-to-Rig (STR) operations.

CATEGORY C: Ship calling at the port for repairs, docking and ships in distress.

CATEGORY D: Ships calling at the port for supply (Chandlers) of water, beverages, food and other stuff for the crew, vessels in distress, repatriation, midstream operation, store supplies, bunkering, fresh water supply, crew change, repair, etc. It include service boats on pilotage movements or calling at the ports for logistics purpose.

Note:

CATEGORY B: Ships under this category shall pay appropriate bunkering charges to the Authority as published and accessed online. NPA Lagos Anchorage (NPA LA) Rate shall NOT apply.

CATEGORY C: Ships under this category and by nature of emergency shall NOT be levied charges for NPA Lagos Anchorage (NPA LA) Rate other than Ship Dues and Additional Pilotage Rate for going to Ship Yard or Dry Dock.

CATEGORY D: Ships under this category are already licensed to provide such services. Service or Logistics Boat movements are entitled to Pilotage Bills and shall NOT pay NPA Lagos Anchorage (NPA LA) Rate.

- I. The facility and logistics at the NPA Lagos Anchorage (NPA LA) is not a commercialized facility, it is provided free for use of all vessels with valid documentation and Payment of NPA Dues and clearance from other relevant Government Authorities. However, charges shall commence after 72 hours on failure to proceed to the allocated berth or on receipt of Berthing Clearance from NPA.
- II. Exemption from NPA Lagos Anchorage (NPA LA) Rate payment shall be given to classified vessels/operation in line with the categorization.
- III. Other conditions for application of the proposed rates shall also be taken into consideration, e.g. vessel in distress, Stores supplies, bunkering Fresh water supply, crew change and repatriation, midstream operation, repairs, etc.

CATEGORY A: CONVENTIONAL SHIPPING OPERATIONS				
ANCHORAGE DUES				
72 HOURS AFTER BERTHING CLEARANCE & 48 HOURS AFTER SAILING CLEARANCE FOR VESSELS 1 - 200 LOA				
PERIOD	FOREIGN (\$)	TWA (\$)	COASTAL (\$)	REMARK
1 ST PERIOD OF 3 DAYS	2,000	1,500	750	All charges shall commence 72 hours after clearance by Harbours to proceed to berth and 48 hours after clearance to sail
2 ND PERIOD OF 3 DAYS	1,500	1,000	500	
SUBSEQUENT DAYS THERAFTER	1,000	800	300	
ANCHORAGE DUES				
72 HOURS AFTER BERTHING CLEARANCE & 48 HOURS AFTER SAILING CLEARANCE FOR VESSELS 1 - 200 LOA				
PERIOD	FOREIGN (\$)	TWA (\$)	COASTAL (\$)	REMARK
1 ST PERIOD OF 3 DAYS	3,000	1,800	1,000	All charges shall commence 72 hours after clearance by Harbours to proceed to berth and 48 hours after clearance to sail
2 ND PERIOD OF 3 DAYS	2,000	1,200	800	
SUBSEQUENT DAYS THERAFTER	1,200	1,000	500	
ANCHORAGE DUES				
72 HOURS AFTER BERTHING CLEARANCE & 48 HOURS AFTER SAILING CLEARANCE FOR VESSELS ABOVE 300 LOA				
PERIOD	FOREIGN (\$)	TWA (\$)	COASTAL (\$)	REMARK
1 ST PERIOD OF 3 DAYS	4,500	3,000	2,000	All charges shall commence 72 hours after clearance by Harbours to proceed to berth and 48 hours after clearance to sail
2 ND PERIOD OF 3 DAYS	3,500	2,000	1,000	
SUBSEQUENT DAYS THEREAFTER	2,500	1,500	800	

- IV. Mother Vessel shall pay Anchorage charges for Ship-to-Ship Operations carried out in the SAA
- V. Anchorage shall also apply on vessel who overstays the berth (72 hours) after completion of discharge in the port and clearance to sail.
- VI. The Port Manager shall determine non-performing vessels of less than 40% of its capacity or idle vessels and direct such vessels to be placed charge.
- VII. The Authority would confirm at the Voyage Reconciliation Meeting the actual date the vessel was cleared in the Berthing meeting to proceed to the allocated berth. The date of the berthing clearance will be announce at the Voyage Reconciliation Meeting and corroborated with the input from Master Declaration and Pilotage Chit from Harbours
- VIII. Harbour/operations, shall supply Tariff & Billing Department with appropriate information on the number of days spent at the NPA Lagos Anchorage (NPA LA) or at the berth to facilitate billing.

SCHEDULE I (Part vi)

ADDITIONAL PILOTAGE CHARGE

FIND RATE AS APPLICABLE BELOW

TYPE OF VESSEL	RATE	UNIT OF MEASUREMENT
VESSELS CALLING AT SHIPYARD FOR REPAIRS/DRY DOCKING	USD 500	PER VESSEL

SCHEDULE I (Part vii)

ANNUAL LIGHT DUES

FIND RATE AS APPLICABLE BELOW

TYPE OF VESSEL	RATE	UNIT OF MEASUREMENT
Tropical West Africa (TWA)	USD 0.95	GRT
Coastal	USD 0.85	GRT
Light Dues Per Voyage	USD 0.34	GRT

SCHEDULE I (Part viii)

ANNUAL CONSERVANCY (USD)

FIND RATE AS APPLICABLE BELOW

TYPE OF VESSEL	RATE	UNIT OF MEASUREMENT
Harbour Tugs, Lighters, Barges & Others From 50 GRT And Below On Domestic Trade	USD 500.00	Annual
Harbour Tugs, Lighters, Barges & Others Of Over 50 GRT Operating Domestic Trade	USD 1,500.00	Annual

SCHEDULE I (Part ix)

BERTH RENT (USD)

FIND RATES AS APPLICABLE BELOW

To Be Provisionally Charged at the Rate of USD 2.00 x LOA x Number of Days

TYPE OF VESSEL	RATE	UNIT OF MEASUREMENT	NUMBER OF DAYS
Container and RORO Vessels	USD2.00	LOA	2
Combo Vessels	USD2.00	LOA	3
Liquid Bulk Cargo Vessels	USD2.00	LOA	4
Dry Bulk Cargo Vessels	USD2.00	LOA	8
General Cargo Vessels	USD2.00	LOA	10

SCHEDULE 2

(Part i)

HARBOUR DUES (USD)

UNIT/TONNAGE x RATE
FIND RATE AS APPLICABLE BELOW

Area	Cargo Type	Unit/Tonnage	Foreign		TWA/Coastal	
			Import	Export	Import	Export
Concession Area (Harbour Dues)	General Cargo	Per Ton	2.5	1.7	2	1.2
	Liquid Bulk	Per Ton	1.89	1.66	1.46	1.46
	Dry Bulk	Per Ton	1.89	1.66	1.46	1.46
	Container 20FT Empty	Per Unit	-	-	-	-
	Container 20FT Laden	Per Unit	80	47	47	47
	Container 40FT Empty	Per Unit	-	-	-	-
	Container 40FT Laden	Per Unit	160	93	93	93
	Vehicle Up to 15 CBM	Per Unit	27.5	27.5	27.5	27.5
	Vehicle 16 to 25 CBM	Per Unit	45	45	45	45
	Vehicle above 25 CBM	Per Unit	187	187	187	187
	Vehicle Trailer/Mafi	Per Unit	300	300	300	300
Private Jetty (Harbour Dues)	General Cargo	Per Ton	2.5	1.7	1.0	1.0
	Liquid Bulk	Per Ton	3.68	2.5	2.5	2.5
	Dry Bulk	Per Ton	2.5	1.7	1.0	1.0
	Container 20FT Empty	Per Unit	-	-	-	-
	Container 20FT Laden	Per Unit	78.37	78.37	78.37	78.37
	Container 40FT Empty	Per Unit	-	-	-	-
	Container 40FT Laden	Per Unit	154.32	154.32	154.32	154.32
	Vehicle Up to 15 CBM	Per Unit	27.75	27.75	27.75	27.75
	Vehicle 16 to 25 CBM	Per Unit	45.75	45.75	45.75	45.75
	Vehicle above 25 CBM	Per Unit	187.75	187.75	187.75	187.75
	Vehicle Trailer/Mafi	Per Unit	300.75	300.75	300.75	300.75

- Note: charge of \$1.21/TON + 150 for Single Buoy Mooring (SBM) shall apply as Harbour Dues in Pilotage District where such operation is undertaken

MARI TERRAQUE SERVIMUS

HARBOUR DUES (USD)

UNIT/TONNAGE x RATE
FIND RATE AS APPLICABLE BELOW

Area	Cargo Type	Unit/Tonnage	Foreign		TWA/Coastal	
			Import	Export	Import	Export
NPA Area (Harbour Dues)	General Cargo	Per Ton	8.6	5.8	5.5	4.8
	Liquid Bulk	Per Ton	5.8	2.88	2.5	2.5
	Dry Bulk	Per Ton	5.8	4.16	3.46	3.46
	Container 20FT Empty	Per Unit	18.9	15.9	18.9	15.9
	Container 20FT Laden	Per Unit	186.9	119.9	186.9	119.9
	Container 40FT Empty	Per Unit	30.9	27.9	30.9	27.9
	Container 40FT Laden	Per Unit	295.9	199.9	142.9	142.9
	Vehicle Up to 15 CBM	Per Unit	43.9	37.9	35.9	35.9
	Vehicle 16 to 25 CBM	Per Unit	72.9	60.9	60.9	60.9
	Vehicle above 25 CBM	Per Unit	244.9	206.9	206.9	206.9
	Vehicle Trailer/Mafi	Per Unit	412.9	346.9	346.9	346.9

Note: Harbour Dues in NPA Area Dues in schedule.....is made up of Harbour Dues, Stevedoring only. It is exclusive of Environmental Protection Levy (EPL)

Area	Cargo Type	Unit/ Tonnage	Foreign		TWA/Coastal	
			Import	Export	Import	Export
Appropriated Area (Harbour Dues)	General Cargo	Per Ton	4.8	4.1	4.1	4.1
	Liquid Bulk	Per Ton	5.8	2.98	2.6	2.6
	Dry Bulk	Per Ton	4.4	3.27	2.9	2.57
	Container 20FT Empty	Per Ton	8	8	8	8
	Container 20FT Laden	Per Unit	107	82	107	63
	Container 40FT Empty	Per Ton	12	12	12	12
	Container 40FT Laden	Per Unit	202	152	202	115
	Vehicle Up to 15 CBM	Per Unit	36	29.3	36	29.3
	Vehicle 16 to 25 CBM	Per Unit	57	46.3	57	46.3
	Vehicle above 25 CBM	Per Unit	206	167.4	206	167.4
	Vehicle Trailer/Mafi	Per Unit	338	274.6	338	274.6

MARI TERRAQUE SERVIMUS

Area	Cargo Type	Unit/ Tonnage	Foreign		TWA/Coastal	
			Import	Export	Import	Export
Midstream Discharge (Harbour Dues)	General Cargo	Per Ton	3.81	3.81	3.81	3.81
	Container 20FT Empty	Per Ton	4	4	4	4
	Container 20FT Laden	Per Unit	13	13	13	13
	Container 40FT Empty	Per Ton	7	7	7	7
	Container 40FT Laden	Per Unit	19	19	19	19
	Vehicle Up to 15 CBM	Per Unit	2.83	2.29	2.29	2.29
	Vehicle 16 to 25 CBM	Per Unit	5	4.1	5	4
	Vehicle above 25 CBM	Per Unit	8	7	7	7
	Vehicle Trailer/Mafi	Per Unit	18	15	15	15
Fishing Trawler		Per Ton	1.6	Multiply by Exchange Rate		
Transshipment Coastwise		50% of Coastal Rate for all Cargo Type Multiply by Official Exchange Rate				

- *Note: Midstream Discharge can only be carried out on the approval of the Honourable Minister of Transportation*
- **Component of \$3.81 for Midstream Discharge**

Harbour: 2.50

EPL: 0.10

Midstream Operation: 1.21

SCHEDULE 3 (Part i)

SCHEDULE OF STEVEDORING CHARGES

FIND RATES BELOW AS APPLICABLE

Area	Cargo Type	Unit/ Tonnage	Foreign		TWA/Coastal	
			Import	Export	Import	Export
Stevedoring at NPA Area	General Cargo	Per Ton	6.1	3.7	3.3	3.3
	Dry Bulk	Per Ton	3.3	2.46	2.46	2.46
	Container 20FT Empty	Per Ton	14.21	14.21	14.21	14.21
	Container 20FT Laden	Per Unit	42.50	42.50	42.50	42.50
	Container 40FT Empty	Per Ton	24.20	24.20	24.20	24.20
	Container 40FT Laden	Per Unit	62.93	62.93	62.93	62.93
	Vehicle Up to 15 CBM	Per Unit	9.90	7.50	7.50	7.50
	Vehicle 16 to 25 CBM	Per Unit	17.45	13.60	13.60	13.60
	Vehicle above 25 CBM	Per Unit	29.15	21.93	21.93	21.93
	Vehicle Trailer/Mafi	Per Unit	64.13	35.27	35.27	35.27

Area	Cargo Type	Unit/	Foreign		TWA/Coastal	
		Tonnage	Import	Export	Import	Export
Stevedoring at Appropriated Area	General Cargo	Per Ton	3.35	2.03	1.81	1.81
	Dry Bulk	Per Ton	1.81	1.47	1.47	1.47
	Container 20FT Empty	Per Ton	7.81	7.81	7.81	7.81
	Container 20FT Laden	Per Unit	23.37	23.37	23.37	23.37
	Container 40FT Empty	Per Ton	13.31	13.31	13.31	13.31
	Container 40FT Laden	Per Unit	34.61	34.61	34.61	34.61
	Vehicle Up to 15 CBM	Per Unit	5.5	5.44	5.44	5.44
	Vehicle 16 to 25 CBM	Per Unit	9.6	7.48	7.48	7.48
	Vehicle above 25 CBM	Per Unit	16.0	12.06	12.06	12.06
	Vehicle Trailer/Mafi	Per Unit	35.3	19.39	19.39	19.39

Area	Cargo Type	Unit/	Foreign		TWA/Coastal	
		Tonnage	Import	Export	Import	Export
Stevedoring at Private Jetty	General Cargo	Per Ton	1.52	0.92	0.82	0.82
	Dry Bulk	Per Ton	0.82	0.61	0.61	0.61
	Container 20FT Empty	Per Ton	3.55	3.55	3.55	3.55
	Container 20FT Laden	Per Unit	10.62	10.62	10.62	10.62
	Container 40FT Empty	Per Ton	6.05	6.05	6.05	6.05
	Container 40FT Laden	Per Unit	15.73	15.73	15.73	15.73
	Vehicle Up to 15 CBM	Per Unit	2.47	1.87	1.87	1.87
	Vehicle 16 to 25 CBM	Per Unit	4.36	3.40	3.40	3.40
	Vehicle above 25 CBM	Per Unit	7.28	5.48	5.48	5.48
	Vehicle Trailer/Mafi	Per Unit	16.03	8.81	8.81	8.81

Area	Cargo Type	Unit/	Foreign		TWA/Coastal	
		Tonnage	Import	Export	Import	Export
Stevedoring at Midstream Discharge	General Cargo	Per Ton	1.21	1.21	1.21	1.21
	Dry Bulk	Per Ton	0.99	0.74	0.74	0.74
	Container 20FT Empty	Per Ton	4.29	4.29	4.29	4.29
	Container 20FT Laden	Per Unit	12.85	12.85	12.85	12.85
	Container 40FT Empty	Per Ton	7.32	7.32	7.32	7.32
	Container 40FT Laden	Per Unit	19.03	19.03	19.03	19.03
	Vehicle Up to 15 CBM	Per Unit	2.99	2.26	2.26	2.26
	Vehicle 16 to 25 CBM	Per Unit	5.27	4.11	4.11	4.11
	Vehicle above 25 CBM	Per Unit	8.81	6.63	6.63	6.63
	Vehicle Trailer/Mafi	Per Unit	19.40	10.67	10.67	10.67

Note: No Stevedoring charge for Liquid Bulk, but Wharfage rate of \$2.12 per ton

SCHEDULE 3

(Part ii)

SCHEDULE OF OFFSHORE STEVEDORING CHARGES

FIND RATES BELOW AS APPLICABLE

TYPE OF OPERATION	RATE PER TONNE		NIMASA CHARGES
OFFSHORE DISCHARGE	USD 19.8		0.5%
MIDSTREAM DISCHARGE	USD 22.20		0.5%
BULK LIQUID	USD 4.00		0.5%
LIQUIFIED NATURAL GAS	USD 2.00		0.5%
ROYALTY FOR OIL & GAS OPERATION	NGN 380.00/tonne or USD equivalent for Offshore operations		0.5%
EXTRA SERVICES (OFFSHORE)			
USD 150.00/Shift			0.5%
EXTRA SERVICES (ONSHORE)			
FRIDAY	LABOUR	STEVEDORING	NIMASA
2230 – 0630 (8hrs)	2935.19	1361.23	0.5%
1930 – 0730 (12hrs)	4109.28	1905.72	0.5%
SATURDAY			0.5%
0730 – 1530 355.78/ (8hrs)	3130.86	1451.98	0.5%
0730 -1830 (11hrs)	4304.94	1991.46	0.5%
1700 – 2230 (7hrs)	2739.51	1270.48	0.5%
2230 – 0630 (8hrs)	3978.85	1270.48	0.5%
0730 -1930 (12hrs)	5674.75	2631.72	0.5%
1930 – 0730 (12hrs)	5674.75	2177.96	0.5%
1530 – 1930 (4hrs)	1565.43	725.99	0.5%
SUNDAY			0.5%
0730 – 1530 474.38/HR (8hrs)	4171.56	1935.99	0.5%
0730 – 1830 (11hrs)	5739.99	2661.99	0.5%
1530 – 2230 (7hrs)	3652.73	1693.99	0.5%
2230 – 0630 (8hrs)	2478.64	1149.50	0.5%
1730 – 1930 (12hrs)	6261.82	2903.89	0.5%
1930 – 0730 (12hrs)	4305.00	1996.49	0.5%
PUBLIC HOLIDAY			0.5%
2230 – 0630	4174.54	1935.99	0.5%
1930 – 0730	6261.82	2903.89	0.5%
ORD PUBLIC HOLIDAY			0.5%
2230 – 0630	3783.14	1753.64	0.5%
1930 – 0730	6188.05	2903.95	0.5%
PUBLIC HOLIDAY – FRI – SAT			0.5%
2230 – 0630	33326.57	1542.73	0.5%
1930 – 0730	5283.37	2450.21	0.5%

**/NOTE: Where charges are assessed in Gross Weight, a tonne shall mean 1000kg and where charges are assessed by measurement weight, a tonne shall mean 1cbm. Authority adopts the KG or CBM whichever is higher. Royalty payment for Oil & Gas Operations is not applicable to downstream petroleum products.*

SCHEDULE 4

(Part i)

ENVIRONMENTAL PROTECTION LEVY (EPL) USD

UNIT/TONNAGE X RATE

FIND RATES BELOW AS APPLICABLE

Cargo Type	Unit/	Rates
	Tonnage	
General Cargo	Per Ton	USD 0.10
Liquid Bulk	Per Ton	USD 0.10
Dry Bulk	Per Ton	USD 0.10
Container 20FT Laden	Per Unit	USD 3.63
Container 40FT Laden	Per Unit	USD 7.68
Vehicle Up to 15 CBM	Per Unit	USD 2.25
Vehicle 16 to 25 CBM	Per Unit	USD 2.25
Vehicle above 25 CBM	Per Unit	USD 2.25
Vehicle Trailer/Mafi	Per Unit	USD 2.25

SCHEDULE 4

(Part ii)

MARITIME ORGANIZATION OF WEST AND CENTRAL AFRICA

(MOWCA)

UNIT/TONNAGE X RATE

FIND RATES BELOW AS APPLICABLE

Cargo Type	Unit/ Tonnage	Rates
General Cargo	Per Ton	USD 0.10
Dry Bulk	Per Ton	USD 0.10
Container 20FT Laden	Per Unit	USD 2.00
Container 40FT Laden	Per Unit	USD 4.00
Vehicle Up to 15 CBM	Per Unit	USD 1.00
Vehicle 16 to 25 CBM	Per Unit	USD 2.00
Vehicle above 25 CBM	Per Unit	USD 3.00
Vehicle Trailer/Mafi	Per Unit	USD 3.00

- Note:** MOWCA- special levy collected by the Authority on behalf of member countries.
(Does not constitute revenue for the Authority)

SCHEDULE 4

(Part iii)

WHARFAGE (NGN)

UNIT/TONNAGE X RATE

FIND RATE BELOW AS APPLICABLE

TYPE OF CARGO	RATE	UNIT OF MEASUREMENT
All Cargo Type (Import)	₦13.00	Per Ton
All Cargo Type (Export)	₦3.50	Per Ton

Note: Wharfage is collected on Cargo Passing through or over the Berth or Wharf of the Authority.

Applicable standard weight for unitized items:

- (a) 20' Container – 36.32 M/T
- (b) 40' Container – 76.81M/T
- (c) Vehicle:
 - Up to 15 CBM - (15M/T)
 - 16 to 25 CBM - (25M/T)
 - Above 25 CBM - (119M/T)
- Trailer/Mafi - (120M/T)

SCHEDULE 4

(Part iv)

FACILITY CHARGE (NGN)

UNIT/TONNAGE X RATE

FIND RATE BELOW AS APPLICABLE

TYPE OF CARGO	RATE	UNIT OF MEASUREMENT
All Cargo Type (Import)	₦7.50	Per Ton
All Cargo Type (Export)	₦2.50	Per Ton

Note: Facility Charge is Charged on all Cargo Type passing through Appropriated Areas and Private Jetties

Applicable standard weight for unitized items:

- (d) 20' Container – 36.32 M/T
- (e) 40' Container – 76.81M/T
- (f) Vehicle:
 - Up to 15 CBM - (15M/T)
 - 16 to 25 CBM - (25M/T)
 - Above 25 CBM - (119M/T)
- Trailer/Mafi - (120M/T)

SCHEDULE 4

(Part v)

PORT PIER (NGN)

UNIT/TONNAGE X RATE
FIND RATE BELOW AS APPLICABLE

TYPE OF CARGO	RATE		UNIT OF MEASUREMENT
	IMPORT	EXPORT	
All Cargo Type	₦22.00	₦14.00	Per Ton

Note: Port Pier Is Charged On Cargo at Private Jetties

Applicable standard weight for unitized items:

- (g) 20' Container – 36.32 M/T
- (h) 40' Container – 76.81M/T
- (i) Vehicle:
 - Up to 15 CBM - (15M/T)
 - 16 to 25 CBM - (25M/T)
 - Above 25 CBM - (119M/T)
 - Trailer/Mafi - (120M/T)

SCHEDULE 5

(Part i)

CONTINGENCY DEPOSIT

FIND RATES BELOW AS APPLICABLE

RATE AT CONCESSIONED AREA		
TYPE OF CARGO/VESSEL	APPLICABLE %	REVENUE TYPE
General Cargo	2%	Harbour Dues + EPL + Berth Rent
Dry Bulk Cargo	2%	Harbour Dues + EPL + Berth Rent
Liquid Bulk Cargo	2%	Harbour Dues + EPL + Berth Rent
Vehicle	2%	Harbour Dues + EPL + Berth Rent
Container	2%	Harbour Dues + EPL + Berth Rent

RATE AT PRIVATE JETTY		
TYPE OF CARGO/VESSEL	APPLICABLE %	REVENUE TYPE
General Cargo	5%	Harbour Dues + EPL
Dry Bulk Cargo	5%	Harbour Dues + EPL
Liquid Bulk Cargo	5%	Harbour Dues + EPL
Vehicle	5%	Harbour Dues + EPL
CONTAINER	5%	Harbour Dues + EPL

RATE AT NPA AREA		
TYPE OF CARGO/VESSEL	APPLICABLE %	REVENUE TYPE
General Cargo	10%	Cargo Dues + Berth Rent
Dry Bulk Cargo	10%	Cargo Dues + Berth Rent
Liquid Bulk Cargo	5%	Cargo Dues + Berth Rent
Vehicle	5%	Cargo Dues + Berth Rent
Container	5%	Cargo Dues + Berth Rent

RATE AT APPROPRIATED AREA		
TYPE OF CARGO/VESSEL	APPLICABLE %	REVENUE TYPE
General Cargo	5%	Cargo Dues + Berth Rent
Dry Bulk Cargo	5%	Cargo Dues + Berth Rent
Liquid Bulk Cargo	5%	Cargo Dues + Berth Rent
Vehicle	5%	Cargo Dues + Berth Rent
Container	5%	Cargo Dues + Berth Rent

RATE AT MIDSTREAM		
TYPE OF CARGO/VESSEL	APPLICABLE %	REVENUE TYPE
General Cargo	5%	Harbour Dues + EPL
Dry Bulk Cargo	5%	Harbour Dues + EPL
Liquid Bulk Cargo	5%	Harbour Dues + EPL
Vehicle	5%	Harbour Dues + EPL
Container	5%	Harbour Dues + EPL

Note Contingency Deposit is a refundable deposit and does not constitute part of the Authority's revenue

SCHEDULE 5 (Part ii)

VALUE ADDED TAX (VAT)

VAT shall apply on the total of all the Import revenue line/items and services rendered by the Authority. However, VAT is not applicable to Export.

SCHEDULE 6 (Part i)

NIGERIAN LIQUIFIED NATURAL GAS (NLNG) OPERATION (USD/NGN)

FIND RATES BELOW AS APPLICABLE

TYPE OF CARGO	TYPES OF DUES	RATE	UNIT OF MEASUREMENT
NLNG	Harbour Dues	USD 3.68	Per Ton
NLNG	Ship Dues	USD 1.19	Per Ton
NLNG	Environmental Protection Levy	USD 0.10	Per Ton
NLNG	Port Pier	NGN 14.00	Per Ton

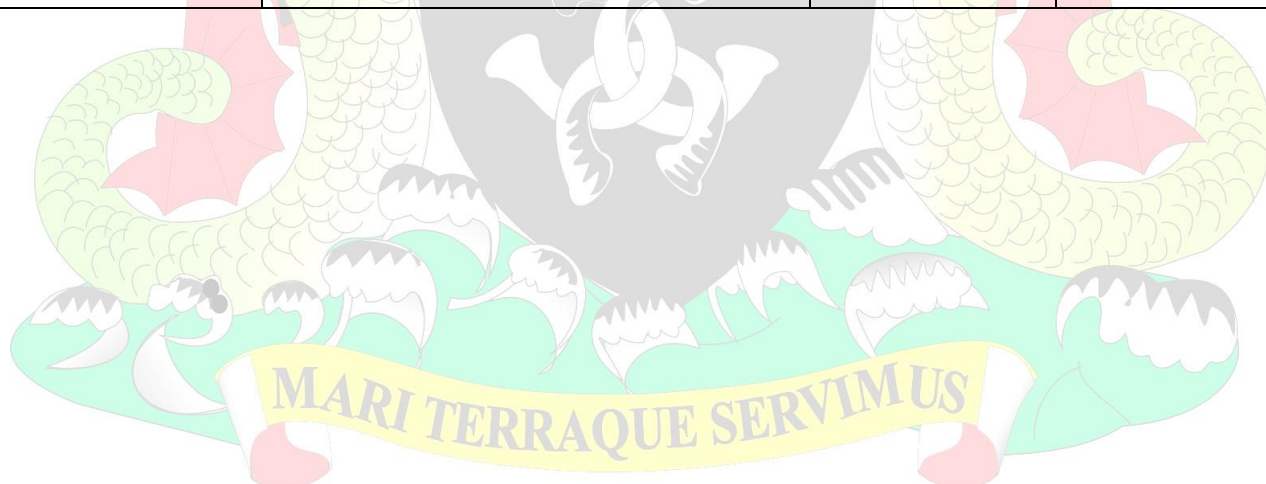
- Note:** The rate of \$1.19 is a discounted rate from \$1.28, where the rate of \$0.03 and \$0.065 for Refuse and Bilge collection respectively are excluded from the Ship Dues, pending the provision of Waste Management facility in Bonny.

SCHEDULE 6
(Part ii)

NIGERIAN NATIONAL PETROLEUM CORPORATION (NNPC OPERATIONS)

FIND RATE BELOW AS APPLICABLE BELOW

TYPE OF CARGO	TYPES OF DUES	RATE	UNIT OF MEASUREMENT
Liquid Bulk	Ship Dues: Foreign	USD 1.28	Per GRT
Liquid Bulk	Ship Dues: TWA	USD 0.62	Per GRT
Liquid Bulk	Ship Dues: Coastal	USD 0.44	Per GRT
Liquid Bulk	Ship Dues: Shifting within same Pilotage District	USD 0.07 X GRT + 250	
Liquid Bulk	Ship Dues: Second Port of Call on Same Voyage and call to repair yard.	USD 0.938 X GRT + 250	
Liquid Bulk	Ship Dues: Towage: 1 – 200 LOA	USD 2000	Per Tug/Movement
Liquid Bulk	Ship Dues: Towage: 201 – 250 LOA	USD 2500	Per Tug/Movement
Liquid Bulk	Ship Dues: Towage: 251 – 300 LOA	USD 3500	Per Tug/Movement
Liquid Bulk	Ship Dues: Towage: Above 300 LOA	USD 5000	Per Tug/Movement
Liquid Bulk	Cargo Dues: NPA Area	USD 5.80	Per Ton
Liquid Bulk	Harbour Dues: Private Jetty	USD 3.68	Per Ton
Liquid Bulk	Harbour Dues: Concession Area	USD 1.89	Per Ton
Liquid Bulk	Cargo Dues: Single Buoy Mooring (SBM)	USD 1.21 + 150	Per Ton
Liquid Bulk	Environmental Protection Levy (EPL)	USD 0.10	Per Ton
Liquid Bulk	Berth Rent	USD 2.00 x LOA	Per Day
Liquid Bulk	Contingency Deposit: NPA Area	5% Cargo Dues + Berth Rent	
Liquid Bulk	Contingency Deposit: Private Jetty	5% Harbour Dues + EPL	
Liquid Bulk	Contingency Deposit: Concession Area	2% Harbour Dues + EPL + Berth Rent	
Liquid Bulk	Port Pier: Import (Private Jetty Only)	NGN 22.00	Per Ton
Liquid Bulk	Port Pier: Export (Private Jetty Only)	NGN 14.00	Per Ton
Liquid Bulk	Wharfage (NPA Jetty)	NGN 13.00	Per Ton
Liquid Bulk	Facility Charge: Appropriated Area	NGN 7.50	Per Ton



SCHEDULE 6

(Part iii)

OIL TERMINAL DUES AND COMPULSORY PILOTAGE ROYALTY (OTD & CPR)

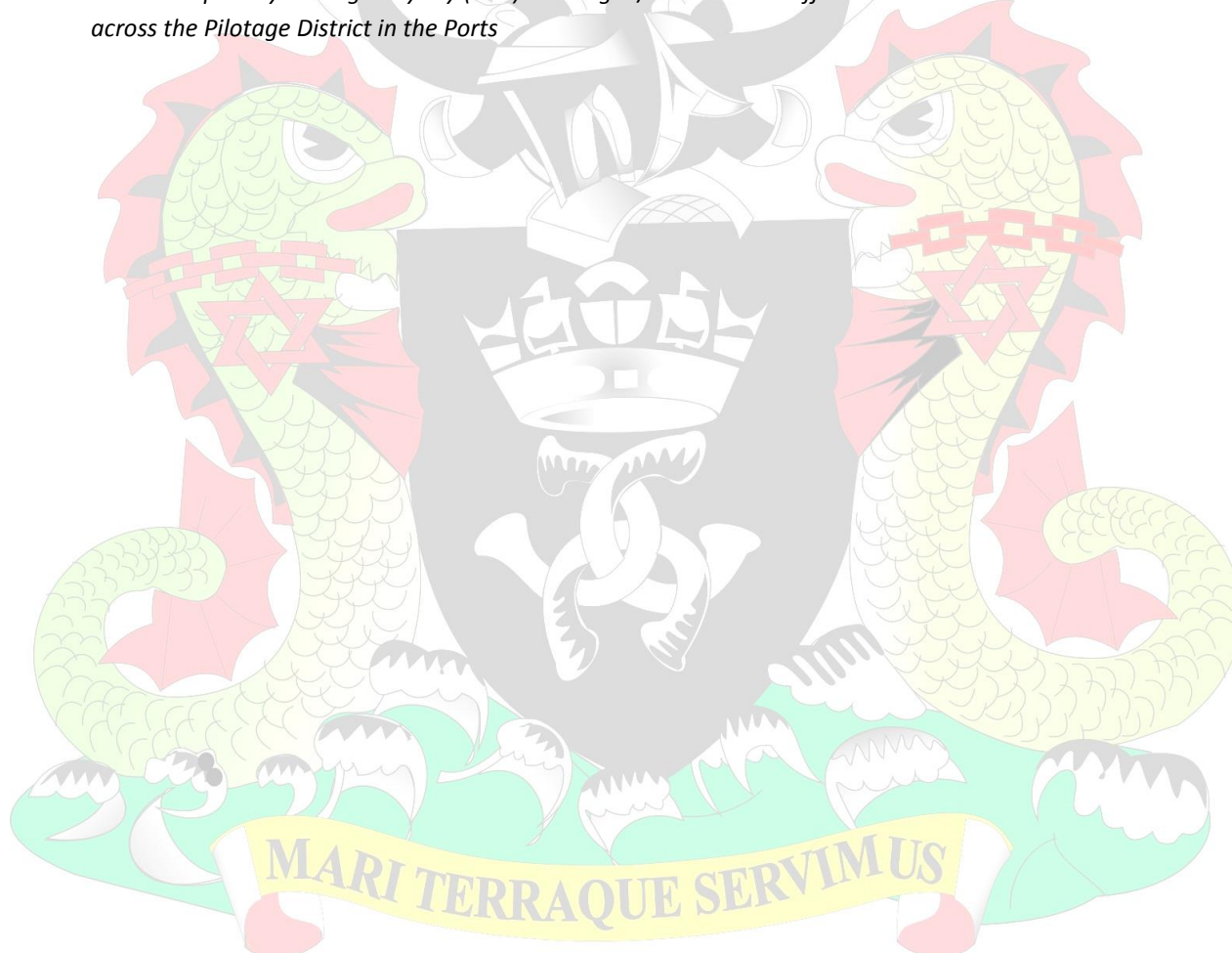
FIND RATES BELOW AS APPLICABLE

OIL TERMINAL DUES		
TYPE OF VESSEL	UNIT OF MEASUREMENT	RATES (\$)
All Types	Per Barrel	USD 0.034

Note: Oil Terminal Dues (OTD) is collected at Offshore Oil Terminals across all the Pilotage District in the Ports

COMPULSORY PILOTAGE ROYALTY		
TYPE OF VESSEL	UNIT OF MEASUREMENT	RATES (\$)
0 - 100,000 Dead Weight	Dead Weight	USD 6,800
100,000 – 200,000 Dead Weight	Dead Weight	USD 10,200
200,000 & Above Dead Weight	Dead Weight	USD 13,600

Note: Compulsory Pilotage Royalty (CPR) Is Charged/Collected On Offshore Tanker Vessels at the Oil Terminals across the Pilotage District in the Ports



SCHEDULE 7

(Part i)

MARINE SALVAGE OPERATIONS BY NIGERIAN PORTS AUTHORITY

FIND RATES AS APPLICABLE BELOW

SERVICE DESCRIPTION	RATE	UNIT OF MEASUREMENT
Offshore Towing of stranded Vessel : 1 – 200 LOA	USD 600	Per Tug/Hour
Offshore Towing of stranded Vessel: 201 – 250 LOA	USD 1,000	Per Tug/Hour
Offshore Towing of stranded Vessel: 251 – 300 LOA	USD 1,200	Per Tug/Hour
Offshore Towing of stranded Vessel: Above 300	USD 1,500	Per Tug/Hour
Harbour Towing of Stranded Vessel: 1 – 200 LOA	USD 800	Per Tug/Hour
Harbour Towing of Stranded Vessel: 201 – 250 LOA	USD 1200	Per Tug/Hour
Harbour Towing of Stranded Vessel: 251 – 300 LOA	USD 1400	Per Tug/Hour
Harbour Towing of Stranded Vessel: Above 300 LOA	USD 1700	Per Tug/Hour
Port/Dock to Port/Dock towing : 1 – 200 LOA	USD 600	Per Tug/Hour
Port/Dock to Port/Dock towing : 201 – 250 LOA	USD 800	Per Tug/Hour
Port/Dock to Port/Dock towing : 251 – 300 LOA	USD 800	Per Tug/Hour
Port/Dock to Port/Dock towing : Above 300 LOA	USD 1200	Per Tug/Hour
Ungrounding- of vessel: 1 – 250 LOA	USD 5,600	Per Attendance
Ungrounding- of vessel: Above 250 LOA	USD 7,200	Per Attendance
Harbour Salvage of sunken vessel: 1 – 250 LOA	USD 10,000	Per Attendance
Harbour Salvage of sunken vessel: 251 - 300 LOA	USD 12,000	Per Attendance
Harbour Salvage of sunken vessel: Above 300 LOA	USD 14,000	Per Attendance
Offshore Salvage of sunken vessel: 1 – 250 LOA	USD 15,000	Per Attendance
Offshore Salvage of sunken vessel: Above 250 LOA	USD 18,000	Per Attendance
Harbour Battery Jumpstart	USD 2,500	Per Attendance
Offshore Battery Jumpstart	USD 4,000	Per Attendance
Harbour Delivery of Fuel (to sustain movement)	USD 2,500 + Price of Fuel	Per Attendance
Offshore Delivery of Fuel (to sustain movement)	USD 4500 + Price of Fuel	Per Attendance
Mobile Offshore Drilling Unit (MODU) Salvage	USD 5,000	Per Tug/Hour
Diving Service	USD 600	Per Hour or part thereof

SCHEDULE 7

(Part ii)

TOWAGE OPERATION AND TUG DELAY

FIND RATES BELOW AS APPLICABLE

SERVICE DESCRIPTION	RATE	UNIT OF MEASUREMENT
Attending to other moves within the Port	USD 600.00	Per Tug/Move
Assisting anchored ship to turn around	USD 600.00	Per Tug/Move
Towage of ship outside the bar to berth	USD 600.00	Per Tug/Move
For hourly delay of Tug by ship	USD 400.00	Per Tug/Hour
Delay of Pilot	USD 400.00	Per Tug/Hour

SCHEDULE 7

(Part iii)

FIRE SERVICES

FIND RATES BELOW AS APPLICABLE

SERVICE DESCRIPTION	RATE	UNIT OF MEASUREMENT
Hire of Fire appliances within the Port Per attendance	USD 130	Per Operative/ Shift/Day
Hire of Fire Pump Per attendance within the Port	USD 130	Per Operative/ Shift/Day
Hire of Fire appliances with chemical foam compound for attendance within the Port	USD 195	Per Operative/ Shift/Day
Fire Coverage for hot work on vessel	USD 195	Per Operative/ Shift/Day
Fire Fighting (attendance to emergency call)	N/A	Humanitarian Service/ Corporate Responsibility
Standby during discharge of Petroleum Products and other dangerous chemicals	USD 65	Per Operative/ Shift/Day
Hire of Fire Pumps within the Port	USD 130	Per Operative/ Shift/Day
Hire of Fire Pumps with chemical foam compound	USD 195	Per Operative/ Shift/Day
Fire Services on Sunday/Public holidays within the Port	Cost/Rate + 50%	Per attendance
Fire coverage on containers per day within the Port	NGN100/unit subject to a maximum of 20% of rent	Per attendance
Fire protection on vehicles at park	NGN250 per vehicle for all categories of vehicles	Per vehicles
Fire coverage on General Cargo per day within Port	NGN500 B/L subject to a maximum of 20% of rent	Per Bill of Laden
Fire Compliance Certificate (Terminal)	NGN 40,700	Annually
Fire Compliance Certificate (Vessel/Craft)	NGN 10,7000	Per Vessel/Craft
Fire Compliance Certificate (Jetty/Tank Farm)	NGN 30,700	Annually
Request for Certified True Copy of Fire Incidence Report	NGN 10,000	Per request

Note: Fire Compliance Certificate is Renewable Annually from 1st January of Every year

SCHEDULE 7 (Part iv)

HIRE OF AMBULANCE (USD)

FIND RATE BELOW AS APPLICABLE

DESCRIPTION	RATE	UNIT OF MEASUREMENT
Hire of Ambulance	USD 500	Per Trip

Note: Charged in Naira at the Prevailing Exchange Rate

SCHEDULE 7 (Part v)

ESCORT OF DANGEROUS/HARZARDOUS CARGO (USD)

FIND RATES BELOW AS APPLICABLE

SERVICE DESCRIPTION	RATE	UNIT OF MEASUREMENT	REMARK
Port operation	USD 130	Per Agent	Escort shall be within Port city
At Night	USD 195	Per Agent	

SCHEDULE 7 (Part vi)

AUCTION

FIND RATE BELOW AS APPLICABLE

DESCRIPTION	RATE	UNIT OF MEASUREMENT
Documentation Fee	NGN 10000	Per Lot
Handling Charge: Vehicle Up to 15 CBM	NGN 17,200	Per Vehicle
Handling Charge: Vehicle 16 to 25 CBM	NGN 18,500	Per Vehicle
Handling Charge: Vehicle above 25 CBM	NGN 20,200	Per Vehicle
Handling Charge: Trailer/Mafi	NGN 22,800	Per Vehicle
Handling Charge On General Cargo	NGN 9,000	Per Lot
Handling Charge On Containers	NGN 25,000	Per 20ft Container
	NGN 35,000	Per 40ft Container

SCHEDULE 7 (Part vii)

FRESH WATER (USD)

FIND RATES BELOW AS APPLICABLE

DESCRIPTION	RATE	UNIT OF MEASUREMENT
By NPA at Berth	USD 10	Per ton
At Midstream	USD 15	Per ton
Untreated water by NPA at Berth	USD 5	Per ton
Untreated water by NPA at Midstream	USD 10	Per ton

SCHEDULE 7 (Part viii)

BUNKERING (USD/NGN)

FIND RATES BELOW AS APPLICABLE

TYPE OF VESSEL	RATE	UNIT OF MEASUREMENT
TWA/COASTAL	NGN 13.00 (Royalty)	Per ton
Foreign	USD 1.21	Per ton
Towage of Barge	USD 925.60	(In & Out)
Annual Conservancy (For Barges 1 – 50 GRT) On Domestic Trade	USD 500.00	Annually
Annual Conservancy (For Barges Above 50 GRT) On Domestic Trade	USD 1,500.00	Annually
Registration for Bunkering License	NGN 100,000	One-off
Renewal of Bunkering License	NGN 100,000	Annually

SCHEDULE 7 (Part ix)

BARGE OPERATION

TYPE OF VESSEL	RATE	UNIT OF MEASUREMENT
Movement of Barge within same Pilotage District	Not Applicable (Classified as Domestic Trade)	
Towage of Barge (Non Self-propelled)	USD 925.60	(In & Out)
Towage of Barge (Self-propelled)	Not Applicable	
Pilotage Exemption Certificate for Barge Operation	NGN 40,000.00	Per Pilot/District
Annual Conservancy (For Barges 1 – 50 GRT) On Domestic Trade	USD 500.00	Annually
Annual Conservancy (For Barges Above 50 GRT) On Domestic Trade	USD 1,500.00	Annually
Registration for Barge Operation/License	NGN 100,000	Annually
Renewal of Registration for Barge Operation/License	NGN 100,000	Annually

SCHEDULE 7 (Part x)

WEIGHING CHARGES (NGN)

FIND RATES BELOW AS APPLICABLE

DESCRIPTION	RATE	UNIT OF MEASUREMENT
Export using NPA Scale	NGN 33	Per Ton
Without NPA Scale	NGN 23	Per Ton
Import on Special Request	NGN 9	Per Ton
Import/Export through Weigh Bridge	NGN 46	Per Ton

SCHEDULE 8

(Part i)

OTHER GENERAL (MISCALLENEOUS) CHARGES (USD/NGN)

FIND RATES BELOW AS APPLICABLE

SERVICE DESCRIPTION	RATE	UNIT OF MEASUREMENT	REMARK
Registration of Shipping Company Coy	NGN200,000	Per Agent/Company	
Registration as Service Boat Operator	NGN 100,000	Per Agent	
Registration of Chandlers	NGN 50,000	Per Chandler	
Registration as Towage Service Provider	NGN 100,000	Per Agent/Company	
Registration of Custom Licensed Agent	NGN 25,000	Per Agent	
Pilotage Exemption Certificate (PEC)	NGN 40,000	Per Pilot/District	
Renewal of Registration for Shipping Coy	NGN100,000	Per Agent/Company	
Registration of Barge Operation	NGN 100,000	Per Agent	
Renewal as Service Boat Operator	NGN100,000	Per Agent	
Renewal of Chandlers	NGN 30,000	Per Chandler	
Renewal of Custom Licensed Agent	NGN 5,000	Per Agent	
Renewal of Pilotage Exemption Certificate (PEC)	NGN 40,000	Per Pilot/District	
Registration for Bunkering License	NGN100,00	Per Agent/Company	
Renewal of Bunkering License	NGN100,000	Per Agent/Company	
Electronic Ship Entry Notice (E-SEN)	NGN 1,000	Per SEN	
Request for Additional/Amendment to on E-SEN	NGN 5,000	Per SEN	
Request for Part Discharge Certificate	NGN 5,000	Per Vessel	
Change of Port Desired	NGN 5,000	Per Vessel	
Transfer of Agency	NGN 5,000	Per Vessel/Agent	
Standard Bid Document	NGN 10,000	Per Bid Document	
Towing Of Vehicle	NGN25,000	Per Vehicle	
Illegal/Unauthorized Entry by Master of Vessels/Agent (1 st Involvement)	USD3,000	Per Vessel/Pilotage District	
Illegal/Unauthorized Entry by Master of Vessels/Agent (2 nd Involvement)	USD 100% surcharge of Ship	Per Vessel/Pilotage District	
Illegal/Unauthorized Entry by Master of Vessels/Agent (3 rd Involvement)	Prosecution and Seizure of vessel/Craft		
Documentation Fee	NGN 700	Per Document/invoice	
Electricity Bill for Operator	(NGN) As may be determined by Engineering Department at the location		Not a revenue to the Authority
Surcharge for Damage to NPA Property	(NGN) As may be determined by Engineering Department at the location		
Fresh Water Supply to Vessel	USD10.00 per ton measurement determined by Engineering Department at the location		
Supply by Ship Chandlers	NGN 13.00 Per supply ton/unit ton		
Towing of Truck	NGN 25,000	Per Truck	
Overnight Parking in Truck Terminal	NGN1,000	Per Truck (Daily)	
Penalty For Parking of Truck in Common User Area	NGN 25,000	Per Truck	
Failure To Exit Port (1 Hour) After Terminal Clearance	NGN 10,000	Per Truck	
Truck Terminal Access Delay	NGN 10,000	Per Truck	
Failure To Provide (Specified) Functional Weighbridge	NGN 50,000	Per Truck	
Minimum Safety Standard for Trucks	NGN 10,000	Per Truck (Annually)	

Renewal for Minimum Safety Standard for Trucks	NGN 10,000	Per Truck
Loss Of ID Card	NGN500	Per Head/Personnel
Clamping Of Vehicle	NGN25,000	Per Vehicle
Clamping of Motorcycle & Tricycle	NGN 10,000	Per Motorcycle/Tricycle
Car Sticker	NGN10,000	Per Vehicle
Unauthorized Access To The Port Without Port	NGN 10,000	
Temporary Port Pass	NGN 2,000	
Permanent Port Pass For One Year	NGN 5,000	
Urinating And Defecating In Non-Designated	NGN 10,000	
Use and Sale Of Alcohol And Cigarette	NGN 10,000	
Use and Sale Of Hard Drugs In Port Premises	NGN 50,000 and Prosecution	
Vehicle Entry Permit (VEP)	NGN 500	Per Vehicle

- *Note: All permits, Licenses and Certificates are renewable annually and its validity spans within a conventional Calendar year of 1st January to 31st December of every year.*
- *Invoices/RRR Numbers are to be generated in Tariff & Billing Department of each port location or Marina Headquarters and payment made online at designated banks*
- *Agencies or Organization requesting permits, Licenses or Certificates are to liaise with the issuing Departments or /its representatives from NPA to facilitate the processing.*

SCHEDULE 9 (Part i)

DUES APPLICABLE TO LOCAL TRAWLERS (USD/NGN)

FIND RATES BELOW AS APPLICABLE

DESCRIPTION	RATE	UNIT OF MEASUREMENT
Cargo Dues	USD 1.6 x Exchange Rate	Per ton
Facility charge	NGN 7.50	Per ton
Port Pier	NGN 22	Per ton
Documentation	NGN 700	Per Doc/Invoice
Annual Ship Dues	USD 0.93 x Exchange Rate	GRT
PILOTAGE EXEMPTION CERTIFICATE (PEC) FOR THE MASTER		
Issuance of Pilotage Exemption Certificate (PEC)	NGN 40,000	Per Pilot/District
Annual Renewal of Pilotage Exemption Certificate (PEC)	NGN 40,000	Per Pilot/District

SCHEDULE 9

(Part ii)

DUES FOR PASSENGER/FERRY BOAT OPERATIONS (USD/NGN)

FIND RATES BELOW AS APPLICABLE

CHARGES	RATE	UNIT OF MEASUREMENT
Passenger Dues (In)	USD 6.54 X Exchange Rate	Per Head
Passenger Dues (Out)	USD 6.54 X Exchange Rate	Per Head
Cargo Dues	As applicable to TWA Tariff	
Annual Light Dues	USD 0.95	Per GRT
Conservancy (In & Out)	USD 0.138	Per GRT
Refuse/Garbage Collection	USD 0.030	Per GRT
Bilge Collection	USD 0.065	Per GRT

Note: Currently Messrs. Shoreline Logistics Limited collects the Cargo Dues of this operation on behalf of the Authority; the accrued revenue is shared between both parties.

SCHEDULE 9

(Part iii)

AUCTION

SERVICE DESCRIPTION	RATE (NGN)	UNIT OF MEASUREMENT
NPA Delivery Charge for Vehicles	70,000	Per Unit/beneficiary
NPA Delivery Charge for General Cargo	100,000	Per Slot/beneficiary
NPA Delivery Charge for 20' Container	150,000	Per Unit/beneficiary
NPA Delivery Charge for 40' Container	250,000	Per Unit/beneficiary
Documentation Fee	700	Per Document/beneficiary

MARI TERRAQUE SERVIMUS

SCHEDULE 10

(Part i)

PENALTY

FIND RATES BELOW AS APPLICABLE

PENALTY	RATE	UNIT OF MEASUREMENT
Amendment of Manifest Container/Roro/General Cargo	USD 50	Per B/L
Additional Manifest Container/Roro/General Cargo	USD 200	Per B/L
Additional Manifest for Homogenous Cargo	USD 5,000	Per Vessel/Voyage
Late Submission of Manifest (Import & Export)	USD 5,000	Per Vessel/Voyage
Under Declaration of cargo in excess of 10% of manifested quantity	100% surcharge	In excess of 10% of manifested quantity
Anchorage Dues	USD 0.50	Per GRT/Day
Cancellation/Termination of Voyage	USD 2,500 or 10% of Provisional bill whichever is higher	Per Vessel/Voyage

- *Note: Penalty on additional manifest is chargeable on manifest submitted 24hours after the vessel has berthed.*
- *Penalty on Late Submission of manifest shall apply if import manifest is submitted less than 48 hours before arrival of vessel*
- *Late submission of Manifest shall apply to Export if Export is submitted 48 hours after departure of vessel*
- *It shall be the duty of the Port Manager in collaboration with the Terminal Operator to determine whether or not a vessel is lying idle or does not attain 40% productivity target*
- *Late submission of manifest (import) applies to only cargoes loaded from port of origin of vessel. Cargoes loaded along the vessel route on the West Coast of Africa are excluded.*
- *Claims over tonnage discrepancies, aborted/cancellation of ship voyage arising from operations shall be reported within 12 calendar months, after the departure of the vessel*

MARI TERRAQUE SERVIMUS

SCHEDULE 10

(Part ii)

POLLUTION CONTROL

FIND RATES BELOW AS APPLICABLE

PENALTY/FINES	RATE	UNIT OF MEASUREMENT
Failure of any person in charge of a vessel to immediately notify NPA or its representatives of a discharge of oil or oily mixture within Nigerian territorial waters	\$2000	
Failure to make proper entries into Oil Record Book	\$1,000	
Incorrect entries into Oil Record Book	\$2,000	
Non-compliance with IMO 2020 Low Sulphur Regulation for a 0.50% global Sulphur cap	\$2,000	
Minor pollution	USD 15,000 + Cost of Clean Up	Covering an area up to 50m ²
Major pollution	USD 50,000 + Cost of Clean Up	Covering an area more than 50m ²
Persistent discharge of contaminated ballast or oily water after this has been brought to the attention of the Master of the ship, Duty Officer or Chief Engineer.	USD 50,000 + Cost of Clean Up	
Dumping of refuse into surrounding water	USD 14,000 + Cost of Clean Up	-
Wrong supply of information	100% surcharge	100% of the expected/computed value

SCHEDULE 10

(Part iii)

ADDITIONAL PENALTY/FINES

PENALTY/FINES	RATE	FURTHER ACTION	RESPONSIBLE ENTITY
Indiscriminate stacking of cargo outside designated areas in the Terminals, within the ports and ports' approaches	A fine of ₦500,000	Additional failure at compliance is subject to payment of ₦100,000.00 daily .	Terminal Operator / Company concerned
Failure to install prevention and / or collection devices against cargo spills into the sea during loading and unloading into and from ships.	A fine of ₦500,000	Additional failure to install prevention and / or collection devices against cargoes spills during cargo loading / unloading into and from ships after initial warning attracts ₦200,000 per day	Terminal Operator, Consignee of cargo, Cargo Agency, Protective Agency and Ship Captain
Failure of cargo conveying trucks to be fitted with cargo spill prevention device to prevent spillages.	A fine of ₦200,000	Additional or recurring failures to comply are subject to the payment of ₦50,000.00 daily	Terminal Operator, Consignee of cargo, Cargo Agency

Failure to maintain leak-proof underground / surface pipes for transfer of cargoes from ship to holding tanks inside Terminals by Terminal Operators, Companies within ports premises and Tank-	A fine of ₦5million + cost of clean-up (see No. 14)	Additional or recurring failures to comply are subject to the payment of ₦500,000.00 daily .	Terminal Operator, Consignee of cargo, Cargo Agency
Failure to mark out and properly delineate hazardous cargo areas by the Terminal Operators / Companies within ports' premises and on NPA – leased lands outside the ports' premises	A fine of ₦500,000	Additional or recurring failures to comply are subject to the payment of ₦200,000.00 daily .	Terminal Operator, Consignee of cargo, Cargo Agency
Failure to install air pollution prevention devices (e.g. Particulate Scrubbers, baghouse, Dust cyclones) in Factory air vents, exhausts or chimneys in the Terminals and Companies within the ports' premises.	A fine of ₦500,000	Additional or recurring failures to comply are subject to the payment of ₦200,000.00 daily .	Terminal Operator, Consignee of cargo, Cargo Agency
Storage of hazardous cargoes (e.g. gypsum, salt, cement clinker, Sulphur pellets) as open stockpiles on the ports floor by Company / Consignees of cargoes and Terminal Operators in the ports.	A fine of ₦500,000	Additional or recurring failures to comply are subject to the payment of ₦100,000.00 daily .	Terminal Operator, Operator of Company/Consignee of cargo
Not carrying out Environmental Impact Assessment (EIA) prior to the start of new projects, renovations or expansion of existing business venture within the ports and on NPA-	A fine of ₦5million	N/A	Terminal Operator, Operator of Company

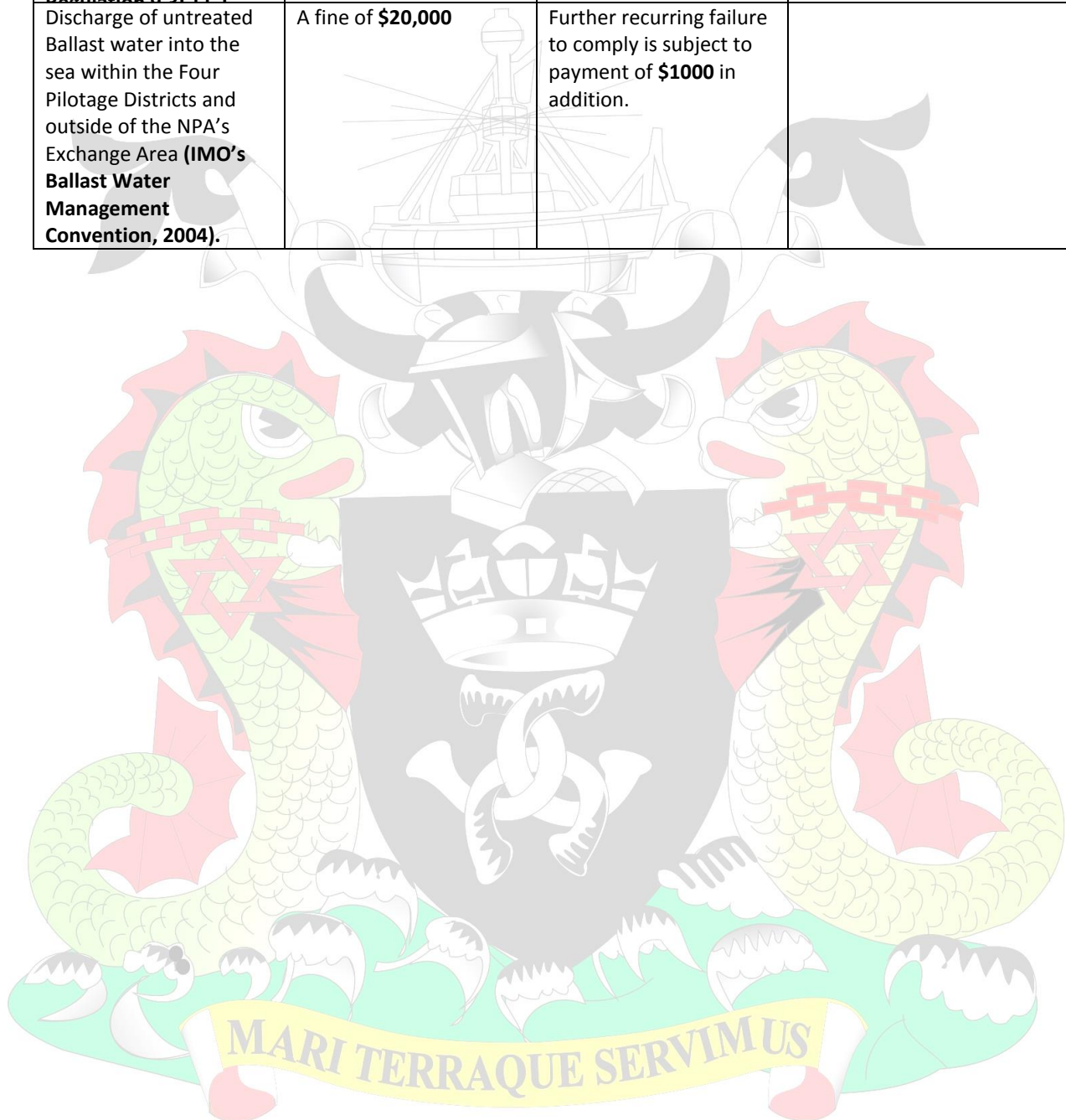
Not carrying out an Environmental Audit Report (EAR) every three years after the initial EIA as at when due.	A fine of ₦500,000	Further failure to comply attracts ₦200,000 after 6 (six) months of grace. While recurring failure is subject to punitive actions at the discretion of NPA's Management.	Terminal Operator, Operator of Company
Inadequate provision of holding containers for all categories of waste from factories in Terminals and Companies(e.g. Liquid wastes, Chemicals, fertilizer, wheat chaffs or other solids) by Terminal Operators / Companies in the ports.	A fine of ₦500,000	Further recurring failure to comply is subject to punitive fine of ₦100,000.00 daily.	Terminal Operator, Operator of Company
Disposal of untreated factory waste waters (effluents), generators waste oil on the port floor, into the ports drainages and / or into the sea by Terminal Operators and Companies on the ports' premises or leased-lands.	A fine of ₦2million + costs of clean up (see Nos. 14)	Further recurring failure to comply is subject to punitive of ₦200,000.00 daily.	Terminal Operator, Operator of Company

PENALTY/FINES	RATE	FURTHER ACTION	RESPONSIBLE ENTITY
Costs of clean-up for tiers 1and 2 oil / chemical pollution or dump of refuse into the surrounding waters are determined by: a) Costs of materials / equipment used for clean-up. b) Cost of personnel used for clean-up operations.	Costs of materials, personnel, and hours used in clean-up to be determined by the prevailing circumstances. (ie. the nature of the incident, prices of equipment/materials, and damages on the same).	N/A	

<p>c) Damage to the aesthetics structure of the shore and sea environments, and the aquatic animals such as Seals, Penguins, Seabirds, fishes and coastal animals, etc. dependent on the water</p> <p>d) Within the area affected.</p> <p>Cost of re-mediation of area impacted by the pollution (cost in US Dollars).</p>	<p>75% of the cost incurred in US\$ dollars per square meter of the area.</p> <p>100% of the cost in US Dollars of the materials used per the period (in days, months, and years) expended to effect re-mediation of the impacted area</p>		
<p>Lost revenue if a port or terminal is forced to shut down for days or weeks due to environmental release of toxic gases (such as benzene, naphthalene) arising from some or all of its operations.</p>	<p>To include the Estimated lost revenue both in local and foreign currencies by the port plus the cost of clean-up and remediation (e.g. estimated daily revenue for LPC in the first quarter of 2017 was ₱5,861,390.13 and \$45,516.55 respectively. These figures are multiplied by the number of days the port was shut down + the cost of clean-up and remediation). (It is subject to change as the revenue changes/quarter/year).</p>	<p>Recurring closures of the ports due to such toxic releases are subject punitive actions based on the Management of NPA discretions</p>	<p>Terminal Operator, Operator of Company</p>
<p>Carrying out ship maintenance, painting and repairs without the official notification and involvement of the Environment</p>	<p>A fine of ₱1million</p>	<p>Further recurring failure to comply is subject to payment of ₱200,000.00 daily.</p>	<p>Protective Ship Agent, Captain of Ship and Terminal/Private Jetty</p>

Department of the Ports Authority			
<p>a) Carrying out ship bunkering without the official notification of the Environment Department of the Ports Authority to monitor against pollution.</p> <p>b) Carrying out ship bunkering and pollution of the marine during the</p>	<p>For offence:</p> <p>a) A fine of ₦2million.</p> <p>b) Fines as in Nos 4, 5 and 7 above respectively.</p>	<p>Further recurring failure to comply is subject to payment of:</p> <p>a) additional ₦200,000.00;</p> <p>b) charges as in referred Nos.</p>	Protective Ship Agent, Captain of Ship and Terminal/Private Jetty
Non-segregation of garbage into the different categories by ships as stipulated by MARPOL 73/78 Convention, Annex V,	A fine of \$2,000	Further recurring failure to comply is subject to punitive actions based on NPA Management's discretion.	Protective Ship Agent, Captain of Ship and Terminal/Private Jetty
Use of incinerator by ships in the ports and jetties (MARPOL 73/78 Annex VI.	A fine of \$10,000	Further recurring failure to comply is subject to payment of \$1000 daily.	Protective Ship Agent, Captain of Ship and Terminal/Private Jetty
Non-installation of scrubbers or other air pollution prevention device in ships' exhausts for ships calling at the ports, jetties, and offshore Terminals in compliance with the demands of the Regulations of Annex VI of MARPOL 73/78 Convention.	A fine of \$10,000	Further recurring failure to comply is subject to payment of \$1000 in addition.	Protective Ship Agent, Captain of Ship and Terminal/Private Jetty
Discharge of cleaning agents or additives used in washing cargo tanks and ship decks into the sea instead of Ports' Reception Facilities by ships in ports, jetties and Offshore terminals (MARPOL 73/78 Convention Annex II	A fine of \$50,000	Further recurring failure to comply is subject to payment of \$2000 in addition.	Protective Ship Agent, Captain of Ship and Terminal/Private Jetty
Discharge of comminuted and disinfected sewage into the sea by ships in ports, jetties and other parts of the Pilotage Districts less than 3 nautical miles from the nearest land (MARPOL Annex IV, Regulations 9.2, 9.3:	A fine of \$100,000	Further recurring failure to comply is subject to payment of \$5000 in addition.	

Discharge of non-comminuted and non-disinfected sewage into the sea by ships at a distance of less than 12 nautical miles from the nearest land is in contravention of MARPOL Annex IV, Regulation 9.2.11.1	A fine of \$100,000	Further recurring failure to comply is subject to payment of \$5000 in addition.	Protective Ship Agent, Captain of Ship and Terminal/Private Jetty
Discharge of untreated Ballast water into the sea within the Four Pilotage Districts and outside of the NPA's Exchange Area (IMO's Ballast Water Management Convention, 2004).	A fine of \$20,000	Further recurring failure to comply is subject to payment of \$1000 in addition.	



SCHEDULE 10

(Part iv)

PENALTY AND FINE FOR NON-COMPLIANCE TO OCCUPATIONAL HEALTH STANDARD

COMPLIANCE CERTIFICATE:	RATE	UNIT OF MEASUREMENT/ACTION
<ul style="list-style-type: none"> Adequate Toilet Facility Suitable Canteen and Kitchenettes Conducive Offices, Welfare Facilities, Maintenance/Housekeeping 	NGN 50,000	Annually
NON-OCCUPATIONAL HEALTH COMPLIANCE	NGN 500,000	Shutting Down of premises for One (1) month if no improvement in compliance status
Inadequate Number Trained First Aiders	NGN 50,000	Shutting Down of premises for One (1) month if no improvement in compliance status
Lack of First Aid Boxes	NGN 100,000	
Inadequate number of trained First Aiders	NGN 50,000	
Poorly Stocked First Aid Box	NGN 25,000	
Violation to Occupational Hygiene Measurements: <ul style="list-style-type: none"> Noise, Dust, Fumes (Co) Smoke/Exhaust Radiation 	NGN1,000,000	Shutting Down of premises for One (1) month if no improvement in compliance status
Non-availability of Occupational Personal Protection Wears on the known Hazards	NGN 250,000	Shutting Down of premises for One (1) month if no improvement in compliance status
Non-availability of Canteen	NGN 50,000	Shutting Down of premises for One (1) month if no improvement in compliance status
Non-certification or lack of Health Surveillance for the food handlers	NGN 150,00	
Non-Conducive Offices, Lack of Welfare Facilities,	NGN 500, 000	Shutting Down of premises for One (1) month if no improvement in compliance status
Poor Maintenance/Housekeeping Lack of toilets	NGN 500,000	
Inadequate Toilet Facility	NGN 150,000	

Note: Compliance Certificate is Renewable Annually from 1st January of every year

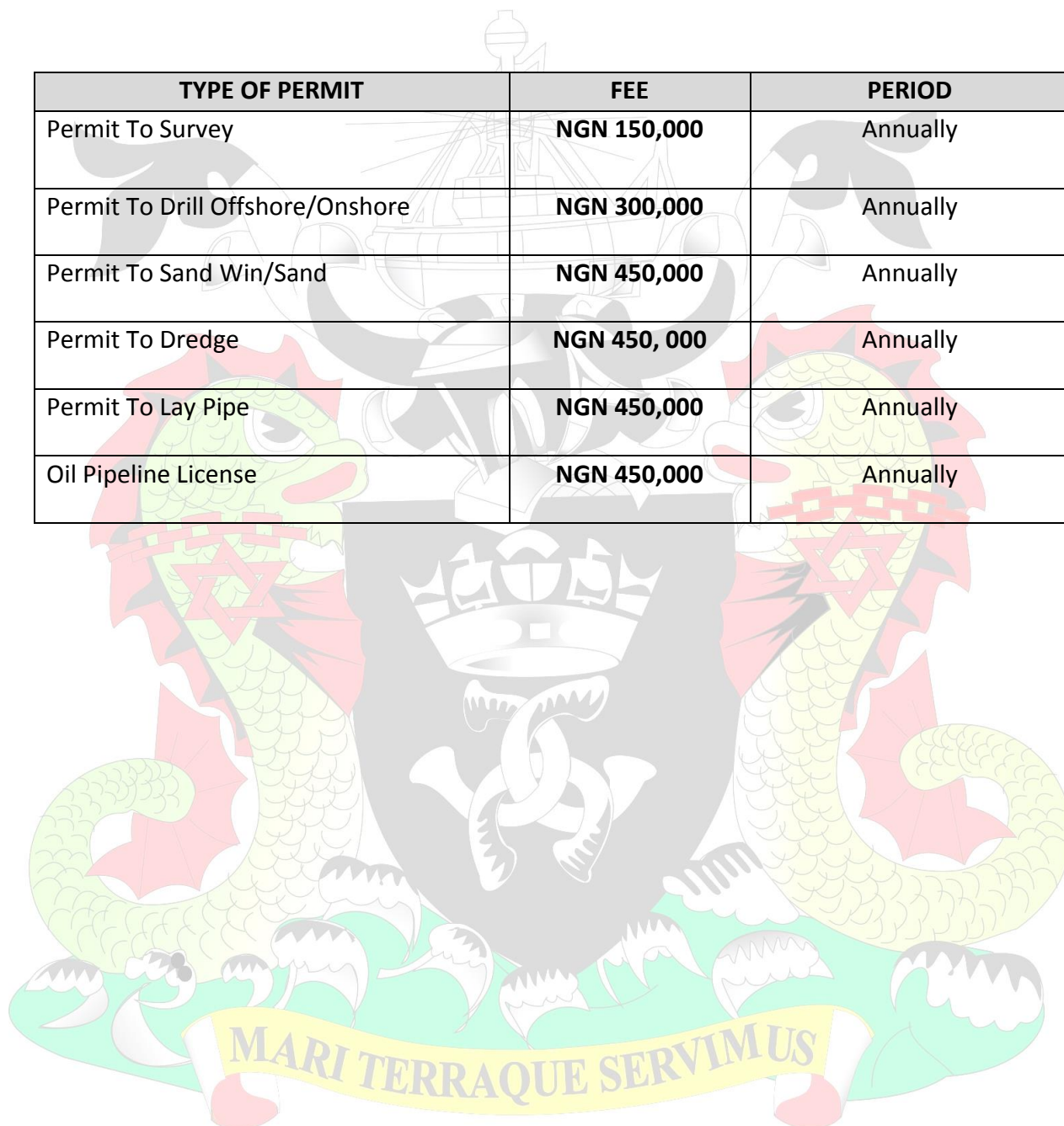
SCHEDULE 10

(Part v)

SCHEDULE OF PROCESING FEE FOR PERMIT (HYDROGRAPHY DEPARTMENT)

FIND SCHEDULE OF FEE BELOW AS APPLICABLE

TYPE OF PERMIT	FEE	PERIOD
Permit To Survey	NGN 150,000	Annually
Permit To Drill Offshore/Onshore	NGN 300,000	Annually
Permit To Sand Win/Sand	NGN 450,000	Annually
Permit To Dredge	NGN 450, 000	Annually
Permit To Lay Pipe	NGN 450,000	Annually
Oil Pipeline License	NGN 450,000	Annually



SCHEDULE 11

(Part i)

TARIFF FOR COMPULSORY PILOTAGE SERVICE

- **SERVICE BOATS MOVEMENT**
- **RIGS**
- **TUGS**
- **WORK BARGES (ALL OF 10 GRT AND ABOVE)**

DISTRICT A – CALABAR ZONE	RATES (\$)
Calabar port to QIT/Eket Terminal or Vice Versa	1.00
Offshore to QIT/Eket Terminal or Vice Versa	0.62
Calabar Fairway to Calabar Port	0.916
Offshore to Ikot Abasi or Vice Versa	0.62

DISTRICT B – PORT HARCOURT	RATES (\$)
Port Harcourt Port to Aker Base or Vice Versa	0.304
Port Harcourt Port to Pelfaco/Modant/Nissco Jetty and Choba or Vice Versa	0.304
Port Harcourt Port to Amadi Jetty or vice versa	0.20
Port Harcourt Port to Onne or vice versa	0.304
Onne to Soku or vice versa	0.344
Onne to Magcobar Jetty or vice versa	0.22
Onne to Aker Base or vice versa	0.42
Offshore to Brass Terminal or vice versa	0.57
Bonny Fairway to Bonny Town	0.40
Bonny to Port Harcourt Port or vice versa	0.48
Port Harcourt Port to Okrika or vice versa	0.30
Bonny to Okrika or vice versa	0.46
Bonny to Onne or vice versa	0.42
Bonny to Dawes Island or vice versa	0.36
Dawes Island to Okirka or vice versa	0.20
Dawes Island to Port Harcourt Port or vice versa	0.304
Bonny Town to Abonema or vice versa	0.83
Onne to Amadi Jetty or vice versa	0.344
Offshore to Yenagoa or vice versa	0.57
Offshore to Onne or vice versa	0.42
Abonnema to Onne or Vice versa	0.44
Abuluma to Onne or vice versa	0.44

DISTRICT C – WARRI ZONE	RATES (\$)
Escravos Terminal to FWB – Escravos or Vice Versa	0.61
Forcados Terminal to FWB – Forcados or Vice Versa	0.66
Forcados Terminal to Escravos Terminal or Vice Versa	0.66
Warri Port NBTC Jetty or Vice Versa	0.33
Warri Port to EPTM or Vice Versa	0.33
Warri Port to Tidex Jetty or Vice Versa	0.33
Warri Port to ELF Jetty or Vice Versa	0.33
Warri Port to Agip Jetty or Vice Versa	0.33
Warri Port to Baroid Jetty or Vice Versa	0.33
Warri Port to Sheli Ogunu or Vice Versa	0.33
Warri Port to Bouygues Jetty or Vice Versa	0.33
Warri Port to Texaco or Vice Versa	0.33
Warri Port to Chervon or Vice Versa	0.33
Warri Port to DBN Jetty or Vice Versa	0.33
Escravos Fairway to Warri	0.97
Escravos Fairway to Sapele	0.90
Escarvos Fairway to Koko	0.97
Escarvos Fairway to Burutu	0.71
Click for more movements in Warri Pilotage District	

DISTRICT D – LAGOS ZONE	RATES (\$)
Lagos Fairway to Lagos Port Complex	0.34
Lagos Fairway to Tincan Island and Beyond	0.42
Lagos Fairway to Naval Dockyard and Vice Versa	0.34
Lagos Fairway to Atlas Cove and Vice Versa	0.34
Lagos Fairway to Eko Support and Vice Versa	0.32
Lagos Fairway to Apapa 1-14 and Vice versa	0.34
Lagos Fairway to BOP, NOJ, PWA and Vice Versa	0.34
Lagos Fairway to Ijora and Vice Versa	0.34
Lagos Fairway to Marina Jetty and Vice Versa	0.34
Lagos Fairway to LADOL and Vice Versa	0.30
Lagos Fairway to Apapa 15 to 21 Vice Versa	0.34
Lagos Fairway to Dangote to Vice Versa	0.62
Lagos Fairway to Standard Flour Mill, Lister, Nispan and Vice Versa	0.34
Lagos Fairway to Tin Can 1-5 and Vice Versa	0.40
Lagos Fairway to Tin Can 6-10 and Vice Versa	0.40
Lagos Fairway to MRS Jetty and Vice Versa	0.41
Lagos Fairway to Tin Can 12, Ibafor, Capital, Integrated D' jones and Vice Versa	0.42
Lagos Fairway to Niger Dockyard and Vice Versa	0.52
Lagos Fairway to KLT I and Vice Versa	0.48

Lagos Fairway to KLT II and Vice Versa	0.42
Lagos Fairway to Dangote	0.32
Lagos Fairway to Lekki Free Trade Zone and Vice Versa	0.42
Lekki Free Trade Zone to NPA HQ and Vice Versa	0.42
Naval Dockyard to Eko Support and Vice Versa	0.24
Eko Support to Ladol and Vice Versa	0.20
Eko Support to Nigerdock and Vice Versa	0.24
Nigerdock to KLT I, II and Vice Versa	0.20
Marina Jetty to Nigerdock and Vice Versa	0.28

ADDITIONAL CHARGES TO SCHEDULE 11 (Part i)

Light Dues	2.81 per GT
Additional charges to the above for Pilotage to Dry Docks and other Ship Repair Yards	160.89 per Voyage
Garbage Scavenging	160.89 per Voyage
Passenger Charge	10.00 Per Head
Optional Services – Saturdays/Sundays/Public Holidays	579.20 per Vessel/Movement
Overtime – Late Movement (1600 Hrs to 0730 Hrs)	675.73 (per Movement)
Conservancy Dues	5.08 per Chargeable Tonnage (In & Out)
Footage Dues	17.68% of Pilotage Charges only
Administrative Charge	20% of Footage Dues

Note: Light Dues: 100% for the first 12 inward calls per port, thereafter 50% rate per port shall apply for subsequent calls within a calendar year.

Chargeable tonnage as stated in Compulsory pilotage service;

GT = **Gross Tonnage**
FOB = **Fuel on Board the Vessel/Boat**
COB = **Cargo on Board the Vessel/Boat**

PENALTY

- I. False/Non Declaration of Fuel on board vessel shall attract \$500.00/vessel**
- II. False/Non Declaration of GT shall attract \$1,000.00/vessel**
- III. False/Non Declaration of both Fuel on board vessel and GT shall attract \$2,500**
- IV. False/Non Declaration of Passengers on board vessel shall attract \$1,500.00**

SCHEDULE 11

(Part ii)

SHIP-TO-SHIP/SHIP-TO-RIG (STS/STR) OPERATIONS

CHARGES	RATE	UNIT OF MEASUREMENT
(i) Ship Dues: 0.633 X GRT + 925.60 (As tabulated below)		
Mooring	USD 0.198	GRT
Light Dues	USD 0.34	GRT
Refuse Collection	USD 0.03	GRT
Bilge Collection	USD 0.065	GRT
Total	USD 0.633	GRT
Towage	Towage Not Applicable	
(ii) Cargo Dues (As tabulated below)		
Midstream Discharge	USD 1.21	Per ton (As approved by HMOT)
EPL	USD 0.10	Per ton
Facility Charge	NGN 7.50	Per ton

- *Note: Rates in schedule.....shall be paid by the “Mother Vessel”*
- *If the “Mother Vessel” calls/enters the Port with the Remain-On-Board (ROB), after part discharge to Off-take vessels, the Hard Quay Rates on Cargo shall apply in addition to Ship Dues of \$0.647 X GRT + 1176.*
- *Where third party towage service is provided, applicable towage rate will apply*



SCHEDULE 11

(Part iii)

FLOATING PRODUCTION STORAGE & OFFLOADING (FPSO)/ FLOATING STORAGE & OFFLOADING (FSO) /OIL & GAS RIGS/PLATFORMS

FIND RATES BELOW AS APPLICABLE

CHARGES	RATE	UNIT OF MEASUREMENT
(i) SHIP DUES:		
<ul style="list-style-type: none"> Pilotage (In & Out) Light Dues Conservancy (In & Out) Refuse Collection Bilge Collection 	Foreign: USD1.28 TWA: USD 0.62 Coastal: USD 0.44	GRT GRT GRT
(ii) TOWAGE DUES (IN & OUT)		
1 – 200 LOA	USD 2000	Per Tug/Movement
201 – 250 LOA	USD 2500	Per Tug/Movement
251 – 300 LOA	USD 3500	Per Tug/Movement
Above 300 LOA	USD 5000	Per Tug/Movement
Shifting (Within Port or Pilotage District)	USD 0.07	GRT
Second Port Of Call On Same Voyage and call to repair yard.	USD 0.938	GRT
(iii) HARBOUR TOW OPERATIONS		
Mobilization of Harbour tugs, Pilot, Crew, Personnel & Demobilization of : 60 – 65ton Bollard Pull	USD 50,000	Per tug/day
Mobilization of Harbour tugs, Pilot, Crew & Personnel, Personnel & Demobilization:: 70 - 75 ton Bollard Pull	USD 100,000	Per tug/day
Mobilization of Harbour tugs, Pilot, Crew & Personnel, Personnel & Demobilization: 80 - 85ton Bollard Pull	USD 150,000	Per tug/day
Berthing/Mooring/Un-berthing (In & Out)	USD 80,000	In & Out
(iv) CARGO DUES		
Cargo Dues: Midstream Discharge	Please see Schedule of Cargo and Harbour Dues	Per ton/Unit
Harbour Dues: Concession Area (Accordingly to Cargo)		Per ton/Unit
Harbour Dues: NPA Area (Accordingly to Cargo)		Per ton/Unit
Harbour Dues: Private Jetty (Accordingly to Cargo)		Per ton/Unit
Harbour Dues: Appropriated Area (Accordingly to Cargo)		Per ton/Unit
EPL (Accordingly to Cargo)	See schedule of EPL	Per ton/Unit
Facility Charge	NGN 7.50	Per ton/Unit
(v) MONTHLY OFFSHORE ROYALTY		
Terminal Output Royalty (TOR) for FPSO/FSO	0.0294	Per ton
Terminal Output Royalty (TOR) for Rigs & Platforms	0.0250	Per ton
(VI) MANAGEMENT/ADMINISTRATIVE CHARGES		
Tug Management System	USD 120,000	Per Operation
Security Vessel	USD 100,000	Per Operation
Simulation in NPA Center	USD 200,000	Per Operation
Final Reporting & Project Closeout	USD 10,000	Per Operation

SCHEDULE 12
(Part i)

THROUGHPUT FEE CHARGED FROM 2006 TO DATE

FIND RATES BELOW AS APPLICABLE

YEAR INDICATOR	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
CPI ADJUSTMENT (%)	3.2%	2.9%	3.8%	-0.3%	1.6%	3.2%	2.1%	1.5%	1.6%	0.1%	1.3%	2.1%	2.2%	
GEN CARGO	1.00	1.03	-	-	-	-	-	-	-	-	-	-	1.26	1.29
IMPORT LADEN TEU (\$)	16.00	16.52	-	-	-	-	-	-	-	-	-	-	20.10	20.55
EXPORT LADEN TEU (\$)	13.00	13.42	-	-	-	-	-	-	-	-	-	-	16.32	16.71
EMPTY TEU (\$)	3.50	3.61	-	-	-	-	-	-	-	-	-	-	4.39	4.50
0 - 15CBM (\$)	3.00	3.10	-	-	-	-	-	-	-	-	-	-	3.77	3.86
16 - 25CBM (\$)	5.00	5.16	-	-	-	-	-	-	-	-	-	-	6.28	6.43
ABOVE 25CBM (\$)	10.00	10.32	-	-	-	-	-	-	-	-	-	-	12.56	12.86
TRAILER	20.00	20.65	-	-	-	-	-	-	-	-	-	-	25.12	25.73

- ❖ The annual adjustment is in line with the provisions of the Lease Agreement which state interalia that **"The Throughput Fee shall be assessed on empty and laden Containers, Import/Export Cargoes and shall be paid to the Lessor within five (5) business days after the last day of the applicable period"**
- ❖ **The Throughput Fee shall be adjusted on an annual basis in accordance with the Consumer Price Index for All Urban Consumers (CPI-U) for the U.S. City Average for All Items, 1982-84=100 during the applicable annual period."**
- ❖ **The Operation Rates shall also be adjusted throughout the Term on an annual basis in accordance with the Consumer Price Index for All Urban Consumers (CPI-U) for the U.S. City Average for All Items, 1982-84=100 during the previous year.**
- ❖ **It was agreed in a meeting with the Authority and stakeholders that CPI-U shall apply in the adjustment of rates from 1st of March to 28th February of every year, while a new index takes effect from 1st march of every year**
- ❖ **CPI-U is a measure of the average change over time in the prices paid by consumers for a market basket of goods and services. It is also an index of prices to measure change in the cost of basic goods and services in an economy.**
- ❖ **Arising from the suspension of the dichotomy in the adjustment of rates for Oil & Gas and Multipurpose Terminal, annual CPI-U shall apply uniformly across all terminals and operators irrespective of the nature of operation.**

SCHEDULE 12

(Part ii)

FREE ZONE OPERATION

Free Zone is described as a designated or free economic zone within a country which is administratively deemed to be outside the customs area, within which national regulations related to trade, finance and other economic activity may not be applicable or partially applicable.

The basic ingredient that drives and sustain Free Zone Operations are Economic and Socio-Political Incentives, Use of Area of Comparative Advantage, Strong Infrastructural Base, Consistency of Policy/Strong Legal Framework and Clear and Unambiguous Government Intentions.

SCHEDULE OF CHARGES FOR FREE ZONE OPERATION

FIND RATE AS APPLICABLE BELOW

Except where specifically exempted by Agreement or MOU Ship, Vessels, Barges and Craft shall continue to the following charges:

CHARGES	RATES/REMARK
Ship Dues	See Schedule of Ship Dues as applicable to Foreign, TWA and Coastal Traffic
Towage Dues	See Schedule Towage Dues as applicable to Authority's operation and third party
Berthing/Mooring	As applicable to all vessels
Berth Rent	See Schedule of Berth Rent as applicable to Area/Location, Vessel Type and LOA
Cargo Dues	See schedule of Cargo Dues as enumerated according to Cargo type and Areas/Location
Harbour Dues	See schedule of Harbour Dues as enumerated according to Cargo type and Areas/Location
Environmental Protection Levy	See schedule of Environmental Protection Levy as enumerated according to Cargo type
MOWCA	See schedule of MOWCA as enumerated according to Cargo type
Contingency Deposit	See schedule of Contingency Deposit according to Cargo type and Area/Location
VAT	Not applicable

MARI TERRAQUE SERVIMUS

SCHEDULE 12
(Part iii)

SCHEDULE OF MONTHLY LEASE FEE FOR CONCESSIONAIRE 2019

PORT	TERMINAL	OPERATOR	AMOUNT
Onne Port Complex	Federal Lighter Terminal A	Brawal Oil Services	141,666.67
Onne Port Complex	Federal Ocean Terminal A	INTELS Nig Ltd	469,175.41
Onne Port Complex	Federal Lighter Terminal B	INTELS Nig Ltd	300,971.00
Delta Port Complex	Warri new Terminal A	AMS	72,020.64
Delta Port Complex	Warri Old Terminal A	INTELS Nig. Ltd	25,658.92
Delta Port Complex	Warri new Terminal B	INTELS Nig. Ltd	66,260.17
Delta Port Complex	Warri Terminal C	Julius Berger	56,912.08
Rivers Port Complex	Port Harcourt Terminal B	BUA Terminals	100,000.00
Rivers Port Complex	Port Harcourt Terminal A	PTOL	800,000.00
Calabar Port Complex	Calabar Terminal A	INTELS Nig. Ltd	25,239.67
Calabar Port Complex	Multipurpose Terminal B	ECM	119,825.52
Calabar Port Complex	Calabar Old Terminal	Shoreline Log.	20,916.66
Lagos Port Complex	Apapa Terminal C	ENL Consortium	4,270,261.74
Lagos Port Complex	Apapa Terminal D	ENL Consortium	4,308,596.58
Lagos Port Complex	Container Terminal	AP Mollar	172,042,304.00
Lagos Port Complex	Apapa Bulk Terminal E	Greenview Limited	209,166.67
Lagos Port Complex	Apapa Bulk Terminal B	ABTL	105,170.34
Lagos Port Complex	Apapa Bulk Terminal A	ABTL	157,755.50
Tin Can Island Port	TCIP Terminal C	Port & Cargo	436,718.13
Tin Can Island Port	TCIP Terminal B	TICT Limited	666,666.67
Tin Can Island Port	TCIP RORO Terminal	Five Star Log Ltd	886,567.25
Tin Can Island Port	TCIP Terminal	Josepdam Limited	303,651.74

- Annual Lease Fee are paid in twelve (12) equal installments in each operating year except for AP Mollar and ENL Consortium whose payment are made on annual basis.
- The above Lease Fee schedule is the current fee (2019) payable by the operators across the Port locations.
- The Schedule of Lease Fee are graduated annually during each operating years in line with Lease Agreement
- In the event of Supplemental Agreement, the Lease Fee Schedule may be adjusted in line with such Agreement.

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SCHEDULE 13**(Part i)****DELIVERY CHARGES AT NON CONCESSION/NPA AREAS (E.G. KOKO, SAPELE, BURUTU, E.T.C.)****FIND RATES BELOW AS APPLICABLE**

TYPE OF CHARGES (GENERAL CARGO)	RATE		UNIT OF MEASUREMENT
	Direct (NGN)	Indirect (NGN)	
Handling Charges	89	NGN 168	Per Ton
Documentation/Custom Examination	1400	1400	Per Doc/Examination
VEP/Tally Sheet/TRR	225	225	Per Truck

TYPE OF CHARGES (DRY AND LIQUID BULK CARGO)	RATE		UNIT OF MEASUREMENT
	Direct (NGN)	Indirect (NGN)	
Handling Charges	49	168	Per Ton
Documentation/Custom Examination	1400	1400	Per Doc/Examination
VEP/Tally Sheet/TRR	225	225	Per Truck

TYPE OF CHARGES (DRY AND LIQUID BULK CARGO BY SUCTION)	RATE	UNIT OF MEASUREMENT
	DIRECT (NGN)	
Handling Charges	18	Per Ton
Documentation/Custom Examination	700	Per Doc/Examination

TYPE OF CHARGES (VEHICLE)	RATE		UNIT OF MEASUREMENT
	Direct (NGN)	Indirect (NGN)	
UP to 15CBM	2497	2583	Per Unit
16 to 25 CBM	2775	2907	Per Unit
Above 25 CBM	3539	3971	Per Unit
Trailer/Mafi	4157	5180	Per Unit

Note: All stuffed vehicles will have 20% surcharge on their delivery charge

TYPE OF CHARGES (PALLETIZED/UNITIZED CARGO)	RATE		UNIT OF MEASUREMENT
	Direct (NGN)	Indirect (NGN)	
Up to 2 Tons	71/ton + 1628	91/ton + 1628	Per ton
2 to 4 Tons	108/ton + 1628	157/ton + 1628	Per ton
4 to 6 Tons	157/ton + 1628	229/ton + 1628	Per ton
6 to 10 Tons	253/ton + 1628	357/ton + 1628	Per ton
10 to 15 Tons	360/ton + 1628	516/ton + 1628	Per ton
Above 15 Tons	773/ton + 1628	1003/ton + 1628	Per ton

Note: where ₦1628 is charges for documentation & Custom Examination per B/L & VEP & Tally Sheet

TYPE OF CHARGES (CONTAINERS)	RATE	UNIT OF MEASUREMENT
Regular Container 20FT	5014.50	Per Unit
Regular Container 40FT	6267.50	Per Unit
Flat Container 20FT	5186	Per Unit
Flat Container 40FT	6707	Per Unit
Open Top Container (OT) 20FT	7073	Per Unit
Open Top container (OT) 40FT	9531	Per Unit
Reefer Container 20FT	Regular rate + 1750	Per Unit
Reefer Container 40FT	Regular rate +2625	Per Unit
Container Delivery (Weekends) 20FT	Rate +294	Per Unit
Container Delivery (Weekends) 40FT	Rate +378	Per Unit
If Container 20FT is unstuffed	Rate +714	Per Unit
If Container 40FT is unstuffed	Rate + 903	Per Unit
Container Direct Delivery 20 FT	Rate +168	Per Unit
Container Direct Delivery 40FT	Rate +210	Per Unit
CONTAINER EXPORT		
Handling Charges (20Ft Laden)	3686.72	Per Unit
Handling Charges (20Ft Empty)	1264.20	Per Unit
Handling Charges (40Ft Laden)	5566.60	Per Unit
Handling Charges (40Ft Empty)	1896.30	Per Unit
Documentation Fee	700	Per B/L

Note: The above charges shall in addition attract 5% VAT, except for Container Export

TYPE OF CHARGES (GROUPAGE)	RATE		UNIT OF MEASUREMENT
	Direct (NGN)	Indirect (NGN)	
Container 20FT	6769	8127	Per Unit
Container 40FT	11648	13580	Per Unit
Normal Groupage 20FT	7679		Per Unit
Normal Groupage 40FT	12446		Per Unit

RENT CHARGES ON CARGO

TYPE OF CHARGES (RENT ON GENERAL CARGO) Free rent period of 3 days after completion of discharge	RATE		UNIT OF MEASUREMENT
	Import (NGN)	Export (NGN)	
Shed/Warehouse Cargo	6	4	Per Ton/Day
Stacking Area Cargo	3	2	Per Ton/Day

TYPE OF CHARGES (RENT ON VEHICLE)	RATE			UNIT OF MEASUREMENT
	Import (NGN)		Export (NGN)	
	1 st Period	2 nd Period & thereafter		Per Unit/Day
Vehicle UP to 15CBM	150	900	150	
Vehicle 16 to 25 CBM	188	1125	188	Per Unit/Day
Vehicle Above 25 CBM	375	1800	375	Per Unit/Day
Trailer/Mafi	625	3000	625	Per Unit/Day

TYPE OF CHARGES (RENT ON CONTAINER) Free rent period of 3 days after completion of discharge	RATE		UNIT OF MEASUREMENT
	Import (NGN)	Export (NGN)	
Container: 20FT Laden	375	375	Per Unit/Day
Container: 20FT Empty	24	24	Per Unit/Day
Container: 40FT Laden	750	750	Per Unit/Day
Container: 40FT Empty	48	48	Per Unit/Day
Container: Open Top 20FT Laden	750	-	Per Unit/Day
Container: Open Top 40FT Laden	1550	-	Per Unit/Day
Container: Flat 20FT Laden	936.5	-	Per Unit/Day
Container: Flat 40FT Laden	1606	-	Per Unit/Day

TYPE OF CHARGES (RENT ON PALLETIZED/UNITIZED CARGO) Free rent period of 3 days after completion of discharge	RATE		UNIT OF MEASUREMENT
	Import (NGN)	Export (NGN)	
Up to 2 Tons	10	6	Per Ton/Day
2 to 4 Tons	20	12	Per Ton/Day
4 to 6 Tons	30	18	Per Ton/Day
6 to 10 Tons	40	24	Per Ton/Day
10 to 15 Tons	79	48	Per Ton/Day
Above 15 Tons	124	75	Per Ton/Day

Note: If a Consignee/Agent wants to take delivery of cargo in a way other than the way it landed, the arrangement/cost should be borne by the Consignee/Agent cost + 40%.

Official request for direct delivery of cargo should be received at least 48 hours before the arrival of the vessel and supported by all relevant documents.

SCHEDULE 13 (Part ii)

RAIL CHARGES

TYPE OF CHARGES (HAULAGE)	RATE (NGN)	UNIT OF MEASUREMENT
Other Goods on :4 Wheel Wagon	108	Per Ton
✓ :8 Wheel Wagon	180	Per Ton
Coal :4 Wheel Wagon	36	Per Ton
✓ :8 Wheel Wagon	54	Per Ton
Traffic to/from Quays by rail	11	Per Ton
Haulage other than by rail within the Port	17.5	Per Ton
Haulage other than by rail outside Port premises	14	Per Ton
Siding charges, Shunting of Empty/Loaded Wagon	74	Per Ton
Stabling charge Less than 10 Ton 1 st 24 hours	202	Per Ton
Stabling charge Over 10 Ton 1 st 24 hours	303	Per Ton
Stabling charge Less than 10 Tons, 2 nd & subsequent period of 24 hours or part	348	Per Ton
Stabling charge Over 10 Tons, 2 nd subsequent period of 24 hours or part	431	Per Ton

SCHEDULE 13 (Part iii)

OTHER SERVICES/SHIFTING

TYPE OF SERVICES (Dock Labour utilized for services not assessed on the basis of tonnage but on request)	RATE		UNIT OF MEASUREMENT
	NGN	USD	
Discrepancy, Sweeping, e.t.c. (On-Board)	-	2.3	Per man/Hour
Discrepancy, Sweeping, e.t.c. (Ashore)	278	-	Per man/Hour
Landing & reloading cargo at ship request: 20FT	-	106	Per Unit
Landing & reloading cargo at ship request: 40FT	-	212	Per Unit
Landing & reloading cargo at ship request: G/Cargo	-	7	Per Ton
Shifting of Cargo On-Board: 20FT	-	40	Per Unit
Shifting of Cargo On-Board: 40FT	-	60	Per Unit
Overtime On-Board	-	3.45	Per Man-hour
Overtime Ashore	-	3.45	Per Man-hour

Note: Dry Bulk vessels are entitled to trimming towards the end of their operations. Any other request for services shall be charged accordingly

SCHEDULE 13 (Part iv)

ROYALTY CHARGES

SERVICE DESCRIPTION	RATE (NGN/USD)	UNIT OF MEASUREMENT
Compressor	NGN104	Per Day
Shore based grain elevator	NGN1364	Per Day
Lorry	NGN55	Per Movement
Forklift On-Board	USD10	Per Hour
Forklift Ashore	NGN72	Per Hour
Port Pier Import	NGN22	Per Tonne
Port Pier Export	NGN14	Per Tonne
Wharfage	NGN13	Per Tonne

SCHEDULE 13
(Part v)

PLANT AND EQUIPMENT HIRE RATE PER HOUR OR PART THEREOF

(MINIMUM OF 4 HOURS)

Hire of Forklift Under 5 ton	NGN805	Per hour or part thereof
Hire of Forklift Under 5 ton On-Board	USD10	
Hire of Forklift 5 ton to 10 ton	NGN1575	Per hour or part thereof
Hire of Forklift 5 ton to 10 ton On-Board	USD15	
Portal Crane Up to :10 tons	NGN1680	Per hour or part thereof
:10 to 15 tons	NGN3029	
:Over 15 tons	NGN3938	
Mobile Crane Up to:5 tons	NGN2625	Per hour or part thereof
:5 to 10 tons	NGN3938	
: 11 to 15	NGN6300	
:Over 15 tons	NGN7875	
Fork Lifter: 10 to 15 tons	NGN3938	Per hour or part thereof
:16 to 20 tons	NGN7875	
: 21 to 25	NGN10500	
Tower Crane: 5 to 10 tons	NGN3938	Per hour or part thereof
Tractor:	NGN1313	Per hour or part thereof
Mafi/Trailer	NGN525	Per hour or part thereof
Floating Crane: Below 100 tons	USD500	Per hour or part thereof
: 101 to 200 tons	USD750	
: Above 200 tons	USD1000	
HIRE OF CRAFT: Major vessels	NGN546,000	Per Day
: Ocean Tug	NGN336000	Per Day
: Push Tug	NGN52500	Per hour or part thereof
: Launches	NGN45500	Per hour or part thereof

IN ADDITION WHERE UNDER THE POWERS CONTAINED IN SECTION 95 PART XII OF THE PORTS ACT CAP 361 (1990), THE NIGERIAN PORTS AUTHORITY PROVIDES SERVICES NOT SPECIFICALLY ENUMERATED IN THIS SCHEDULE, THEY MAY LEVY REASONABLE RATES IN RESPECT OF THOSE SERVICE

MARI TERRAQUE SERVIMUS