THE REPUBLIC OF PALAU
Merchant Shipping (Tonnage Regulation) 2019

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PART I

1. DEFINITION

"The Act" means the Maritime and Admiralty Act, Title 7 of the Palau National Code, of the Republic of Palau;

"Administration" means the Ministry of Public Infrastructure, Industries and Commerce of the Republic of Palau;

"Amidships" means the mid-point of the length, or the mid-point of the length overall in the case of a ship of not less than 24 meters in length;

"Breadth" means the maximum breadth of the ship, measured amid ship to the moulded line of the frame in a ship with a metal hull and to the outer surface of the hull in a ship with a hull of any other material;

"Break" means the space bounded longitudinally by a side to side upward step in the lowest line of the upper deck and another such step or the end of the ship, transversely by the sides of the ship and vertically by the higher part of the deck and the lowest line of the upper deck continued parallel thereto;

"Cargo Spaces" means enclosed spaces which are appropriated for the transport of cargo to be discharged from the ship;

"Certifying Authority" means the Minister or any person authorized by the Minister for the purposes of these regulations, including organizations or bodies of surveyors authorized by the Minister or on his behalf;

"Contracting Government" means the Government of a country which has accepted the Convention;

"Convention" means the International Convention on Tonnage Measurement of Ships, 1969;

"Enclosed spaces" means all those spaces, other than excluded spaces, which are bounded by the ship's hull, by fixed or portable partitions or bulkheads or by decks or coverings other than permanent or moveable awnings: no break in a deck, nor any opening in the ship's hull, in a deck or in a covering of a space, or in the partitions or bulkheads of a space, nor the absence of a partition or bulkhead, shall preclude a space from being included in the enclosed spaces and, for the purposes of this definition, "excluded spaces" mean, subject to paragraph (f), any of the spaces specified in paragraphs (a) to (e) –

a. That part of an enclosed space within an erection opposite an end opening and extending from the opening to an athwart ship line at a fore and aft distance from the opening equal to half the breadth of the deck at the line of the opening: such end opening shall have a breadth equal to or greater than 90 per cent of the breadth of the deck at the line of the opening and shall extend from deck to deck or to a curtain plate of a depth

not exceeding by more than 25 millimeters the depth of the adjacent deck beams, as specified in Figure 1 of Schedule 1: provided that:

i. where at any point the width of the enclosed space, because of any arrangement except convergence of the outside plating, as specified in Figure 3 of Schedule 1, becomes less than 90 per cent of the breadth of the deck at the line of the opening, the excluded space shall extend only to an athwart ship line intersecting that point, as specified in Figures 2 and 4 of Schedule 1;

ii. where the opposite ends of two enclosed spaces are separated by a gap, which is completely open except for bulwarks or open rails and of fore and aft length less than half the least breadth of the deck at the gap, then no part of the enclosed spaces shall be excluded, as specified in Figures 5 and 6 of Schedule 1;

b. A space under an overhead deck covering open to the sea and weather having no other connection on the exposed sides with the body of the ship than the stanchions necessary for its support: in such a space, open rails or a bulwark and curtain plate may be fitted or stanchions fitted at the ship's side, provided that the distance between the top of the rails or the bulwark and the curtain plate is not less than 0.75 meters or one-third of the height of the space, whichever is the greater, as specified in Figure 7 of Schedule 1;

c. A space in a side-to-side erection between opposite side openings not less in height than 0.75 meters or one third of the height of the erection whichever is the greater: if the opening in such an erection is provided on one side only, the space to be excluded from the volume of enclosed spaces shall be limited inboard from the opening to a maximum of one half of the breadth of the deck in way of the opening, as specified in Figure 8 of Schedule 1;

d. A space in an erection immediately below an uncovered opening in the deck overhead, provided such an opening is exposed to the weather and the space excluded from enclosed spaces is limited to the area of the opening, as specified in Figure 9 of Schedule 1;

e. A recess in the boundary bulkhead of an erection which is exposed to the weather and the opening of which extends from deck to deck without means of closing, provided that the interior width is not greater than the width at the entrance and its extension into the erection is not greater than twice the width of its entrance, as specified in Figure 10 of Schedule 1;

f. Notwithstanding paragraphs (a) to (e), any space listed in those subsections which fulfills at least one of the following conditions shall be treated as an enclosed space:

i. The space is fitted with shelves or other means for securing cargo or stores;

ii. The openings are fitted with any means of closure;

iii. The construction provides a possibility of such openings being closed;

"Length" means the greater of the following distances"

a. The distance between the fore side of the stem and the axis of the rudder stock; or

b. 96 % (96 per cent) of the distance between the fore side of the stem and the aft side of the stern,

The points and measurements being taken respectively at and along a waterline at 85 per cent of the least moulded depth of the ship: in the case of a ship having a rake of keel the waterline shall be parallel to the designed waterline;

"Length overall" means the distance between the foreside of the foremost fixed permanent structure and the after side of the aftermost fixed permanent structure; and "fixed permanent structure" includes any portion of the hull which is capable of being detached, but which is fixed in place during the normal operation of the vessel: it does not include functional arrangements such as safety rails, bowsprits, pulpits, stem head fittings, rudders, steering gear, outdrives, outboard motors, propulsion machinery, diving platforms, boarding platforms, rubbing strips and fenders, other than where such functional arrangements are designed to replace any part of the hull that has been removed;

"Load Line Rules" means the Republic of Palau Merchant Shipping (Load Line) Rules 2019; or in relation to any ship not registered in Palau any corresponding rules of the country in which the ship is registered;

"Moulded depth" and in the case of a ship of less than 24 meters *"depth"*, means the vertical distance measured from the top of the keel of a metal ship, or in wood and composite ships from the lower edge of the keel rabbet, to the underside of the upper deck at side, or, in the case of a ship which is not fully decked, to the top of the upper strake or gunwale, provided that:

a. where the form at the lower part of the midship section is of a hollow character, or where thick garboards are fitted, the distance is measured from the point where the line of the flat of the bottom continued inwards cuts the side of the keel;

b. In the case of a glass reinforced plastic ship where no keel member is fitted and the keel is of open trough construction, the distance is measured from the top of the keel filling, if any, or the level at which the inside breadth of the trough is 100 millimeters, whichever gives the lesser depth;

c. In ships having rounded gunwales, the distance is measured to the point of intersection of the moulded lines of the deck and side shell plating, the lines extending as though the gunwales were of angular design; and

d. Where the upper deck is stepped and the raised part of the deck extends over the point at which the moulded depth is measured, the distance is measured to a line of reference extending from the lower part of the deck along a line parallel with the raised part; and for the purposes of this definition:

    i. *"Upper deck"* means the uppermost complete deck exposed to weather and sea, which has permanent means of weather

tight closing of all openings in the weather part thereof, and below which all openings in the sides of the ship are fitted with permanent means of watertight closing: in a ship having a stepped upper deck, the lowest line of the exposed deck and the continuation of that line parallel to the upper part of the deck is taken as the upper deck; and

ii. *"Weathertight"* means that in any sea conditions water will not penetrate the ship;

"Moulded draught" means :

a. For ships assigned load lines in accordance with the Load Line Rules, the draught corresponding to the Summer Load Line (other than timber load lines);
b. For passenger ships, the draught corresponding to the deepest subdivision load line assigned in accordance with the SOLAS Convention or other international agreement where applicable or in accordance with the provisions of regulations implementing such Convention or agreement where applicable.
c. For ships to which no load line has been assigned but the draught of which is restricted by the Minister, the maximum permitted draught; and
d. For other ships, 75 % (75 per cent) of the moulded depth amidships;

"Oil Tanker" means a ship constructed or adapted to carry oil in bulk in its cargo spaces and includes combination carriers; which for the purposes of this definition, *"Combination Carriers"* means a ship designed to carry either oil or solid cargoes in bulk;

"Passenger" means any person carried in a ship except:

a. a person employed or engaged in any capacity on board the ship on the business of the ship;
b. a person on board the ship either in pursuance of the obligation laid upon the master to carry shipwrecked, distressed or other persons or by reason of any circumstances that neither the master nor the owner nor the charterer (if any) could have prevented;
c. a child under one year of age;

"Pleasure Vessel" means a vessel primarily used for sports or recreation and not engaged in trade.

"Similar stage of construction" means the stage at which:

a. Construction identifiable with a specific ship begins; and
b. Assembly of that ship has commenced comprising at least 50 tones or one per cent of the estimated mass of all structural material whichever is less

"Surveyor" means a surveyor appointed by the Republic of Palau, Recognized Organization or Certifying Authority.

PART II
Application, Ascertainment of Tonnage and Certification for Ships of 24 Meters in Length and Over

2. APPLICATION

This Part applies to ships, being ships of 24 meters in length or over, registered or to be registered with the Palau Flag under Title 7 of the Palau Merchant Act and for which the ascertainment of tonnage is required under Chapter 5 of the Republic of Palau Maritime Regulations.

3. ASCERTAINMENT OF TONNAGE

3.1 A ship shall be measured by a Surveyor. The owner and the master of a ship to be measured shall make it available for measurement by a surveyor and afford all necessary facilities for its inspection, survey and measurement and shall produce such plans, drawings, specifications and other documents relating to the ship that the Surveyor may require for their use or retention.

3.2 The gross and net tonnages shall be determined in accordance with sections 5 and 6 provided that in the case of novel types of craft with constructional features which render the application of these sections unreasonable or impracticable, the gross and net tonnages shall be determined as required by the Minister.

3.3 All measurements used in the calculations of volumes shall be taken and expressed in meters to the nearest one hundredth of a meter.

3.4 Gross and net tonnages shall be expressed as whole numbers, decimals being rounded off downwards.

4. CALCULATION OF VOLUMES

4.1. All volumes included in the calculation of gross and net tonnages shall be measured, irrespective of the fitting of insulation or the like, to the inner side of the shell or structural boundary plating in ships constructed of metal, and to the outer surface of the shell or to the inner side of the structural boundary surfaces in ships constructed of any other material.

4.2. Volumes of appendages shall be included in the total volume.

4.3. Volumes of spaces open to the sea shall be excluded from the total volume.

4.4. The method and accuracy of the calculations shall be sufficiently detailed to facilitate checking.

5. GROSS TONNAGE

The gross tonnage (GT) of a ship shall be determined by the following formula:

$$GT = K_1 V$$

Where:

V = total volume of all enclosed spaces of the ship in cubic meters; and

$K1 = 0.2 + 0.02 \log^{10} V$, as specified in Schedule 2.

6. NET TONNAGE

The net tonnage (NT) of a ship shall be determined by the following formula:

$$NT = K_2 V_C\left(\frac{4d}{3D}\right)^2 + K_3\left(N_1 + \frac{N_2}{10}\right)$$

Where:
V_c = total volume of cargo spaces in cubic meters;
$K_2 = 0.2 + 0.02 \log_{10} V_c$, as specified in Schedule 2;
$K_3 = 1.25 \frac{GT+10,000}{10,000}$,
GT = gross tonnage calculated in accordance with section 6;
D = moulded depth amidships in meters;
d = moulded draught amidships in meters;
N_1 = number of berths for passengers in cabins with not more than 8 berths; and
N_2 = number of other passengers who may be accommodated on the ship; provided that :

(a) the factor:
$\left(\frac{4d}{3D}\right)^2$

shall not be taken as greater than unity;

(b) the term:
$K_2 V_C\left(\frac{4d}{3D}\right)^2$

shall not be taken less than 0.25 GT;

(c) N_1 and N_2 shall be taken as zero when $N_1 + N_2$ is less than 13; and

(d) NT shall not be taken as less than 0.30 GT.

7. SEGREGATED BALLAST OIL TANKERS

7.1 Where segregated ballast tanks complying with Regulation 18 of Annex 1 of the International Convention for the Prevention of Pollution from Ships 1973, as modified by the Protocol of 1978 relating to that Convention, are provided in oil tankers, an entry may be made on the International Tonnage Certificate (1969) indicating the total tonnage of these tanks.

7.2 The tonnage of such segregated ballast tanks shall be calculated according to the following formula:

$K_1 \times V_b$

Where:

$K_1 = 0.2 + 0.02 \log_{10} V$ or as specified in the Second Schedule;
V = the total volume of all enclosed spaces of the ship in cubic meters; and
V_b = the total volume of segregated ballast tanks in cubic meters measured in accordance with Regulation 5.

8. ISSUANCE OF CERTIFICATES

8.1 If it is in order to do so, the surveyor or Certifying Authority shall issue to the owner an International Tonnage Certificate (1969) in the form set out in the Convention certifying the tonnages of the ship and containing the particulars to be shown thereon.

9. CANCELLATION OF CERTIFICATES

9.1 Where alterations are made in the arrangement, construction, capacity, use of spaces, total number of passengers the ship is permitted to carry under the terms of the ship's passenger certificate, assigned load line, or permitted draught of the ship such as would cause an increase in the gross or net tonnage, the existing International Tonnage Certificate (1969) shall cease to be valid and shall be delivered up to and cancelled by the surveyor or Certifying Authority.

9.2 When a ship is transferred from the Palau Registry, the International Tonnage Certificate (1969) shall cease to be valid except when the transfer is to the Administration of a state which is a Contracting Government, in which case the certificate may remain in force for a period not exceeding 3 months or until the new Administration issues another International Tonnage Certificate (1969), whichever is the earlier.

10. CHANGES OF NET TONNAGE NECESSITATING ISSUE OF CERTIFICATE

10.1 When alterations in the values of V, Vc, d, N_1 or N_2 as defined in sections 5 and 6 result in an increase in the net tonnage a new International Tonnage Certificate (1969) incorporating the increased net tonnage shall be issued.

10.2 In the case of a passenger ship assigned subdivision load lines in accordance SOLAS Convention or in accordance with the provisions of regulations implementing such Convention and Load Lines in accordance with the Load Line Rules only one net tonnage shall be applied. Where the draught corresponding to the summer load line differs from that corresponding to the deepest subdivision load line the net tonnage shall, subject to subsection 10.3 be the greater of the two values determined in accordance with Regulation 7 by applying the different draughts.

10.3 Subject to subsection 10.4 where alterations in the values of V, Vc, d, N_1 or N_2, as defined in sections 5 and 6, or changes in the position of the load lines result in a decrease in the net tonnage, a new International Tonnage Certificate (1969) incorporating the decreased net tonnage shall not be issued until 12 months have elapsed from the date on which the current certificate was issued.

10.4 A new International Tonnage Certificate (1969) may be issued forthwith when:

a. a ship which was registered elsewhere is re-registered with the Palau Flag;
b. a ship undergoes alterations or modifications of a major character such as the removal of a superstructure, which requires an alteration of the assigned load line; or
c. the ship is a passenger ship employed in special trades for carriage of large numbers of special trade passengers, such as the pilgrim trade.

11. USE OF GROSS TONNAGE ASCERTAINED UNDER PREVIOUS REGULATIONS

11.1. In the case of a ship:
a. which is a ship the keel of which was laid or which was at a similar stage of construction before July 18, 1982;
b. which is a ship the keel of which was laid or which was at a similar stage of construction not later than December 31, 1985, not being a ship referred to in paragraph (a); or
c. which is a cargo ship of less than 1600 tons gross tonnage when ascertained in accordance to Tonnage Regulations implemented by the previous Flag Administration, the keel of which was laid or which was at a similar stage of construction before 18th July 1994, not being a ship referred to in paragraph (a),

The Minister may permit the continuing use of a gross tonnage additionally ascertained for the purpose of the application of regulations implementing the International Convention for the Safety of Life at Sea, 1974, the Protocol of 1978 relating to that Convention, the International Convention for the Prevention of Pollution from Ships, 1973, the Protocol of 1978 relating to that Convention and the International Convention on Standards of Training, Certification and Watchkeeping of Seafarers, 1978, as amended on July 7, 1995, or for the purpose of the application of the provisions of regulations implementing such Conventions.

11.2. An International Tonnage Certificate (1969) may be annotated, under "Remarks", by the Certifying Authority:
a. in the case of ship to which subsection (1)(a) refers, with the duly completed and signed entry –*"The ship is remeasured according to article 3(2)(d) of the 1969 Tonnage Convention. The GROSS TONNAGE according to the measurement system previously in force to the measurement system of the International Convention on Tonnage Measurement of Ships, 1969, is: ..... RT, according to the regulations .....";* and

b. in the case of a ship to which subsection (1)(b) or (c) refers, with the duly completed and signed entry –*"The ship is additionally measured according to resolution A. 494(XII). The GROSS*

TONNAGE according to the measurement system previously in force to the measurement system of the International Convention on Tonnage Measurement of Ships, 1969, is: ..... RT, according to the regulations .....".

11.3. Where such an entry has been made on an International Tonnage Certificate (1969), and the ship under goes modifications which affect its tonnage the old tonnage referred to in subsection 11.1 shall be deleted.

11.4. Where a gross tonnage has been ascertained and is to be used in accordance with subsection 11.1 then any certificate issued for the purposes of the conventions and protocols referred to shall record only that gross tonnage together with an appropriate footnote: "The above gross tonnage has been determined by a Surveyor or Certifying Authority ,in accordance with the national tonnage rules which were in force prior to the coming into force of the International Convention on Tonnage Measurement of Ships, 1969."; or "See REMARKS column of the valid International Tonnage Certificate (1969)".

PART III
APPLICATION, ASCERTAINMENT OF TONNAGE AND CERTIFICATION FOR PALAU REGISTERED SHIPS OF LESS THAN 24 METRES IN LENGTH OTHER THAN FISHING VESSELS

12. APPLICATION

12.1 This Part shall apply to ships, being ships of less than 24 meters in length, and not being fishing vessels, registered or to be registered under Title 7 of the Act.

13. MEASUREMENT AND CERTIFICATION

13.1 A ship shall be measured by a Surveyor or by a Certifying Authority.

13.2 The tonnage of a ship shall be the sum of:

a. the product of multiplying together its length overall, extreme breadth over the outside hull and depth in meters and multiplying the resultant figure by 0.16; and

b. the tonnage of any break or breaks, calculated for each break by multiplying together its mean length, mean breadth and mean height in meters and multiplying the resultant figure by 0.35.

13.3 For the purpose of this Part:

a. the breadth of a ship shall be its extreme breadth over the outside plating, planking or hull, no account being taken of rubbers or fenders even if they are moulded so as to be integral with the hull;

b. the depth of a ship shall be measured vertically at the midpoint of the length overall;

c. the upper terminal point for depth shall be:
   i. in the case of a decked ship, the underside of the deck on the middle line or, if there is no deck on the middle line at the point of measurement, the underside of the deck at the side of the ship plus the full deck chamber; and
   ii. in the case of an open ship, the top of the upper strake or gunwale;

d. the lower terminal point of depth shall be:
   i. in the case of a wooden ship, the upper side of the plank at the side of the keel or hog;
   ii. in the case of a metal ship, the top of the plating at the side of the keel; and
   iii. in the case of a glass reinforced plastic ship where no keel member is fitted and the keel is of open trough construction, the lower terminal point for depth shall be the top of the keel filling, if fitted, or the level at which the inside breadth of the trough is 10 centimeters, whichever gives the greater depth;

e. where a break exists in the way of the point of measurement for depth, the height of the break shall not be included in the measurement of depth.

13.4 The tonnage determined in accordance with subsection 13.2 shall be the gross tonnage and net tonnage.

13.5 In the case of a multi-hull ship the tonnage of each hull shall be measured separately and the sum of such tonnages shall be used in computing the tonnage referred to in subsection 13.2.

13.6 All measurements used in the calculations of volumes shall be taken and expressed in meters to the nearest one hundredth of a meter.

13.7 Tonnage shall be expressed to two decimal places, the second decimal place being increased by one if the third decimal place is 5 or more.

13.8 On completion of the measurement the Surveyor orthe Certifying Authority, as the case may be, shall forward to the Minister through the Palau Ship Registry Administrator a Certificate of Measurement in a form approved by the Palau Ship Registry Administrator.

13.9 Where alterations are made in the arrangement, construction, capacity, use of spaces, total number of passengers the ship is permitted to carry under the terms of the ship's passenger certificate, assigned load line, or permitted draught of the ship such as would cause an increase in the tonnage, the existing measurement shall cease to be valid, any certificate shall be delivered up to and cancelled by the issuer and the owner of the

ship shall make an application for it to be re-measured in accordance with subsection 13.1.

13.10 Notwithstanding subsection 13.2,nothing in this Part shall be taken to require any ship the tonnage of which was validly determined under the law in force immediately before the coming into force of these Regulations to have its tonnage re-determined.

PART IV
SHIPS NOT REGISTERED UNDER TITLE 7 OF THE PALAU NATIONAL CODE

14. ASCERTAINMENT OF TONNAGE AND CERTIFICATION

The Minister may, at the request of the Administration of a Contracting Government, ascertain the gross and net tonnages of a ship not registered under Title 7 of the Palau National Code in accordance with Part II and issue to the owner an International Tonnage Certificate (1969). In such cases, the certificate shall be endorsed to the effect that it has been issued at the request of the Government of the state whose flag the ship is or will be flying, and a copy of the certificate and the calculations of the tonnages shall be transmitted to the requesting Government as soon as possible.

PART V
MISCELLANEOUS

15. PENALTIES

15.1 Any owner or master who fails without reasonable cause to deliver up a certificate for cancellation as required by sections 8.1 or 13.9 commits an offence punishable by a fine not exceeding one thousand dollars ($1,000).

15.2 Any person who contravenes or coerce any person under his control to contravene the provisions of these regulations or any person who omits or coerce any person under this control to omit anything the performance of which is required by the provisions of these regulations shall be guilty of an offence and shall be liable to a fine not exceeding two thousand dollars ($2,000) for each such offence.

15.3 Where an offence has been committed as provided by 15.2, the Minister may direct that the sailing of the ship in respect of which the offence was committed shall be prohibited until the contravention or omission constituting the offence has been removed.

SCHEDULE 1

1. Excluded spaces as defined in regulation 2

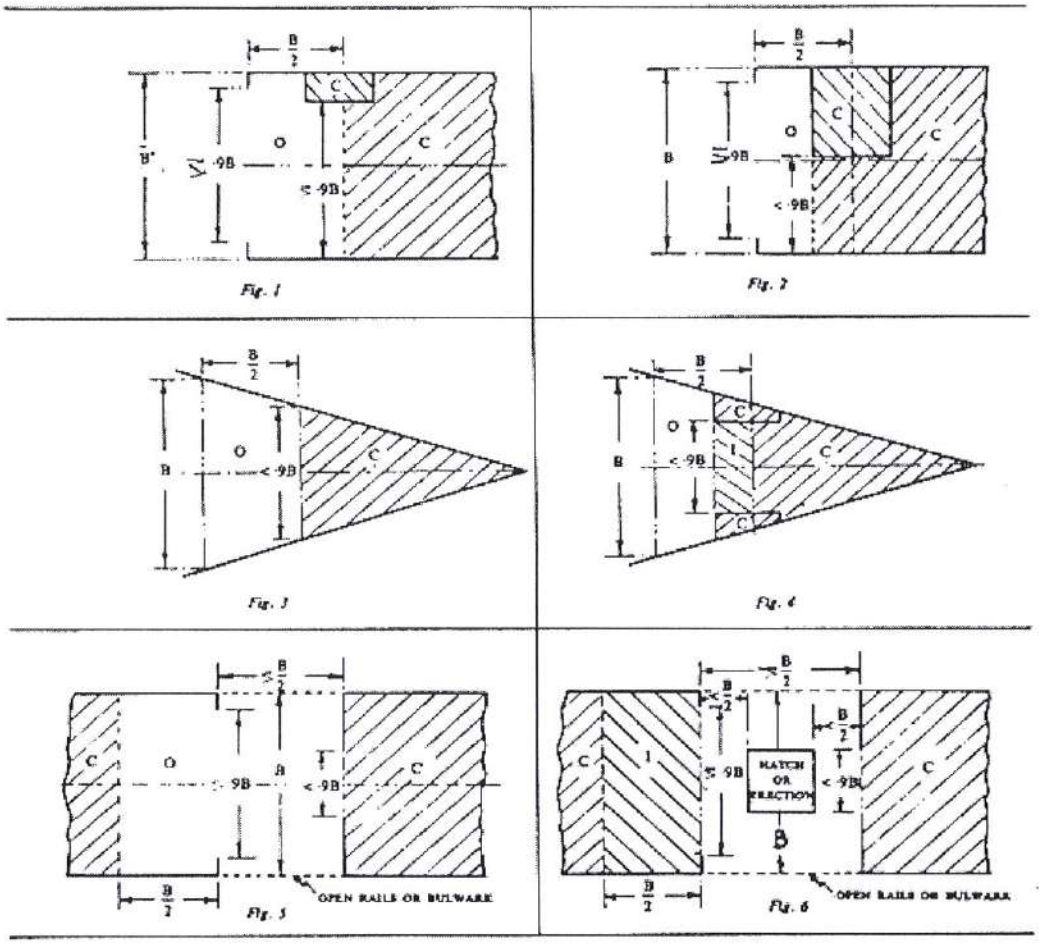
In the following figures:

O = excluded space;

C = enclosed space;

I = space to be considered as an enclosed space Hatched in parts to be included as enclosed spaces;

B = breadth of the deck in way of the opening. In ships with rounded gunwales the breadth is measured as indicated in Figure 11.


B/2
C
O
B
≤ 9B
< 9B
Fig. 1
Fig. 2
Fig. 3
Fig. 4
Fig. 5
OPEN RAILS OR BULWARK
Fig. 6
HATCH OR ERECTION
OPEN RAILS OR BULWARK

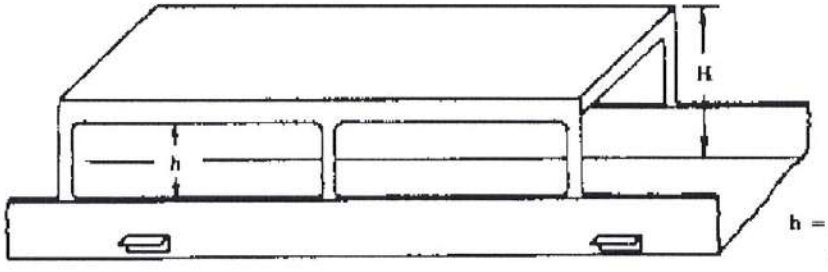

H
h
h = AT LEAST H/3 OR
0·75 m (2 5 FEET)
WHICHEVER IS
THE GREATER

Fig. 7

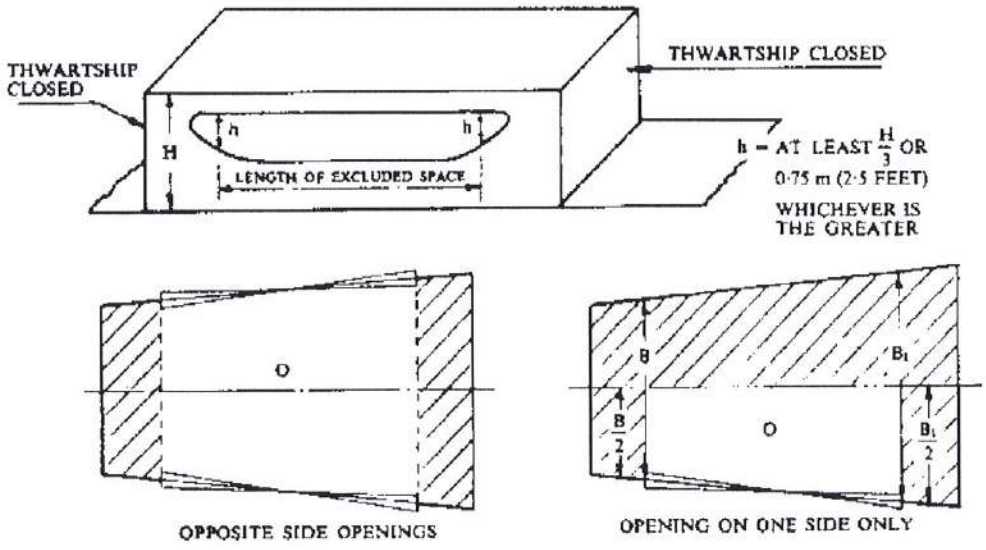

THWARTSHIP CLOSED
THWARTSHIP CLOSED
H
h
h
LENGTH OF EXCLUDED SPACE
h = AT LEAST H/3 OR 0·75 m (2·5 FEET) WHICHEVER IS THE GREATER
O
OPPOSITE SIDE OPENINGS
B
B1
B/2
O
B1/2
OPENING ON ONE SIDE ONLY

Fig. 8

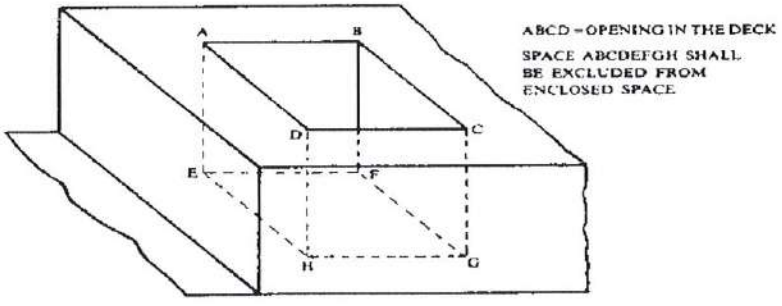

A
B
D
C
E
F
H
G
ABCD = OPENING IN THE DECK
SPACE ABCDEFGH SHALL BE EXCLUDED FROM ENCLOSED SPACE

Fig. 9

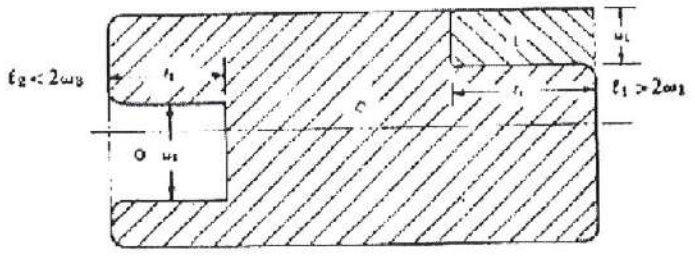


Fig. 10

SHIPS WITH ROUNDED GUNWALES

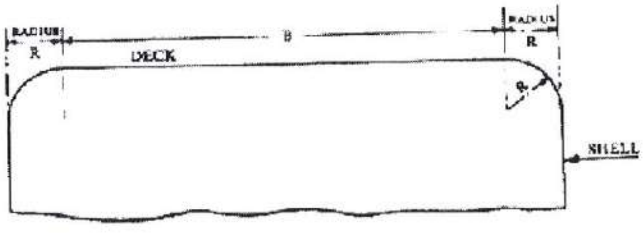


Fig. 11

Revocation

SCHEDULE 2

Coefficients K_1 and K_2 Referred to in Sections 5, 6 and 7

V or V_c = Volume in cubic meters;

Coefficients K_1 or K_2 at intermediate values of V or V_c shall be obtained by linear interpolation.

V or V_c	K_1 and K_2	V or V_c	K_1 and K_2	V or V_c	K_1 and K_2	V or V_c	K_1 and K_2
10	0.2200	45 000	0.2931	330 000	0.3104	670 000	0.3165
20	0.2260	50 000	0.2940	340 000	0.3106	680 000	0.3166
30	0.2295	55 000	0.2948	350 000	0.3109	690 000	0.3168
40	0.2320	60 000	0.2956	360 000	0.3111	700 000	0.3169
50	0.2340	65 000	0.2963	370 000	0.3114	710 000	0.3170
60	0.2356	70 000	0.2969	380 000	0.3116	720 000	0.3171
70	0.2369	75 000	0.2975	390 000	0.3118	730 000	0.3173
80	0.2381	80 000	0.2981	400 000	0.3120	740 000	0.3174
90	0.2391	85 000	0.2986	410 000	0.3123	750 000	0.3175
100	0.2400	90 000	0.2991	420 000	0.3125	760 000	0.3176
200	0.2460	95 000	0.2996	430 000	0.3127	770 000	0.3177
300	0.2495	100 000	0.3000	440 000	0.3129	780 000	0.3178
400	0.2520	110 000	0.3008	450 000	0.3131	790 000	0.3180
500	0.2540	120 000	0.3016	460 000	0.3133	800 000	0.3181
600	0.2556	130 000	0.3023	470 000	0.3134	810 000	0.3182
700	0.2569	140 000	0.3029	480 000	0.3136	820 000	0.3183
800	0.2581	150 000	0.3035	490 000	0.3138	830 000	0.3184
900	0.2591	160 000	0.3041	500 000	0.3140	840 000	0.3185
1000	0.2600	170 000	0.3046	510 000	0.3142	850 000	0.3186

2000	0.2660	180 000	0.3051	520 000	0.3143	860 000	0.3187
3000	0.2695	190 000	0.3056	530 000	0.3145	870 000	0.3188
4000	0.2720	200 000	0.3060	540 000	0.3146	880 000	0.3189
5000	0.2740	210 000	0.3064	550 000	0.3148	890 000	0.3190
6000	0.2756	220 000	0.3068	560 000	0.3150	900 000	0.3189
7000	0.2769	230 000	0.3072	570 000	0.3151	910 000	0.3192
8000	0.2781	240 000	0.3076	580 000	0.3153	920 000	0.3193
9000	0.2791	250 000	0.3080	590 000	0.3154	930 000	0.3194
10 000	0.2800	260 000	0.3083	600 000	0.3156	940 000	0.3195
15 000	0.2835	270 000	0.3086	610 000	0.3157	950 000	0.3196
20 000	0.2860	280 000	0.3089	620 000	0.3158	960 000	0.3196
25 000	0.2880	290 000	0.3092	630 000	0.3160	970 000	0.3197
30 000	0.2895	300 000	0.3095	640 000	0.3161	980 000	0.3198
35 000	0.2909	310 000	0.3098	650 000	0.3163	990 000	0.3199
40 000	0.2920	320 000	0.3101	660 000	0.3164	1 000 000	0.3200

Approved for publication by the Minister of Public Infrastructure, Industries and Commerce

Charles I. Obichang, Minister — Date: 9/09/2020

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Approved by:

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