

L.N. 60 of 1964

—RENT RESTRICTION ACT (CAP. 183)

The Rent Restriction (Lagos Central Planning Scheme Area)
(Premises Decontrol) Order, 1964

Commencement : 11th June, 1964

In exercise of the powers conferred by section 16 of the Rents Restriction Act, and of all other powers enabling me in that behalf, I hereby make the following order—

1. This order may be cited as the Rent Restriction (Lagos Central Planning Scheme Area) (Premises Decontrol) Order, 1964 and shall apply to the Federal Territory only.

Short title and application.

2. The provisions of the Rent Restriction Act shall, as from the date of commencement of this order cease to apply to premises known as Lagos Executive Development Board Temporary shops situate within the Lagos Central Planning Scheme Area.

Decontrol of L.E.D.B. temporary shops in central Lagos.

DATED at Lagos this 21st day of May, 1964.

MUSA YAR'ADUA
Minister of Lagos Affairs

L0004/S. 31

L.N. 61 of 1964

PORTS ACT (CAP. 155)

Ports (Dues and Rates) (Amendment) Regulations, 1964

Commencement.: 11th June, 1964

In exercise of the powers conferred by section 82 of the Ports Act, and of all other powers enabling it in that behalf, the Nigerian Ports Authority with the approval of the Minister of Transport hereby makes the following Regulations—

1. These Regulations may be cited as the Ports (Dues and Rates) (Amendment) Regulations, 1964.

Short title.

2. For Part III of the First Schedule to the Nigerian Ports Authority (Dues and Rates) Regulations, (which specifies the rate of Harbour Dues on Cargo) there shall be substituted the following—

Amendment of Part III of First Schedule.

“CARGO—

Harbour Dues will be paid on all cargo

(1) Unshipped in the port from a ship entering by or from sea:— £ s. d.

(a) Ports of Lagos and Port Harcourt—All cargo, per ton weight or measurement according to whether freight is chargeable on weight or measurement

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	£	s	d
(b) Ports other than Lagos and Port Harcourt—All cargo, per ton weight or measurement according to whether freight is chargeable on weight or measurement	0	3	4
(2) Shipped in a port by a ship leaving by or for sea:—			
(a) Ports of Lagos and Port Harcourt—All cargo, per ton weight or measurement according to whether freight is chargeable on weight or measurement	0	6	8
(b) Ports other than Lagos and Port Harcourt—All cargo, per ton weight or measurement according to whether freight is chargeable on weight or measurement	0	3	4
(3) Reshipped in the port by a ship leaving by or for sea:—			
(a) Ports of Lagos and Port Harcourt—All cargo, per ton weight or measurement according to whether freight is chargeable on weight or measurement	0	6	8
(b) Ports other than Lagos and Port Harcourt—All cargo, per ton weight or measurement according to whether freight is chargeable on weight or measurement	0	3	4
(4) Transhipped in a port:—			
(a) Ports of Lagos and Port Harcourt—			
(i) From a ship entering by or from sea per ton weight or measurement	0	3	4
(ii) By a ship leaving by or for sea per ton weight or measurement	0	3	4
(b) Ports other than Lagos and Port Harcourt—			
(i) From a ship entering by or from sea—per ton weight or measurement	0	1	8
(ii) By a ship leaving by or for sea—per ton weight or measurement	0	1	8
(5) Shipped in a port for a place outside Nigeria, either by sea or by inland waters:—			
Motor spirit, kerosene, gas oil or automotive gas oil which has been unshipped in the port in bulk—per ton weight or measurement	0	3	4

The Common Seal of the Nigerian Ports Authority is hereby affixed by order of the said Authority this 26th day of March, 1964, in the presence of:

BAYO KEHINDE,
Secretary

J. B. DARAMOLA,
Temporary Chairman

APPROVED this 26th day of May, 1964.

R. A. NJOKU,
Minister of Transport

EXPLANATORY NOTE

The Regulations are intended to correct a legal error in the Principal Regulations. Although the latter would appear to quote concessional rates of harbour dues in respect of coal mined in Nigeria (i.e. 50% of the rates charged on all other cargo), in practice no such concession is granted by the Authority. While the Nigerian Coal Corporation pays harbour dues on coal at half the rate for all other cargo, the Federal Government, by way of subsidy to the Nigerian Coal Corporation, pays the Authority the remaining half of the harbour dues actually charged on coal mined in Nigeria.

T.0160/S.35

L.N. 62 of 1964

PORTS ACT (CAP. 155)

Nigerian Ports Authority Docks and Premises
(Amendment) By-laws, 1964*Commencement: 11th June, 1964*

In exercise of the powers conferred by section 44 of the Ports Act and of all other powers enabling it in that behalf, the Nigerian Ports Authority hereby makes the following by-laws—

1. These by-laws may be cited as the Nigerian Ports Authority Docks and Premises (Amendment) By-laws, 1964.

Short title.

2. The Nigerian Ports Authority Docks and Premises By-laws are amended as follows—

Amendment
of Cap. 155
Vol. IX.

(a) by the addition after by-law 16 of the following—

“16A: No person shall take any photograph on or within a quay or premises of the Authority except by the special permission of the Secretary to the Authority, or other authorised officer of the Authority who shall for the purpose issue a special permit on application”.

(b) by the deletion of by-law 17 and the substitution therefor of the following—

“Removal of offenders from the quay or premises”. “17. Any person infringing or not observing By-laws 14, 15, 16 or 16A may, without prejudice to the penalty prescribed, be removed from the quay or premises”.

The common Seal of the Nigerian Ports Authority was hereunto affixed by the order of the said Authority this 26th day of March, 1964, in the presence of :

BAYO KEHINDE
Secretary

J. B. DARAMOLA,
Temporary Chairman

APPROVED this 26th day of May, 1964.

R. A. NJOKU,
Minister of Transport

EXPLANATORY NOTE

These By-laws restrict the taking of photographs on the Nigerian Ports Authority's Quays and Premises.

T 0160/S. 2