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(A)

MERCHANT SHIPPING (TONNAGE) REGULATIONS, 2026

Arrangement of Regulations

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**MERCHANT SHIPPING ACT, 2021
(NO 33 OF 2021)**

MERCHANT SHIPPING (TONNAGE) REGULATIONS, 2026

The Minister, in exercise of powers conferred under section 57(2) of the Merchant Shipping Act, 2021 (No. 33 of 2021), makes the following regulations —

PART I – PRELIMINARY

1. Citation and commencement.

- (1) These Regulations may be cited as the Merchant Shipping (Tonnage) Regulations, 2026.
- (2) These Regulations shall come into force on the 1st day of April, 2026.

2. Interpretation.

In these Regulations —

“**Act**” means the Merchant Shipping Act, 2021 (*No. 33 of 2021*);

“**Administration**” means the Government of the state whose flag the ship is flying;

“**amidships**” mean —

- (a) for a ship of 24 metres or more in length, the mid-point of the length; and
- (b) for a ship of less than 24 metres in length, the mid-point of the length overall;

“**Authority**” means The Bahamas Maritime Authority established under section 3 of The Bahamas Maritime Authority Act (*Ch. 283*);

“**Bahamian ship**” means a ship registered as a Bahamian ship under the Act;

“**Bahamian waters**” mean all areas of water subject to the jurisdiction of The Bahamas, and includes internal waters, archipelagic waters, territorial sea, and exclusive economic zone;

“**breadth**” means the maximum breadth of the ship, measured amidships to the moulded line of the frame in a ship with a metal shell and to the outer surface of the hull in a ship with a shell 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 to it;

“**cargo spaces**” mean enclosed spaces which are appropriated for the transport of cargo to be discharged from the ship;

“**Certifying Authority**” means the Minister or any person or organisation authorised by the Minister and includes a recognised organization;

- “combination carrier”** means a ship designed to carry either oil or solid cargoes in bulk;
- “Contracting Government”** means the Government of a country which has accepted the Convention;
- “Convention”** means the International Convention on Tonnage Measurement of Ships, 1969;
- “domestic voyage”** means any voyage in Bahamian waters;
- “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 and 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”** means, subject to subparagraph (f), any of the spaces specified in subparagraphs (a) to (e) below—
- (a) that part of an enclosed space within an erection opposite an end opening and extending from the opening to an athwartship 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 millimetres the depth of the adjacent deck beams, as specified in Figure 1 of the *First Schedule*: 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 the *First Schedule*, 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 athwartship line intersecting that point, as specified in Figures 2 and 4 of the *First Schedule*;
 - (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 the *First Schedule*;
 - (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 metres or one-third of the height of the space, whichever is the greater, as specified in Figure 7 of the *First Schedule*;
 - (c) a space in a side-to-side erection between opposite side openings not less in height than 0.75 metres 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 maximum of one half of the breadth of the deck in way of the opening, as specified in Figure 8 of the *First Schedule*;

- (d) a space in an erection immediately below an uncovered opening in the deck overhead, provided that 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 the *First Schedule*;
- (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 the *First Schedule*;
- (f) notwithstanding the provisions of subparagraphs (a) to (e) inclusive, any space listed in those subparagraphs which fulfils 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 any possibility of such openings being closed;

“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 but does not include functional arrangements such as safety rails, bowsprits, pulpits, stemhead 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;

“Information Notice” means a notice issued by the Authority providing additional information and guidance;

“IMO” means the International Maritime Organization 1948;

“length” means the greater distance of the following distances —

- (a) the distance between the fore side of the stem and the axis of the rudder stock; or
- (b) ninety-six 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 eighty-five per cent of the least moulded depth of the ship; and for a ship having a rake of keel, the waterline shall be parallel to the designed waterline;

“length overall” means the distance between the fore side of the foremost fixed permanent structure and the after side of the aftermost fixed permanent structure;

“MARPOL 73/78” means the International Convention for the Prevention of Pollution from Ships 1973, as modified by the Protocol of 1978 relating to the Convention;

“Marine Notice” means a notice issued by the Authority providing additional technical instructions and requirements;

“master” means the person in command or charge of a ship;

“Minister” means the Minister responsible for Maritime Affairs;

“moulded depth” means in the case of a ship of less than 24 metres depth, 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 millimetres, 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;

“moulded draught” means for —

- (a) ships assigned load lines in accordance with the rules related to load lines, the draught corresponding to the Summer Load Line other than timber load lines;
- (b) passenger ships, the draught corresponding to the deepest subdivision load line assigned;
- (c) 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) other ships, seventy-five per cent of the moulded depth amidships;

“oil tanker” means —

- (a) a ship constructed or adapted to carry oil in bulk in its cargo spaces;
- (b) a combination carrier;

“owner” means, in relation to —

- (a) an unregistered ship, the actual owner;
- (b) a registered ship, the registered owner; and
- (c) a bareboat charter ship, the bareboat charterer;

“passenger” means a person carried on a ship other than —

- (a) the master, crew or a person employed or engaged in any capacity in the business of the ship;
- (b) a child under one year of age; or

- (c) 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;

“passenger ship” means a ship carrying or capable of carrying more than twelve passengers;

“recognised organisation” means an organisation authorised by the Authority to perform, on its behalf, statutory certification and services under —

- (a) applicable international instruments;
- (b) this Act; or
- (c) any regulations made under this Act,

in accordance with such criteria and standards as specified by the Authority including the standards of the “Code for recognised organizations” published by the Maritime Safety Committee of the IMO as Resolution MSC.349(92) and any subsequent editions;

“rules related to load lines” means —

- (a) for Bahamian ships, regulations governing load lines in The Bahamas; or
- (b) for foreign ships, load lines rules of the country in which the ship is registered;

“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 tonnes or one per cent of the estimated mass of structural materials, whichever is the less;

“surveyor” has the meaning assigned to it under the Act;

“tonnage certificate” means the International Tonnage Certificate (1969);

“upper deck” means —

- (a) the uppermost complete deck exposed to weather and sea, that has permanent means of weathertight closing of openings in the weather part of it, and below that, openings in the sides of the ship are fitted with permanent means of watertight closing;
- (b) 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;

“weathertight” means that in any sea conditions water will not penetrate into the ship.

PART II – ASCERTAINMENT OF TONNAGE AND CERTIFICATION

BAHAMIAN SHIPS OF 24 METRES LENGTH AND OVER

3. Application to ships 24 metres in length or over.

Regulations 4 – 12 applies to ships of 24 metres in length or over, registered or to be registered in The Bahamas under Part II of the Act.

4. Method of measurement.

- (1) A ship shall be measured by a surveyor.
- (2) The gross tonnage and net tonnage of a ship shall —
 - (a) be determined in accordance with regulations 6 and 7; and
 - (b) be expressed as whole numbers, decimals being rounded off downwards.
- (3) The Director may determine the gross tonnage and net tonnage of novel types of ships with constructional features which result in non-compliance with these Regulations.
- (4) All measurements used in the calculations of volumes shall be taken and expressed in metres to the nearest one hundredth of a metre.

5. Calculation of volume.

- (1) All volumes included in the calculation of gross tonnage and net tonnage shall be measured, despite the fitting of insulation or other similar things, to —
 - (a) the inner side of the shell or structural boundary plating in ships constructed of metal; and
 - (b) the outer surface of the shell or to the inner side of the structural boundary surfaces in ships constructed of any other material.
- (2) The volumes of —
 - (a) appendages shall be included in the total volume;
 - (b) spaces open to the sea shall be excluded from the total volume.
- (3) The method and accuracy of the calculations shall be sufficiently detailed to facilitate easy checking.

6. 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 metres; and

$K_1 = 0.2 + 0.02 \log_{10} V$, as specified in the *Second Schedule*.

7. 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 metres;

$K_2 = 0.2 + 0.02 \log_{10} V_c$, as specified in the *Second Schedule*

$$K_3 = 1.25 \frac{GT + 10000}{10000}$$

GT = gross tonnage calculated in accordance with regulation 6;

D = moulded depth amidships in metres;

d = moulded draught amidships in metres;

N₁ = number of berths for passengers in cabins with not more than 8 berths; and

N₂ = 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 as less than 0.25 GT;

(c) N₁ and N₂ shall be taken as zero when N₁ + N₂ is less than 13; and

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

8. Segregated ballast oil tanker.

- (1) An entry may be made on the tonnage certificate indicating the total tonnage of the segregated ballast tanks complying with Regulation 18 of Annex 1 of MARPOL 73/78, where segregated ballast tanks are provided in oil tankers.
- (2) The tonnage of the segregated ballast tanks referred to under paragraph (1) shall be calculated according to the following formula —

$$K_1 \times V_b$$

where —

K₁ = 0.2 + 0.02 log₁₀ V, as specified in *Second Schedule*;

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

V_b = the total volume of segregated ballast tanks in cubic metres measured in accordance with regulation 5.

9. Issue of certificates.

- (1) If it is in order to do so, the Certifying Authority shall issue to the owner, a tonnage certificate in the form set out in the Convention —
 - (a) certifying the tonnages of a ship; and

- (b) containing the particulars to be shown on the certificate.
- (2) The official number of the ship shall be included as a distinctive number.
- (3) When the ship has been issued with an IMO number, the IMO number shall be included as a distinctive number.

10. Cancellation of certificate.

- (1) Where an alteration is made in the —
 - (a) arrangement;
 - (b) construction;
 - (c) capacity;
 - (d) use of spaces; or
 - (e) 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,
 that causes an increase in the gross tonnage or net tonnage, the existing tonnage certificate shall —
 - (i) cease to be valid;
 - (ii) be returned to the Certifying Authority by the owner; and
 - (iii) upon receipt thereof, be cancelled by the Certifying Authority.
- (2) When a ship is transferred from The Bahamas Register, the tonnage certificate shall cease to be valid except when the transfer is to the Administration of a State which is a Contracting Government, in such case the certificate may remain in force —
 - (a) for a period not exceeding three months; or
 - (b) until the new Administration issues another International Tonnage Certificate (1969);
 whichever is earlier.
- (3) An owner or master who fails, without reasonable cause, to deliver a certificate for cancellation commits an offence and is liable on summary conviction to a fine not exceeding five thousand dollars.

11. Change of net tonnage.

- (1) When alterations in the values of V, Vc, d, N1 or N2 referred to under regulations 6 and 7, result in an increase in the net tonnage, a new tonnage certificate shall be issued with the increased net tonnage incorporated.
- (2) If a passenger ship is assigned subdivision load lines —
 - (a) only one net tonnage shall be applied;
 - (b) 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 paragraph 4, be the tonnage determined in accordance with regulation 7 by applying the draught corresponding to the appropriate assigned load line for the trade in which the ship is engaged.
- (3) Subject to paragraph (4), where alterations in the values of V, Vc, d, N1 or N2, referred to under regulations 6 and 7, or changes in the position of the load lines result

in a decrease in the net tonnage, a new tonnage certificate with the decreased net tonnage incorporated shall not be issued until twelve months have elapsed from the date on which the existing certificate was issued.

- (4) A new tonnage certificate may be issued when a ship —
 - (a) which was registered outside The Bahamas is re-registered in The Bahamas;
 - (b) 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) is a passenger ship employed in special trades for carriage of large numbers of special trade passengers, such as the pilgrim trade.

12. Gross tonnage ascertained prior to the Convention.

- (1) The Minister may permit the continued use of gross tonnage ascertained in accordance with the Load Lines Convention for —
 - (a) a ship the keel of which was laid or which was at a similar stage of construction before 18th July 1982;
 - (b) a ship the keel of which was laid or which was at a similar stage of construction not later than 31st December 1985; or
 - (c) a cargo ship of less than 1600 gross tonnage when ascertained in accordance with the Load Lines Convention the keel of which was laid or which was at a similar stage of construction before 18th July 1994.
- (2) A tonnage certificate may be annotated, under “Remarks”, by the Certifying Authority as specified in a Marine Notice.
- (3) Where an entry has been made on a tonnage certificate and the ship undergoes alterations or modifications that affect its tonnage, the old tonnage referred to under paragraph (1) shall be deleted.
- (4) Where a gross tonnage has been ascertained and is used in accordance with paragraph (1), any certificate issued shall record only the gross tonnage as specified in a Marine Notice.

BAHAMIAN SHIPS OF LESS THAN 24 METRES IN LENGTH, OTHER THAN FISHING VESSELS

13. Application to ships less than 24 metres in length, other than fishing vessels.

Regulations 14 applies to ships less than 24 metres in length other than fishing vessels registered or to be registered in The Bahamas under Part II of the Act.

14. Measurement and certification.

- (1) A ship shall be measured by a surveyor.
- (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 metres and multiplying the resultant figure by 0.16; and

- (b) the tonnage of any break, calculated for each break by multiplying together its mean length, mean breadth and mean height in metres and multiplying the resultant figure by 0.35.
- (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 a rubber or fender even if the rubber or fender is 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) for 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 camber;
 - (ii) for an open ship, the top of the upper strake or gunwale;
 - (d) the lower terminal point of depth shall —
 - (i) for a wooden ship, be the upper side of the plank at the side of the keel or hog;
 - (ii) for a metal ship, be the top of the plating at the side of the keel;
 - (iii) for a glass reinforced plastic ship, be the inside of the hull but if 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 centimetres, whichever gives the greater depth;
 - (e) if a break exists in way of the point of measurement for depth, the height of the break shall not be included in the measurement of depth.
- (4) The tonnage determined in accordance with paragraph (2) shall be the gross tonnage and net tonnage.
- (5) The tonnage of each hull of a multi-hull ship shall be measured separately and the sum shall be used in calculating the tonnage referred to under paragraph (2).
- (6) A measurement used in the calculations of volumes shall be taken and expressed in metres to the nearest one hundredth of a metre.
- (7) The 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.
- (8) The surveyor or authorised officer shall, on completion of a measurement, send to the Director a Certificate of Measurement in the form set out in Schedule 1 of Marine Notice 101.
- (9) If an alteration is made in the ship —
 - (a) arrangement;
 - (b) construction;
 - (c) capacity;
 - (d) use of spaces;
 - (e) total number of passengers the ship is permitted to carry under the terms of the ship's passenger certificate;

- (f) assigned load line; or
 - (g) permitted draught,
- that causes an increase in the tonnage —
- (i) the existing measurement shall cease to be valid;
 - (ii) a certificate shall be delivered to and cancelled by the issuer; and
 - (iii) the owner shall apply for the ship to be remeasured in accordance with paragraph (1).
- (10) Nothing in this Part shall be taken to require a ship, the tonnage of which was validly determined under the laws in force immediately before the commencement of these Regulations, to have its tonnage reassessed.
- (11) An owner or master who fails, without reasonable cause, to deliver a certificate for cancellation under paragraph (9) commits an offence and is liable on summary conviction to a fine not exceeding five thousand dollars.

FOREIGN SHIPS

15. Ascertainment of tonnage and certification.

- (1) The Minister may, at the request of the Administration of a Contracting Government, ascertain the gross tonnage and net tonnage of a non-Bahamian ship in accordance with Part II and issue to the owner a tonnage certificate.
- (2) The tonnage certificate referred to under paragraph (1), shall be endorsed by the Authority to the effect that it has been issued at the request of the Government of the state whose flag the ship shall be flying, and a copy of the certificate and the calculations of the tonnages shall be transmitted to the requesting Government as soon as practicable.
- (3) The Certifying Authority may, at the request of an owner of a non-Bahamian ship flying the flag of a State whose Government is not a Contracting Government, ascertain the gross tonnage and net tonnage of the ship in accordance with Part II and issue a Certificate of Bahamian Tonnage measurement.
- (4) The certificate referred to under paragraph (3), shall bear the endorsement “for use only while within Bahamian waters”.

16. Inspection.

- (1) Subject to paragraph (2), a non-Bahamian ship is subject to inspection by the Minister when it is in a Bahamian port for the purpose of verifying that —
 - (a) a valid tonnage certificate has been issued in relation to the ship; and
 - (b) the main characteristics of the ship correspond with the information in the certificate.
- (2) The inspection referred to under paragraph (1) may not cause any delay to the ship.
- (3) The Authority must notify, in writing, the Government of the State whose flag the ship is flying where the inspection referred to under paragraph (1) reveals that the main characteristics of the ship do not correspond with the information in the ship's tonnage certificate.

17. Revocation of S.I. 57 of 1982.

The Merchant Shipping (Tonnage) Regulations 1982 applied in The Bahamas by S.I. 57 of 1982 are hereby revoked.

(regulation 2)

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



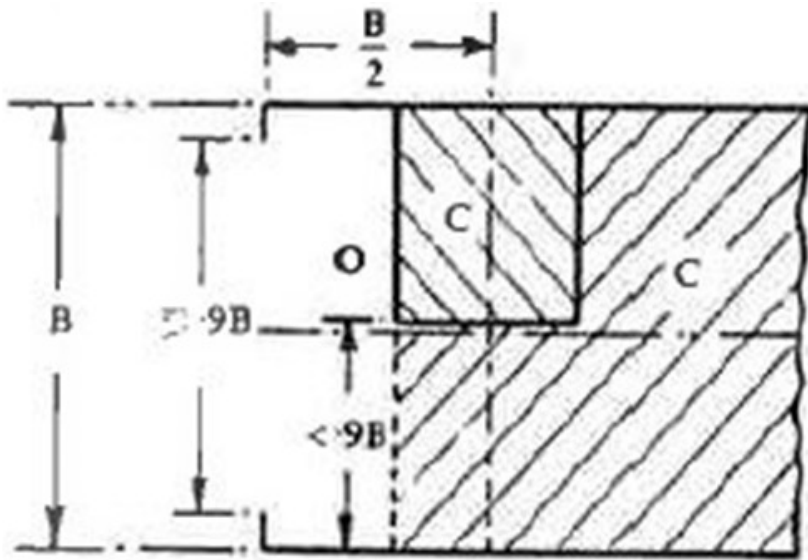


Figure 2

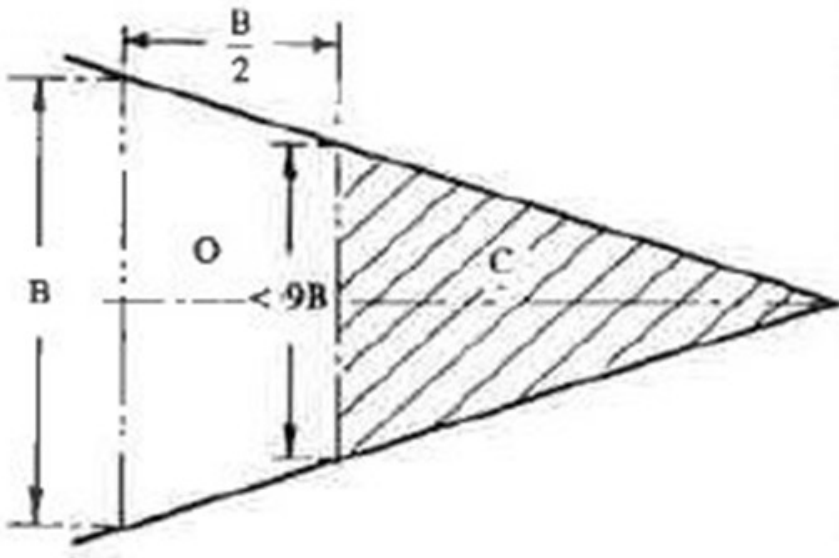


Figure 3

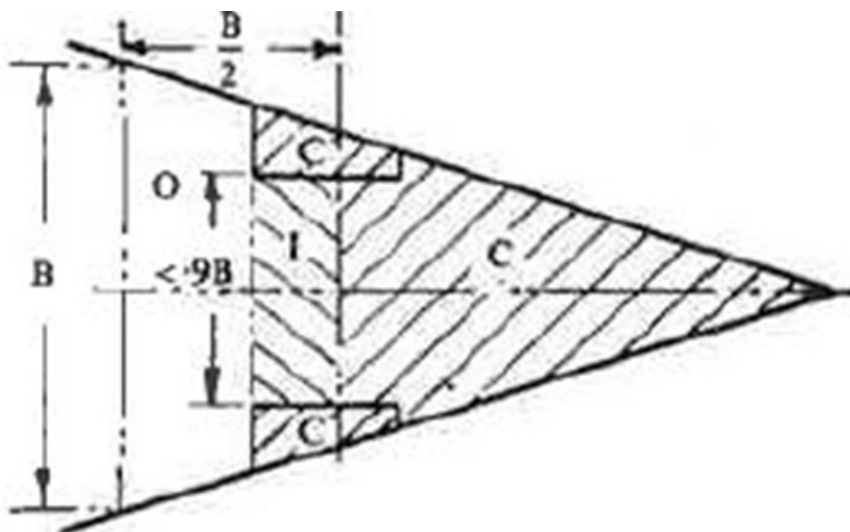


Figure 4

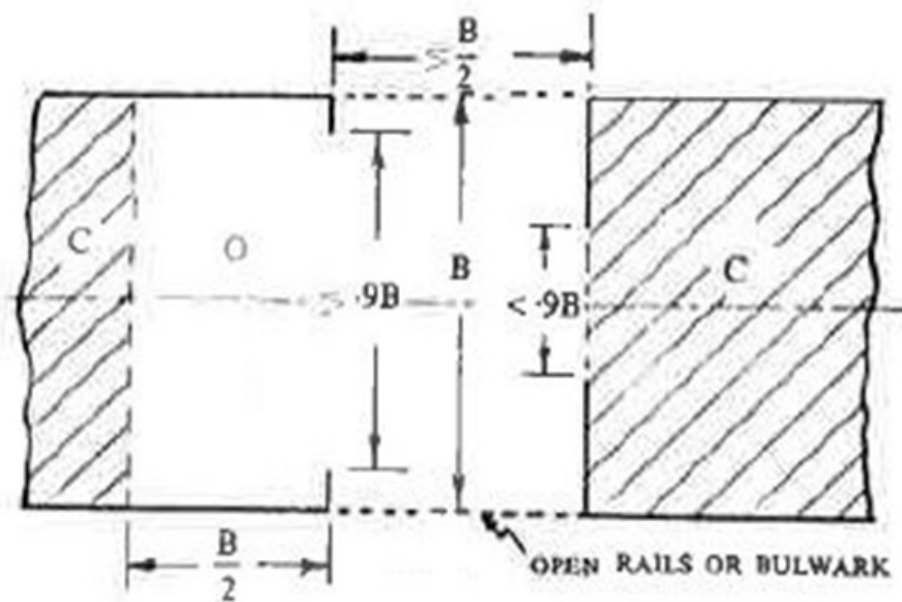


Figure 5

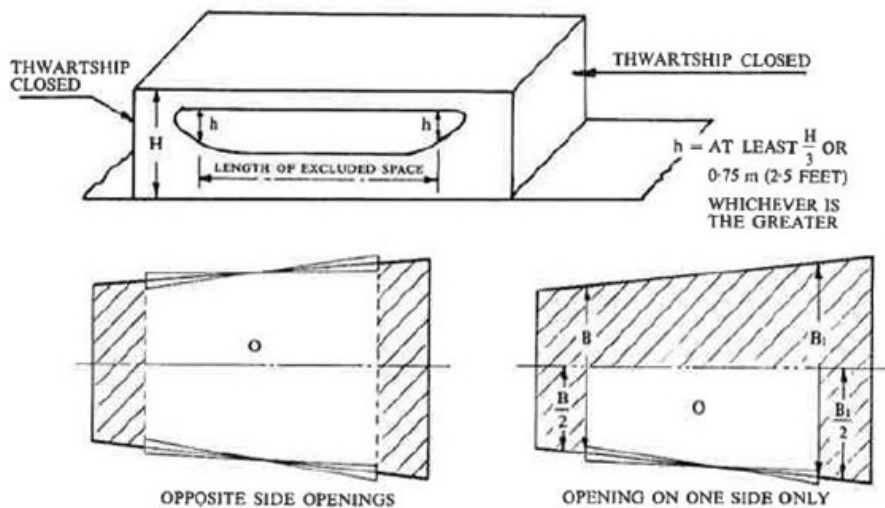


Figure 8

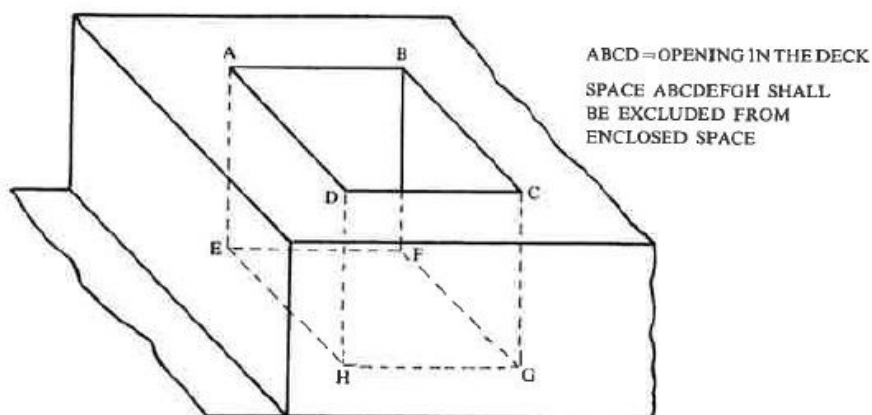


Figure 9

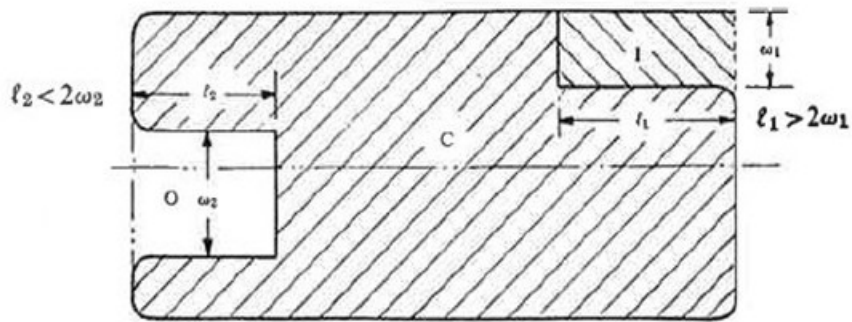


Figure 10

SHIPS WITH ROUNDED GUNWALES

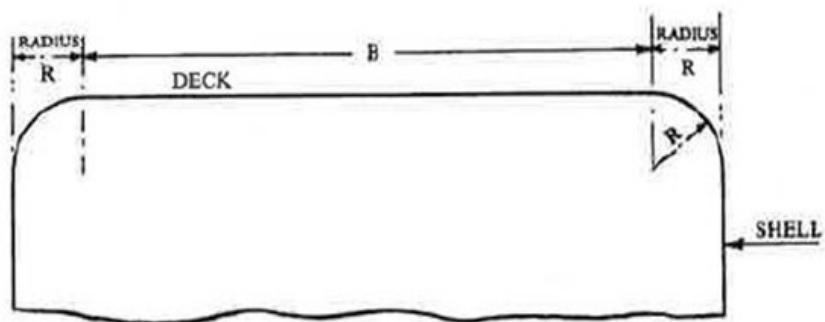


Figure 11

SECOND SCHEDULE

(regulations 6, 7 & 8)

COEFFICIENTS K₁ AND K₂

V or V_c = volume in cubic metres;

Coefficients K₁ or K₂ at intermediate values of V or V_c shall be obtained by linear interpolation.

V or V _c	K ₁ or K ₂	V or V _c	K ₁ or K ₂	V or V _c	K ₁ or K ₂	V or V _c	K ₁ or 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
1 000	0.2600	170 000	0.3046	510 000	0.3142	850 000	0.3186
2 000	0.2660	180 000	0.3051	520 000	0.3143	860 000	0.3187
3 000	0.2695	190 000	0.3056	530 000	0.3145	870 000	0.3188
4 000	0.2720	200 000	0.3060	540 000	0.3146	880 000	0.3189
5 000	0.2740	210 000	0.3064	550 000	0.3148	890 000	0.3190
6 000	0.2756	220 000	0.3068	560 000	0.3150	900 000	0.3191
7 000	0.2769	230 000	0.3072	570 000	0.3151	910 000	0.3192
8 000	0.2781	240 000	0.3076	580 000	0.3153	920 000	0.3193
9 000	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

Made this 1st day of April, 2026.

Signed

JOBETH COLEBY-DAVIS

MINISTER RESPONSIBLE FOR MARITIME AFFAIRS