

REPUBLIC OF LIBERIA



TO ESTABLISH THE NATIONAL PORTS REGULATORY
COMMISSION OF LIBERIA

AN ACT

An Act to Establish the National Ports Regulatory Commission of Liberia

PREAMBLE

WHEREAS, the Republic of Liberia recognizes the strategic importance of its ports as gateways for international trade, commerce, and national development;

WHEREAS, the effective regulation, governance, and oversight of autonomous ports are essential to ensure safety, efficiency, transparency, and accountability in port operations;

WHEREAS, it is necessary to establish a regulatory body with broad authority to license, supervise, restructure, and, where required, dissolve autonomous ports, and to enforce technical, economic, transportation, logistical, health, and safety standards;

NOW, THEREFORE, it is enacted by the Senate and House of Representatives of the Republic of Liberia, in Legislature assembled:

Section 1: Establishment

1. There is hereby established a body corporate to be known as the National Ports Regulatory Commission of Liberia (hereinafter referred to as "the Commission").
2. The Commission shall have perpetual succession, a common seal, and may sue and be sued in its corporate name.

Section 2: Purpose of Act

The Purpose of this Act shall be to establish the National Ports Regulatory Commission of Liberia, to regulate all autonomous ports within the Republic, to provide for licensing, governance, restructuring, dissolution, and enforcement of standards, and for related purposes.

Section 3: Mandate and Functions

The Commission shall be responsible for the regulation of all autonomous ports in Liberia and shall, without limitation:

1. Issue licenses authorizing autonomous ports to operate.
 2. Set regulatory policies governing the establishment, operation, and dissolution of ports.
 3. Intervene and restructure failing ports or ports requiring intervention.
 4. Regulate safety and health standards applicable to ports.
 5. Enforce rules relating to technical, economic, transportation, and logistical standards for ports.
 6. Perform such other functions as may be necessary to ensure the effective governance and regulation of ports in Liberia.
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Section 4: Composition

1. The Commission shall consist of three (3) members appointed by the President of the Republic of Liberia, with the consent of the Senate.
2. Members shall serve at the pleasure of the President during good behavior.
3. The President shall designate one member as Chairperson of the Commission.

Section 5: Staffing

1. The Commission shall employ such staff as may be required for the effective discharge of its functions.
2. Staff shall be appointed in accordance with applicable civil service laws and regulations, subject to the approval of the Commission.

Section 6: Powers

The Commission shall have broad authority to:

1. Make regulations, rules, and guidelines for the governance of ports.
2. Conduct investigations, audits, and inspections of ports.
3. Impose sanctions for violations of regulatory standards.
4. Recommend dissolution of ports to the President and Legislature where necessary.
5. Exercise all incidental powers necessary for the execution of its mandate.

Section 7: Funding

1. The Commission shall be funded through:
 - (a) Appropriations by the Legislature.
 - (b) Fees collected from licensing and regulatory services.
 - (c) Grants, donations, and other lawful sources.
2. All funds shall be managed in accordance with the Public Financial Management Act of Liberia.

Section 8: Transitional Provisions

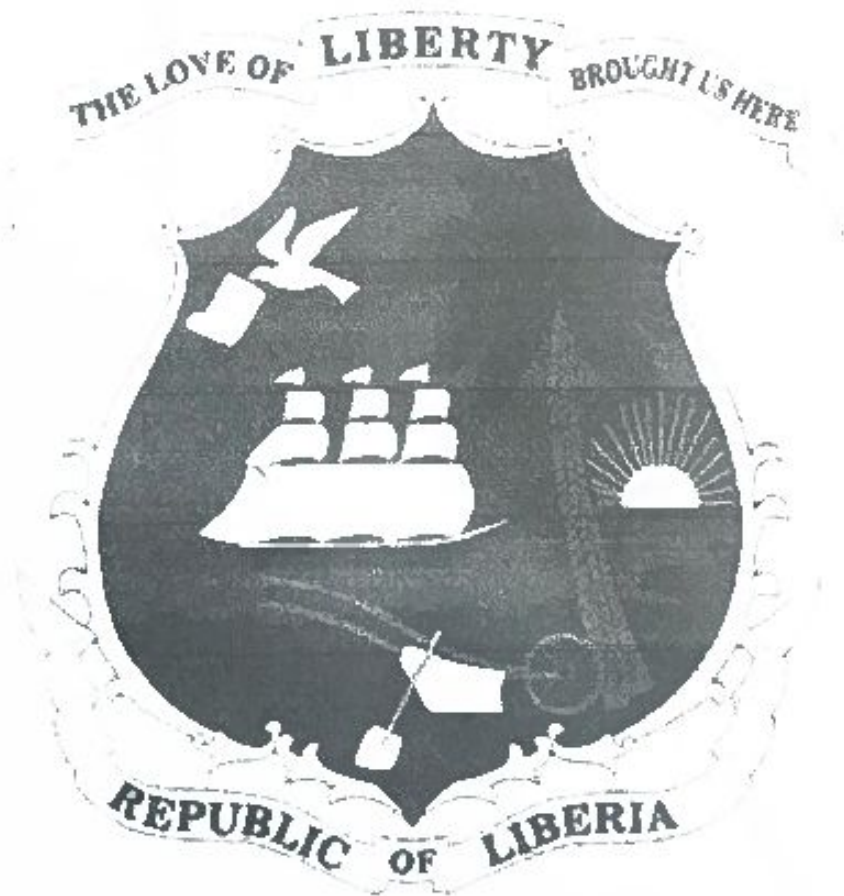
1. All autonomous ports established pursuant to Section 51 of the *Liberia Sea and Inland Ports Autonomy and Modernization Act of 2025* shall be required to apply for licensing with the Commission within six months following the conclusion of the transition period prescribed under Section 57 of that Act.
2. Any port failing to comply shall be subject to sanctions, including suspension or dissolution, as determined by the Commission.

Section 9: Commencement

This Act shall take effect immediately upon publication in handbills.

AN ACT

TO REPEAL TITLE 30, CHAPTER VI OF THE PUBLIC AUTHORITIES LAW OF THE LIBERIA CODES REVISED CREATING THE NATIONAL PORT AUTHORITY, AND TO ESTABLISH IN LIEU THEREOF A NEW CHAPTER VI OF THE PUBLIC AUTHORITIES LAW TO PROVIDE FOR THE CREATION AND MODERNIZATION OF AUTONOMOUS SEA AND INLAND PORTS.



REPUBLIC OF LIBERIA

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PREAMBLE

WHEREAS the concentration of port administration and operations under a centralized authority like the National Port Authority (NPA) has led to challenges including bureaucratic delays, inefficiencies, and limited responsiveness to local needs;

WHEREAS the efficient management and empowering of local port authorities is not only vital to the economic growth, trade facilitation, and industrial development of the Republic of Liberia, but will foster innovation, improve service delivery, enhance infrastructure development, and strengthen the integration of ports into national and international supply chains;

WHEREAS consistent with the decentralization strategy of the Government of Liberia, decentralization of port governance is necessary to promote transparency, accountability, competitiveness, and equitable participation of local communities and stakeholders;

WHEREAS, in recognition of the strategic importance of ports to national development, and in pursuit of a more inclusive, efficient, and sustainable maritime sector, this law seeks to establish a decentralized framework for port governance, administration, and operations, thereby ensuring that ports serve as engines of growth for both local communities and the nation at large.

NOW THEREFORE, it is enacted by the Senate and House of Representatives of the Republic of Liberia, in Legislature Assembled:

Section 1. Repealer

That from and immediately upon the passage of this Act, Title 30, Chapter VI of the Public Authorities Law, Liberian Codes Revised creating the National Port Authority, is hereby repealed, and replaced with a new Chapter VI of the Public Authorities Law, to be known as the Ports Autonomy and Modernization Act

Section 2. Short Title of Act

This Act shall be titled: The Liberia Sea and Inland Ports Autonomy and Modernization Act of 2025.

Section 3. New Chapter VI of the Public Authorities Law

The new Chapter VI of the Public Authorities Law shall be read as follows:

CHAPTER VI AUTONOMY AND MODERNIZATION OF LIBERIA SEA AND INLAND PORTS

§50. Definition of Terms

The following definitions denote the meaning ascribed to these words where they are used in this Act.



- 1) **Accident.** An occurrence before, during and after the operation of a seacraft resulting from, but not limited to collision, sinking, fire, explosion, equipment failure or appendages, which occurs between the time any person boards a seacraft or such craft is loaded with cargo, with the intention of voyage until such time as all such persons or cargo have disembarked or offloaded, in which:
- (a) A person is fatally or seriously injured as a result of:
 - (i) Being onboard the seacraft, or
 - (ii) Having direct contact with any part or parts of the seacraft, including parts which have become detached from the seacraft, or
 - (iii) Having direct exposure to the seacraft, and any malfunction or incident, except where the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available and accessible to the crew and passengers; or
 - (b) The seacraft sustains damage or structural failure, which:
 - (i) Adversely affects the structural integrity, performance or seaworthiness of the seacraft, and
 - (ii) Would normally require major repair or replacement of the affected component, except for engine failure or damage, when the damage is limited to the engine, its cowlings or accessories; or for damage limited to propellers, hull, instruments, or
 - (c) The seacraft is missing or completely inaccessible.
- 2) **Acts of Unlawful Interference.** These are in the category of acts or attempted acts, such as to jeopardize and put at risk the safety of marine operations, including but not limited to:
- (a) unlawful entering of seacraft;
 - (b) unlawful seizure of seacraft;
 - (c) destruction of a seacraft in service;
 - (d) attempting to or taking hostage on a seacraft;
 - (e) forcible intrusion on board a seacraft, at a harbour or on the premises or facilities of a marine operators;

- (f) attempting to or bringing onboard a seacraft or at a harbour, or marine operators' facilities, weapon, device or hazardous materials for criminal purpose;
 - (g) attempting to, or utilizing onboard a seacraft, harbour or marine operator facilities any approved cargo, weapon, device or hazardous materials for criminal purpose;
 - (h) use of a seacraft in service for the purpose of causing death, serious bodily injury, or serious damage to property or the environment;
 - (i) attempting to or communicating false information such as to jeopardize the safety of a seacraft on seas or in harbour, of passengers, crew, marine personnel or the general public, at a harbour or on the premises of the facilities of a marine and/or port operator;
- 3) **Aggregate Shipment.** Multiple shipments from different sellers to a single consignee that are consolidated by the carrier into a single shipment.
 - 4) **Antidumping Duty.** A special duty imposed by the Liberia Revenue Authority to offset the price of dumping that has been determined by authority to be materially harmful to domestic producers and the environment.
 - 5) **Apparent Good Order.** Freight that are in good order and free of damage after being assessed by authority.
 - 6) **Arbitration.** A process for resolving dispute or a grievance outside the court system by presenting it to an impartial third party or panel for a decision that may or may not be binding based on the contractual agreement between the parties.
 - 7) **Arrival Notice.** Notification provided by the carrier when a shipment has arrived to the consignee.
 - 8) **Astern.** Refers either to area behind a ship or to move a ship in a reverse direction.
 - 9) **ATDNSHINC.** Stands for anytime, day or night, Sundays and Holidays included, referring to when a vessel will operate.
 - 10) **Athwartships.** A direction across the width of a ship.
 - 11) **Automatic Identification System (AIS).** A satellite system used by ships and vessel tracking service to identify and locate ships.
 - 12) **Backhaul.** Cargo carried on a return journey.
 - 13) **Balloon Freight.** Freight that is low weight but high volume (usually light and bulky)

- 14) **Beam.** The width of a ship.
- 15) **Beneficiary.** The party that receives payment.
- 16) **Bill of Lading.** A document issued by a carrier or their agent acknowledging receipt of cargo for shipment.
- 17) **Bill of Sale.** A document that confirms transfer of goods in exchange for money.
- 18) **Bond Port.** The initial port of entry where a vessel transporting goods first arrives at a country.
- 19) **Booking.** Arrangements made with a carrier for the movement of cargo; space reservation.
- 20) **Bow.** The front of a vessel.
- 21) **Broken Stowage.** Empty space in a container not occupied by cargo.
- 22) **Bulk Cargo.** Cargo that is shipped loose as opposed to being shipped in packages or containers, such as grains, sand and coal.
- 23) **Cargo.** Any goods being transported by seacrafts.
- 24) **Cargo Declaration.** Information submitted prior to, upon arrival or upon departure of an international shipment required by customs authority.
- 25) **Cargo Manifest.** A document detailing the cargo carried on a ship, often provided to customs authority.
- 26) **Carrier.** A carrier is a party that transports goods for another person or company.
- 27) **Certificate of Inspection.** A document certifying that merchandise is in good condition immediately prior to being shipped.
- 28) **Claim.** a claim is a demand made by a customer to a transportation company for payment in order to compensate for loss or damage of goods.
- 29) **Commercial Invoice.** A fundamental document for an international transaction with details including what goods are being shipped, who is the shipper and who is the ultimate consignee.
- 30) **Commodity.** Any commercial good that is shipped.
- 31) **Consignor.** Refers to the exporter or shipper from which the goods originate.
- 32) **Consolidation.** When cargo from multiple shippers is combined in a single container.

- 33) **Consul.** A government official residing in a foreign country who represents the interests of their home country.
- 34) **Container Manifest.** A document stating the contents of a container, its point of origin and point of destination. Vessels are required by law to produce a manifest for every container being transported.
- 35) **Contraband.** Refers to Prohibited cargo such as illegal drugs, unauthorized weapons, etc.
- 36) **Countervailing Duties.** Additional duties imposed by an importing country to offset government subsidies in an exporting country when the subsidized imports cause material injury to domestic industry in the importing country
- 37) **Country of Origin.** Where an item was made, mined, grown, manufactured or substantially transformed prior to being shipped.
- 38) **Customs.** refers to the Liberia Revenue Authority that is responsible for collecting duties and enforcing import and export regulations.
- 39) **Customs Broker.** An individual or organization who helps a shipper navigate customs requirements.
- 40) **Customs Clearance.** The process in which a customs authority assesses a shipment being imported in their country in order to ensure compliance with their country's import regulations. A shipment that has been approved by the customs authority and allowed to enter the commerce of their country is said to have cleared customs.
- 41) **Customs Declaration.** A document that traditionally accompanies exported goods bearing information like the nature of the goods, their value, the consignee, and their ultimate destination.
- 42) **Cut-Off Time.** The latest time cargo may be delivered to a terminal for loading.
- 43) **Dangerous Goods.** A product may be considered a dangerous good if it is corrosive, flammable, poisonous, toxic, explosive, etc.
- 44) **Date Draft.** A document used when the exporter extends credit to the buyer. It specifies a date when the payment is due rather than a time period as with a Time Draft.
- 45) **Deconsolidation Point.** Location where cargo is separated in preparation for delivery.
- 46) **Delivery Receipt.** A document signed and dated by a consignee or their authorized agent confirming receipt of goods and stating the condition of the goods upon delivery.

- 47) **Demurrage/Detention.** Demurrage is a charge to be paid by a shipper or consignee to the carrier as penalty for delaying the carrier's cargo beyond the allowed free time. Detention is the same as demurrage except that instead of applying to delays in cargo, detention applies to delays in equipment.
- 48) **Diversion.** Diversion refers either to 1) a change made to the route of a shipment or to the route of the entire vessel or 2) the transfer of goods from the intended end-user to some other party.
- 49) **Dock.** A cargo handling area adjacent to the shoreline where a ship ties up to offload and load cargo and passengers.
- 50) **Dumping.** Importing goods into a country at a price less than the fair market value.
- 51) **Dutiable Value.** The amount on which a customs duty is calculated.
- 52) **Duties.** Taxes collected on importing and exporting goods, also called tariffs.
- 53) **Embargoes.** Prohibitions designed to protect economic or national security and may include trade barriers, tariffs and restrictions on financial transactions. Embargoes are similar but usually refer to more severe restrictions such as travel bans or blockades.
- 54) **Eminent Domain.** The power of a sovereign government to take property for a necessary public use.
- 55) **Export.** Shipment of goods outside of Liberia.
- 56) **Export Quotas.** Specific restrictions or ceiling imposed by an exporting country on the value or volume of certain exports typically designed to protect domestic producers and consumers from temporary shortages of goods or to bolster their price in world markets.
- 57) **Export Subsidies.** Government penalties or other financially quantifiable benefits provided to domestic producers or exporters contingent on the export of their goods and services.
- 58) **False Billing.** Misrepresenting freight information on shipping documents.
- 59) **FEU (Forty-Foot Equivalent Unit).** A standard 40-foot shipping container, measuring approximately 40 feet long, 8 feet wide and 8.1 feet high.
- 60) **Free Time.** The amount of time that a carrier's equipment may be used without incurring additional charges.
- 61) **Freight.** Any product(s) being transported. *At.*

- 62) **Harbor.** A place where ships stop to resupply and load or unload cargo.
- 63) **Harbor Master.** An official responsible for overseeing harbor operations.
- 64) **Hatch.** The opening on the deck of a ship that gives access to the cargo hold.
- 65) **Hazardous Materials (HazMat).** Used interchangeably with the term "dangerous goods," hazardous materials are goods that may pose a threat to safety because they are poisonous, toxic, corrosive, explosive, flammable, etc.
- 66) **House Bill of Lading.** A house bill of lading (HBL) is a document issued by a freight forwarder or a non-vessel operating company (NVOCC) to a shipper to acknowledge receipt of their items for shipment.
- 67) **Inland Port.** is a port on an inland waterway, such as a river, lake, or canal, which may or may not be connected to the sea. The term "inland port" is also used to refer to a dry port.
- 68) **Import.** Shipment of goods into a country. Opposite of export.
- 69) **Import Declaration.** Information submitted by an importer or their agent to their country's customs authority before or upon importation of goods, such as the contact details of the importer, how the goods are being transported and the tariff classifications and values of the items on the shipment.
- 70) **Import License.** A government-issued permit authorizing a party to import a good into the country.
- 71) **In Bond.** An import or export shipment that has not yet cleared customs.
- 72) **Insurance Certificate.** A document prepared by the exporter or freight forwarder as evidence that insurance against loss or damage has been obtained for the goods.
- 73) **Inward Foreign Manifest (IFM).** A document listing all cargo entering a country, required by all world ports and is the primary source from which import duties are assigned.
- 74) **Longshoreman.** A port employee tasked with loading and unloading ships.
- 75) **Maritime.** Of or relating to transport by sea.
- 76) **Master Bill of Lading.** A bill of lading issued by a carrier to a freight forwarder acknowledging receipt of container for shipment. This is different from a house bill of lading which is issued by a freight forwarder to a shipper, acknowledging receipt of their items for shipment.

- 77) **NCBAL.** National Customs Brokers Association of Liberia, is an organization representing the interests of customs brokers in Liberia.
- 78) **Net Weight.** The weight of goods not including the weight of their packaging.
- 79) **On Board.** A notation on a bill of lading indicating that cargo has been loaded on a ship.
- 80) **On Deck.** A notation on a bill of lading indicating that cargo has been stowed on the open deck of a ship.
- 81) **Origin.** means 1) location where a shipment starts its journey, or 2) country where goods were originally manufactured.
- 82) **Overage.** When the number of units received is greater than the quantity stated on the export documents. Opposite of shortage.
- 83) **Packing List.** A standard document that accompanies a shipment. Also called a packing slip, this document lists the products on a shipment along with packaging information but does not include prices.
- 84) **Pallet.** A platform on which packages may be loaded that facilitates easier handling by a lift truck.
- 85) **Pier.** A structure perpendicular to the shoreline to which a ship is secured in order to load or unload cargo.
- 86) **Port.** May refer to 1) a harbor with piers or docks, 2) the left side of a ship (when facing forward, opposite of starboard), or 3) an opening in the side of a ship used for handling freight.
- 87) **Ports.** Refer to both sea ports and inland ports created under this Act.
- 88) **Port of Call.** Port where a ship discharges or receives traffic.
- 89) **Port of Entry.** Port where cargo is unloaded and enters a country.
- 90) **Port of Exit.** Port where cargo is loaded and leaves a country.
- 91) **Quarantine.** A restriction placed on an operation in order to protect public health and safety.
- 92) **Quota.** The quantity of goods that may be imported without restrictions over a set period of time.

- 93) **Sea Port.** A sheltered location on the coast or shore of a sea where ships can dock to load and unload cargo and passengers
- 94) **Ship's Tackle.** Equipment such as rigging or cranes used on a ship for loading or unloading cargo.
- 95) **Shipper.** the company/person selling goods to a foreign market. The shipper may also be called the exporter or consignor in this case.
- 96) **Shipping Documents.** Paperwork that accompanies a shipment as it makes its way to the final destination, such as packing lists or bills of lading.
- 97) **SOLAS.** Safety of Life at Sea Convention is enforced by the International Maritime Organization (IMO). Under SOLAS, exporters are required to provide a verified weight of the goods before they are loaded onto a ship for transport.
- 98) **Stevedore.** Individual or company that employs longshoremen and contracts for the loading and unloading of ships.
- 99) **Stripping.** Is the removal of cargo from a container.
- 100) **Stuffing.** Is the putting of cargo into a container.
- 101) **Tare Weight.** The weight of a container while empty.
- 102) **Terminal.** Is a location where containers are picked up, dropped off, maintained and kept.
- 103) **TEU (Twenty-Foot Equivalent Unit).** A standard 20-foot shipping container, measuring approximately 20 feet long, 8 feet wide and 8 feet high.
- 104) **Transshipment.** The transfer of cargo from one carrier to another or from one vehicle to another at an intermediate point during the goods' journey to the final destination.
- 105) **Truck Tonnage.** The weight (in tons) of a shipment transported by truck.
- 106) **Turnaround.** A term used in marine transportation referring to the time it takes between arrival of a ship and its departure.
- 107) **Unclaimed Freight.** Freight that has not been called for or picked up by the owner or ultimate consignee.
- 108) **UN Number.** An internationally recognized four-digit code used to identify dangerous goods.
- 109) **Vessel.** A seafaring craft, such as boat, barge, ship, etc. 

- 110) **Vessel Manifest.** A document listing details regarding the crew and cargo onboard a vessel.
- 111) **Vessel Traffic Service (VTS).** A traffic monitoring system used by harbor or port authorities to monitor ships, similar to air traffic control used to monitor aircraft.
- 112) **Warehouse.** A place for the storage, consolidation and distribution of cargo.
- 113) **Wharf.** A structure built on the shore of a harbour which facilitates the docking of ships.

§51. Creation of Autonomous Sea and Inland Ports

1. The following seaports shall be established and shall have the powers granted under this Act including full autonomy within the Republic of Liberia: the Freeport of Monrovia; Port of Buchanan; Port of Greenville, and Port of Harper. Subsequently, all Seaports and Inland Ports established after the passage of this Act into law, shall have the same full legal powers, functions and autonomy and shall be called/named after the city/county where they will be established.
2. Each autonomous Port shall be a body corporate, separate and distinct from any other port in the Republic in their management, operations, holding of assets, incurring liabilities, capacity to sue or be sued, capacity to enter and enforce legally binding contractual obligations, own property, borrow money and conduct business activities within the scope of this Act.

§52. Territorial Limits of Ports

Each Port shall have a territorial expansion of thirty miles radius from the center of its existing base. Within such territorial limits, a Port may establish other ports under its control that may not be contiguous with the existing port area.

§53. Purpose and Objectives

The autonomous Ports are hereby established and created to plan, design, construct, and shall engage in the development, maintenance and operation of all public ports within their territorial limits subject to the articles and principles enumerated herein and such other and further powers as may be vested in it. To carry out its function, the Ports shall have financial and administrative autonomy. These Ports shall each independently manage, operate, maintain, develop and construct all ports within their territorial limits, and be the recipient of all funds for services rendered, and shall be under their sole and complete control. In addition, these Ports shall work with the various Government entities with respect to the operation and supervision of ports within their limits of territorial control.

§54. Powers of Sea and Inland Ports

In addition to, and without limiting the powers conferred upon Ports in accordance with §51 of this Act, Ports shall have the following powers:

1. To institute independently a comprehensive system of tariffs and charges for the services and facilities they provide; such charges shall be approved by the Board of Directors and reasonably related to the cost of providing such services and facilities.
 - (a) levy and collect said tariffs and charges without granting any exemption there from or reduction thereto to any person, or department or agency of the Government.
 - (b) ensure that the rates fixed for said tariffs and charges are adequate to provide sufficient revenue to cover operating expenses, including adequate maintenance and depreciation, and interest payments on borrowings, if any; and to provide cash funds for debt amortization to such borrowings; and to provide adequate working capital and to set aside reasonable reserves for contingencies and for financing a reasonable part of the cost for future expansion including replacement of assets.
 - (c) Any duly authorized representative of Ports herein mentioned may enter into any vessel within the limits of the Ports or the approaches to the Ports in order to ascertain the amount of the dues or rates payable in respect of the vessel.
 - (d) For the amount of all rates leviable under this Act in respect of any goods, the Ports shall have a lien on such goods and shall be entitled to seize and detain the same until such rates are fully paid. Such lien shall have priority over all other liens and claims except claims for money payable to the Government.
 - (e) Rates in respect of goods to be landed shall become payable immediately on the landing of such goods.
 - (f) Rates in respect of goods to be shipped shall be payable before such goods are shipped.
 - (g) Rates in respect of goods to be removed from the premises of the Ports shall be payable on demand.
 - (h) Subject to the provisions of this section and without prejudice to the provisions of paragraphs (d), (e), (f) and (g) thereof, if any goods which have been placed in or on the premises of the Ports are not removed therefrom within a reasonable period, to be determined by Ports by regulations, from the time when the goods were placed in or on such premises, Ports may, at the expiration of the said periods sell by public auction all or any of such goods.

- (i) If the goods are of a perishable nature the Ports may direct their removal within such shorter period, not being less than twenty-four hours after the landing thereof as the Ports may think fit, and if not so removed, the Ports may sell, by public auction or otherwise, or dispose of such goods in such manner as it may think fit.
- (j) The proceeds of sale shall be applied by Ports as follows and in the following order:
- (i) firstly, in payment of any duty payable to the Government;
 - (ii) secondly, in payment of the expenses of the sale;
 - (iii) thirdly, in payment of the rates, charges and expenses due to the Ports in respect of the goods; and
 - (iv) fourthly, in payment of freight and other claims or liens of which notice has been given, and by rendering the surplus, if any, to the person entitled thereto on demand, and, in case no such demand is made within one year from the date of the sale of the goods, by paying the surplus to the account of the Ports, whereupon all rights to the same by such person shall be extinguished.
- (k) If the master or owner of any vessel in respect of which any dues, rates or penalties are payable under this Act or any regulations made thereunder, refuses or neglects to pay the same or any part thereof on demand. Ports may, in addition to other remedies which it may be entitled to use, distrain or arrest of its own authority such vessel and the tackle, apparel or furniture belonging thereto or any part thereof, and detain the same until the amount so due is paid.
- (l) In case any part of the said dues, rates or penalties, or of the costs of the distress or arrest, or of the keeping of the said vessel, tackle, apparel or furniture remains unpaid for the space of fourteen days next after any such distress or arrest has been so made, Ports may cause the vessels or other thing so distrained or arrested to be sold, and with the proceeds of such sale may, satisfy such dues, rates or penalties and costs, including costs of sale remaining unpaid, rendering the surplus, if any, to the master or owner of such vessel on demand.
- (m) If the Ports give to the officer of the Government whose duty it is to grant the port clearance of any vessel a notice stating that an amount therein specified is due in respect of dues, rates or penalties chargeable under this Act or any regulations made thereunder against such vessel or the owner or master of such vessel, such officer shall not grant such port clearance until the amount so chargeable has been paid or security has been given to the satisfaction of the Ports for the amount thereof.

2. To enter into contracts, sue and be sued, and to assign the provision of port services and the use of facilities.
3. Immovable property.
 - (a) To acquire any property, or any interest therein or any easement over any immovable property, whether by way of purchase, lease, exchange or otherwise, for the purposes of the Ports.
 - (b) Where any immovable property, not being Government owned, is needed for the purposes of the Ports and cannot be acquired by agreement, Ports may request, and the Government may, if it thinks fit, direct the acquisition of such property and in such case, such property may be acquired in accordance with the provisions of any written law relating to the acquisition of land for a public purpose and any declaration under any such written law that such land is so needed may be made notwithstanding that compensation is to be paid out of the funds of the Ports, and such declaration shall have effect as if it were a declaration that such land is needed for a public purpose made in accordance with such written law.
 - (c) The Ports shall not, without the prior approval of the Government, sell, exchange or otherwise dispose of any of its lands or other immovables or any interest therein.
4. To initiate new services or discontinue existing services as might be required in the exercise of its functions.
5. To engage in structures and construction, dredging, reclamation, remove wrecks, operate its own security force which will have adequate police powers to enforce compliance with its regulations and by-laws.
6. To have its own Harbor Master who shall direct and regulate the movement of vessels within said port.
7. To have its own By-laws and regulations.
8. To apply for, purchase, or by other means acquire, hold, sell, assign, lease, mortgage, or otherwise dispose of and protect, prolong and renew whether in the Republic of Liberia or elsewhere any and all patents, patent rights, licensee, protections, concessions, trademarks and trade names and to use and turn to account and to manufacture under grant license experimenting upon and testing and improving or seeking to improve any patents, inventions, or rights which the Ports may acquire or propose to acquire.

§55. Boards of Directors of the Ports

1. The supervisory powers of each Port shall be vested in a Board of Directors appointed by the President of the Republic of Liberia.
2. Each Board shall consist of two members appointed from each of the counties in which the Ports are located. One of the Board members shall be appointed as Chairperson of the Board. The Ministers of Justice, Finance and Development Planning, and Transport shall serve as statutory members on each Board. The Managing Director of each Port shall serve as the secretary to the Board.
3. Each Board shall have the authority to approve the Port's budget, regulations, employment policy, expansion and development plans and such other functions as would be performed by a Board of Directors by law.
4. Members of the Board shall serve at the pleasure of the President.
5. A quorum of the Board shall consist of a simple majority, provided that at least one of the non-statutory members is present.

§56. Management and Operational Structure of the Ports

The President of the Republic of Liberia shall appoint the management team of each Port, which shall consist of the Managing Director, Deputy Managing Director for Administration, Deputy Managing Director for Operations, and Deputy Managing Director for Technical Services with the consent of the Senate.

§56.1. Managing Director

1. The Managing Director shall possess such qualifications and academic credentials suitable to undertake the task and responsibility demanded by the office of Managing Director. Minimally, he/she shall possess a bachelor's level training in an academic discipline with at least ten years senior managerial level experience, five years of which shall be in the public sector.
2. The Managing Director shall be responsible for the conduct of the general operations of the Port, and for that purpose shall exercise all powers delegated by the Board.
3. The Managing Director shall conduct the ordinary business of the Port, and shall be responsible for the organization, appointment and dismissal of the officers and staff, subject to approval of the Board.

§56.2. Deputy Managing Director for Administration

1. The Deputy Managing Director for Administration shall be responsible to assist the Managing Director to carry out the daily administrative functions of the Port.

2. He/she shall possess at least a bachelor's degree with ten years' experience at the senior managerial level, five years of which shall be in the public sector.

§56.3. Deputy Managing Director for Operations

The Deputy Managing Director for Operations shall be responsible for the general operation and supervision of the port operation. He/she shall possess at least a bachelor's degree and shall have no less than ten years of prior significant experience working at various levels of port operations, including scheduling, supervision, maintenance, etc.

§56.4. Deputy Managing Director for Technical Services

The Deputy Managing Director for Technical Services shall possess a minimum of a bachelor's degree in civil engineering, architecture, or related discipline with no less than ten years experience in the design, construction, supervision and maintenance of civil works projects. He/she shall be well versed in packaging bidding documents, procurement, etc and shall be responsible for the maintenance of port infrastructures, including construction of new infrastructures.

§57. Transition and Cessation of the National Port Authority

1. One year and six months immediately after the signing into law of this Act, the National Port Authority shall cease to have authority to manage and operate any Port within the Republic of Liberia and shall be dissolved.
2. During the transition period, the President shall appoint a seven (7) members committee headed by a Chairman, to oversee the dissolution of the National Port Authority. The Committee shall propose a dissolution Plan for approval by the President not later than six (6) months after the effective date of this Act. The Plan shall assign the assets, liabilities and contractual obligations of the National Port Authority to specific autonomous Ports.
3. The National Port Authority shall continue to function during the transition period and shall have continuing authority to make contracts, which contracts shall devolve to the appropriate autonomous Port(s) following the transition period stated herein.

§58. Private Ports

The Government of Liberia shall utilize its power to grant concession(s) for private port operations in Liberia.

§59. Reports

The Management of the Ports shall submit an annual report and such other reports and information to the President of the Republic of Liberia and the Board of the National Ports Regulatory Commission when established, as may from time to time be required. The annual

report shall set out in detail facts describing the operation and fiscal transactions of the Ports during the preceding year, its financial condition and a statement of all receipts and disbursements during each year.

§60. Offenses

1. If any person willfully removes, destroys or damages any property belonging to the Ports or prevents such property from being used or operated in the manner in which it is intended to be used or operated, such person shall be guilty of an offence under this Act and shall be liable on conviction to a fine not exceeding one thousand United States dollars (US\$1,000.00), and upon an application by the Ports, a court may order the offender to pay compensation to the Ports for any damage done by such person.
2. Any person may apprehend any other person if such other person commits an offence under the provisions of §60.1 of this Act and shall on such apprehension, without unreasonable delay, hand over the person so apprehended to a police officer or a legal authority.
3. Any person who carelessly or accidentally removes, destroys or damages any property belonging to the Ports or hinders or prevents such property from being used or operated in the manner in which it is intended to be used or operated shall pay by way of compensation to the Ports, such sum of money as a court shall determine to be sufficient to cover the extent of the damage.
4. Nothing in §60.1 of this Act shall prevent the Ports from taking any legal proceedings open to it at law before any court having jurisdiction for the recovery of the full amount, of the damage caused by such person.
5. In every case in which any damage is done to any property of the Ports by any vessel or float of timber, or debris from any vessel or by any person employed in or about the same, the cost of making good such damage may be recovered by the Ports from the master, owner or person in charge of such vessel or float of timber, or debris. The Ports may detain any such vessel or floating of timber, or persons in charge of such vessel until the cost of making good such damage has been paid to the seaport or inland port where the damage occurred or security has been given to said port for the amount thereof.
6. If through any act, neglect or default on account whereof any person has incurred any penalty imposed under this Act, any damage to the property of the ports have been committed by such person, he/she shall be liable to make good such damage as well as pay such penalty. The amount of such damage shall, in case of dispute, be determined by the court by which the party incurring such penalty has been convicted, and may be recovered as if it were a fine imposed by the court.

7. Any person who at any time hinders, obstructs or molests the operation of the Ports or any of their employees, agents or contractors in the performance and execution of their duty(ies) or of anything which they are respectively empowered or required to do by virtue or in consequence of this Act, or removes any mark set up for the purpose of indicating any level or direction necessary to the execution of works authorized by this Act, shall be guilty of an offence under this Act and shall be liable on conviction and a fine not exceeding One Thousand United States Dollars (US\$1,000.00) or to imprisonment for a term not exceeding three years or to both such fine and imprisonment.
8. Any person is liable legally and to the Ports who:
- (a) wilfully and without lawful excuse loosens or removes from its moorings or from its fastenings alongside any wharf or dock, any vessel within the port without leave or authority from the master or owner of such vessel or person in charge of such wharf or dock;
 - (b) wilfully and without lawful excuse lifts, injures, makes a vessel fast to, loosens or sets adrift any moorings, buoys, beacons or land marks;
 - (c) without any lawful excuse discharges any gun or other dangerous explosives in any of the Ports except for the purpose of making a signal of distress or for such other purpose as is allowed under any written law;
 - (d) graves, breams or smokes any vessel in the port, or boils or heats any pitch, tar, resin, dammar, turpentine oil or other such combustible matter on board any vessel within any of the Ports, at any time or within any limits at or within which such act is prohibited by any order of the Port Management, or contrary to the orders or directions of the Port Master or the master of such vessel; or
 - (e) uses a naked light when drawing off spirits, turpentine oil or other inflammable oils or liquids of any kind on board any vessel in any of the Ports. shall be guilty of an offence under this Act and shall be liable on conviction to a fine not exceeding Five Hundred United States Dollars (US\$500.00) or to imprisonment for a term not exceeding three years or both such fine and imprisonment.
 - (f) Any master or owner of any vessel or any owner of any goods who, by any means whatsoever, evades or attempts to evade any of the dues or rates leviable under this Act shall be guilty of an offence under this Act and shall be liable on conviction to a fine not exceeding One Thousand United States Dollars (US\$1,000.00) or to imprisonment for a term not exceeding five years or to both such fine and imprisonment and shall in addition be liable to pay to the Port in which such act was committed as penalty double the amount of the dues or rates he evaded or attempted to evade.

- (g) The tender to or acceptance by any of the Ports or any of its officers of any dues or rates the payment of which has been previously evaded or left unpaid, shall not release or discharge any person from any liability for any damages or penalty consequent upon such evasion or non-payment.
- (h) Any master of a vessel entering or leaving, intending to enter or leave any dock, or come alongside or depart from any wharf, who gives false information of the draught, length or beam of such vessel to any employee of the Ports whose duty it is to ascertain the same, shall be guilty of an offence under this Act and shall be liable on conviction to a fine not exceeding Five Hundred United States Dollars (US\$500.00)

§61. Existence

All Ports established under this Act shall have perpetual existence until it shall be terminated by subsequent Act of the Legislature. Upon the termination of the existence of any Port, all rights and properties of such Port shall vest in the Republic of Liberia or as directed by a succeeding Act.

Section 4. Effective Date

This Act shall take effect immediately upon publication into handbills.

ANY LAW TO THE CONTRARY NOTWITHSTANDING