

INDEPENDENT STATE OF PAPUA NEW GUINEA.

CHAPTER NO. 395.

Shipping.

GENERAL ANNOTATION.

ADMINISTRATION.

The administration of this Chapter was vested in the Minister for Transport at the date of its preparation for inclusion.

The present administration may be ascertained by reference to the most recent Determination of Titles and Responsibilities of Ministers made under Section 148 (1) of the Constitution.

References in, or in relation to, this Chapter to—

“the Departmental Head”—should read as references to the Secretary for Transport and Civil Aviation;

“the Department”—should be read as references to the Department of Transport and Civil Aviation.

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INDEPENDENT STATE OF PAPUA NEW GUINEA.

CHAPTER NO. 395.

Shipping Act.

ARRANGEMENT OF SECTIONS.

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 - "Board of Reference"
 - "local ship"
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 - "passenger"
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 - "proclaimed port"
 - "ship".
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SCHEDULE 1.—Licence Fees.

INDEPENDENT STATE OF PAPUA NEW GUINEA.

CHAPTER NO. 395.

Shipping Act.

Being an Act relating to shipping.

1. Interpretation.

(1) In this Act, unless the contrary intention appears—

“Board of Reference” means a Board of Reference constituted under Section 9;

“local ship” means a ship licensed under Section 4 to engage in the local trade;

“overseas ship” means a ship not being a local ship;

“passenger” means a passenger carried for hire or reward;

“powered canoe” means a traditional canoe ordinarily propelled otherwise than by sails or oars;

“proclaimed port” means a port proclaimed under Section 2;

“ship” includes every vessel used in navigation not ordinarily propelled by oars only, other than a traditional canoe.

(2) For the purposes of this Act, a ship is deemed to engage in the local trade, if the ship takes on board passengers or cargo at a port or place in the country, to be carried to, and landed or delivered at, any other port or place in the country.

(3) For the purposes of this Act, a powered canoe is deemed to engage in the local trade if it regularly takes on board passengers at a port or place in the country, to be carried to, and landed at, any other port or place in the country.

2. Proclaimed ports.

The Minister may by proclamation declare a port to be a port at which overseas ships may take on board, land, deliver or discharge passengers or cargo.

3. Restrictions on overseas ships.

A master, owner or agent of an overseas ship who—

(a) takes on board, lands, delivers, or discharges any passenger or cargo at a port or place other than a proclaimed port; or

(b) takes on board any passenger or cargo at a proclaimed port to be landed or discharged at any other proclaimed port,

is guilty of an offence.

Penalty: A fine not exceeding K1 000.00.

4. Licensing of ships to engage in local trade.

(1) Unless licensed to do so under this section, the master, owner or agent of a ship or powered canoe who engages in the local trade is guilty of an offence.

Penalty: A fine not exceeding K1 000.00.

(2) The master, owner or agent of a ship or powered canoe may make written application to the Minister for the grant of a licence to the ship or powered canoe to engage in the local trade.

(3) The Minister may, in his absolute discretion—

- (a) grant, unconditionally or on such conditions as he thinks fit; or
- (b) refuse to grant,

a licence referred to in Subsection (2).

(4) The Minister may, at any time, cancel a licence if—

- (a) the ownership of the ship to which the licence was granted is changed during the currency of the licence; or
- (b) the master, owner or agent of the ship or powered canoe to which the licence was granted commits a breach of this Act or of the conditions on which the licence was granted.

(5) Subject to this section, a licence remains in force—

- (a) in the case of a ship described in the licence as being engaged solely in the coastal trade—for a period of 12 months; and
- (b) in the case of any other ship or a powered canoe—for the period specified in the licence or, where no period is specified, for a period of 12 months.

(6) Where a ship to which Subsection (5) (a) applies—

- (a) ceases to be engaged solely in the coastal trade; or
- (b) ceases to be in full survey for the purposes of navigation in Papua New Guinea waters as required by—
 - (i) the *Navigation Act 1889* of the former Territory of Papua (Adopted); or
 - (ii) the *Coastal Shipping, Ports and Harbours Regulations 1938* of the former Territory of New Guinea (Adopted); or
 - (iii) the *Navigation Act 1912-1973* of Australia (Adopted); or
 - (iv) the Act of the Parliament of the United Kingdom known as the *Merchant Shipping Act 1894* (Adopted),

the licence is deemed to have expired.

(7) For the purposes of Subsection (6) (a), where a ship, with the approval of the Minister, proceeds on an overseas voyage it is deemed in relation to that voyage to be engaged in the coastal trade.

(8) Subject to Subsection (9), the fees for licences are as set out in Schedule 1.

(9) Where the licence is granted, the fee is—

- (a) for a period of less than six months—50% of the fee prescribed in Schedule 1; or
- (b) for a period of more than six months—the fee prescribed in Schedule 1; or
- (c) for a single voyage—K15.00.

5. Fares and freights.

A person who charges any fare or freight in excess of the prescribed fare or freight, as the case may be, for the carriage of any passenger or cargo between ports or places in the country is guilty of an offence.

Penalty: A fine not exceeding K200.00.

6. Refusal of local ship to carry passengers or cargo.

The master, owner or agent of a local ship who, without reasonable cause (proof of which is on him), refuses absolutely or except on disadvantageous conditions, to take on board the ship at any port or place any passenger or cargo to be landed, delivered or discharged at any other port or place in the country, is guilty of an offence.

Penalty: A fine not exceeding K200.00.

7. Institution of proceedings.

Proceedings under this Act shall not be instituted except by the Minister or a person authorized in writing for the purpose by the Minister.

8. Disputes as to fares or freights.

Where a dispute arises between a passenger or shipper and the master, owner or agent of a local ship as to the fare or freight payable in respect of the passenger or any cargo, the dispute shall, on the application of either party, be determined by a Board of Reference.

9. Boards of Reference.

(1) For the purpose of determining a dispute referred to in Section 8, a Board of Reference shall consist of a Chairman appointed by the Minister and a representative of each party.

(2) The representative of a party shall be nominated by that party.

10. Failure to answer questions, etc.

(1) For the purpose of determining a dispute referred to in Section 8, the Chairman of a Board of Reference may, by written notice, require any person to attend before the Board—

(a) to answer, on oath, questions put to him by any member of the Board; and

(b) to produce books and documents,

in relation to the dispute.

(2) For the purposes of this section the Chairman has power to administer oaths.

(3) A person who refuses or fails to answer questions or produce documents when required to do so under this section is guilty of an offence.

Penalty: A fine not exceeding K100.00.

(4) A person is not excused from answering any question or producing any document when required to do so under this section on the ground that the answer to the question or the production of the document might tend to criminate him or make him liable to a penalty, but his answer is not admissible in evidence against him in any civil or criminal proceeding other than a proceeding for an offence against this Act.

11. Determination by Board.

(1) A Board of Reference after—

(a) considering such evidence as is given before it or produced to it; and

(b) making such other inquiries as it thinks necessary or desirable,

may determine the dispute submitted to it.

(2) The determination of a Board of Reference in relation to a dispute binds the parties to the dispute and is enforceable in any court of competent jurisdiction.

12. Exemption of certain ships.

(1) For the purposes of this section, "ship" means a ship not exceeding 100 tons gross tonnage.

(2) Where the Minister is satisfied that any ship or class of ships is not ordinarily used for the carriage of passengers or cargo for valuable consideration, he may by notice in the National Gazette, suspend the operation of all or any of the provisions of this Act in relation to that ship or class of ships and while the notice is in force, the provisions of this Act specified in the notice do not apply to that ship or class of ships.

(3) The Minister may, at any time, by notice in the National Gazette, revoke or vary any notice made under Subsection (2).

13. Certain transfers, etc., forbidden.

(1) A person who, without the prior written consent of the Minister—

(a) transfers a ship which is owned, managed or controlled by—

(i) a person resident in the country; or

(ii) a corporation whose principal place of business is in the country,
or any share in any such ship, to—

(iii) a person not resident in the country or Australia; or

(iv) a corporation whose principal place of business is not in the country or
Australia; or

(b) mortgages any such ship or share, or transfers a mortgage of any such ship or
share, to—

(i) a person not resident in the country or Australia; or

(ii) a corporation whose principal place of business is not in the country or
Australia,

is guilty of an offence.

Penalty: A fine not exceeding K10 000.00.

(2) A transfer, mortgage or transfer of mortgage effected in breach of this section is void.

(3) The consent of the Minister under this section may be given—

(a) generally or in relation to a particular case; and

(b) subject to such terms and conditions (if any) as the Minister thinks fit.

(4) Where, under this section, the Minister has consented to a transfer, mortgage or other transaction subject to terms and conditions a person who fails to comply with any of the terms and conditions applicable to him is guilty of an offence.

Penalty: A fine not exceeding K10 000.00.

(5) In the event of any failure to comply with any of the terms or conditions referred to in Subsection (4), the transfer, mortgage or other transactions shall be deemed to have been affected without the consent of the Minister and the provisions of this section are applicable.

14. Removal of certain ships forbidden.

(1) The Minister may, by written notice to the owner or master of any ship owned by a person resident in the country or by a corporation whose principal place of business is in the country, forbid the removal of the ship from the territorial waters.

- (2) The owner of any ship forbidden to be removed from the territorial waters who—
- (a) removes or causes to be removed; or
 - (b) attempts to remove or causes to be removed,
- any such ship from the territorial waters is guilty of an offence.
- Penalty: A fine not exceeding K10 000.00.

- (3) Any person including the master of any ship specified in Subsection (1) who—
- (a) removes or attempts to remove; or
 - (b) assists to remove; or
 - (c) assists an attempt to remove,
- any such ship from the territorial waters, is guilty of an offence.
- Penalty: Imprisonment for a term not exceeding two years.

15. Regulations.

The Head of State, acting on advice, may make regulations not inconsistent with this Act, prescribing all matters that are necessary or convenient to be prescribed for carrying out or giving effect to this Act, and in particular prescribing matters providing for and in relation to—

- (a) the regulation of the proceedings of any Board of Reference; and
- (b) the fares and freights to be charged in respect of the carriage of passengers and cargo by local ships; and
- (c) the fares to be charged in respect of the carriage of passengers in powered canoes.

SCHEDULE 1.

Sec.4 (9).

LICENCE FEES.

Vessel size. (Gross registered tons.)	Fees for each 12 months or part of 12 months.
	K
0— 19	3.00
20— 49	10.00
50— 99	20.00
100—149	25.00
150—199	30.00
200—249	35.00
250—299	40.00
300—349	45.00
350—399	50.00
400—449	55.00
450—499	60.00
500—999	65.00
1 000—1 999	70.00
2 000 and above	70 plus K5.00 for every 1 000 gross registered tons or part of 1 000 gross registered tons by which the vessel exceeds 2 000 tons.

INDEPENDENT STATE OF PAPUA NEW GUINEA.

CHAPTER NO. 395.

Shipping (Freight Rate) Regulation.

ARRANGEMENT OF SECTIONS.

1. Interpretation—
"main port".
2. Freight rates between main ports.
3. Ad valorem cargo.
4. Heavy lift cargo.
5. Long length cargo.
6. Bunker fuel surcharge.
7. Freight rates for feeder services.
8. Freight rate to be shown on bill of lading.

SCHEDULES.

- Schedule 1.—Freight.
Schedule 2.—Heavy Lift Cargo.
Schedule 3.—Long Length Cargo.

INDEPENDENT STATE OF PAPUA NEW GUINEA.

CHAPTER NO. 395.

Shipping (Freight Rate) Regulation.

MADE under the *Shipping Act*.

1. Interpretation.

In this Regulation unless the contrary intention appears, "main port" means a port specified in Schedule 1.

2. Freight rates between main ports.

(1) This section applies to cargo specified in Schedule 1 which is carried between two main ports.

(2) Subject to this Regulation, the freight to be charged in respect of the carriage of cargo to which this section applies shall not exceed the amount calculated in accordance with Schedule 1.

3. Ad valorem cargo.

Where the value of an item of cargo to which Section 2 applies is declared in a bill of lading to exceed K200.00 then in respect of the carriage to which the bill of lading relates, freight (additional to that payable under Section 2) is payable in an amount equal to 5% of the freight payable under that section.

4. Heavy lift cargo.

In respect of an item of cargo to which Section 2 applies which is specified in Column 1 of Schedule 2, freight (additional to that payable under Section 2) is payable at the rate set out opposite the description of that cargo in Column 2 of that Schedule.

5. Long length cargo.

In respect of an item of cargo to which Section 2 applies which is specified in Column 1 of Schedule 3, freight (additional to that payable under Section 2) is payable at the rate set out opposite the description of that cargo in Column 2 of that Schedule.

6. Bunker fuel surcharge.

In respect of bunker fuel, freight additional to that payable under Section 2 is payable in an amount equal to 6% of the freight payable under that section.

7. Freight rates for feeder services.

The freight to be charged in respect of the carriage of cargo on a voyage between—

- (a) a main port and a place other than a main port; or
- (b) a place other than a main port and a main port; or
- (c) two places which are not main ports,

shall not exceed the freight fixed under this Regulation in respect of the carriage of cargo between two main ports reasonably situated relative to the voyage.

8. Freight rate to be shown on bill of lading.

(1) In this section "owner" includes a person who has the use or control of a ship by virtue of a charter party.

(2) Subject to Subsection (3), the person receiving cargo on behalf of the owner of a local ship for carriage on that ship shall ensure that a memorandum of the amount payable by the shipper in respect of that carriage is endorsed on the bill of lading relating to that cargo at the time that the bill of lading is issued to the shipper.

(3) Where the amount payable by the shipper in respect of the carriage of cargo includes fees or charges for matters other than freight payable under this Regulation the memorandum under Subsection (2) shall specify those fees or charges as separate items.

SCHEDULE 1.

FREIGHT.

Part A.—Freight Rates.

(1) In this Part—

"n.e.i." means not elsewhere included in this part;

"exempt items" means the following items :—

Biscuits	Medicines and drugs
Clothing	Peanuts
Coffee	Poultry feeds
Copra	Rice
Fish	Rubber
Flour	Sugar
Foodstuffs	Tinned meats
Kerosene	Vegetables, fresh.

(2) The rate applicable to the Port Moresby/Lae/Port Moresby route is—

(a) in respect of cargoes other than beer and stout and exempt items, the rate shown in this Part less K1.00; and

(b) in respect of beer and stout, the rate shown in this Part less K1.20.

FREIGHT RATES

Item No.	Column 1. Description of cargo.	Column 2. Method of packing (where rate varies accordingly).	Column 3. Unit on which rate calculated.	Column 4. Rate according to port of loading and discharge.				
				(a)	(b)	(c)	(d)	(e)
				1	Acids	—	m ³	27.20
2	Air conditioners	cased	m ³	22.40	23.60	24.80	26.00	27.20
3	Air conditioners	not cased	m ³	25.60	26.80	28.00	29.20	30.40
4	Arc mesh flat	—	t	25.60	26.80	28.00	29.20	30.40
5	Arc mesh—rolled	—	m ³	20.80	22.00	23.20	24.40	25.60
6	Avgas	—	m ³	27.20	28.40	29.60	30.80	32.00
7	Barbed wire	reels	t	20.80	22.00	23.20	24.40	25.60
8	Beer and stout	cartons/kegs	m ³	24.40	25.60	26.80	28.00	29.20
9	Biscuits	—	m ³	13.20	14.40	15.60	16.80	18.00
10	Bituminous products	drums	t	25.60	26.80	28.00	29.20	30.40
11	Boats (power driven or otherwise)	—	m ³	20.80	22.00	23.20	24.40	25.60
12	Bottles—beer, soft drinks	cartons	m ³	14.40	15.60	16.80	18.00	19.20
13	Bottles—plastic	—	m ³	14.40	15.60	16.80	18.00	19.20
14	Bricks	strapped	t	22.40	23.60	24.80	26.00	27.20
15	Cable and wire (electric)	on drums or not	m ³	22.40	23.60	24.80	26.00	27.20
16	Cans—empty	cartons	m ³	16.00	17.20	18.40	19.60	20.80
17	Cartons—flat	bundles	m ³	19.20	20.10	21.60	22.80	24.00
18	Cement	bags	t	24.00	25.20	26.40	27.60	28.80
19	Chemical n.e.i.	drums	t	20.80	22.00	23.20	24.40	25.60
20	Chillies	bags	t	19.20	20.40	21.60	22.80	24.00
21	Cigarettes and tobacco	—	m ³	22.40	23.60	24.80	26.00	27.20
22	Clothing n.e.i.	—	m ³	16.40	17.60	18.80	20.00	21.20
23	Cocoa	bags	t	19.20	20.40	21.60	22.80	24.00
24	Coffee	bags	t	14.80	16.00	17.20	18.40	19.60
25	Confectionery n.e.i.	—	m ³	22.40	23.60	24.80	26.00	27.20
26	Containers—Bulk liquid	—	m ³	20.80	22.00	23.20	24.40	25.60
27	Copra	bags	t	14.80	16.00	17.20	18.40	19.60
28	Cosmetics and perfumery	—	m ³	25.60	26.80	28.00	29.20	30.40

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SCHEDULE 1—continued.
Freight Rates—continued.

Item No.	Column 1. Description of cargo.	Column 2. Method of packing (where rate varies accordingly).	Column 3. Unit on which rate calculated.	Column 4. Rate according to port of loading and discharge				
				(a)	(b)	(c)	(d)	(e)
				29	Cotton piece goods n.e.i.	—	m ³	22.40
30	Detergents	—	m ³	22.40	23.60	24.80	26.00	27.20
31	Dieseline	drums	m ³	24.00	25.20	26.40	27.60	28.80
32	Disinfectants	—	m ³	22.40	23.60	24.80	26.00	27.20
33	Electrical equipment n.e.i.	cased	m ³	22.40	23.60	24.80	26.00	27.20
34	Electrical equipment n.e.i.	not cased	m ³	25.60	26.80	28.00	29.20	30.40
35	Empty cylinders	—	t	14.40	15.60	16.80	18.00	19.20
36	Empty drums (new)	—	m ³	19.20	20.40	21.60	22.80	24.00
37	Empty drums (second hand)	—	m ³	14.40	15.60	16.80	18.00	19.20
38	Empty kegs—pallets	—	m ³	14.40	15.60	16.80	18.00	19.20
39	Empty sacks (new)	baled	m ³	19.20	20.40	21.60	22.80	24.00
40	Empty sacks (second hand)	bundles	m ³	14.40	15.60	16.80	18.00	19.20
41	Feed (poultry and animal)	bags	t	14.80	16.00	17.20	18.40	19.60
42	Fencing—wire, chain link	rolls	t	20.80	22.00	23.20	24.40	25.60
43	Fertilizer	bags	t	19.20	20.40	21.60	22.80	24.00
44	Films (movie projector)	—	m ³	27.20	28.40	29.60	30.80	32.00
45	Fish—canned	—	m ³	13.20	14.40	15.60	16.80	18.00
46	Flour	bags	t	13.20	14.40	15.60	16.80	18.00
47	Food stuffs and provisions n.e.i.	—	m ³	18.00	19.20	20.40	21.60	22.80
48	Furniture—office	—	m ³	25.60	26.80	28.00	29.20	30.40
49	Gas cylinders—full	—	t	27.20	28.40	29.60	30.80	32.00
50	Gasoline	drums	m ³	27.20	28.40	29.60	30.80	32.00
51	General cargo being cargo not elsewhere included in this Part but not including— containers—dry cargo dieseline in bulk earth moving and construction equipment	—	m ³	20.80	22.00	23.20	24.40	25.60

SCHEDULE 1—continued.
Freight Rates—continued.

Item No.	Column 1. Description of cargo.	Column 2. Method of packing (where rate varies accordingly).	Column 3. Unit on which rate calculated.	Column 4. Rate according to port of loading and discharge					
				(a)	(b)	(c)	(d)	(e)	
17	52	explosives (including detonators) gasoline in bulk gravel in bulk jet fuel in bulk kerosene in bulk oil in bulk structural steel General cargo being cargo not elsewhere included in this Part but not including— containers—dry cargo dieseline in bulk earth moving and construction equipment explosives (including detonators) gasoline in bulk gravel in bulk jet fuel in bulk kerosene in bulk oil in bulk structural steel	—	t	22.40	23.60	24.80	26.00	27.20
	53	Glass	—	t	22.40	23.60	24.80	26.00	27.20
	54	Hardboard, plywood, fibro and laminated plastic sheet material	—	m ³	20.80	22.00	23.20	24.40	25.60
	55	Hardware—builders and engineers n.e.i.	—	m ³	22.40	23.60	24.80	26.00	27.20
	56	Household effects	—	m ³	22.40	23.60	24.80	26.00	27.20
	57	Insecticides	—	m ³	20.80	22.00	23.20	24.40	25.60
	58	Iron and steel—flat	—	t	22.40	23.60	24.80	26.00	27.20
	59	Iron and steel—curved	—	m ³	24.00	25.20	26.40	27.60	28.80

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SCHEDULE 1—continued.
Freight Rates—continued.

Item No.	Column 1. Description of cargo.	Column 2. Method of packing (where rate varies accordingly).	Column 3. Unit on which rate calculated.	Column 4. Rate according to port of loading and discharge				
				(a)	(b)	(c)	(d)	(e)
				60	Iron and steel—corrugated	—	t	22.40
61	Iron scrap	drums	t	20.80	22.00	23.20	24.40	25.60
62	Jet fuel	drums	m ³	27.20	28.40	29.60	30.80	32.00
63	Kerosene	drums	m ³	19.60	20.80	22.00	23.20	24.40
64	Live stock	crates	m ³	20.80	22.00	23.20	24.40	25.60
65	Machinery n.e.i.	cased	m ³	22.40	23.60	24.80	26.00	27.20
66	Machinery n.e.i.	cased	m ³	24.00	25.20	26.40	27.60	28.80
67	Matches, safety	—	m ³	27.20	28.40	29.60	30.80	32.00
68	Meat—tinned	—	m ³	13.20	14.40	15.60	16.80	18.00
69	Medicines and Drugs	—	m ³	18.00	19.20	20.40	21.60	22.80
70	Methylated Spirits	—	m ³	27.20	28.40	29.60	30.80	32.00
71	Milk—powdered	bags	t	20.80	22.00	23.20	24.40	25.60
72	Mineral waters (soft drinks)	cartons	m ³	20.80	22.00	23.20	24.40	25.60
73	Motor vehicles under deck	—	m ³	22.40	23.60	24.80	26.00	27.20
74	Motor vehicles on deck	—	m ³	20.80	22.00	23.20	24.40	25.60
75	Nails	—	t	20.80	22.00	23.20	24.40	25.60
76	Office equipment	cased	m ³	22.40	23.60	24.80	26.00	27.20
77	Office equipment	not cased	m ³	25.60	26.80	28.00	29.20	30.40
78	Oil—lubricating	drums	m ³	20.80	22.00	23.20	24.40	25.60
79	Paints and varnish n.e.i.	—	m ³	22.40	23.60	24.80	26.00	27.20
80	Paper products (other than printed matter)	—	m ³	22.40	23.60	24.80	26.00	27.20
81	Peanuts—In shell	bags	t	14.80	16.00	17.20	18.40	19.60
82	Personal effects	—	m ³	22.40	23.60	24.80	26.00	27.20
83	Pickets—steel	bundles	t	20.80	22.00	23.20	24.40	25.60
84	Pipes—concrete and cement	—	m ³	14.40	15.60	16.80	18.00	19.20
85	Pipes—earthenware	—	m ³	24.00	25.20	26.40	27.60	28.80
86	Pipes—metal, plastic	—	m ³	20.80	22.00	23.20	24.40	25.60
87	Precision instruments	—	m ³	25.60	26.80	28.00	29.20	30.40

SCHEDULE 1—continued.
Freight Rates—continued.

Item No.	Column 1. Description of cargo.	Column 2. Method of packing (where rate varies accordingly).	Column 3. Unit on which rate calculated.	Column 4. Rate according to port of loading and discharge				
				(a)	(b)	(c)	(d)	(e)
				88	Printed matter	cased	t	20.80
89	Refrigerated cargo—carcasses	—	t	63.60	68.40	73.20	78.00	82.80
90	Refrigerated cargo n.e.i.	—	m ³	27.20	28.40	29.60	30.80	32.00
91	Refrigerators	cased	m ³	22.40	23.60	24.80	26.00	27.20
92	Refrigerators	not cased	m ³	25.60	26.80	28.00	29.20	30.40
93	Rice	bags	t	13.20	14.40	15.60	16.80	18.00
94	Roofing	—	m ³	22.40	23.60	24.80	26.00	27.20
95	Rope (other than wire rope)	—	m ³	22.40	23.60	24.80	26.00	27.20
96	Rubber	bales	m ³	14.80	16.00	17.20	18.40	19.60
97	Soap	—	m ³	22.40	23.60	24.80	26.00	27.20
98	Solvents	—	m ³	27.20	28.40	29.60	30.80	32.00
99	Stationery n.e.i.	—	m ³	22.40	23.60	24.80	26.00	27.20
100	Sugar	bags	t	13.20	14.40	15.60	16.80	18.00
101	Tea	cased	t	17.60	18.80	20.00	21.20	22.40
102	Tiles	—	m ³	20.80	22.00	23.20	24.40	25.60
103	Timber	bundles	m ³	19.20	20.40	21.60	22.80	24.00
104	Timber—sawn	loose	m ³	22.40	23.60	24.80	26.00	27.20
105	Tobacco—raw	bales	m ³	20.80	22.00	23.20	24.40	25.60
106	Trailers	—	m ³	20.80	22.00	23.20	24.40	25.60
107	Turpentine	—	m ³	27.20	28.40	29.60	30.80	32.00
108	Tyres	—	m ³	20.80	22.00	23.20	24.40	25.60
109	Vegetables, fresh	—	m ³	14.80	16.00	17.20	18.40	19.60
110	Washing machines	cased	m ³	22.40	23.60	24.80	26.00	27.20
111	Washing machines	not cased	m ³	25.60	26.80	28.00	29.20	30.40
112	Wheatmeal	bags	t	17.60	18.80	20.00	21.20	22.40
113	Wines and spirits	—	m ³	22.40	23.60	24.80	26.00	27.20
114	Wire (other than wire rope)	—	t	20.80	22.00	23.20	24.40	25.60
115	Wire rope	—	m ³	20.80	22.00	23.20	24.40	25.60

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Part B—Ports of Loading and Discharge.

Port of loading	Ports of discharge.				
	(a)	(b)	(c)	(d)	(e)
Aitape	Vanimo Wewak	Madang Manus	Kimbe Lae	Alotau Kavieng Oro Bay Rabaul Samarai	Kieta Port Moresby
Alotau Samarai	Oro Bay Port Moresby	Lae	Kimbe Madang Wewak	Aitape Kavieng Manus Rabaul	Kieta Vanimo
Kavieng	Manus Rabaul	Kieta Kimbe Lae Madang	Wewak	Aitape Alotau Oro Bay Samarai	Port Moresby Vanimo
Kieta		Kavieng Rabaul	Kimbe Lae Madang	Alotau Oro Bay Samarai Wewak	Aitape Manus Port Moresby Vanimo
Kimbe	Rabaul	Kavieng Kieta Lae Oro Bay	Aitape Alotau Madang Samarai Wewak	Manus Port Moresby Vanimo	
Lae	Madang Oro Bay	Alotau Kimbe Port Moresby Rabaul Samarai	Kavieng Kieta Wewak	Aitape Vanimo	Manus

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Ports of Loading and Discharge.—*continued.*

Port of loading	Ports of discharge.				
	(a)	(b)	(c)	(d)	(e)
Madang	Lae Wewak	Aitape Kavieng Oro Bay Rabaul	Alotau Kimbe Manus Samarai Vanimo	Kieta Port Moresby	
Manus Island	Aitape Kavieng Madang Wewak	Oro Bay Rabaul Vanimo	Alotau Samarai	Kimbe	Kieta Lae Port Moresby
Oro Bay	Alotau Lae Samarai	Kimbe Madang Port Moresby	Aitape Rabaul Wewak	Kavieng Kieta Manus Vanimo	
Port Moresby	Alotau Samarai	Lae Oro Bay		Kikori Kimbe Madang Rabaul	Aitape Daru Kavieng Kieta Manus Vanimo Wewak
Rabaul	Kavieng Kimbe	Kieta Lae Madang	Oro Bay Manus	Aitape Alotau Port Moresby Samarai Wewak	Vanimo

Ports of Loading and Discharge.—*continued.*

Port of loading	Ports of discharge.				
	(a)	(b)	(c)	(d)	(e)
Vanimo	Aitape Wewak	Manus	Madang	Kimbe Lae Oro Bay	Alotau Kavieng Kieta Port Moresby Rabaul Samarai
Wewak	Aitape Madang Manus Vanimo	Lae	Alotau Kimbe Oro Bay Rabaul Samarai	Kavieng	Kieta Port Moresby

Part C.—Calculation of Freight.

1. Subject to Paragraphs 4 and 5, the freight rate for carriage between the port of loading and the port of discharge of an item of cargo described in Column 1 of Part A which is packed in the manner specified (if any) in Column 2 of that Part opposite the description of that cargo is the amount (in Kinas) specified in the appropriate subcolumn of Column 4 of that Part opposite the description of that cargo for each unit of that cargo as specified in Column 3 of that Part opposite the description of that cargo.

2. The appropriate subcolumn of Column 4 of Part A is determined by locating the column in Part B which specifies the port of discharge (appearing under the corresponding heading) opposite the port of loading (appearing under the corresponding heading); the subcolumn in Column 4 is headed with a letter corresponding to the letter heading the column in Part B.

3. Subject to Paragraphs 4 and 5, the freight rate for carriage between Alotau and Samarai and between Samarai and Alotau of an item of cargo described in Column 1 of Part A which is packed in the manner specified (if any) in Column 2 of that Part opposite the description of that cargo is 80% of the amount (in Kinas) specified in Subcolumn (a) of Column 4 of that Part opposite the description of that cargo for each unit of that cargo as specified in Column 3 of that Part opposite the description of that cargo.

4. Where, but for this paragraph, more than one unit specified in Column 3 of Part A would be applicable for the calculation of freight, the unit which is applicable is the unit on the basis of which the greatest amount of freight is payable.

5. Where the amount of the cargo is not divisible equally by the applicable unit (ascertained in accordance with Paragraphs 1, 3 or 4 as the case may be) freight shall be charged on a pro rata basis except that in respect of any bill of lading the total amount of freight payable for cargo the subject of that bill of lading shall not be less than—

(a) in the case of movie projector films—K10.00: and

(b) in any other case—K5.00.

 SCHEDULE 2.

Sec. 4.

HEAVY LIFT CARGO.

Column 1. Cargo—	Column 2. Rate per t or part t.
exceeding 2 t but not exceeding 3 t	K3.00.
exceeding 3 t but not exceeding 4 t	K6.00.
exceeding 4 t but not exceeding 5 t	K9.00.
exceeding 5 t	K9.00 plus K3.00 for every t or part t over 5 t.

SCHEDULE 3.

Sec. 5.

LONG LENGTH CARGO.

In this Schedule "applicable unit", in relation to an item of cargo, means the the unit determined under Paragraph 1 of Part C of Schedule 1 to be the applicable unit for payment of freight in respect of that cargo.

Column 1.	Column 2.
Cargo of length or packed in a parcel of length—	Rate for each applicable unit or part of an applicable unit.
exceeding 6 m but not exceeding 9 m	K4.00.
exceeding 9 m but not exceeding 12 m	K8.00.
exceeding 12 m	K12.00.

INDEPENDENT STATE OF PAPUA NEW GUINEA.

CHAPTER NO. 395.

Shipping.

APPENDIX 1.

SOURCE OF THE SHIPPING ACT.

Part A.—Previous Legislation.

Shipping Act 1951 (No. 39 of 1951)

as amended by—

Shipping (No. 2) Act 1951 (No. 16 of 1952)

Shipping Act 1952 (No. 129 of 1952)

Shipping Act 1960 (No. 23 of 1960)

Shipping (Licences & Fees) Act 1973 (No. 101 of 1973).

Part B.—Cross References.

Section, etc., in Revised Edition.	Previous Reference ¹ .	Section, etc., in Revised Edition.	Previous Reference ¹ .
1	4	9	12
2	5	10	13
3	6	11	14
4	7	12	15
5	8	13	15A
6	9	14	15B
7	10	15	16
8	11	Schedule 1	Schedule 2

¹Unless otherwise indicated, references are to the Act as set out in Part A.

APPENDIX 2

SOURCE OF THE SHIPPING REGULATION.

Part A.—Previous Legislation.

Shipping (Freight Rate) Regulation 1974 (Statutory Instrument No. 47 of 1974)
as amended by—

Shipping (Freight Rates) (Amendment) Regulation 1976 (Statutory Instrument No. 19
of 1976).

Part B.—Cross Reference.

Section, etc., in Revised Edition.	Previous Reference ¹ .	Section, etc., in Revised Edition.	Previous Reference ¹ .
1	1	7	7
2	2	8	8
3	3		
4	4	Schedule 1	Schedule 1
5	5	Schedule 2	Schedule 2
6	6	Schedule 3	Schedule 3

¹Unless otherwise indicated, references are to the regulation as set out in Part a.