

Unvalidated References:
Shipping Act 1951

This reprint of this Statutory Instrument incorporates all amendments, if any, made before 25 November 2006 and in force at 1 July 2001.

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Legislative Counsel
Dated 25 November 2006

INDEPENDENT STATE OF PAPUA NEW GUINEA.

Chapter 395.

Shipping (Freight Rate) Regulation 1974

ARRANGEMENT OF SECTIONS.

1. Interpretation.
2. Freight rates between main ports.
3. Ad valorem cargo.
4. Heavy lift cargo.
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6. Bunker fuel surcharge.
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SCHEDULE 1 – FREIGHT..

SCHEDULE 2 – Heavy Lift Cargo.

SCHEDULE 3 – Long Length Cargo.

Shipping (Freight Rate) Regulation 1974

MADE under the *Shipping Act 1951*.

Dated 200 .

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
 Clothing
 Coffee
 Copra
 Fish
 Flour
 Foodstuffs
 Kerosene
 Medicines and drugs
 Peanuts
 Poultry feeds
 Rice
 Rubber
 Sugar
 Tinned meats
 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

	Column 1.	Column 2.	Column 3.	Column 4.
Item No.	Description of cargo.	Method of packing (where rate varies accordingly).	Unit on which rate calculated.	Rate according to port of loading and discharge.

				(a)	(b)	(c)	(d)	(e)
1	Acids	—	m3	20	40	60	80	00
2	Air conditioners	cased	m3	40	60	80	00	20
3	Air conditioners	not cased	m3	60	80	00	20	40
4	Arc mesh flat	—	t	60	80	00	20	40
5	Arc mesh-rolled	—	m3	80	00	20	40	60
6	Avgas	—	m3	20	40	60	80	00
7	Barbed wire	reels	t	80	00	20	40	60
8	Beer and stout	cartons/kegs	m3	40	60	80	00	20
9	Biscuits	—	m3	20	40	60	80	00
10	Bituminous products	drums	t	60	80	00	20	40
11	Boats (power driven or otherwise)	—	m3	80	00	20	40	60
12	Bottles-beer, soft drinks	cartons	m3	40	60	80	00	20
13	Bottles-plastic	—	m3	40	60	80	00	20
14	Bricks	strapped	t	40	60	80	00	20
15	Cable and wire (electric)	on drums or not	m3	40	60	80	00	20
16	Cans-empty	cartons	m3	00	20	40	60	80
17	Cartons-flat	bundles	m3	20	10	60	80	00
18	Cement	bags	t	00	20	40	60	80
19	Chemical n.e.i.	drums	t	80	00	20	40	60
20	Chillies	bags	t	20	40	60	80	00
21	Cigarettes and tobacco	—	m3	40	60	80	00	20
22	Clothing n.e.i.	—	m3	40	60	80	00	20
23	Cocoa	bags	t	20	40	60	80	00
24	Coffee	bags	t	80	00	20	40	60
25	Confectionery n.e.i.	—	m3	40	60	80	00	20

26	Containers-Bulk liquid	—	m3	80	00	20	40	60
27	Copra	bags	t	80	00	20	40	60
28	Cosmetics and perfumery	—	m3	60	80	00	20	40
29	Cotton piece goods n.e.i.	—	m3	40	60	80	00	20
30	Detergents	—	m3	40	60	80	00	20
31	Dieseline	drums	m3	00	20	40	60	80
32	Disinfectants	—	m3	40	60	80	00	20
33	Electrical equipment n.e.i.	cased	m3	40	60	80	00	20
34	Electrical equipment n.e.i.	not cased	m3	60	80	00	20	40
35	Empty cylinders	—	t	40	60	80	00	20
36	Empty drums (new)	—	m3	20	40	60	80	00
37	Empty drums (second hand)	—	m3	40	60	80	00	20
38	Empty kegs-pallets	—	m3	40	60	80	00	20
39	Empty sacks (new)	baled	m3	20	40	60	80	00
40	Empty sacks (second hand)	bundles	m3	40	60	80	00	20
41	Feed (poultry and animal)	bags	t	80	00	20	40	60
42	Fencing-wire, chain link	rolls	t	80	00	20	40	60
43	Fertilizer	bags	t	20	40	60	80	00
44	Films (movie projector)	—	m3	20	40	60	80	00
45	Fish-canned	—	m3	20	40	60	80	00
46	Flour	bags	t	20	40	60	80	00
47	Food stuffs and provisions n.e.i.	—	m3	00	20	40	60	80
48	Furniture-office	—	m3	60	80	00	20	40

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49	Gas cylinders-full	—	t	20	40	60	80	00
50	Gasoline	drums	m3	20	40	60	80	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 explosives (including detonators) gasoline in bulk gravel in bulk jet fuel in bulk kerosene in bulk oil in bulk structural steel	—	m3	80	00	20	40	60
52	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)	—	t	40	60	80	00	20

	gasoline in bulk							
	gravel in bulk							
	jet fuel in bulk							
	kerosene in bulk							
	oil in bulk							
	structural steel							
53	Glass	—	t	40	60	80	00	20
54	Hardboard, plywood, fibro and laminated plastic sheet material	—	m3	80	00	20	40	60
55	Hardware- builders and engineers n.e.i.	—	m3	40	60	80	00	20
56	Household effects	—	m3	40	60	80	00	20
57	Insecticides	—	m3	80	00	20	40	60
58	Iron and steel-flat	—	t	40	60	80	00	20
59	Iron and steel- curved	—	m3	00	20	40	60	80
60	Iron and steel- corrugated	—	t	40	60	80	00	20
61	Iron scrap	drums	t	80	00	20	40	60
62	Jet fuel	drums	m3	20	40	60	80	00
63	Kerosene	drums	m3	60	80	00	20	40
64	Live stock	crates	m3	80	00	20	40	60
65	Machinery n.e.i.	cased	m3	40	60	80	00	20
66	Machinery n.e.i.	cased	t	00	20	40	60	80
67	Matches, safety	—	m3	20	40	60	80	00
68	Meat-tinned	—	m3	20	40	60	80	00
69	Medicines and Drugs	—	m3	00	20	40	60	80
70	Methylated Spirits	—	m3	20	40	60	80	00
71	Milk-powdered	bags	t	80	00	20	40	60
72	Mineral waters (soft drinks)	cartons	m3	80	00	20	40	60

73	Motor vehicles under deck	—	m3	40	60	80	00	20
74	Motor vehicles on deck	—	m3	80	00	20	40	60
75	Nails	—	t	80	00	20	40	60
76	Office equipment	cased	m3	40	60	80	00	20
77	Office equipment	not cased	m3	60	80	00	20	40
78	Oil-lubricating	drums	m3	80	00	20	40	60
79	Paints and varnish n.e.i.	—	m3	40	60	80	00	20
80	Paper products (other than printed matter)	—	m3	40	60	80	00	20
81	Peanuts-In shell	bags	t	80	00	20	40	60
82	Personal effects	—	m3	40	60	80	00	20
83	Pickets-steel	bundles	t	80	00	20	40	60
84	Pipes-concrete and cement	—	m3	40	60	80	00	20
85	Pipes- earthenware	—	m3	00	20	40	60	80
86	Pipes-metal, plastic	—	m3	80	00	20	40	60
87	Precision instruments	—	m3	60	80	00	20	40
88	Printed matter	cased	t	80	00	20	40	60
89	Refrigerated cargo-carcasses	—	t	60	40	20	00	80
90	Refrigerated cargo n.e.i.	—	m3	20	40	60	80	00
91	Refrigerators	cased	m3	40	60	80	00	20
92	Refrigerators	not cased	m3	60	80	00	20	40
93	Rice	bags	t	20	40	60	80	00
94	Roofing	—	m3	40	60	80	00	20
95	Rope (other than wire rope)	—	m3	40	60	80	00	20
96	Rubber	bales	m3	80	00	20	40	60

97	Soap	–	m3	40	60	80	00	20
98	Solvents	–	m3	20	40	60	80	00
99	Stationery n.e.i.	–	m3	40	60	80	00	20
100	Sugar	bags	t	20	40	60	80	00
101	Tea	cased	t	60	80	00	20	40
102	Tiles	–	m3	80	00	20	40	60
103	Timber	bundles	m3	20	40	60	80	00
104	Timber-sawn	loose	m3	40	60	80	00	20
105	Tobacco-raw	bales	m3	80	00	20	40	60
106	Trailers	–	m3	80	00	20	40	60
107	Turpentine	–	m3	20	40	60	80	00
108	Tyres	–	m3	80	00	20	40	60
109	Vegetables, fresh	–	m3	80	00	20	40	60
110	Washing machines	cased	m3	40	60	80	00	20
111	Washing machines	not cased	m3	60	80	00	20	40
112	Wheatmeal	bags	t	60	80	00	20	40
113	Wines and spirits	–	m3	40	60	80	00	20
114	Wire (other than wire rope)	–	t	80	00	20	40	60
115	Wire rope	–	m3	80	00	20	40	60

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

Port of loading	Ports of discharge.				
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
Madang	Lae Wewak	Aitape Kavieng Oro Bay Rabaul	Alotau Kimbe Manus Samarai Vanimo	Kieta Port Moresby	

Port of loading	Ports of discharge.				
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
Vanimo	Aitape Wewak	Manus	Madang	Kimbe Lae Oro Bay	Alotau Kavieng Kieta Port Moresby Rabaul Samarai

Port of loading	Ports of discharge.				
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 – HEAVY LIFT CARGO.

Sec. 4.

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 – LONG LENGTH CARGO.

Sec. 5.

In this Schedule “applicable unit”, in relation to an item of cargo, means 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.

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