



PNG Ports

Ship and Cargo Arrival Procedures

Port Entrance and Departure Rules

The rules and procedures apply to all PNG Ports as indicated

This document defines the standard procedures to be followed within PNG Ports declared ports and at the wharf for visiting vessel for the management of the ship and their cargo. Nothing in this document is intended to relieve any vessel - owner, operator, charterer, master or person directing the movement or operations of a vessel and its cargo from the consequences of failure to comply with any applicable law or regulation or any neglect of a precaution which may be required by the ordinary practice of seamanship or business practice or by the special circumstances of the case.

The following tables and information are a reference of what to do and who to and when to report vessel and cargo information and activity.

Please however read the port entry rules in full as all masters, principals and agents will be required to adhere to the published rules and ignorance of the rules is not considered a defense to non-compliance.

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NOTIFICATION/REQUEST REQUIREMENTS FOR INTERNATIONAL SHIPPING ARRIVALS (TABLE 1)

Time	Type of Report Required
At 96 hours before arrival	Arrival and Position Notice stating ETA to Port Office
At 72 hours before arrival	Arrival and Position Notice stating ETA to Port Office
At 48 hours before arrival	Arrival and position notice stating ETA and request for pilot to Port Office (compulsory)
At 24 hours before arrival	Arrival and position notice stating ETA to Port Office (compulsory)
At 12 hours before arrival	Arrival and Position Notice stating ETA to Port Office (compulsory)
At 4 hours before arrival	Call Port Control or VTS, VHF channel 16 and confirm pilot.
Not later than 48 hours before arrival	Submit a written request for pilot in the approved format with the Port Operations Department
Not later than 48 hours before arrival	Submit the ship security declaration in the approved format (PNGPCL)
Not later than 48 hours before arrival	Submit the crew/passenger list and persons leaving/joining the vessel in the approved format (PNGPCL)
Not later than 48 hours before arrival	Submit crew customs declarations in the approved format (to PNG Customs Service)
Not later than 48 hours before arrival	Submit requests for any port works or service requests in the approved format

Note:-

1. Arrival is defined as "arriving at the pilot boarding ground"
2. International vessels that have already made their first port call to a PNG port and intend proceeding to a second or subsequent PNG port and where the voyage time between the ports is under the above notification timing requirements are required to notify the next port on departure from the previous port.
3. The ETA as given above for arrivals in any port under the 48 hr notification period can NOT be amended and has a three (3) hr variation allowable against the actual ETA at the 48hr notification point. Vessels arriving outside their nominated ETA +3 hrs will be placed in the queue of vessels within the port equal to their arrival position.

SHIPS PRE-ARRIVAL DOCUMENTATION CHECKLIST FOR BOARDING OFFICERS (TABLE 2)

International vessels must have the following documentation available to the Port Boarding team

Document	Copies
Crew List (PNGPCL)	2
Advice of crew joining/leaving (PNGPCL)	2
Passenger List (PNGPCL)	2
Crew Customs Declaration (Customs)	1
Ships Bonded Stores List (Customs)	1
Arms & Ammunition List (Customs)	1
Maritime Declaration of Health (Health)	2
Tonnage Declaration Certificate (PNGPCL)	2
Last Port Clearance (PNGPCL)	2
Parcels List (Customs)	1
Dangerous Goods List (PNGPCL)	2
ISPS Forms as per ship SSP (PFSO)	2

1.0 International Cargo Notification Procedures for Arriving Vessels.

Cargo Notification Requirements for International Shipping (table 3)

Time	Type of Report Required
Not later than 48 hours before arrival	Submit a copy of the ships manifest in the approved EDI format with the Port Operations Department (see note 1.)
Not later than 48 hours before arrival	Submit the same copy of the ships manifest in a hard copy format with the Port Operations Department (see note 2)
Not later than 48 hours before arrival	Submit a copy of the ships manifest in the approved format with the PNG Customs Service
Not more than 96 hrs and not later than 12 hours before arrival	Submit a copy of the ships manifest in the approved format with the NAQIA
Not later than 48 hours before arrival	Submit the DG Cargo declaration in the approved format
Not later than the ship taking the berth	Written confirmation from the vessels agent that motor vehicle imports (second hand) have been entered into the Customs data base and that consignee has been notified of cargo arrival.
Not later than 24 hours before arrival	The arriving vessel agent and the vessel stevedore are required to hold a pre-arrival meeting to discuss and plan the proposed working of the vessel. Port Operations are to be advised 12 hours prior to the vessel taking the berth as follows:- <ul style="list-style-type: none"> • That the meeting has taken place • That the total cargo to be worked for the vessel has been declared and planned • The intended completion time and date • The intended productivity rate of working the cargo by type and hatch • That the vessel agent is responsible for notification
Not later than 24 hours before arrival	The arriving vessel agent is to declare any non cargo operations intended in port such as re-stow, bunkering, tank or hold cleaning.
Not later than 24 hours before arrival	Submit advice that the ship cargo handling equipment is fully operational and certification is current.
On arrival at the berth and placement of first line ashore	The entry of export cargo (FCL and Mty) into the port for loading or back loading is stopped at the port gate. (DG Cargo and some temperature sensitive cargo is exempt from this rule on application to the Business Manager). All export cargo is to be in the port prior to the vessel taking the berth.

Note:-

1. Non lodgment of the manifest at 48 hrs prior to the vessel arrival will result in the berth application not being accepted and the vessel being placed in the queue equal to the position on the receipt of the manifest.
2. Lodgment of ships manifest is considered to have taken place only when both the EDI manifest and the hard copy manifest has been lodged with port operations 48 hrs prior to a vessel arrival.
3. List of PNG Ports Operational Offices and contact information is attached.
4. List of PNG Customs and Quarantine office can be obtained from the relevant services.
5. A copy of the DG Cargo rules and regulations are available on the PNGPCL web site.

6. The vessel agent is responsible for the notification of all information on behalf of the arriving vessel.
7. The hard copy manifest must be accompanied by an EDI manifest in the agreed format. It is expected that the EDI copy of the manifest will be the same as the hard copy of the manifest in each and every detail and any error or omission will result in the EDI manifest being returned to the ships agent for correction and the vessel reentering the berthing queue at the time when the corrected manifest is resubmitted.

2.0 International Ships Departure Notification Procedure

DEPARTURE CHECKLIST FOR INTERNATIONAL SHIPPING (TABLE 4)

Time	Type of Report Required
At 12 hours before departure	Confirm departure information and pilot request to Port Operations
At 4 hours before departure	Dangerous goods notification to Port Operations
At 4 hours before departure	Request for pilot.
On departure	Submit outbound manifest to the Port Operations

3.0 Coastal Ships Pre-Arrival and Departure Notification Procedure

ARRIVAL CHECKLIST FOR COASTAL SHIPPING (TABLE 5)

Time	Type of Report Required
At 12 hours before arrival	Submit a copy of the ships manifest in the approved EDI format with the Port Operations Department.
At 12 hours before arrival	Gas free status for tankers (Gas-free status and OBO's).
At 12 hours before arrival	Arrival/departure report to port and request for pilot
12 hours prior to loading / handling dangerous goods (includes bunkers)	Submit Dangerous Goods notification to Port Operations
At 4 hours before arrival pilot boarding ground	Call Port Control or VTS, VHF channel 16/12 and confirmation of Pilot booking.
For vessels making short voyages between PNG ports - masters (vessel agents) are requested to maintain good contact with the destination port so that delays against estimated ETA are not experienced	

Note:-

1. Non lodgment of the manifest at 12 hrs prior to the vessel arrival will result in the berth application not being accepted and the vessel being placed in the queue equal to the position on the receipt of the manifest.
2. Lodgment of ships manifest is considered to have taken place only when both the EDI manifest and the hard copy manifest has been lodged with port operations.

3. List of PNG Ports Operational Offices and contact information is attached.
4. List of PNG Customs and Quarantine office can be obtained from the relevant services.
5. A copy of the DG Cargo rules and regulations are available on the PNGPCL web site.
6. The vessel agent is responsible for the notification of all information on behalf of the arriving vessel.
7. The hard copy manifest must be accompanied by an EDI manifest in the agreed format. It is expected that the EDI copy of the manifest will be the same as the hard copy of the manifest in each and every detail and any error or omission will result in the EDI manifest being returned to the ships agent for correction and the vessel berthing being delayed until the errors are corrected.

4.0 Coastal Cargo Notification Procedures for Arriving Vessels.

All manifests for **Coastal Vessel** arrivals must be presented to the Port Office no later than 12 hrs prior to vessels scheduled ETA (estimated time of arrival) or in the case of very short voyages (under 8 hrs) no later than the ship taking the berth. The hard copy manifest must be accompanied by an EDI manifest in the agreed format. It is expected that the EDI copy of the manifest will be the same as the hard copy of the manifest in each and every detail and any error or omission will result in the EDI manifest being returned to the ships agent for correction and the vessel berthing being delayed until the errors are corrected.

DEPARTURE CHECKLIST FOR COASTAL SHIPPING (TABLE 6)

Time	Type of Report Required
At 12 hours before departure	Confirm departure information to Port Operations
At 4 hours before departure	Submit dangerous goods notification
At 4 hours before departure	Confirm booking for Pilot
On departure	Submit outbound manifest to the Port Operations

5.0 Pilotage

GENERAL

The Transport Operations (Marine Safety) Act 1994 specifies that, unless a current Pilotage Exemption Certificate (PEC) is held by the master of a ship, a marine pilot is compulsory for the ports of **Port Moresby, Lae, Kimbe, Madang and Rabaul**. **Pilotage for the other ports is by owner/master request or by direction of the Harbour Master. This rule applies for the following vessels:-**

- a ship that is 30 meters or more
- a vessel towing another vessel where the combined length of the vessels is 30 meters or more
- a ship whose owner or master asks for the services of a pilot
- a ship whose master is directed by the Port Business Manager (delegated Harbour Master) to use the services of a pilot

NIGHT PILOT

- A night pilot is available (subject to operating conditions) in the ports of Lae and Port Moresby.
- Night pilot in other ports is at the discretion of the Harbour Master in that port.

REQUEST FOR PILOT

The requirements of the Transport Operations (Marine Safety) Regulation 2004 shall be observed for all bookings. The Pilotage Service provides a pilot service for ship arrivals, departures and removals. All pilot transfers are carried out by pilot launch. Requests for pilot services are made on the approved form.

NOTICE REQUIRED FOR BOOKINGS

Ships requiring the services of a pilot in a port are required to submit arrival, removal and departure notices no less than the indicated number of hours prior to the desired movement:-

Type	Notice
International Arrivals	48 hours with confirmation at 4 hours
Coastal Arrivals	12 hours (and notification when departing port) with confirmation at 4 hours
International in-port movements	4 hours.
Coastal in-port movements	4 hours
International Departures	24 hours with confirmation at 4 hours
Coastal Departures	12 hours with confirmation at 4 hours

Amendments to the departure booking time are to be notified 4 hours prior to the original booking time.

Notification should be made to the port Business Managers Office and the Pilotage Office.

To ensure that pilot services are provided the approved form must be submitted to the Port Office no less than the indicated number of hours as stipulated above.

The request is confirmed when the pilot office acknowledges the request and delegates' manpower and necessary equipment for the service.

PILOT BOARDING POSITION

The pilot boarding ground for each port is detailed under the relevant port information and listed on the PNGPCL web site. The instructions at the time of boarding may include:

- Pilot boarding time
- Restrictions/requirements (by the Port Business Manager as the delegated Harbour Master)
- Boarding position
- Desired course and speed to conduct the transfer.

Ships are to be at the pilot boarding ground at the notified time of pilot boarding, with all preparations for boarding completed in accordance with the instructions in this section and should be underway, proceeding at 6 knots and providing a good lee.

The pilot ladder is to be rigged 1 meter above the water, with two manropes and a heaving line standing by. At night, a forward facing light is required to illuminate the ladder in accordance with IMO requirements and IMPA recommendations, see Pilot Boarding Ladder Arrangement

PILOT BOAT

The pilot boat has the word pilots in letters 690 millimeters high painted in black on either side of the main superstructure.

By day — a flag, the upper horizontal half of which is white and lower half red.

By night — the signals prescribed in the International Regulations for the Prevention of Collisions at Sea for a power driven pilot vessel on pilotage duties.

PASSAGE PLANNING — BRIDGE RESOURCE MANAGEMENT (BRM)

The master and pilot should exchange information regarding navigational procedures, local conditions and rules and the ship's characteristics. The proposed maneuvers should be discussed with the master before commencing the pilot engagement. This information should include at least:-

- Presentation of a completed standard pilot card (by ship). In addition information should be provided on rate of turn at different speeds, turning circles, stopping distances and, if available other appropriate data
- General agreement on plans and procedures including contingency plans for the anticipated passage
- Discussion of any special conditions such as weather, depth of water, tidal currents and marine traffic that may be expected during the passage
- Discussion of any unusual ship-handling characteristics, machinery difficulties, navigational equipment problems or crew limitations that could affect the operation, handling or safe maneuvering of the ship
- Information on berthing arrangements; use, characteristics and numbers of tugs, mooring boats and other external facilities
- Information on mooring arrangements
- Confirmation of the language to be used on the bridge.

Any passage plan is a basic indication of preferred intention and both Pilot and Master should be prepared to depart from it when circumstances so dictate.

MASTER/PILOT RESPONSIBILITIES

Masters and owners of vessels are responsible for due compliance with the provisions of the Transport Operations (Marine Safety) Act 1994 (the Act) and Transport Operations (Marine Safety) Regulation 2004 (the Regulation). When a vessel is under the direction of a pilot, the pilot is responsible for due compliance with the provisions of the act and regulation, however the responsibility of the pilot does not relieve the master and the owner of a vessel of their responsibility. Arising from these responsibilities is the obligation of persons directing the navigation of vessels to comply with directions.

FATIGUE MANAGEMENT

The pilot service is provided in some ports on a 24 hour basis but is NOT an 'on-demand' service. A Pilot Fatigue Management Plan is followed to ensure that adequately rested pilots are assigned to ships.

ALCOHOL CONSUMPTION

The Transport Operations (Road Use Management) Act 1995 section 79 requires that persons in charge of ships have a ZERO blood alcohol reading. PNG Ports Corporation periodically conducts random breath tests of Masters and Pilots on ships arriving, or about to depart. Severe penalties apply to infringements.

PILOT LICENSES, PILOT AREA ENDORSEMENTS AND EXEMPTION FROM PILOT LICENSES

A person must hold a pilot license with an area endorsement (relevant to the area of operation) in order to have the conduct of a ship within a pilot area. The master of a ship may hold an exemption from using a pilot with a pilot area endorsement.

PILOTAGE DELAYS

If the programmed ship movement is delayed by more than 60 minutes after the Pilot presents for the movement the Pilot will leave the vessel and return to base. The ships agent will need to rebook the movement and pay another fee. The original fee will be forfeited. On rebooking a new fee will need to be paid before the booking is accepted.

6.0 Berth Allocation Procedure (Without a Fixed Berth Window)

ALLOCATION OF BERTHS (SPECIAL PROVISIONS)

The principle of first come, first served applies to all ships wishing to enter all ports except where indicated. For arriving ships the queue will commence when the vessel enters the port. Any conflict of vessel bookings will be referred to the Business Manager of the port concerned for resolution however the Business Manager will consider priority for the following vessels in making a determination:-

- Any ship that is in an emergency situation shall have priority of movement and services over all others
- Any petroleum tanker that is required to quickly discharge product or to meet emergency conditions ashore.
- Any Passenger and Cruise ships
- Warships

TRANSPARENCY OF ALLOCATION PROCEDURE

The Port Business Manager will ensure the integrity of the prioritization process by monitoring the planning and allocation berths and will arbitrate on matters relating to the scheduling of berths and ship movements.

It is important that the master and/or agent nominate realistic arrival times and keep the Port Office informed of any changes. Ships are required to adhere to the ETA as declared at the forty-eight (48) hr pre arrival point. There is a three (3) hr variation on declared ETA allowed. (Definition - ETA is the time of arrival declared for the ship arriving at the boarding ground)

Variations to the rules will be made by the port with the whole of port requirements in mind.

VESSEL BERTHING AND ALLOCATION PROCEDURE FOR VESSELS JOINING THE QUEUE

Vessels without a confirmed berth window will enter a queue based on the following:-

1. Shipping Lines or Agents are to forward to the Port's Operations Office by fax or e-mail the "Request for Berth and Cargo Advice Form" giving a minimum of fourth-eight (48) hours prior notice of the ETA at the pilot station. Failure to forward this notice within the time frame stated will result in the vessels position being placed at the back of the queue for a berth. (Please refer to the notification table 1)
2. It is assumed that all information provided to the Ports for operational planning purposes is accurate and the port will plan berth allocations based on that information. Inaccurate information will result in the vessel concerned being placed at the end of the queue.
3. After a vessel takes the berth work must commence immediately on completion of the port clearance process.
4. A vessel can only take a berth if the intended cargo operation is fully advised to the Port Office as follows:-
 - Inbound manifest
 - Pre-arrival meeting with the stevedore has been held
 - The anticipated completion time and date has been agreed between the ship and the stevedore.
 - Any additional intended port activities are declared
 - The ship declares that all cargo equipment is fully operational and certified
5. A vessel can only take a berth if a pre-arrival meeting has been held between the ships agent and the stevedore not less than 24hrs prior to the vessel taking the berth and a work plan has been agreed and a completion time has been given to the Port Office by the ships agent. The only exception to the above requirements is in those instances where vessels are berthed at the request of Port.
6. The "At Berth" time commences from first line ashore on berthing to last line released at sailing.

7.0 How to Reserve a Fixed Berthing Window

A fixed window booking is available to all companies (International or Coastal) operating a containerized, general cargo or bulk liquids service to the berths in the ports set out in the attached list. The rules for obtaining a permanent berth window are as follows:-

1. The application for a Fixed Berthing Window is made on the approved form not later than 48 hours (excepting Kimbe) prior to the vessel ETA.
2. The fixed berthing window is only available for the berth or berths specified for this purpose as set out in the schedule attached.
3. The window arrival and departure times are fixed to the times in the application with an allowable variance of 3 hours only (with NO extensions).
4. The fixed berthing window application cannot be lodged to block out or restrict another vessel from working prior to or after the window period.

Special Berth Reservation Provisions for the Port of Kimbe

Due to the length of time required to load and/discharge palm oil products the booking of a berthing window is available to vessels both Coastal and International by making a booking per occasion not later than 144 hours or (6 days) prior to the intended ETA of the arriving vessel.

- **This special provision is to be applied without reference to all other berth booking or reservation rules and applies to Kimbe Port only.**
- **The normal vessel arrival and cargo notification rules apply with the notification period being 144 hours.**

- **This special provision applies to all vessels intending to use Berth 1.**
- **Cargo discharge planning is required between the stevedore and the ship prior to berthing.**
- **The completion date and time for the window must be advised prior to taking the berth.**

Non compliance with these requirements will require the offending vessel to always give way to a vessel that complies with the rules.

For usage please see the table below.

BERTH WINDOW RESERVATION APPLIES TO THE FOLLOWING BERTHS AND TRADES (TABLE 8)

Port	Berth	Trade Permitted	Reserved Window Permitted
Lae Port	Berth 1	International/Coastal	No
Lae Port	Berth 2	International	No
Lae Port	Berth 3	International	No
Lae Port	Berth 4	Coastal	No
Lae Port	Berth 5	Coastal	No
Lae Port	Tanker Berth	International/Coastal	Yes (Subject to LOA and GRT)
Lae Port	Barge Ramp	Coastal	No
Port Moresby	Berth 4A	International	No
Port Moresby	Berth 4B	International/Coastal	No
Port Moresby	Main Berth 1	Coastal/International	Coastal - No International - No
Port Moresby	Main Berth 2	Coastal/International	Coastal - No (International No)
Port Moresby	Main Berth 3 A	Coastal	No
Port Moresby	Main Berth 3 B	Coastal	No
Port Moresby	APC (Face)	Coastal	No
Port Moresby	APC Ramp	Coastal	No
Port Moresby	APC (Side)	Coastal	No
Kimbe Port	Berth1	International/Coastal	Yes (See Special Provision)
Kimbe Port	Berth Finger (face)	Coastal	No
Rabaul Port	Berth 1	International/Coastal	No
Rabaul Port	Berth 2	International/Coastal	No
Madang Port	Berth 1	International/Coastal	No
Madang Port	Barge Ramp	Coastal	No
Madang Port	Tug Berth	Coastal	No
Wewak Port	Berth 1	International/Coastal	No
Wewak Port	Passenger Berth	Coastal	No
Wewak Port	Barge Ramp	Coastal	No
Vanimo Port	Berth 1	International/Coastal	No
Oro Bay Port	Berth 1	International/Coastal	No
Oro Bay Port	Barge Ramp	Coastal	No
Alotau Port	Berth 1	International/Coastal	No
Alotau Port	Berth 2	Coastal	No
Buka Port	Berth 1	International/Coastal	No
Buka Port	Berth 2	International/Coastal	No
Kieta Port	Berth 1	International/Coastal	No
Kieta Port	Berth 2	International/Coastal	No
Kavieng Port	Berth 1	International/Coastal	No

9. General Rules

Information contained in this publication is based on information available as at the latest date indicated on the document control sheet at the start of this publication. Although every care has been taken to ensure that this information is correct, no warranty, expressed or implied, is given in regard to the accuracy of all printed contents. The publisher shall not be responsible for any loss or damage resulting from or caused by any inaccuracy or error whatsoever.

Updates to the content of these procedures will be promulgated on the PNG Ports Corporation website [PNG Ports](#) which should be consulted for the latest information on port rules and notices.

Should errors or omissions in this publication be noted, it would be appreciated if advice of these could be forwarded to:

Postal address:	The Chief Operating Officer PNG Ports Corporation Limited P.O. Box 671, Port Moresby. NCD.
Phone:	+675 321 6279
Fax:	+675 321 5727
Email:	coo@pngports.com.pg

FOR OTHER REGULATORY INFORMATION CONTACT:-

PNG Quarantine

For general information - Contact details for NAQIA at Port Moresby Head Office:

Phone:	+675 311 2100 / +675 311 2755
Fax:	+675 325 1673
Email:	nagia@dg.com.pg
Postal address:	P.O. Box 741, Port Moresby, NCD 121

PNG Customs Service

For general information - Contact detail for PNG Customs Service at Port Moresby:

Phone:	+675 321 2176
Fax:	+675 321 3484
Email:	
Postal address:	P.O Box 777, Port Moresby, NCD 121

SECURITY

All commercial vessels with a gross tonnage of over 500 tones and passenger ships are required to report their security information to Port Business Manager of the port they intend to enter.

BALLAST WATER INFORMATION

Ships with ballast water from ports that are considered a high risk for introduced marine species and ships that have not exchanged water ballast in mid ocean are forbidden to discharge this ballast into PNG waters (within 12 nautical miles of the coast).

DATUM

All water depths referred to in the PNGPCL web-site are to the lowest astronomical tide height (LAT).

HARBOUR MASTER

The Port Business Manager as the delegated Harbour Master has jurisdiction over the safe movement and anchoring of all shipping within declared ports. All masters are requested to follow Port anchorage direction.

VESSEL LOA

The allocation of the wharves at PNG Ports are designed to provide berthing facilities for the maximum number vessels intending to use the port berths and utilizing the maximum number of discharge equipment at any one time. Shipping companies are to note the original construction design length of the berths as set out in the table attached to the PNGPCL web site. Shipping companies are to note that berths can be allocated by the PNGPCL berth planner according to the original LOA design of the berth. This can be enforced at times when there are large numbers of vessels at anchor waiting for a berth.

Special Note:- Liner Service Shipping Companies considering changing the operational profile of their trade or the type of vessels engaged in the trade should discuss their intentions with PNGPCL prior to making operational decisions particularly with regard to the vessel LOA and GRT. A change in the operational profile of a vessel outside the design capacity of the berth will result in ship delays and possible limited access.

FISHING VESSELS

A fishing vessel has no berth priority and as a condition of berth allocation must be prepared to shift berth as required and at no cost to the PNGPCL unless the vessel can demonstrate discharge efficiency per r/t equal to the vessel designated to take the berth place of the fishing vessel.

PENALTY PROVISIONS

If a "shift ship" order has been made and the vessel is unable to undertake that shift at the allocated time and after waiting 60 minutes, a penalty will be letter will be issued against the Agent/Principal. The penalty letter will be the non acceptance of future orders from the Agent/Principal until the issue of the penalty letter is resolved for future operations.

The Agent/Principal is responsible to the Port for the management of the ship/stevedore contract.

Where an Agent/Principal does not follow the directions of the Business Manager/Harbour Master the Port reserves the right to not accept future requests for port access from that Agent/Principal until the matter is resolved.

PNG Ports Corporation Limited can refuse service to an Agent/Principal on the grounds of continued non-compliance with the Port procedures.

AUTHORITY TO DIRECT

The Business Manager as the delegated Harbour Master has the authority make a direction that is contrary to the rules set-out herein should that direction be in the best interests and sound management of the port operational traffic, other port users or the port in general.

10. Forms

1. Pilot Request Form
2. Boarding Report
3. Dangerous Goods List
4. Dangerous Goods Declaration
5. Fixed Berth Window Application
6. ISPS Check List
7. Permit to Convey or Handle
8. Contact List
9. Hot Work Permit

