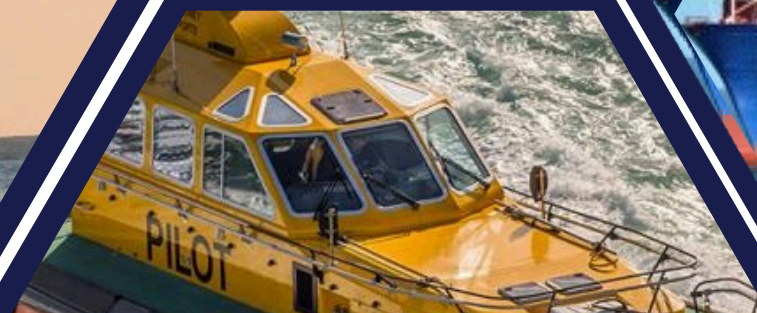




MERCHANT SHIPPING (PILOTAGE) LEGISLATIVE REFORM CONCEPT PAPER





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I. FOREWORD

The Maritime Industry is vital in Papua New Guinea, connecting our nation to the global economy and facilitating the movement of goods and resources that are important for our growth and prosperity. Within this sector, pilotage plays a critical, yet often unseen, role. The safe and efficient navigation of vessels into and out of our declared and compulsory pilotage areas is paramount, not only for economic stability but also for the protection of our marine environment and the safety of lives at sea.

Over the past decade, our maritime industry has faced growing demands for pilotage services. The growth of businesses in the mining and petroleum sector, increased industrial activities such as importing heavy machinery for infrastructure development, and the surge in tourism with luxury cruise ships entering PNG's waters are all clear examples of activities that have contributed to the increased need for effective pilotage services. As these economic activities increase, so do the risks associated with pilotage.

It is our duty to ensure that our regulatory framework is updated regularly to align these developments, providing effective pilotage operations. This concept paper for the draft Merchant Shipping (Pilotage) Regulations 2022 marks a significant milestone in our pursuit of this objective.

The existing *Merchant Shipping (Pilotage) Regulation 2006*, while serving its purpose for a time, has become inadequate to address the complexities and challenges of today's maritime environment. This draft Regulation seeks to address those gaps, incorporating international best practices and ensuring that our pilotage standards are aligned with global benchmarks, such as the ISPO Code & Manual.

This legislative reform is not simply about updating regulations; it is also about safeguarding our ships, preventing marine pollution, and ensuring the highest standards of safety and efficiency in all declared and compulsory pilotage areas, respectively. It is about providing clear guidelines for pilots, pilotage service providers, and all stakeholders involved in this critical aspect of the maritime industry.

Furthermore, this concept paper is the starting point for a crucial dialogue with our stakeholders. We recognize that the success of these regulations rests on the active participation and collaboration of all parties involved. Consequently, we are committed to a transparent and inclusive consultation process, and we value the feedback and insights that our stakeholders will provide.

Through this consultation, we aim to:

- **Modernize our regulatory framework:** Ensuring it aligns with international standards and best practices.
- **Enhance safety:** Minimizing risks to vessels, personnel, and the marine environment.
- **Promote efficiency:** Streamlining pilotage operations to facilitate trade and economic growth.
- **Foster collaboration:** Building strong partnerships between the National Maritime Safety Authority (NMSA), pilotage service providers, shipping companies, and other stakeholders.

The NMSA has dedicated significant effort to developing this draft Regulation, drawing on a gap analysis with legislation from other Commonwealth countries in the Australasian region and incorporating ISPO standards. The draft Regulations addresses critical areas including, but not limited to:

- Licensing and training requirements for pilots
- Operational protocols for pilotage service providers



- Safety management systems
- Fees and charges
- Enforcement and penalties

Despite all the challenges faced over the years, in the maritime industry regarding Pilotage, the NMSA through the Pilotage Appraisal Committee (PAC), has and remains committed to continuous improvement in regulating Pilotage in PNG.

I encourage all stakeholders to carefully review this concept paper and provide your valuable feedback through the designated channels. Your input will play a vital role in shaping the final draft of the *Merchant Shipping (Pilotage) Regulations 2022*.

Together, we can create a maritime industry that is safe, efficient, and sustainable, contributing to the economic prosperity of Papua New Guinea for generations to come.

Yours Sincerely,

.....
Mr. Paul Unas
General Manager/Chief Executive Officer
National Maritime Safety Authority



II. MERCHANT SHIPPING (PILOTAGE) LEGISLATIVE REFORM CONCEPT PAPER

1. PURPOSE

This concept paper's objective is to inform stakeholders about the formulation of the *Merchant Shipping (Pilotage) Regulation 2022* ("the Regulations or the draft Regulations"). It presents our consultation plan for their review and provides key insights into the draft Regulations' content; ensuring stakeholders are well guided throughout the internal and external consultations set for May and June - July respectively, this year (2025).

2. INTRODUCTION

Marine Pilots use fixed landmarks and nautical charts to navigate waterways and determine a vessel's position relative to its intended route or destination. This process referred to as "pilotage" ensures safe maritime operations by overseeing the docking and undocking of vessels in ports (*See Gazettal Notice No. 262 of 2017*). Without proper regulation of pilotage, the risks of marine pollution and accidents would become too great to manage. This emphasizes the importance of marine pilots and strong oversight in pilotage operations.

The National Maritime Safety Authority ("NMSA") actively regulates maritime activities in PNG through the *NMSA Act 2003* and the *Merchant Shipping Act 1975*. These laws give the NMSA the authority to oversee various maritime functions, including the mandate to create regulations for pilotage operations as outlined in *Section 220* of the *Merchant Shipping Act 1975*. By regularly updating these regulations to ensure it complies with IMO standards, the NMSA ensures that pilotage operations are safe and efficient.

This concept paper advocates for an update of pilotage laws in PNG's maritime sector. It outlines the Consultation Plan in Annexure A, provides detailed explanations for each of the 84 provisions in Annexure B, and includes a copy of the draft Regulations for stakeholders to appreciate in Annexure C. Annexure D provides copies of the gazettal notices relating to pilotage. By providing this information through documents compiled in this concept paper, we hope to guide the NMSA staff and its stakeholders through this consultation process until its completion and see that this reform proceeds to the next part of the legislative process.

3. DISCUSSION

The proposed Bill aims to serve as a complementary regulation to the *Merchant Shipping Act 1975*, addressing gaps in the *Merchant Shipping (Pilotage) Regulation 2006* by establishing clear guidelines for pilotage operations. The objectives of this proposed legislative reform are to:

1. **Repeal and Replace Existing Regulations:** The draft Regulations will replace the *Merchant Shipping (Pilotage) Regulation 2006* with a new Pilotage Regulation designed to meet the increased demand for pilotage services driven by the growth in the mining, oil, and gas sectors.
2. **Establish Comprehensive Regulations:** The draft Regulations will provide detailed regulations to guide pilots, pilotage service providers, and other stakeholders in the maritime industry. This is necessary because current Marine Pilotage Standards do not meet the legal requirements for legislation.



3. **Align with International Standards:** The draft Regulations will ensure that pilotage coordination and administration in PNG align with international standards, such as the ISPO Code/Manual and IMO Resolutions.
4. **Protect Ships and Prevent Pollution:** By implementing updated pilotage regulations, the draft Regulations will safeguard ships and prevent marine pollution, contributing to safer and more environmentally responsible maritime practices, in pilotage operations.

A. Pilotage Authority (NMSA) and Background of Pilotage in PNG

In 1977, the Department of Transport and Works designated PNG Harbors Board as the Pilotage Authority, (*See Gazettal Notice No. G1 of 1977*). This arrangement continued until around 2006, when the NMSA was created by the NMSA Act 2003. Three years later, the NMSA appointed PNG Ports Corporation Limited as the new Pilotage Authority, following the dissolution of the PNG Harbors Board, (*refer to Gazettal Notice No. G198 of 2009*).

However, in 2012, the NMSA reassumed this role from PNG Ports Corporation Limited (“PNG Ports”), (*refer to Gazettal Notice No. G198 of 2009 and No. G92 of 2012*). Previously, PNG Ports Corporation Limited had been serving both as a Pilotage Service Provider and the Pilotage Authority, creating a conflict of interest. This issue was raised by the PNG Independent Consumer and Competition Commission and PNG Pilotage Service Providers. Consequently, the NMSA now actively functions as the Pilotage Authority, ensuring impartial oversight of pilotage operations.

B. Rationale for Legislative Reform in Pilotage

i. Issues with MS (Pilotage) Regulations 2006

In the early 2000s, the Government of Papua New Guinea (GoPNG), through the Department of Transport and the NMSA, established the *Merchant Shipping (Pilotage) Regulation 2006*. This regulation supported the *Merchant Shipping Act 1975* until it became insufficient to meet the increasing demand for pilotage services, driven by recent developments in the mining, oil, and gas industries.

Additionally, the Guidelines for Marine Pilotage Standards, designed to support the MS Pilotage Regulations 2006 and align with *IMO Resolution A.960 (23)*, did not fulfill the legal requirements for legislation. Concerns about ship safety, marine pollution prevention, and inadequate licensing of pilotage service providers from the public highlighted the need for legislative reform in pilotage in PNG. As a result, the GoPNG created a proposed Bill to address these issues to update and improve the regulatory framework for pilotage operations.

ii. Gap Analysis Conducted

The *Merchant Shipping (Pilotage) Regulation 2006* and the proposed Bill has been compared against the legislation of commonwealth countries in the Australasian region so we may adopt their best practices (where it is applicable in PNG) and simultaneously ISPO standards to eliminate any disparities in our proposed legislation.



This gap analysis highlighted a few issues such as:

- Notice for Requirement of Pilots
- Provision for failure to employ pilots
- Annual Medical Examinations
- Care and Diligence
- Offenses for Pilots
- Licenses and Revocation
- Administrative Processes for Enforcement
- Penalties for Evading Dues
- Liability Provisions
- Requirements and Operational Procedures for Pilotage
- Distress Situations
- Inquiries by the Pilotage Committee
- Directives from the Pilotage Committee
- The NMSA has covered the gaps identified in the revised Regulation that is in its draft form.

C. GoPNG's Vision for Pilotage in PNG

In accordance with the *National Transport Strategy, Volume 3 (Detailed Strategy)*, the following is GoPNG's vision for NMSA:

- i. **Safety and Compliance:** Develop and enforce safety standards, “*ensuring compliance with international maritime conventions and standards.*” The International Maritime Organization (IMO) will provide oversight to ensure adherence to these standards.
- ii. **Regulatory Integration:** Expand its responsibilities to include coastal and international shipping regulatory activities, as well as some port regulatory functions. This will lead to a name change to the National Maritime Authority (NMA), “*requiring enhanced legislative powers and adequate resourcing.*”
- iii. **Collaborative Governance:** Collaborate with public and private sector stakeholders to “*enhance maritime governance.*” It will also outsource service delivery functions where efficient and economical, maintaining high performance standards.

D. What does the draft Regulations entail?

The proposed legislative reform aims to regulate pilotage services in accordance with *Section 220 of the Merchant Shipping Act 1975*. covers several key areas, starting with preliminary provisions that clarify the interpretation of terms used within the legislation and ensure compliance with the *STCW Convention and the ISPO Code/Manual*. Additionally, it addresses the appointment of Harbor Masters and Assistant Harbor Masters, outlining their terms and conditions. The draft Regulations also requires vessels to display specific signals to ensure safety and visibility.

The draft Regulations further regulates licensing by outlining procedures for applying for Pilot Licenses and Pilotage Service Provider Licenses, including their terms and conditions and different classes of licenses. It establishes general requirements for pilotage areas, specifying the types of vessels that require



pilots, procedures for boarding and discharging pilots, and protocols for requesting licensed pilots. Moreover, the draft Regulations emphasizes training requirements for pilots, including practical training, compulsory vessel training courses, and observer pilotage training trips for trainee pilots. It also covers the application and terms for Pilot Exemption Certificates and the management of pilot boats.

The draft Regulations concludes by setting minimum operational protocols for licensed pilots and pilotage service providers, including operational standards, passage planning, and incident reporting. It provides a guide for the Pilotage Service Provider Safety Management System, outlining its purpose, objectives, and features. The NMSA will charge regulatory fees, and the draft Regulations includes miscellaneous provisions that grant police officers the authority to enforce regulations and outlines general offenses and penalties. Finally, it references declared and compulsory pilotage areas as specified in *Gazettal Notices No. G1 of 1977* and *G.69 of 2009*.

E. Stakeholders for Pilotage in PNG

The NMSA is actively seeking input from stakeholders on the proposed Bill to gain insights into best practices, current trends, challenges, and issues affecting the maritime industry and other stakeholders. This feedback will help create a law that effectively governs pilotage operations.

The proposed Bill is now open for both internal and external consultation to gather feedback from industry experts and other stakeholders. The NMSA has identified key stakeholders who will be impacted by the draft Regulations. These stakeholders include:

No.	Stakeholders in Maritime Industry	PNG Government & Foreign Maritime Agencies
1.	NMSA Staff	Department of Transport
2.	PNG Ports Corporation Limited	Office of the State Solicitor – Department of Justice and Attorney General
3.	Shipping Companies nationwide	Australasian Marine Pilots Institute
4.	Licensed Marine Pilots	Pacific Maritime Authorities
5.	Vessel Masters	Regional & International Bodies (IMO)
6.	Pilotage Service Providers	National & Provincial Disaster Committees
7.	Ship Owners	
8.	Tug Boat Service Providers	
9.	Port Facility Operators	
10.	Port Users	

F. Internal/External Consultations

For the proposed Bill to gain legal clearance, it is essential that it first go through stakeholder consultation. The NMSA will facilitate this consultation in April & June of this year. The insights gathered from the internal consultation will be utilized to enhance the draft Regulations before it is shared with external stakeholders. The internal and external consultations are set to occur on the following dates, at designated locations, and venues:



i. **Internal Consultation (Tentative Plans)**

Dates	Center	Venue
13 – 14 May	Port Moresby/Central Province	Tuhava Town Resort

The internal consultation will be conducted with NMSA staff and other agencies directly involved in the reform, such as the Department of Transport and the State Solicitor's Office. The purpose is to keep them informed and seek their views regarding this reform, before moving to external consultations. The first day will be for discussions with NMSA staff. While the second day will involve consultations with other government organizations such as the State Solicitor's Office and the Department of Transport to gather their input on the proposed legislation before proceeding with external consultations

ii. **External Consultation (Tentative Plans)**

Dates	Center	Venue
18 – 19 June	Kokopo, Rabaul	Gazelle International Hotel
25 – 26 June	Lae, Morobe	Lae International Hotel
13 - 14 August	Port Moresby	Ela Beach Hotel

The input from our stakeholders will help us enhance the standards of pilotage operations in Papua New Guinea (PNG). You can access the draft Regulations on our NMSA website.

Stakeholders can provide their feedback through the following channels:

- **Email:** Legislation@nmsa.gov.pg
- **Postal Mail:**
The Legal Services Manager/Principal Legal Officer
National Maritime Safety Authority
P.O. Box 668,
Port Moresby
National Capital District
Attention: Senior Legal Officer, Legislation

Deadline: All feedback must be submitted by August 31, 2025, at 4:00 PM.

4. FINAL REMARKS

NMSA envisions significant advancements in the pilotage sector of the maritime industry over the next five to ten years. The key focus areas include:

- **Collaboration:** We aim to collaborate with essential industry stakeholders to enhance pilotage standards, ensuring that all pilots and pilotage service providers operate at their highest potential.
- **Training:** Our goal is to collaborate with pilotage service providers to ensure that marine pilots in Papua New Guinea (PNG) receive top-notch training tailored for pilotage operations.



- **Engagement of Qualified Pilots:** We will actively seek out and engage highly skilled pilots to operate within PNG.

Challenges

We anticipate the following challenges in achieving our vision for the pilotage sector:

- **Extended Legislative Reform Process:** The process of legislative reform can be lengthy, potentially delaying the implementation of necessary improvements.
- **Collaboration Hurdles with Industry Players:** Ensuring effective collaboration with all key industry players may present challenges.
- **Industry Competition:** Existing competition within the pilotage industry could create obstacles to unified progress.
- **Additional Industry-Specific Challenges:** We acknowledge the potential for unforeseen challenges to arise from within the industry itself.

Recommendation

The NMSA is seeking your feedback to ensure that the proposed legislative reforms for pilotage serve as an effective guide for all stakeholders in the maritime industry, both in PNG and internationally. Your insights are crucial in shaping these reforms to better meet the needs of the industry. Please share your thoughts and suggestions to help us enhance pilotage practices and standards.



III. ANNEXURES

- 1. Annexure A – Consultation Plans*
- 2. Annexure B – Copy of Public Notice for External Consultations*
- 3. Annexure C - Explanatory Notes for Merchant Shipping (Pilotage) Regulation 2022*
- 4. Annexure D – Copy of the Proposed Bill, Merchant Shipping (Pilotage) Regulations 2022*
- 5. Annexure E – Gazettal Notices*
 - *Gazettal Notice No. 262 of 2017*
 - *Gazettal Notice No. G1 of 1977*
 - *Gazettal Notice No. G198 of 2009*
 - *Gazettal Notice No. G92 of 2012*
 - *Gazettal Notice No. G69 of 2009*
- 5. Annexure F – Consultation Feedback Form*



Annexure “A” Consultation Plans



CONSULTATION PLAN

Draft Merchant Shipping (Pilotage) Regulations Internal/External Consultation 2025

The NMSA has collaborated with legislative drafters over the past three to five years to refine the draft *Merchant Shipping Pilotage Regulations 2022*, resulting in multiple drafts. This collaborative effort has resulted in the integration of multiple drafts into a single, cohesive version. However, internal and external consultations are still pending, with the former scheduled to take place in early May and, the latter for June and July this year.

Our consultation process will commence with an internal review involving all NMSA officers responsible for pilotage matters, and a few other government agencies such as the Department of Transport and State Solicitor's Office. The purpose of this is to ensure that we keep them apprised and seek their views regarding this legal reform.

The feedback gathered from this internal consultation will be provided to the legislative drafters to enhance the legislative text in preparation for external consultations. The details of the internal consultation workshop are as follows:

Internal Consultation (Tentative Plans)

Dates	Center	Venue
13 – 14 May	Port Moresby/Central Province	Tuhava Town Resort

Following the internal consultation and subsequent updates to the draft *Merchant Shipping (Pilotage) Regulations 2022*, external stakeholders will be invited to provide their feedback. The NMSA team will host external consultations at key centers, taking into consideration the importance of pilotage in the maritime industry and the busy schedules of stakeholders. By focusing on main centers, we aim to minimize disruptions while ensuring that all relevant parties have the opportunity to contribute to the consultation process.

The details of the external consultation, including dates, centers, and venues, are as follows:

External Consultation (Tentative Plans)

Dates	Center	Venue
18 – 19 June	Kokopo, Rabaul	Gazelle International Hotel
25 – 26 June	Lae, Morobe	Lae International Hotel
13 – 14 August	Port Moresby	Ela Beach Hotel

We expect to receive all feedback from the consultation by **31 August 2025 at 4:00 PM**. All feedback collected during this process will be integrated into the draft Regulation to finalize it for the next stage of the legislative process, which involves obtaining legal clearance from the Office of the State Solicitor. Once legal clearance is obtained, the Bill will be submitted to Parliament for certification by the National Executive Council.

If you have any questions or require additional information, please do not hesitate to contact us via email at Legislation@nmsa.gov.pg, and we will provide assistance as needed.



Annexure
“B”
Copy of Public Notice
for External
Consultations



CIRCULAR INVITE

Date: 4th JUNE 2025

To: Marine Pilotage Service Providers, Shipping Companies, Port Operators & Interested Members of the Public.

Subject: Invitation to attend the Merchant Shipping (Pilotage) Regulation Legal Reform Consultations

The National Maritime Safety Authority (NMSA) invites you to participate in our external consultations regarding a proposed legislative reform to the Merchant Shipping (Pilotage) Regulation 2006. The external consultations are intended to inform you of the proposed changes and to gather your insights to help refine and strengthen the reform given the changes in marine pilotage standards and best practice.

Please note that the consultations will be held on the following dates, centres and venues:

No.	Dates	Centres	Venues
1	18-19 June	Kokopo, East New Britain Province	Gazelle International Hotel
2	25-26 June	Lae Morobe Province	Lae International Hotel
3	13-14 August	Port Moresby, National Capital District	Ela Beach Hotel

We further advise that the draft regulation, its concept paper and explanatory notes, will be made available for your reference on our website at www.nmsa.gov.pg. Additionally, links to these documents will be shared via our Social Media pages for your full appreciation.

For any query or to confirm your participation, please contact us by email at: legislation@nmsa.gov.pg or call us on this telephone number: 305 4600.

Authorised by:

The National Maritime Safety Authority

Paul M. Unas
Mr. Paul M. Unas

General Manager/Chief Executive Officer



Annexure

“C”

Explanatory Notes for
Merchant Shipping
(Pilotage) Regulation
2022



MERCHANT SHIPPING (PILOTAGE) BILL 2022

EXPLANATORY NOTES

Title of the Bill:

Merchant Shipping (Pilotage) Bill 2022

Purpose of the Bill:

Being a regulation to regulate pilotage as required under Section 220 of the Merchant Shipping Act 1975, and for related purposes

Notes on Clauses:

Clause 1 of the Bill provides definitions of all the terms used in the Merchant Shipping Pilotage Regulations.

Clause 2 of the Bill provides that Port limits and areas under Section 196 of the Act, including those declared in *Gazettal Notice No. G96 (April 16, 2009)*, are recognized. These designated ports and areas are listed in *Schedule 1* for regulatory purposes.

Clause 3 states that the National Maritime Safety Authority is the Pilotage Authority.

Clause 4 of the Bill provides that the Minister may appoint a harbor master or assistant only if the person meets specific criteria, such as holding a certificate of competency, a master's certificate, a current pilotage license, or having relevant skills and experience deemed competent by the Minister.

Clause 5 of the Bill provides that The Minister may appoint a harbor master or assistant with specified conditions and can modify, add, or remove these conditions at any time through written notice.

Clause 6 of the Bill states that a harbor master or assistant remains appointed until they resign with written notice, the Minister revokes the appointment, or it ends as per employment terms and conditions.

Clause 7 of the Bill states that every ship must show specific signals within the pilotage area, as in Table 1 of *Schedule 3*.

Clause 8 of the Bill provides that a dredge captain in the pilotage area must display the signals in Table 2 of *Schedule 3*. Failure to do so when the dredge blocks a channel, cannot maneuver, is immobile, or poses a navigation risk is an offense.

Clause 9 of the Bill provides that a ship's captain must use signals from *Schedule 3*, Tables 1 or 2, only for their intended messages. Likewise, messages in *Schedule 2*, Table 1, must be conveyed using only these signals.

Clause 10 of the Bill provides that, to act as a vessel pilot, a person must have a valid pilotage area license or face a fine. However, trainees may pilot under the direct supervision of a licensed pilot in the same area.

Clause 11 of the Bill states that, to apply for a marine pilot license, applicants must meet the requirements by submitting Form 1, ID photos, name, contact details, fees, and proof of a valid competency certificate or required training under Part IV of this proposed Bill.

Clause 12 of the Bill states that, the NMSA will issue a marine pilot license for the applied class within the pilotage area only if the applicant meets Section 11 requirements, class-specific criteria in Sections 22-24, and provides a valid medical fitness certificate as stated under Section 31.

Clause 13 of the Bill provides that the NMSA can issue or renew a marine pilot license with conditions, which may be changed by written notice. These conditions may include medical fitness checks every two years or as directed, conducted by a designated physician. License holders must comply with all conditions specified in their license.

Clause 14 of the Bill provides that a marine pilot license is valid for five years from the date of issue, with the possibility of extension by the Authority, unless suspended or revoked under *Section 17*. The expiration date must be clearly indicated on the license.

Clause 15 of the Bill states that Marine Pilot license holders can apply for renewal to the NMSA before the expiration date by submitting the application within 30 working days, using the approved form, and paying the required renewal fee.

Clause 16 of the Bill states that the NMSA will not renew a marine pilot license if it is suspended or revoked under *Section 17* of this proposed Bill.

Clause 17 of the Bill provides that the NMSA may suspend or revoke a license if it suspects a breach of conditions, incompetence, medical unfitness, misconduct, negligence, or fraud. Suspension may be for a set period or until requirements are met. Before acting, the NMSA must give written notice outlining the action, reasons, and response timeframe. If a license is suspended or revoked, the relevant port's harbor master must be informed.

Clause 18 of the Bill provides that decisions under *Clauses 12, 13(2) and (3), 16, or 17* are reviewable. If dissatisfied, an individual may request a review by the appropriate authority.

Clause 19 of the Bill states that; if a marine pilot license is lost, stolen, or damaged, the NMSA may issue a replacement upon payment of the required fee, subject to satisfactory verification of the circumstances.

Clause 20 of the Bill provides that the NMSA classifies marine pilot licenses by vessel type and size within the pilotage area. *Class 1* covers large vessels carrying hazardous substances, *Class 2* applies to medium-sized ships, and *Class 3* is for smaller vessels. Applicants must specify their desired class when applying.

Clause 21 of the Bill provides that, to apply for a *Class 1* marine pilot license, an applicant must hold one of the following: a PNG Class 1 Master Mariners Certificate, a PNG Class 2 Chief Officer Certificate with 12 months of sea time as Chief Officer, or a foreign STCW Certificate (Class 1 or 2) with proof of 12 months' sea time as a Master or Chief Officer. Relevant experience as a Grade 2 Pilot within the pilotage

area or other pilotage experience and specialized training may be considered for a *Class 2* License on a case-by-case basis.

Clause 22 of the Bill states that, To apply for a *Class 2* marine pilot license, an applicant must hold either a PNG Class 2 Master Mariners Certificate with a Class 2 Certificate of Competency and 12 months of sea service as Master or Chief Officer, or a foreign STCW Certificate of Competency with a Master Mariner or Chief Officer certificate. They must also have either 12 months of experience as a Grade 3 Master Mariner Pilot in the relevant port or pilotage waters, a valid exemption license for the same duration, or other pilotage experience or specialized training, assessed based on port conditions, ship type, tug support, and water depth.

Clause 23 of the Bill states that; to apply for a *Class 3* marine pilot license, an applicant must hold either a PNG Class 2 Master Mariners Certificate with a Class 2 Certificate of Competency or a foreign STCW Class 2 Certificate of Competency with 12 months of sea time as a Master or Chief Officer. They must also have either 12 months of experience as a Grade 3 Pilot in the relevant pilotage area or 24 months as a Chief Officer with 12 months of sea time before applying.

Clause 24 of the Bill provides that existing marine pilot licenses will retain validity until renewal, at which time they must comply with Clause 16 of this Bill, regardless of the requirements in *Clauses 11, 21, 22, and 23*.

Clause 25 of the Bill provides that vessels exempt from requiring licensed pilots include non-war vessels owned by the State or its agencies on non-commercial voyages, vessels under 30 meters in length, training vessels on non-commercial voyages, those granted exemptions by the NMSA, or those commanded by a master with a valid certificate for the pilotage area.

Clause 26 of the Bill states that, when approaching a pilotage area, the vessel's master must follow the instructions as outlined in this clause for embarking and disembarking arrangements for the pilot. Vessels must be ready to receive the pilot at least 3 miles before the boarding point. Failure to comply with these instructions or provide a safe boarding arrangement may result in a K5000.00 fine for the vessel's master.

Clause 27 of the Bill provides that when a licensed marine pilot is needed in a pilotage area, the vessel's master must notify the NMSA or port master within the required time and system. If the vessel is not ready to receive the pilot after requesting one, it must inform the pilot immediately. Any delays may result in charges as under this Bill.

Clause 28 of the Bill provides that, upon boarding a vessel, the master must declare the vessel's draught to the licensed marine pilot upon request.

Clause 29 of the Bill states that the pilot boat master must display a flag with a white upper half and a red lower half while in service, ensuring clear visibility from a distance.

Clause 30 of the Bill states that the master of any vessel assisting in maneuvering a piloted vessel must obey all orders and directions given by the licensed pilot in charge.

Clause 31 of the Bill provides that, before applying for a marine pilot license or exempt master certificate, applicants must pass a medical fitness test and provide a valid certificate. This certificate, issued by a doctor approved by NMSA, must be valid for six months before submission.

Clause 32 of the Bill provides that the medical fitness test for pilotage includes vision and hearing assessments, awareness of surroundings, and physical ability to climb stairs and pilot ladders. Additional tests may be required if recommended. Pilots over 55 must undergo annual exams, including ECG. After

prolonged illness, a medical exam is mandatory. Pilotage providers must ensure compliance for safe operations.

Clause 33 of the Bill states that, all marine pilots must pass medical fitness tests for pilotage. A certificate under section 31 is valid for up to 2 years or 12 months for those 55+ with ECG records. Those with certain medical histories need detailed assessments. License or certificate holders must be examined if their health changes or after 3+ months away due to illness or injury.

Clause 34 of the Bill states that, Marine pilot license holders must follow limits on ship type, size, and pilotage area, meet medical fitness checks under *Clauses 32 and 33*, and maintain service and operational standards. Failure to comply with training or regulations may lead to warnings, restrictions, suspension, or license cancellation.

Clause 35 of the Bill provides that all marine pilot license holders must be proficient in English for international shipping, including reading, speaking, and writing. Pilotage service providers must ensure their pilots meet this standard. Non-compliance may lead to suspension or revocation of the license or certificate by the NMSA.

Clause 36 of the Bill provides that, all practical training sessions by the NMSA or pilotage service providers must follow IMO resolutions and the ISPO Code. Training includes observer passages, tug observer trips, port familiarization, check passages, and oral exams upon completion.

Clause 37 of the Bill states that Marine Pilot License applicants must complete a vessel handling short course as required under *Clauses 21, 22, and 23*. They must also demonstrate skill in maneuvering different vessel types, with or without tugs, using various propulsion modes, handling deep-drafted ships, and managing underwater keel clearance.

Clause 38 of the Bill states that, Trainee pilots must participate in observer trips with licensed marine pilots, following *Clause 40* documentation requirements. Trainees must complete a set number of trips in the pilotage area, including inbound and outbound passages, some at night, after reviewing the passage and protocol. Each trip requires the trainee to complete a checklist, as stated under *Schedule 4* of this Bill.

Clause 39 of this Bill provides that, after completing the required observer trips in Section 36, trainee marine pilots must undergo passage check rides in line with *Clause 40*. They must complete four check passages in the pilotage area under a check pilot's supervision, covering both inbound and outbound trips, including daylight and nighttime. Qualified pilots must also complete two annual verification check rides, recorded by the service provider, within 6 weeks before or after the anniversary of the previous check ride. Trainees must keep signed records of all check rides.

Clause 40 of the Bill provides that, applicants for an exempt master certificate must pass an oral exam to demonstrate a thorough understanding of the relevant pilotage area. The exam covers navigation aids, bridge resource management, passage planning, port rules, radio procedures, tug use, environmental protocols, port state control priorities, and marine incident reporting. After the exam, the examiner will provide an independent report with recommendations on the applicant's performance, stating whether they have passed, failed, or need further training.

Clause 41 of the Bill states that, if an examiner determines that an applicant fails to meet the oral examination requirements in *Clause 39* or needs additional training, the details will be sent to the NMSA. The NMSA will then inform the applicant to complete the required supplementary training within a set timeframe.

Clause 42 of the Bill states that, applicants for a marine pilot license must complete at least 10 hours on a tug boat providing support to the relevant ports. Trainee pilots in ports with various propulsion systems must show their ability to schedule tug time and observe different tug designs in the pilotage area. Additionally, tug attendance logs, signed by the tug master, must be completed and submitted when applying for a license.

Clause 43 of the Bill provides that, Trainee Marine Pilots must spend at least 6 hours at the relevant port office(s) to learn the standard and emergency operational procedures for the pilotage area. During this time, they must understand how the office or port control manages tasks such as mobilizing pilot boats, pilots, and tugs, communicating with vessels, mooring attendance, verifying berths, signaling incoming vessels, prioritizing ships, and overseeing vessel movements, including anchoring and traffic management in compulsory pilot waters.

Clause 44 of the Bill provides that if a licensed pilot has not provided pilotage services for three consecutive months or more, a refresher check ride is required. If inactivity extends beyond 12 months, the NMSA may review and possibly cancel or suspend the license, with conditions. Requests for reinstatement will be considered by the NMSA, which may require additional training before reinstatement.

Clause 45 of the Bill states that, after major changes to the navigation of a pilotage area, as determined by the NMSA, all license holders in that area must undergo additional training. The NMSA will decide on the specifics and extent of the training on a case-by-case basis.

Clause 46 of the Bill states that the NMSA may issue an exemption certificate for a specific pilotage area if the applicant meets these requirements: (a) holds a valid STCW certificate as a master of a PNG registered ship, (b) has completed Class 3 marine pilot license training, (c) passes the written exam in Clause 47 (d) has successfully moved the ship or type of ship unsupervised within the pilotage area, (e) holds a medical fitness certificate under Clause 32, and (f) provides proof of payment of the applicable fee.

Clause 47 of the Bill provides that, the NMSA may issue an exemption certificate for a specified pilotage area if the applicant meets the following requirements: a valid STCW certificate, completion of Class 3 marine pilot training, passing a written exam, demonstrating ship handling proficiency, and providing proof of medical fitness and payment. Applicants must also show completion of specific training, undergo periodic assessments including competence check rides and port knowledge interviews, and participate in the port's incident reporting system to maintain the exemption certificate.

Clause 48 of the Bill provides that applicants for an exempt certificate must demonstrate knowledge of the local area through a written or oral exam, covering physical geography, weather conditions, navigation aids, port protocols, infrastructure, tug capabilities, and relevant laws. They must also show practical ship handling skills within the specified pilotage area.

Clause 49 of the Bill states that, the NMSA sets the maximum length overall of vessels eligible for an exempt certificate in a port, based on factors such as channel depth and width, maneuvering space, tidal and current conditions, and proximity to other vessels and berthing facilities. This maximum length is recorded on each certificate issued.

Clause 50 of the Bill states that the NMSA cannot issue an exempt certificate for a vessel with a length overall greater than the longest vessel previously commanded by the exempt master in the pilotage area. Following a harbor master's recommendation, the NMSA may issue certificates for specific port areas. If requirements are not met, a daylight-only certificate will be issued, with holders required to fully comply with all conditions.

Clause 51 of the Bill provides that, Vessels 30 meters or less transiting compulsory pilotage areas do not require a licensed pilot, except during towage operations. Vessels owned or chartered by the NMSA and those navigated by a master or officer with an exempt master certificate are also exempt.

Clause 52 of the Bill provides that, an exempt certificate cannot be used if the ship exceeds 70 meters in length, operates with a single-person bridge, carries dangerous goods in bulk without NMSA's approval, poses a safety risk, or is deemed ineligible by the NMSA. During major works in a pilotage area or if the exempt master's ability to navigate safely is impaired, the harbor master may require the use of a licensed marine pilot, and the exempt master must comply.

Clause 53 of the Bill states that the NMSA issues an exempt certificate to eligible individuals in the format specified in *Schedule 6 Form 1*, with amendments made as needed to reflect any changes in the holder's conditions.

Clause 54 of the Bill states that the validity of an exempt certificate depends on the holder's compliance with the regulations in this document. Holders must operate vessels only within the specified pilotage areas and types listed on the certificate, avoid operation under certain conditions like bad weather or vessel issues, and follow directives from relevant authorities and port procedures.

Clause 55 of the Bill provides that the NMSA manages a register that records individuals holding marine pilot licenses and exempt master certificates, including their entitlements. The register also tracks instances where licenses or certificates have been cancelled or suspended, ensuring full oversight of licensing activities in accordance with regulatory requirements.

Clause 56 of the Bill provides that, Exempt Masters must keep a record book of each trip in and out of a port, including details like the port name, pilotage area, date, time, and vessel name. After each entry, the book should be submitted to the harbor master or relevant authority for approval. It must also include records of submitted medical fitness certificates and follow the format similar to *Form 2* in *Schedule 5*.

Clause 57 of the Bill states that, an exempt certificate becomes invalid for a specific pilotage area if it remains unused for 12 months or longer in that area.

Clause 58 of the Bill states that to revalidate an exempt certificate that has become invalid, the holder must, under the supervision of a licensed pilot, complete at least one inbound and one outbound trip within one year of the certificate's invalidation.

Clause 59 of the Bill provides that, the NMSA can cancel or suspend an exemption certificate if the holder is convicted of specific offences, does not meet medical fitness standards, or is considered unfit to navigate in the pilotage area. The holder will be notified in writing of the reasons, and they have the right to appeal. The cancellation or suspension takes effect once the holder is notified.

Clause 60 of the Bill provides that, an exempt master whose certificate is canceled or suspended can appeal to the Minister within 21 days of receiving notification. The Minister will quickly make a decision, either upholding the NMSA's decision or instructing them to change or cancel it. The NMSA must follow the Minister's decision.

Clause 61 of the Bill states that, a master with an exemption certificate can navigate a vessel into a pilotage area without a licensed pilot but must fly a white flag within 5 nautical miles of the port until the vessel is berthed. Failure to do so may lead to charges equal to those incurred for pilotage services.

Clause 62 of the Bill states that Pilot boat management is mandatory, and all requirements and regulations must be strictly followed for every pilot boat.

Clause 63 of the Bill provides that Pilot Boat management Systems must follow an approved safety management standard set by the NMSA. This includes vessel contact details, organizational structure, crew planning, safety protocols, emergency procedures, maintenance guidelines, and compliance with IMO pilot ladder standards.

Clause 64 of the Bill provides that, Pilot Boat Operations must have a detailed manual covering standards for pilot transfers, including crew fatigue management, boat stability, navigation orders, passage planning, pre-departure and arrival checks, transfer procedures, vessel communications, logbook management, and bunkering. Failing to comply with these requirements is an offense.

Clause 65 of the Bill states that the NMSA recognizes the ISPO code as a framework for operational standards for pilotage service providers and mandates compliance with its provisions as part of this Regulation.

Clause 66 of the Bill states that, all pilotage service providers must follow a finalized passage plan, ensuring compliance with port rules and keel clearance requirements. Licensed marine pilots must perform their duties professionally, adhere to safety management systems, and ensure the safety of personnel, vessels, and port infrastructure. They must also be physically fit and adhere to the fatigue management plan.

Clause 67 of the Bill provides that Licensed Marine Pilots must follow incident reporting protocols, including verbal reporting to the local Harbor Master and submitting a written report within 48 hours to the pilotage service provider and the NMSA. Reports are required for incidents involving vessels, damages, pollution, or returns to PNG due to incidents, to improve safety standards and protocols in the pilotage area.

Clause 68 of the Bill provides that, Pilotage Service Providers must promptly investigate all pilotage incidents as required by *Clause 67*. The NMSA can also initiate investigations under the relevant sections of the Act and may involve other stakeholders to ensure legal compliance.

Clause 69 of the Bill states that, Licensed Marine Pilots must be trained in bridge resource management, emphasizing the exchange of critical information for safe transits and emergency support. During master-pilot exchange sessions, pilots must stress the importance of communication with the bridge team. Pilots must also maintain strong working relationships with bridge teams in both routine and emergency situations.

Clause 70 of the Bill states that Marine Pilots must conduct vessel master information exchanges following port-specific standards. These exchanges should cover key details such as the passage plan, expected weather, tides, berth information, tug arrangements, mooring plan, last abort position, reporting positions, speed limits, vessel conditions, crew positions, and reminders to follow bridge resource management protocols.

Clause 71 of the Bill provides that, Pilotage Service Providers must maintain the proficiency of licensed marine pilots through activities such as visits to port control offices, meetings with harbor masters, bridge resource management and radar simulation courses, ship handling training, and regular reviews of relevant laws and regulations. Pilots must also complete refresher training courses, attend meetings, support harbor craft on board, and undergo proficiency tests every five years, as required by the NMSA.

Clause 72 of the Bill provides that, Pilotage Service Providers must ensure pilots board vessels only at designated boarding grounds set by the NMSA. They can request the NMSA to review or establish new boarding areas, but any changes require approval. New boarding grounds must offer sufficient sea room for pilot orientation and setup. Providers must also ensure timely communication of ETA/ETD information,

copy the NMSA on all relevant communications, and provide detailed vessel information for record-keeping and operational planning.

Clause 73 of the Bill states that, Licensed Marine Pilots can refuse to provide pilotage services if they believe the vessel poses a navigation or environmental risk, or if the vessel is not properly prepared due to defects or crew issues. The refusal, along with the reasons, must be reported in writing to both the NMSA and the service provider without delay.

Clause 74 of the Bill states that, Pilotage Service Providers are required to ensure that their pilots adhere to a fatigue management plan approved by the NMSA, while performing their duties.

Clause 75 of the Bill provides that; to apply for a certificate of competence, pilotage service providers must follow several protocols: executing passage plans agreed with the ship's master, conducting pilotage professionally while adhering to port rules, complying with safety management systems, ensuring safety before pilotage, and maintaining physical fitness and sobriety. Additionally, each service provider must develop and submit an ISPO code-compliant safety management system for review and approval by the NMSA.

Clause 76 of the Bill provides that, the NMSA can issue a certificate of compliance once it confirms that the applicant has met all the requirements outlined in this section, along with any additional guidelines and standards it sets.

Clause 77 of the Bill states that, each pilotage service provider must implement an ISPO-approved Safety Management System, ensuring adherence to international laws, codes, resolutions, and standards, including IMO Pilotage Resolutions, the STCW Convention, the SOLAS Convention, the ISM Code, and guidelines from the International Maritime Pilots' Associations.

Clause 78 of the Bill states that, The safety management system standards for pilotage service providers, as outlined in the ISPO Code (revised 2021), cover areas such as legislation, management responsibility, recruitment, training, pilot operations, emergency preparedness, customer engagement, risk management, incident and accident management, and continuous improvement. Providers may use the template in *Schedule 5* of this Bill or create their own system, ensuring compliance with ISPO Code standards.

Clause 79 of the Bill provides the fees and charges (to be included).

Clause 80 of the Bill provides that Police Officers have the authority to enforce regulations by boarding vessels within ports, conducting searches, and inspecting equipment and cargo. Interference or obstruction with police activities in this regard is prohibited.

Clause 81 of the Bill states that, under this Bill, the master of a vessel holds the responsibility to ensure compliance with all required acts or prohibitions related to the vessel, unless stated otherwise.

Clause 82 of the Bill states that, any individual who violates any provision of this Bill, whether through action or inaction, commits an offense and is subject to a fine unless a specific penalty is outlined for that particular offense.

Clause 83 of this Bill (content to be inserted later)



Annexure

“D”

Copy of the Draft
Merchant Shipping
(Pilotage) Regulations
2022

**STATUTORY INSTRUMENT**

NO. OF 2022

*Merchant Shipping (Pilotage) Regulation 2022***ARRANGEMENT OF SECTIONS****Part I PRELIMINARY**

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2. Pilotage Area
3. Pilotage Authority

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HARBOUR MASTERS**

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5. Conditions of appointment
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Citation Gazettal Date

Commencement Date

**STATUTORY INSTRUMENT**

NO. OF 2022

Merchant Shipping (Pilotage) Regulation 2022

Being a regulation to regulate pilotage services as required under section 220 of the Merchant Shipping Act 1975, and for related purposes.

MADE by the Head of State, acting on, and in accordance with the advice of the National Executive Council to come into operation by notice in the National Gazette.

PART I PRELIMINARY**Short Title**

This regulation may be cited as the *Merchant Shipping (Pilotage) Regulation 2022*

1 Interpretation

In this Regulation, unless the context otherwise requires-

“**Act**” means the *Merchant Shipping Act 1975*, as amended,

“**Authority**” has the same meaning as defined under the Act.

“**certificate of competency**” has the same meaning as defined under the Act.

“**compulsory pilotage area**” has the same meaning as defined under the Act

“**COLREG**” means the Convention on the International Regulations for Preventing Collisions at Sea, 1972

“**examiner**” means a person authorized to conduct examinations and assess applications for pilotage licences or exempt certificates on behalf of the Authority.

“**exempt master**” means a person holding a current pilot exemption certificate issued under Part IV, Division 5 of the Regulation

“*exempt ship*” means a vessel that is not required to take a pilot due to its size excluding the towage convoys (less than 30 meters) that the master holds a valid and current pilot exemption certificate or a vessel belonging to or is under charter by the Authority

“*harbour limits*” means the geographical limits of a port as published in the National Gazette as an when required from time to time

“*harbour master*” has the same meaning as defined in the Act

“*IMO*” means has the same meaning as defined under the Act

“*ISPO Code*” means the International (Management) Standard for Pilot Organization (ISPO) 2021

“*licensed marine pilot*” means a person holding a current marine pilot’s licence, issued in accordance with the provisions of *Part IV, Division 1 and 2*, of this Regulation.

“*master*” has the same meaning as defined in the Act

“*Minister*” means the Minister responsible for transport matters

“*physician*” means a person who holds a current Licence to practice medicine issued under the *Medical Registration Act (Chapter No. 398)* or recognized and designated by the Authority to conduct medical examinations

“*pilotage authority*” has the same meaning as defined under the Act

“*pilotage area*” has the same meaning as expressed under the Act

“*pilotage service provider*” has the same meaning as expressed under the Act

“*ports*” has the same meaning as expressed under the Act

“*signals*” has the meaning as defined under section 6

“*ship*” has the same meaning as defined in the Act. **“*STCW*”** has the same meaning as the expressed under the International Convention on Standards of Training, Certification and Watch-keeping for Seafarers, 1978 and any subsequent amendments.

“*State*” means the Independent State of Papua New Guinea as defined in the Interpretation Act, 1975.

In this Regulation a reference to a numbered form as numbered in the **Schedule**.

2 Pilotage Area

The port or areas declared in accordance with section 280 of the Act, including ports and places that have been already been declared as a port through a gazettal notice as identified in **Schedule 1** for the purposes of this Regulation.

3 Pilotage Authority

Any entity or person(s) appointed in accordance with section 279 of the Act.

PART II APPOINTMENT OF HARBOUR MASTER AND ASSISTANTS

4 Harbour master and assistant, appointment of

(1) The Authority may appoint a person to be a harbour master or assistant harbour master of a port, upon satisfying the requirements expressed under subsection (2).

(2) A person is considered to have met the requirements to be a master or assistant harbour master under this subsection, if that person, holds —

- (a) or has held, a certificate of competency,
- (b) a certificate of recognition as a master or alternatively or a holder of a current pilotage licence issued in accordance with the provision of this Regulation; or
- (c) Has held or hold a Harbour Master Qualification
- (d) otherwise possesses the skills and experience that demonstrate, to the satisfaction of the Authority, competency to perform the functions of a harbour or an assistant harbour master, of the port.

5 Conditions of appointment

(1) Notwithstanding section 4, the Authority may impose additional conditions on the harbour master or assistant harbour master, as it might considers necessary, and such conditions shall be specified in the instrument of appointment.

(2) The Authority may, during the tenure of the appointment and at any time, in writing, impose further new condition(s), make amendments or revoke any such condition(s) imposed on the appointment.

6 Duration of appointment

An appointment of a harbour master or an assistant harbour master remains in effect, until —

- (a) resignation by written notice given to the Authority; or
- (b) revoked by the Authority; or
- (c) terminated in accordance with its terms and conditions of employment contract.

PART III SIGNALS

7 Vessel signals to be displayed

(1) If a vessel standing by to receive a licenced pilot, the following signals must be displayed —

- (a) “G” Flag displayed in the day,
- (b) “G” (2x long flashes and 1x short flash) Morse Code light signal at night,
- (c) when the pilot is on board, the “H” flag should be displayed; and
- (d) if the vessel’s master is navigating in a compulsory area under a valid pilot exemption certificate, a “O” pendant should be displayed.

(2) Furthermore, a vessel engaged on pilotage duty in the hours of day light or dark hours shall exhibit the following signals —

- (a) at or near the masthead, two all-round lights in a vertical line, the upper being white and the lower red in the hours of dark,
- (b) when underway, in addition, sidelights and a stern light,
- (c) when at anchor, in addition to the lights prescribed in subparagraph (i), the light, lights, or shape prescribed in Rule 30 for vessels at anchor,

(3) A pilot vessel when not engaged on pilotage duty shall exhibit the lights or shapes prescribed for a similar vessel of her length

(4) Any other rules that are compulsorily expressed under the Maritime Rule of the Road, Signals and COLREG, from time to time.

8 Improper use of signals

- (1) A master of a vessel shall not use or display or cause or permit any person on the vessel to use or display signals except as expressed in section 7.
- (2) It is an offence if a master of a vessel or any person on the vessel is breach of signal display as expressed under section 7;
- (3) Appropriate penalties of fines will be imposed on the master of the vessel or the pilotage service provider.

PART IV PILOTAGE***Division I Marine Pilot Licences*****9 Licensed Marine Pilot required to act as a pilot**

In accordance with section 201, 202 of the Act, a person who intends to or performs any pilotage services must hold a marine pilot licence.

10 Application for a marine pilot licence

- (1) A person who desires to apply for a marine pilot licence, irrespective of the class further defined under sections 20, 21, and 22, must satisfy the requirements set out under this Division.
- (2) An application must —
 - (a) be in the approved form (**Form 1, Schedule 4**),
 - (b) a passport size facial identification photographs in duplicate,
 - (c) have the formal name of the applicant as recognized in the official government documents or the name used in the current workplace,
 - (d) have a valid address, email and a functional phone number(s), and
 - (c) pay related application fees, the sum of [■], as prescribed in section 80 of this Regulation.
- (3) Further to subsection 2, following basic information must be provided in the application —
 - (a) evidence(s) of valid certificate of competency issued by the Authority, or
 - (b) evidence of satisfactory completion of training required under *Part IV Division 5*, of this Regulation.

11 Issuing a marine pilot licence

The Authority will only issue a marine pilot licence for a class as applied within the relevant pilotage area, upon —

- (a) the applicant's satisfaction of the requirements under section 10 (2), and to each respective requirement for each respective class of licence applied, as expressed in section 20, 21 and 22; and
- (b) evidence of a current certificate of medical fitness issued in accordance with Division 4, of Part IV.

12 Conditions of a marine pilot licence

- (1) The Authority may issue a new marine pilot licence or renew an existing one subject to any conditions it may impose which shall be expressly specified in the licence.
- (2) Further and notwithstanding subsection 1, the Authority may at any time notify in writing to the holder of a licence, to impose, amend or revoke any conditions on the licence.
- (3) Without limiting subsection (1) or (2), the Authority may impose further specific conditions on the holder to undertake routine medical fitness check —
 - (a) every 2 years after the issue of the certificate of medical fitness under section 30; or
 - (b) at any other time; and
 - (c) such medical fitness test must be undertaken by the physician, or the medical practitioner nominated by the Authority.
- (4) The holder of a marine pilot licence must always comply with any other conditions imposed on the licence.

13 Duration of a marine pilot licence

- (1) All classes of marine pilot licence become effective from —
 - (a) the date it is issued,
 - (b) remains valid for a period of 5 years; or
 - (c) for further term as set by the Authority,unless it is suspended or revoked under section 16.
- (2) The expiry date must be expressly specified in the licence.

14 Renewal of marine pilot licence, application for

- (1) The holder of a marine pilot licence may apply to the Authority for before the date of expiry.

- (2) A renewal application must be —
 - (a) made within **60** working days before the expiry date; and
 - (b) in the approved form; and
 - (c) accompanied by the relevant renewal fee **K■**.

15 Renewal of marine pilot licence, refusal of

The Authority will refuse to renew a licence if the holder is subject to a suspension, or the licence being revoked in accordance with section 16 of the Regulation.

16 Suspension and revocation of marine pilot licence

- (1) In accordance with section 289 and 290, of the Act, the Authority may suspend or revoke a licence if upon suspicion or on reasonable grounds, it believes that the holder is —
 - (a) in breach of a condition imposed on the licence under section 12(3); or
 - (b) no longer competent to act as a pilot in a pilotage area,
 - (c) is not medically fit, or
 - (d) guilty of misconduct, or has been seriously negligent, in performing his or her function as a pilot; or
 - (e) obtained the licence by false representation or fraud.
- (2) The Authority may suspend a licence under subsection (1) —
 - (a) for a period specified by the Authority; or
 - (b) until the holder complies with condition (s) specified by the Authority.
- (3) Before the Authority decides to suspend or revoke a licence, the Authority must give written notice to the holder, stating the following, the —
 - (a) proposed suspension or revocation,
 - (b) findings of facts on which the decision is based,
 - (c) reason for the decision,
 - (d) period during which the holder may make written or oral representations to the Authority.
- (4) If, after considering any representations made under subsection (3), the Authority decides to suspend or revoke a licence, the Authority must also notify the harbour master of the port concerned the outcome of the decision.

17 Review of decisions

(1) In this Regulation —

reviewable decision means any of the following decisions by the Authority —

- (a) a decision under subsection 15 not to issue a licence
- (b) a decision under subsection 12(2) and (3) to impose or amend a condition,
- (c) a decision under section 15, not to renew a licence, or
- (d) a decision under section 16, to suspend or revoke a licence.

(2) A person aggrieved by a reviewable decision under this section may apply to the Authority for a review.

18 Loss of marine pilot licences, replacements

Where the Authority is satisfied that a marine pilot licence has been damaged, lost or stolen, a replacement can be issued upon payment of the prescribed fee by the holder.

Fee for replacement of licence is **K■**

Division 2 Classes of Marine Pilot Licences**19 Classes of marine pilot licences**

(1) The Authority shall issue different class of marine pilot licence consistent with the provisions of Division 1 and this Division.

(2) The Authority recognizes the following classes of licences —

- (a) *Class 1 marine pilot licence.*

Holder can pilot vessels carrying noxious liquid substances in bulk, crude and petroleum products in bulk, liquefied gas carriers to include LPG and LNG ships, and for any ship greater than 150m LOA within the relevant pilotage area;

- (b) *Class 2 marine pilot licence*

Holder can pilot ships up to only 150m (which must be the length overall of the vessel) unless these vessels are carrying hydrocarbons (gas or oil) which will result in a Class 1 pilot being required.

- (c) *Class 3 marine pilot licence*

Holder can pilot non-exempt ships up to 70m (which must be the length overall of the vessel) (except ships carrying noxious liquid substances, oil products, crude and liquefied gas, which must require a Class 1 holder to pilot.

- (3) For each class of marine pilot licence, the applicant must clearly specify in the application form, the class of licence being applied.

20 Class 1, marine pilot licence, specific requirement

In addition to the general requirements expressed under section 10, an applicant for a Class 1 marine pilot licence, must be a holder of a —

- (a) PNG Class 1 Master Mariners Certificate or must be holder of certificate of recognition issued by the
- (b) foreign Standard Training Certification and Watchkeeping for Seafarers Certificate (Class 1 or) supported by a proof that of a 36 months sea-time whilst holding Class 1 Master Class 1 Certificate of competency; or
- (c) must have the marine experience having served as Class 2 Licensed Pilot being active on regular assignments within the relevant pilotage area with the 36-month period;
- (d) other pilotage experience or specialized pilot training will be considered on case basis in lieu of the 12 months active experience for a Class 2 Licence.

21 Class 2 marine pilot licence, specific requirements

- (1) In addition to the general requirements described in section 10, an applicant for a Class 2 licence, must be a holder of a —

- (a) Class 2 Master Certificate Certificate of Competency supported with 12 months sea service whilst holding a certificate as Master,
 - (b) foreign STWC Certificate of Competency and a Master Mariner; and
- (2) Furthermore, the applicant must have the following experiences —
- (a) have served as a Grade 3 Master Mariner Pilot and actively engaged within the relevant port or pilotage waters for the 36-month period leading to the application; or
 - (b) hold a valid exemption licence for the relevant pilotage area for the 36-month period leading to the application; or

- (c) have acquired other pilotage experience or specialized pilot training may be considered on case basis in lieu of the ~~42~~ 36 months active experience for a Class 3 Licence holder;
- (d) the requirement under subsection 1(c)(iii), assessment will be made into the port, ship type, tug support and typical drafts in relation to the water depths.

22 Class 3 Marine Pilot Licence

(1) In addition to the general requirements described in section 10, an applicant for a Class 3 pilot license, must be a holder of a —

- (a) Class 3 Master or 3 Certificate of Competency; or
 - (b) or an equivalent foreign flagged certificate of competence foreign STCW Certificate of Competency Class 2, with a 12-month sea time experience while holding a Master Certificate; and or
 - (c) 1. For Class 3 mate certificate must have served on a vessel from 24 meters up to 70 meter or
 - (c),2 For a Class 3 Mater, must have served on a vessel not less than 24 meters up to 70 meters
- (2) Furthermore, the applicant must have the following experiences —
- (a) must have served as a trainee pilot or observer pilot under supervision for not less than 24 months.

23 Existing Licensed Pilots

Notwithstanding section 10, 20, 21 and 22, existing holders of any classes of licences will remain valid until renewal which will require the holder to satisfy the provision of section 14 of the Regulation.

Division 3 Requirements relating to Pilotage Area applicable to all Classes of Marine Pilot Licence Holders

24 Vessels that do not require licensed pilots

The master of any vessel other than —

- (a) a vessel of war; or
- (b) a vessel owned by the State or any of the State agencies and instrumentalities or a government of a sovereign allowed to enter the relevant pilotage area and is engaged in a non-commercial voyage; or

- (c) a vessel with a length overall of not more than 25 m; or
- (d) a training vessel on a non-commercial voyage; or
- (e) a vessel on a non-commercial voyage exempted in circumstances which are or at the discretion of the Authority; or
- (f) a vessel under the command of a master who holds a valid certificate in respect of the pilotage area concerned,

does not require a marine pilot licence

25 Boarding and discharging pilots, master's duties

- (1) A master of a vessel approaching a pilotage area must —
 - (a) lay to on the pilot boarding ground so as to provide the best possible lee;
 - (b) provide on the lee side of the vessel a pilot ladder fitted with spreaders and a man rope on either side of the ladder made fast to the vessel quite independent of the ladder,
 - (c) cause the ladder to be suitably illuminated if the pilot is to board the vessel at night,
 - (d) if the vessel is of high structure, and is fitted with gangway doors, cause one gangway door to be opened and the ladder rigged at that doorway,
 - (e) provide a suitable boat rope of which the forward end is fastened well clear forward of the ladder in readiness to be released when the pilot vessel has secured the boat rope; and
 - (f) arrange for all scuppers, sanitary and other refuse outlets near the pilot ladder to be closed.
- (2) A master of a vessel from which a pilot is being discharged after the vessel has departed from the pilotage area must make arrangements similar to those set out in subsection (1) to assist the pilot leaving the vessel and boarding the pilot boat.
- (3) As a contingencies preparation requirement, vessels approaching a pilot boarding point to take on board a licenced pilot, to transit a pilotage area, are expected to be ready to receive the pilot at least 3 miles before reaching the pilot boarding point.
- (4) A penalty of a fine of **K 5000** will be imposed on the master of the vessel who does not comply with the pilot's instructions on speed and heading for safe boarding or fails to provide a safe ladder or a boarding arrangement for the pilot.

26 Request for a licensed pilot

- (1) When a vessel is required to have a licenced marine pilot in a pilotage area, the vessel master must give notice to the Authority or port master within the time frames and under the notification system associated with that port.

(2) If a vessel, that has requested a licenced marine pilot, but for any reason not ready to receive the pilot then the vessel is also required to inform the pilot in good time.

(3) Charges will be imposed for any delays caused by the vessel not being able to receive the pilot and such fees and charges will be as determined under this Regulation.

27 Masters to declare draught to licenced marine pilot

The master of a vessel onto which a licenced marine pilot has been taken, shall, if requested, declare to the pilot the draught of the vessel.

28 Flag required on pilot boat

The master of a pilot boat shall, at any time that vessel is in service, fly from the pilot boat as to be easily identified from a reasonable distance a flag of which the upper half is white and the lower half red.

29 Masters of tugs etc., assisting piloted vessel to obey pilot

The master of any vessel that is employed to tow, move or in any way assist the manoeuvring of a vessel in the charge of a licensed pilot shall obey all orders and directions of the pilot.

Division 4 Certificate of Medical Fitness

30 Certificate of Medical Fitness

(1) Before applying for a marine pilot licence or exempt master certificate, an applicant must undertake a medical fitness test and be issued with a certificate of medical fitness, to be submitted together with other requirements during the application.

(2) A certificate of medical fitness to be issued under this section shall only be recognized, if issued under the hand of a physician or a medical practitioner approved by the Authority.

(3) The certificate of medical fitness issued under this section must have a 6 months validity period remaining prior to the application for a marine pilot licence or an exempt master certificate.

31 Medical fitness test

(1) An applicant's medical fitness test is designed to confirm the individual's fitness level to carry out pilotage duties, therefore, the following tests will be administered, and the applicant to successfully undertake prior to the certificate to be issued –

- (a) vision tests, with expectation to read master exchange information templates, radar control, ECDIS controls, observe aspects of other vessels, identify navigation beacons, two-way radio controls, personal pilot unit controls, passed the colour-blind tests, with reasonable night vision and depth perception.
- (b) hearing, giving and taking instructions, using a two-way radio set on average volume and be able to distinguish between different auditory alarms,

- (c) conscious to detect changes in machinery vibrations, awareness of tug positions, detect movements of other vessels, respond to alarms, be alert to changes in the weather and note positions and crew movements,
- (d) physical ability to climb narrow and steep stairs up multiple levels and board and climb pilot ladders in a seaway, conduct pilotage standing in a wheelhouse for lengthy periods without sitting down.

(2) Where the authorized physician has recommended that an applicant for an exempt master certificate undergo additional medical examination after the nominated period that is less than 2 years after the date of the previous medical examination, the applicant must —

- (a) undergo such medical examination in accordance with that recommendation; and
- (b) submit to the Authority immediately after the examination a certificate of health issued by the approved physician or medical practitioner.

(3) A licenced marine pilot or an exempt master who is 55 years or older must undergo medical fitness tests every 12 months including undertaking ECG tests.

(4) Where the holder of a marine pilot licence has a prolonged absence of pilotage duties for more than 3 months due to illness or injury, a medical examination is mandatory.

(5) Pilotage providers must ensure compliance with this section for their pilots to be fit to carry out their pilotage services safely and effectively consistent with this Regulation any other national laws and international standards and requirements.

32 Frequency of medical fitness assessment

(1) All pilots must be assessed for medical fitness to perform pilotage duties.

(2) A certificate of medical fitness issued under section 30 —

- (a) will be valid for up to 2 years, or
- (b) up to 12 months if the date of assessment the person is 55 years old or more with records of a resting ECG,
- (c) detailed assessment will be required from an individual with history of high blood pressure, mobility or obesity prior to be given clearance for duties.

(3) A holder of a marine pilot licence or a master marine certificate must undergo a medical examination if there is a change in their medical condition and after a prolonged absence from pilotage duties of 3 months or more due to illness or injury.

Division 5 Training Requirements for all Marine Pilot Licence Holders

33 Observation of training requirements

- (1) All marine pilot licence holders are required to observe the following—
 - (a) limits on the size and type of ship and pilotage area for which they are licensed to operate,
 - (b) comply to the prescribed medical fitness checks under section 31 and 32,
 - (c) maintain continuous service and frequency and comply to all operational requirements.
- (2) Failure to observe the any training program and training standards under this section may result in a warning, limitation on use, suspension, or cancellation of the marine pilot licence.

34 Common language

- (1) A marine pilot licence irrespective of the class of licences held are all expected to be proficient in the common language for international shipping, being English both in reading, speaking and writing.
- (2) All pilotage service providers must ensure that their pilots are also proficient in reading, speaking and writing in English.
- (3) It is an offence if requirements under subsection (2) are not satisfied, and either or both the service provider and the affected marine pilot licence holder may have their certificate of competency or marine pilot licence to be suspended or revoked by the Authority.

35 Practical training

Each practical training delivered by the Authority, or a pilot service provider must be compliant with the international maritime organisations resolutions and the ISPO Code, capturing the following practical areas—

- (a) observer passages
- (b) tug observer trips
- (c) port familiarisation
- (d) check passages
- (e) oral examination once the practical training has been completed.

36 Compulsory vessel handling courses

- (1) All applicants for a marine pilot licence will have completed a vessel handling short course that is appropriate for the relevant licence being applied under section 20, 21 and 22.

(2) Furthermore, all licence applicants must cover manoeuvring various vessel types, with and without tugs and with various modes of propulsion, deep drafted vessels and the management of underwater keel clearance.

37 Observer pilotage trips for trainee pilots

(1) For a trainee pilot, each must undertake observer trips under the command of a licenced marine pilot, and such training must be recorded as a requirement under section 40.

(2) For purposes of this section, a trainee pilot will also undertake a minimum required observer trips within the specific pilotage area for, —

- (a) 36 observer passages inbound (including at least 12-night trips),
- (b) 36 observer passages outbound, (including at least 10-night trips),
- (c) study the passage and the pilotage protocol before embarking on the observation trips, and
- (d) observer trips passages must be specific for the pilotage area for which the trainee is interested.

(3) On each observation trips, the trainee pilot must satisfy the questionnaire checklist as provided in **Schedule 5** of the Regulation.

38 Passages check rides

(1) Upon completion of the observer trips required under section 37, the trainee marine pilot must undertake passage check rides.

(2) All trainee marine pilots must complete eight (8) check passages in the waters of the relevant pilotage area and perform pilotage services under the supervision of a check pilot.

(3) Each trip under subsection 2 shall be on ships of the size and class for which the applicant is interested; and shall include the completion of —

- (a) two (2) inward trip and two (2) outward trip in daylight hours, and
- (b) two (2) inward trip and two (2) outward trip in the hours of darkness (where applicable).

(4) All qualified marine pilots must also undergo four (4) verification of competence check rides (one arrival and one departure) each year under the observation of a approved check pilot.

(5) Under this section, all pilotage service provider must maintain records of—

- (a) check rides,

- (b) new applicants and verification of competence check rides; and
- (c) verification of competence check rides, information on when check rides is due for each of its licenced marine pilot.

(6) In accordance with subsection 5, verification of competence check ride must be completed either 6 weeks before or 6 weeks after the anniversary date of the check ride.

(7) All trainee marine pilots must keep a signed record of all the passages check rides undertaken.

39 Oral examinations for exempt master

(1) All applicants for an exempt master certificate must sit an oral examination to satisfy their understanding of the relevant pilotage area associated with the licence application such as—

- (a) lights, buoys, headlands, channels, sounding, shoals, tides, currents and other marks, features and prominent points connected with or incidental to the navigation of the pilotage area
- (b) protocol with respect to good bridge resource management and passage planning,
- (c) relevant port rules and regulations,
- (d) correct procedures for radio communications,
- (e) availability and proper use of tugs, particularly for tankers and deep draught ships,
- (f) port rules with respect to environmental management,
- (g) port state control priorities, and
- (h) reporting protocol to the port master and or the Authority in the event of a marine incident or near miss.

(2) The examiner will prepare an independent report after any oral examination and make appropriate recommendation whether the applicant has passed, failed, or requires additional training.

40 Supplementary training requirement

(1) Where an examiner determines that the applicant does not satisfy the oral examination required under section 39, or if it is recommended to undertake further training, such decision with details and specifics of the further training will be relayed to the Authority.

(2) The Authority will inform the applicant to undertake additional training as required and specify a time frame when informing the individual.

41 Tug observer trips

(1) All applicants for a marine pilot licence are expected to complete at least twenty (20) hours on a tug providing tug support services to the relevant port;

(2) Where various propulsion systems are used in the port the trainee pilot must prove its ability to reasonably schedule tug time to observe operations the different types of tug designs used within the pilotage area, and

(3) All tug attendance log must be completed and evidence of the tug master's signature compulsory for purposes of applying for licence documentation.

42 Familiarity with port office or control for trainee pilots

(1) All trainee marine pilots are required to spend at least 24 hours at the relevant port office(s) to become familiar with the port's standard or emergency operational procedures for the pilotage area.

(2) During the period attendance the trainee marine pilot must achieve a good understanding of the standards practiced by the office or port control to manage following—

- (a) pilot boat mobilization,
- (b) pilot mobilization,
- (c) tug mobilisation,
- (d) standard communication with vessels,
- (e) standard communication protocol with pilots,
- (f) mooring attendance,
- (g) verification of the berth and berth space,
- (h) light signal to incoming vessels (if any),
- (i) system (if any) to prioritising vessels, and
- (j) level of office control regarding vessels movements including dictating anchoring positions and traffic management in the compulsory pilot waters

43 Maintaining a marine pilot licence after period of inactivity

(1) If for any reason, a licenced marine pilot has not conducted any pilotage services consecutively for 3 months or more, a compulsory refresher check ride will be required of the holder.

(2) For any extended periods of inactivity beyond 12-months or more the Authority may review the licence and either cancel or suspend the marine pilot licence.

(3) Where there is a request for reinstatement of the licence, the Authority may consider the request, which may include the applicant being required to undergo further training prior to reinstatement of licence.

44 Required training following major works on port, channels, navigation marks

(1) Where in the opinion of the Authority, major alterations have been made to the navigation of a pilotage area, each license holder of that relevant pilotage area must undergo further training.

(2) A case-by-case decision on details and extent of the training required under this section will be authorized by the Authority

Division 6 Pilot Exempt Certificate

45 Who is entitled to exempt certificate

(1) The Authority may issue exemption certificate, valid for use in respect of the relevant pilotage area specified in the certificate, upon satisfaction of the following requirements, —

- (a) Pilot Exempt Certificate is only open to national citizens of the independent state of Papua New Guinea.
- (b) Foreign nationals must be a citizen of the independent state of PNG before applying for pilot exempt certificate.
- (c) valid STCW certificate of competency authorizing the applicant to be a master of a Papua New Guinea registered ship,
- (b) satisfactorily completed training for a Class 3 marine pilot licence,
- (c) passed a written examination such as the one expressed in section 47,
- (d) successfully carried out an unsupervised movement of the ship or the type of ship at the relevant pilotage area,
- (e) a certificate of medical fitness issued under section 32; and
- (f) proof of payment of the fee, the sum of [K■] in respect of the exempt certificate application.

(2) In addition to the requirements expressed in subsection 1(b), applicant must show written evidence to have undertaken the following trainings—

- (a) twelve 12 passages as master and 4 of these passages must have occurred within the past 6 months in the pilotage area the application is being made, with a minimum of 1 ½ of the passages undertaken during the hours of darkness or 4 passages as a chief officer,
- (b) four (4) complete passages under the supervision of a licenced marine pilot on the pilotage area which the application for pilot exemption certificate will apply,
- (c) where the ship which the application for exemption is made requires tug support, the applicant must have attended as an observer on the bridge of a tug that may typically be used to assist the master,
- (d) for the purposes of subsection (c), the amount of time on the tug will be determined by the Authority on a case-by-case basis.

(3) Further and if required, additional training prior to the issuance of the exemption certificate may be requested from the applicant.

(4) Additional assessments under the supervision of a licenced Class 1 pilot must be completed if applicant has not made a transit in pilotage compulsory waters within 12 months.

(5) An exempt master must undergo verification of competence check rides with a Class 1 pilot and undertake a port knowledge interview with the local harbour master every 12 months following exemption of certificate.

(6) Exempt masters must participate in the port's incident report and the local harbour master is required to ensure that incident records and corrective actions are made available to local exempt masters.

46 Examination for exempt certificate

(1) An applicant is exempted from examination under this section if within 2 years immediately before the examination for the exempt certificate, has made —

- (a) three (3) trips into and three (3) trips out of the subject pilotage area in command of a vessel; or
- (b) four (4) trips into and four (4) trips out of the subject port in command of a vessel and four (4) trips into and four (4) trips out of the subject pilotage area as Chief Officer on duty on the bridge throughout the period of pilotage or, when the vessel was under the command of an exempt master.

(2) Where an applicant seeking to obtain an exempt master certificate that is valid for use during hours of daylight and hours of darkness, at least one trip into and one trip out of the subject port in command of a vessel as referred to in subsection (1) must have been made during hours of darkness.

(3) The trips as first mate referred to in subsection (1)(b) have to be verified in writing by the Chief Officer.

47 Local knowledge examination

(1) Notwithstanding, section 46, applicant for an exempt certificate must further demonstrate, by written or oral examination, knowledge of —

- (a) physical geography of the area and its effect on vessel manoeuvring,
- (b) local weather conditions for all seasons and complications posed on shipping activities in that area,
- (c) navigation aids, including vessel traffic services and communications requirements,
- (d) port protocols and security measures,
- (e) port infrastructure including depths and high risks areas,
- (f) capabilities and limitations of tugs (where relevant),
- (g) capabilities and limitations of other port services, including personal,
- (h) an understanding of port vessel book system, and

- (i) a reasonable knowledge of provisions of this Regulation, the Act and other relevant national laws and regulation relating to pilotages services.
- (2) An applicant for an exempt certificate must also demonstrate by practical examination safe ship handling ability of the vessel within the limits of the specified pilotage area.

48 Determination on maximum length of vessel for exempt certificate

(1) In addition to requirements under section 46, the maximum length overall of a vessel in respect of which a certificate may be used in a port shall be determined by the Authority for the relevant pilotage area having regard to —

- (a) the depth and width of channel entrances,
- (b) available deep-water manoeuvring space,
- (c) local tidal conditions,
- (d) local current conditions, and
- (e) proximity of other vessels and berthing facilities.

(2) The Authority shall cause to be recorded in each certificate the maximum length overall of a vessel in respect of which the certificate may be used.

49 Restrictions and conditions in the exempt certificates

(1) The Authority shall not issue an exempt certificate in respect of a vessel that has a length overall that is greater than the greatest length of a vessel in which the exempt master made a trip into or out of the subject pilotage area in command of a vessel.

(2) The harbour master or the check pilot may issue all certificate in respect of that port for use only in respect of specified areas of the port.

(3) Where a person who is otherwise entitled to an exempt certificate has not met the requirements under this section, the harbour master or the check pilot may issue a certificate for use by the person during hours of daylight only.

(4) An exempt certificate holder shall comply in entirety with all the conditions.

49 Exempt (vessel) ship

(1) Any vessel that is 30 meters or less transiting in compulsory pilotage area, will be exempt from requiring a licenced pilot, except any towage operations, where another vessel is towing, which will require the service of a pilot.

(2) A vessel that is owned or chartered by the Authority is also an exempt ship.

(3) A vessel that is being navigated by a master or officer with exempt master certificate issued by the Authority

50 Circumstances that prohibit the use of exempt certificate

Where, —

- (a) a ship is more than 80 meters,
- (b) a ship with a single person bridge operation,
- (c) a ship carrying dangerous or hazardous goods in bulk, unless approved by the Authority,

- (d) a ship or class of ships that, in the opinion of the Authority, possess a threat to the safety of the life or property,
- (e) any other ship, as determined by the Authority, by notice in writing given to the master or the owner, not to be eligible for an exemption,
- (f) major works are being carried out in a pilotage area; or
- (g) there are any other circumstances that may impair the ability of the exempt master to navigate the vessel safely,

the Authority may direct the exempt master to use the services of a licensed marine pilot to navigate the vessel into or out of the pilotage area, and the exempt master shall comply with the direction.

51 Content of exempt certificate

- (1) The Authority shall issue an exempt certificate in the form as described in **Schedule 6 Form 1** to a person who becomes entitled to the exempt certificate.
- (2) The Authority shall at any time cause to be suitably amended the exempt certificate where there is any need for change in the entitlements extended to the holder.

52 Conditions for exempt certificates to remain valid

- (1) An exempt certificate will remain valid so long as the holder of certificate observes the provisions of this Regulation.
- (2) The holder of an exempt certificate (will) —
 - (a) only operate a vessel within the relevant pilotage area with the size and type specified in the exempt certificate,
 - (b) shall not operate a vessel upon becoming aware of weather, underwater keel clearance concerns, vessel traffic, fatigue, illness or doubting vessel fitness to maneuver safely,
 - (c) comply with the directions given by the Authority, port manager or harbour master as the case maybe, and
 - (d) comply with all the port procedures in place.

53 Register

- (1) The Authority shall cause to be established and maintained a register containing particulars of all persons holding marine Pilot Licences and exempt master certificates and their entitlements under the respective licences and certificates.
- (2) The Authority shall cause it to be registered in the Register where the marine pilot licence or an exempt certificate holder had their licences or certificates cancelled or suspended.
- (3) For avoidance, the Register will maintain both the marine pilot licence and exempt li certificate to be issued by the Authority in accordance with the provisions this Regulation.

(4) An officer of the Authority may be appointed to maintain and manage the Register if not already done.

54 Exemption record book for exempt masters

(1) An exempt master shall enter in the exemption record book, in respect of each trip into or out of a port and the pilotage area, the —

- (a) name of the pilotage area and the port; and
- (b) date and time of commencement of the trip; and
- (c) name of the vessel.

(2) Each trip into or out of a port must be record by entering the particulars prescribed by subsection (1) into the exemption record book, an exempt master must present the book to the harbour master of the port concerned or another officer of the Authority, to endorse the entry made by the exempt master.

(3) An officer of the Authority to whom a certificate of medical fitness is submitted shall record the date on which the certificate was submitted in the exemption record book of the exempt master concerned and the exempt master shall produce the book to the officer for this purpose.

(4) An exempt record book shall be in a prescribed form similar to the one prescribed as **Form 2 Schedule 5**.

55 Certificate invalid if not used for more than 12 months

An exempt certificate that has not been used in respect of a pilotage area for more than 12 months or longer is invalid in respect of that pilotage area.

56 Application and requirement for revalidation of an invalid exempt certificate

An exempt certificate that becomes invalid in accordance with section 56, can be reviewed, and its validity restored if the holder, under the supervision of a licenced pilot, makes at least three (3) trip into and three (3) out of the port or the pilotage area in command of a vessel within one year of the certificate becoming invalid.

57 Cancellation and suspension of exempt certificate

(1) The Authority may cancel or suspend an exemption certificate if, (the) —

- (a) holder is convicted of contravening section 49, 51, 53 (1) and (2);
- (b) Authority believes on reasonable grounds that the holder has contravened any of those provisions,
- (c) it becomes wholly invalid under section 57 and has not been wholly or partly revalidated under section 58, and
- (d) holder does not submit a certificate of medical fitness in accordance with section 31 or 32.

(2) The Authority may cancel or suspend a certificate if on reasonable grounds it is believed that the holder is no longer competent to navigate into and out of the pilotage area.

(3) Where the Authority cancels or suspends a certificate, reason(s) for cancellation or suspension shall be made in writing to the holder, including, in the case of a cancellation or suspension under subsection (1)(b) or (4), particulars of the reasons for such belief concluded by the Authority.

(4) The Authority shall, in the notice of a cancellation or suspension under subsection (1)(b), inform the person concerned of the right of appeal under this subsection 3.

(5) A cancellation or suspension takes effect on the service of a notice under subsection (5).

58 Appeal against cancellation or suspension

(1) An exempt master whose certificate is cancelled or suspended in accordance with section 58(1)(b) or (4) may, in writing, within 21 days of the day of the notice of the cancellation or suspension, appeal to the Minister against the decision of the Authority.

(2) The head of the Authority shall determine an appeal without delay and may confirm the decision of the Authority or direct the Authority to reverse or modify it in the manner specified under this Regulation.

(3) The Authority shall give effect to a direction under subsection (2).

59 Flag required if no licensed pilot on board

(1) The master of a vessel approaching any pilotage area, that holds an exemption certificate, is entitled to bring the vessel into that pilotage area without taking on board a licensed pilot.

(2) However, the vessel must fly a white flag, within 5 nautical miles of the relevant port until the vessel berths.

(3) Where a master fails to comply with this section, the master or owner of the vessel is liable to pay the charges equivalent to the fees incurred for obtaining the services of a licensed pilot.

PART V PILOT BOATS

60 Pilot boat management

Pilot boats management is a compulsory requirements and observation and compliance by all pilot boats is mandatory.

61 Requirements for pilot boat management systems

- (1) A pilot boat should be managed and operated consistent with the pilot boat safety management standard that has been approved by the Authority.
- (2) Pilot boat safety management standards must at best capture the following information —
 - (a) vessel contact details,
 - (b) organization and an organigram to trace link to management,
 - (c) resources and personnel on boat crew and roster planning,
 - (d) environment, health and safety rules on board,
 - (e) vessel operations,
 - (f) emergency response procedures including drill instructions,
 - (g) maintenance rules,
 - (h) documentation management, and
 - (i) IMO pilot ladder standard

62 Pilot boat operations

- (1) Pilot boat operations must be a specifically and explicitly detail in their operational manual that is the responsibility of all vessel owners to comply.
- (2) The details of the operational manual for pilot boats under this section must contain the following information, in particular, the standards for pilot boat pilot transfer operations —
 - (a) crew fatigue management,
 - (b) pilot boat stability,
 - (c) navigation standing orders,
 - (d) passage planning (generic and requirements for specific voyage),
 - (e) pre departure and vessel arrival checks,
 - (f) pilot transfer procedures (approaching and departing the pilot ladder),
 - (g) communications with the vessel regarding pilot ladder rigging based on IMO standard, vessel speed and vessel course requirements to transfer pilot,
 - (h) logbook management, and
 - (i) bunkering the pilot vessel,
- (3) Failure to comply with this requirement is an offence.

PART VI MINIMUM OPERATIONAL PROTOCOLS FOR LICENSED PILOTS AND MARITIME PILOTAGE SERVICE PROVIDERS**63 Operational Standards for Pilotage Service Providers**

The Authority recognizes the ISPO Code (Code) and to the extent the Code has been incorporated into this Regulation, becomes requirements for pilotage service delivery standards to be observed and complied by the pilotage service providers.

64 Passage planning

- (1) All pilotage services must be executed under a passage plan finalized with the ship master and consistent with the relevant port rules and must be underwater keel clearance requirement compliant.
- (2) All licenced marine pilots are expected to —
 - (a) conduct pilotage services with professionalism, due diligence and due regard to any regulations, port rules and any relevant marine orders,
 - (b) fully comply with their employer's (if they are employed by a pilotage service provider) safety management system and any associated work instructions,
 - (c) conduct the pilotage services only if it is deemed safe, ensuring there is zero risks on damages or injury to personnel, the vessel or port infrastructure, or
 - (d) pilot a vessel if they are physically fit, are capable of recoding a zero-alcohol blood reading and are within the fatigue management plan of their employer (if employed by a pilotage service provider).

65 Incidents reporting

- (1) All licenced marine pilots are expected to be familiar with reporting protocols relating to incidents, near misses or accidents at all time when executing pilotage services.
- (2) The reporting may include—
 - (a) immediately or when it is safe to do so, verbally report to the local harbour master,
 - (b) within forty-eight (48) hours submit a final written report, in conjunction with the vessels master, to the pilotage service provider and the Authority as required under section 164, of the Act, and countersigned by the master of the ship,
 - (c) in accordance with section 164, of the Act, the report under this section must be submitted for the following events (if the vessel)—
 - (i) is involved in an incident, near misses and accidents,
 - (ii) receives any damages or is rendered unsafe through the actions of another vessel or from contact with a wreck,
 - (iii) fouls a cable, pipeline or navigation aid,

- (iv) a pollution incident, and
- (v) if there was a requirement to return to PNG due to any sort of incident after departing PNG.

(3) Any reporting will be considered as a valuable experiences and basis improvement of safety standards and protocols within the respective pilotage area.

66 Service providers accidents and incidents investigation requirements

- (1) All pilotage accidents, incidents and near misses' required, under section 66 must be investigated by the pilotage provider as soon as practicable after being made aware of the incident.
- (2) The Authority may also instigate an investigation of an incident under sections 165, 166 or 207 and 208 of the Act and the Authority is empowered to seek other stakeholders' involvement to investigate satisfy the requirements of the Act.

67 Bridge resources management application

- (1) All licenced marine pilots must be trained in bridge resource management, with the emphasis on the exchange of information that is essential for a safe transit and support in an emergency.
- (2) During each master pilot exchange session, the pilot must communicate on the bridge team the importance of an exchange of information with the master or officer in charge of the navigational watch.
- (3) All licenced marine pilots are expected to maintain an effective working relationship with bridge team in both routine and emergency conditions.

68 Master or pilot information exchange

- (1) All licenced marine pilots are expected to conduct the vessel master information exchange exercise satisfactory to the standards established for information exchange applicable to the pilotage at the port.
- (2) The minimum information to be provided during the master pilot exchange expressed under subsection 1, should include—
 - (a) passage plan,
 - (b) expected weather,
 - (c) tides and currents',
 - (d) berth information,
 - (e) tug arrangements,
 - (f) mooring plan,
 - (g) last abort position,
 - (h) reporting positions to VTS/port control (as required),
 - (i) speed limitations on passage underwater keel clearance,

- (j) condition of vessel propulsion, steering motors and navigation systems,
- (k) requirement for helmsman,
- (l) bollard strengths,
- (m) crew going to stations position,
- (n) required ECDIS and radar set up, and
- (o) prompt to remind bridge team to engage bridge resource management protocol with pilot.

69 Continued proficiency for licenced pilots employed by pilotage service providers

(1) Notwithstanding the requirement for annual check rides with a check pilot as required under section 38, the pilotage service providers are expected to ensure the continuation of their proficiency of their employed licenced marine pilots and updating of their knowledge, through the following actions—

- (a) refresh visitations to the port control office to update the pilot on reporting processes,
- (b) attend meetings with the harbour master,
- (c) refresh courses on bridge resource management,
- (d) radar simulation courses,
- (e) ship handling courses,
- (f) review all the laws, regulations, rules and handbooks related to pilotage,
- (g) services, (if applicable),
- (h) attend on tugs that are operating in the port,
- (i) attend on pilot boats for MOB drills, and
- (j) first aid courses.

(2) Pilotage service provider is responsible to allocate any refresher training courses, meetings or on-board support harbour craft attendance for its pilots.

(3) Each pilot should have at least every 5 years ensure to undertake on-going proficiency requirement tests as determined by the Authority.

70 Pilotage service providers duties to facilitate arrangements for arriving, sailing and shifting vessels

(1) All pilotage service providers must be licenced by the Authority to provide pilotages.

(2) Pilotage service providers are prohibited from engaging unlicensed pilots, except in the event the unlicensed pilot is in command, under supervision from as senior pilot or check pilots.

(3) At any time, the pilotage service providers may approach the Authority for review of the boarding ground of the relevant pilotage area, however, any new boarding area can only come into force with the approval of the Authority.

(4) Any new pilot boarding grounds must ensure sufficient sea room for the pilot to have time to safely orientate, complete the master information exchange and set up the personal pilot unit (if applicable) before commencing the passage to the berth.

(5) In order to facilitate tug, mooring gangs and pilot boat availability, Providers are required to ensure that frequent and timeouts ETA's and ETDs are supplied by the relevant vessels via radio, email or the vessel's agent.

(6) The Authority must be copied in on any communication activities the vessels and pilotage service providers for record keeping.

(7) Any information sent to the Provider for new arrivals at the port must contain the following—

- (a) ship's name,
- (b) call sign,
- (c) ship's agent,
- (d) ship's characteristics: length, beam, draught, air draught (where relevant) speed, thruster(s),
- (e) date and time expected at the pilot boarding ground,
- (f) destination, berth (if required, side alongside); and
- (g) other relevant requirements and information including any defects.

71 Refusal to provide a licensed marine pilot

(1) A licensed marine pilot has a right to refuse pilotage services under the following circumstances—

- (a) when, it is deemed that the ship to be piloted has a real chance of posing a danger to the safety of navigation or to the environment,
- (b) if the vessel reports any defects or crew issues that results in the vessel failing to meet the pilot's expectation of readiness to receive a pilot.

(2) Any refusal given under this section must be immediately reported in writing with reasons to the Authority and the service provider.

72 Fatigue management

All pilotage service providers must ensure that their pilots perform their duties in compliance with its Authority authorized fatigue management plan.

73 Requirements to apply for a certificate of competence

(1) In order for the Authority to issue a certificate of competence under section 75, the pilot providers must put in place the following compliance protocols, including passage planning, wherein—

- (a) all pilotage service providers execute such passage plan discussed and agreed with the master of the ship and is compliant with port rule and has a safe underwater keel clearance,
- (b) all pilots provided by the are expected to also conduct the pilotage with professionalism, due diligence and due regard to the port rules and any relevant Marine Orders and this Regulation,
- (c) pilots must at all times comply with the providers safety management system as expressed under section 76 and 77 and such other operational standards,
- (d) pilots are expected to only conduct the pilotage if it is deemed safe to do so, such decisions to be based on possible damages or injury to personnel, the vessel or port infrastructure,
- (e) pilots only pilot a vessel if they are physically fit, are capable of recoding a zero-alcohol blood reading and are within the fatigue management plan, and
- (f) any pilot who may be ill for more than 28 days is expected notify their provider

(2) Each service providers must develop and submit to the Authority to review and approve a safety management system that is ISPO code compliant, as expressed in the provisions of Part VII of the Regulation.

74 Pilot Service Provider Licensee

In accordance with this section, the Authority may issue a certificate of compliance upon satisfying itself that the applicant has satisfied all the requirements under this Part and any other guidelines and standards imposed on the applicant by the Authority.

Part VII PILOTAGE SERVICE PROVIDER SAFETY MANAGEMENT SYSTEM GUIDE

75 Purpose and object

- (1) Each pilotage service provider is required under this section to develop and operate its services within a an ISPO approved Safety Management System.
- (2) The safety management system to be developed under this section be compliant to the following international laws, codes, resolutions and standards —
 - (a) IMO Pilotage Resolutions,
 - (b) IMO Standards of Training Certification and Watch keeping (STCW) Convention,
 - (c) Safety of Life at Sea (SOLAS) Convention, International Safety Management (ISM) Code,

- (d) best practice guidelines, published by the International Maritime Pilots' Associations; and
- (e) International Standard for maritime Pilot Organizations (ISPO) Code.

76 Features of safety management system standards

- (1) The pilotage service providers under this Part, must meet the standards for maritime pilot organizations does as expressed in the ISPO Code (as revised).
- (2) The standards as expressed in the ISPO Code for safety management system include —
 - (a) legislation and the object of the safety management system,
 - (b) functional requirements of the safety management system,
 - (c) management responsibility,
 - (d) recruitment, training and certification,
 - (e) pilot operations,
 - (f) pilot logistics,
 - (g) emergency preparedness,
 - (h) customer engagement,
 - (i) risk, Incident and accident management, and
 - (j) measurement, analyses, and improvement.
- (3) A pilotage service provider can may adopt the safety management standards template provided under this Regulation and identified as **Schedule 5**.
- (4) Notwithstanding subsection 3, any safety management systems developed independently by pilotage service provider must clearly articulate the ISPO Code standards.

PART VIV CONSERVANCY DUES

77 Fees and Fines

The relevant fees for —

- (a) application fee for marine pilot licence under section 10(2)(c),
- (b) renewal of marine pilot licence under section 14(2)(c);
- (c) replacement of lost marine pilot licence in accordance with section 18;
- (d) charges for delays caused by vessels not able to receive pilots on time, as expressed under section 26 (3); and
- (e) exempt certificate application in accordance with section 45 (1)(f).

The express fees for items identified under subsection 1 are as set out in Schedule

Part X MISCELLANEOUS

78 Police officer's powers to enforce

(1) A member of the Police Force may, where it is considered necessary for the due enforcement of the provision of this Regulation, board any vessel within a port and search and inspect the vessel and any machinery, equipment, cargo or article in or on board the vessel.

(2) A person shall not interfere with or in any way obstruct a member of the Police Force acting in pursuance of subsection (1).

79 Authority authorized to implement this Regulation

Whereby under this Regulation, an act is required to be done or forbidden to be done in relation to any vessel, the master of a vessel has, unless the contrary intention appears, the duty of causing to be done the act so required to be done, or of preventing from being done the act so forbidden to be done.

80 General offences and penalties

Every person who by act or omission contravenes any provisions of this Regulation commits an offence and, unless a penalty is expressly provided in relation to that offence in the Act or this Regulation, is liable to a fine of [■].

Part XI SAVINGS, REPEAL, TRANSITIONAL PROVISIONS**81 Merchant Shipping Act 1975****82 PNG Ports Act**

SCHEDULES

Schedule 1

Pilotage Area

Merchant Shipping Act 1975

Act, Sec. 196.

Reg. Sec. 2.

PILOTAGE AREA

Schedule 2 Declared Ports

Merchant Shipping Act 1975

Act, Sec. [confirm].

Form P.1

Reg. Sec. [confirm].

PORT NAMES AND LIMITS

No.:

Table 1 Name and limits of ports

Merchant Shipping Act 1975

Act, Sec. 220.
Reg. Sec. 7.

Form P.1

DECLARED PORTS PLANS.

No.:

Table 2 Copies of declared ports plans

SCHEDULE 4

Act., sec 288
Reg sec (10)(2)(a)

Marine Pilot Application Form

PASSPORT
SIZE PHOTO

PERSONAL PARTICULARS

NAME IN FULL

(as identified in passport or
National identification)
documents)

ADDRESS

(Residential)

POSTAL

PHONE NO

EMAIL

DATE OF BIRTH

COUNTRY OF BIRTH

CLASS OF MARINE PILOT

being applied for

Marine Pilot Licence

Merchant Shipping Act 1975

Act, Sec. 288.

Reg. Sec. 9

Form P.1

Passport
Size Photo

PILOTAGE LICENCE

No.:

The holder of this licence whose signature appears below is authorized to take pilotage charge of ships of

within the pilotage areas listed on the reverse side of this licence.

Dated _____, 20_____

Stamp of the Pilotage Authority.

(Signature a/Holder.)

(Reverse side)

This licence is valid within the pilotage areas of –

1.	
2.	
3.	
4.	
5.	
Full name of holder	
Colour of eyes	
Complexion	
Colour of hair	

SCHEDULE 5 FORMS

FORM 1 OBESRVER TRIP FOCUS CHECKLIST

FORM 1*Merchant Shipping Act 1975*

Reg. Sec.37(3)

OBSERVER TRIP FOCUS CHECKLIST

No	Observation	Remarks
1	Were the Port regulations applicable to marine pilotage in the port complied with?	
2	Was the VTS/Port Control, engaged in the pilotage and was the correct communication at the reporting points in accordance with port rules (as applicable) engaged?	
3	Was a passage plan completed for the pilotage or a generic passage plan used?	
4	Was the passage plan understood and transits speeds and satisfactorily explained to the Master?	
5	Were the limits of the port, pilotage areas and compulsory pilotage areas clear and complied with including pilot boarding arrangements and the benefits of requesting a lee from the vessel?	
6	Were the channel depths and beacons identified and understood in their role to support safe passage?	
7	Were tides weather and currents understood and the methodologies to counter the currents and wind understood?	
8	Were the location of cables, pipes and shallow patches understood?	
9	Was the anchoring protocol for the port understood?	
10	Were the emergency procedures/protocol for the port (in relation to pilotage emergencies) understood?	
11	Was the interaction between the bridge team and the Pilot with respect to radar and ECDIS use satisfactory?	
12	Was the use and set up of the pilots PPU satisfactory?	
13	Was the methodology used in the engagement of, wheel, engine and thruster units satisfactory and understood?	
14	Was the concept of UKC understood and the possibilities of bank effect and squat understood?	
15	Was the use of the tugs, communication and tug orders satisfactory and understood?	
16	Was the communication and orders to the mooring gangs at the quayside satisfactory and understood?	

FORM 2***Merchant Shipping Act 1975***

Act, Sect. 288

Form P.2

Reg. Section 52

No.:

MASTER EXEMPTION CERTIFICATE

THIS IS TO CERTIFY THAT.....
whose signature appears below, has, in accordance with the provisions of the
Merchant Shipping (Pilotage) Regulations 2022, become entitled to navigate a
vessel into and out of the pilotage areas specified in this Form without the services
of a pilot and is EXEMPTED accordingly from the requirement to take on board a
pilot.

This certificate is subject to the conditions specified in it.

Dated.....20.....

.....
GENERAL MANAGER.....
SIGNATURE OF HOLDER

PASSPORT SIZE
PHOTOGRAPH

PERSONAL PARTICULARS

NAME IN FULL

ADDRESS

(Residential, Postal,
Phone, Email)

DATE OF BIRTH

COUNTRY

If found this certificate should be returned to:

National Maritime Safety Authority
Level 2, Defence Haus
Corner of [] Street
Downtown, Port Moresby, Papua New Guinea 125

SCHEDULE 5
FORM 3

[Reg.Sec 56(1)]

PILOTAGE EXEMPTION RECORD BOOK

Pilotage Area Visits					Medical Certificates	
Pilotage Area	Date & Time In	Date & Time Out	Name of Vessel	Pilot/Harbour Master Initials	Received	Next Due

Schedule 6**Pilot Provider Safety Management System [Template]*****Merchant Shipping Act 1975 (as amended)***

Reg. Section 77

[] Safety Management System Rules

This guideline is for *[insert name of the Pilotage Providers]* to operate pilotage services within the *[insert name of the pilotage area]*. The Guideline has been developed consistent with the provisions of the ISPO approved Safety Management System and other relevant international laws, standards, codes and resolutions, including—

- (a) International Maritime Organization’s (IMO) Pilotage Resolutions,
- (b) the IMO Standards of Training Certification and Watch keeping (STCW) Convention,
- (c) Safety of Life at Sea (SOLAS) Convention,
- (d) International Safety Management (ISM) Code, and
- (e) best practice guidelines, published by the major International Maritime Pilots’ Associations and the International Standard for Maritime Pilot Organizations (ISPO) Code.

The Safety Management System requirements are divided into the following parts—

Preliminary - Definition

Part 1 – Legislation and the objective content of the safety management system

Part 2 - Functional Requirements Pilot Provider Management System

Part 3 – Management responsibility

Part 4 - Recruitment, training and certification

Part 5 - Pilot Operations Procedures

Part 6 - Pilot Logistics Procedures

Part 7 - Emergency Preparedness

Part 8 - Customer engagement

Part 9 - Risk, Incident and Accident Management

Part 10 - Measurement, Analyses, and Improvement

Preliminary – Definition

“IMO” means International Maritime Organization

“STCW Convention” has the same meaning as the regulation;

“SOLAS Convention” Safety of Life at Sea

Part 1 – Objective of the Safety Management System

- (1) This safety management system guideline is based on international best practices and it aims to provide confidence to shipping customers in the country.
- (2) Notwithstanding, the requirement for compliance to international best practices, other considerations required to uphold safety management system practices to ensure quality of the pilotage services, in order to ensure —
 - (a) safety for clients, pilots and pilot support organizations
 - (b) insurance benefits
 - (c) experiences to improve reporting system to make it robust and relevant
 - (d) continuing improvement of the standard of maritime pilot services in the country
- (3) The objective of the safety management system guideline, will be based on the following —
 - (a) provide quality service with due regard for the safety of human life and avoid or mitigate environmental and property damage,
 - (b) used as a management framework to audit standards,
 - (c) assess risk to property, the environment, ships, personnel and to establish appropriate safeguard,
 - (d) improve safety management practices,
 - (e) provide an organizational structure, procedures, processes and resources to manage, monitor and record the activities of the pilotage service provider,
 - (f) continuously improve the quality of pilotage service, and
 - (g) develop an effective system to communicate with customers and respond to customer feedback.
- (4) This safety management system guidance shall therefore be —
 - (a) compliant with local, national and international rules and regulations,
 - (b) other relevant guidelines and standards, such as local port rule book; and
 - (c) IMO recommendations, such as standards on pilot ladder and training.
- (5) Deviations from ISPO Code
 - (a) the requirements of the ISPO code are of a general nature and can be applicable to every maritime pilot provider irrespective of its size and organizational structure,
 - (b) Specific modifications will be acceptable, under the following circumstances—
 - (a) deviations to the Code are made, continuing claims of conformity to the ISPO Code may be approved, but only if the deviations do not affect the

Providers ability or responsibility to provide pilotage services that meet customer and applicable regulatory requirements

- (b) exemptions will be subject to the approval of the classification society auditing the Provider and will be decided on a case-by-case basis.
- (6) Each pilot providers safety management system that complies with the requirements of the ISPO will be issued an 'ISPO Certificate of Compliance' after a successful audit by a class society on behalf of the ISPO International User Group
- (7) The audit will verify documentation and the pilots and pilot managements compliance with the safety management system.
- (8) The ISPO Certificate of Compliance is issued for a maximum period of 5 years.
- (9) Annual inspections to verify compliance (interim inspections) is mandatory to maintain the ISPO certificates validity.
- (10) The ISPO certificate will be withdrawn in case of non-compliance to the requirements specified in the ISPO.
- (11) Events that can cause the certificate to be withdrawn are—
 - (a) Failure to request periodical (annual) verification.
 - (b) Evidence of a major non-conformity with the requirements specified by the ISPO,
 - (c) Evidence where a standard non-conformity has been raised and there is no of evidence of any corrective action being taken before the next audit.

Part 2 – Functional Requirements of ISPO Compliant or NMSA approved Pilot Provider Management System

- (1) Every ISPO certified maritime pilot provider is required to develop, modify, implement and maintain a management system which shall include the following minimum functional requirements—
 - (a) a policy statement, reflecting the commitment of the management of the maritime pilot organization to actively engage in –
 - (i) safety policy,
 - (ii) environmental protection, and
 - (iii) a quality customer service and engagement policy,
 - (b) pilotage management system identification process,
 - (c) instructions and procedures on safe practice,
 - (d) communication procedures between and amongst shore operations and the pilot and bridge team,
 - (e) reporting non-conformities, accidents and risk events procedures,
 - (f) pilots qualification and certification procedures,
 - (g) ensuring conformity to local port rules, national and international regulations by the safety management systems,
 - (h) procedures for annual internal verification audits, review, analysis and evaluation.
 - (i)

(2) Safety Management Manual Framework

Safety management system must include the following information—

- (a) A broad overview of the scope of the safety management system that covers claims for noncompliance to the code (exemptions) and justification for these exemptions
- (b) All procedures or references to any procedures that are supporting the safety management system
- (c) These include but are not limited to:
 - (ii) Training,
 - (iii) Recruiting
 - (iv) Medical,
 - (v) Fatigue management
 - (vi) Pilot transports,
 - (vii) Emergency preparedness,
 - (viii) Document management,
 - (ix) Organisational structure,
 - (x) Pilot code of conduct,
 - (xi) Company structure
 - (xii) Job descriptions
 - (xiii) Incident reporting,
 - (xiv) Auditing,
 - (xv) Customer care,
 - (xvi) Pilotage operations – planning use, communication protocol
 - (xvii) Managing Risk

(3) Safety Management System Document Management

The safety management system should detail procedures to control and file retrieval process (either paper or digital)

- (4) The documents and references required in a compliant safety management system manual should include—
- (a) signed Policy statements
 - (b) operational procedures
 - (c) Operational planning documents, and completed operational records
 - (d) Links to other supporting manuals where required
 - (e) Document of Change procedures
 - (f) Removal of outdated documents process.

(5) Document Control Practices

Documents required by the providers Safety Management System should be controlled by procedures to achieve the assurance that—

- (a) documents are suitable for the task that they are designed for via a management approval process
- (b) changes in documents are identified at the beginning of the document or in the footer and registered

- (c) documents are reviewed as part of the safety management system audit and management reviews and are updated if necessary

Part 3 – Service Provider Responsibility

The safety management system should reflect the pilot providers management responsibility and the authority over its personnel who contribute towards the pilotage service providers services.

- (1) The safety management system must therefore include the process for pilot service providers process to—
 - (a) review the safety management system annually
 - (b) access legal support (if required) in the delivery of the pilotage services
 - (c) resource allocation to enable the designated persons to perform their function
 - (d) access to resources to individual pilots associated to their health and wellbeing
- (2) **Maritime Pilot’s Role**
Each pilotage service providers must define the role of the maritime pilot and the maritime pilot’s individual responsibility and accountability with regard to:
 - (a) implementing the companies’ safety, environmental protection and quality.
 - (b) proper professional behaviour while providing pilotage services.
 - (c) compliance to the providers safety management system
- (3) **Designated Person’s Role**
The safety management system must define the role of the designated persons and provide details the individual designated person’s responsibility and accountability with regard to—
 - (a) appointment of a designated person whose duty is to monitor the safety, environmental protection, be a “go to person” for the other pilots and who will monitor the quality aspects of the safety management system including various modes of presentation
 - (b) the designated person’s ability to act independently from any part of the pilot body when carrying out their duties
 - (c) the designated person being experienced in all the aspects of pilotage services
 - (d) the designated person having the independence and authority to report on the performance of the safety management system to the Providers senior management
 - (e) the designate persons proposals and recommendations be accorded due consideration and application where relevant
 - (f) an assurance that any action recommended by the designated person cannot be dismissed or delayed without justification.

Part 4 – Recruitment, training and certification

- (1) the safety management system must reflect an appropriate recruiting, training, qualification and licencing regime to accommodate pilotage in the relevant port.
- (2) to ensure compliance, the pilot service providers safety management system processes for it (recruitment, training and certification) shall include—
 - (a) determining the competency requirements for the provider’s pilots
 - (b) timing and scope to achieve competency
 - (c) evaluating the effectiveness of the competency requirements
 - (d) maintaining records on appropriate education, training, skills and experience in an easy to retrieve location,
 - (e) considering the lessons learned from non-conformities, incidents, accidents and risk events, and of other information to enhance the training of personnel
 - (f) Ensuring that all personnel involved in the Providers management system have an adequate understanding and instruction opportunity (where required).
- (3) Medical fitness of the providers pilots
The safety management system must ensure that all maritime pilots under its management are medically fit to perform their work in the pilotage waters associated with their certificate.
- (4) the safety management system relating to medical fitness for the providers pilots must therefore ensure —
 - (a) all maritime pilots and candidates are at least required (as a minimum) to meet the medical fitness standards of health as required for officers in charge of a navigational watch under the latest version of the Standards of Training, Certification and Watchkeeping Convention 1978. Pilots should be re-tested in accordance with the STCW requirements
 - (b) ensure that the above minimum standards are sufficient its pilots to operate safely in the waters associated with their certification
 - (c) use medical devices (spectacles and hearing aids) must ensure that spares are carried at all times when on duty
 - (d) medical assurance requirements on the management of injury, long term illness and the return to duty regime for pilots who have undergone a long-term absence away from piloting is reflected.
- (5) Training, Qualification and Certification of Maritime Pilots
Establish and maintain an adequate and relevant to the pilotage waters training program that is in accordance with the latest recommendations of the IMO for maritime pilots. **(IMO Resolution A. 960 (23), adopted 0n 5 December 2003 – Agenda Item 17).**

- (6) The standard on training must cover the ongoing competence and certification to achieve the following—
 - (a) assurance that all pilots are properly trained and qualified in accordance with the safety management system requirements and compliant with local, national and international requirements
 - (b) assurance that part of the practical training of apprentice pilots is to be carried out on vessels under pilotage witnessing experienced and licenced pilots operate
 - (c) assurance that all pilots will be trained in a BRM courses and refresher courses as and when required
- (7) Keeping training records
the provider should keep records (that can be provided if required by the Pilotage Authority) of all pilot certificates and or licenses, which shall capture —
 - (a) name of pilot
 - (b) grade of current licence detailing to any pilotage limitations
 - (c) expiry date of licence or renewal date
 - (d) last peer verification of competence check ride and when the next check ride is due
 - (e) when next medical is due
 - (f) due dates of any required auxiliary courses e.g. simulator attendance, BRM courses, ship handling courses, workshops with the Port Authority, survival at sea and first aid.
 - (g) records of the pilot's experience
- (8) Licencing information on the pilot licencing issuing body including a broad application process that the provider needs to follow to support a new pilot in the application process of the upgrade process for an existing pilot.
- (9) An official licence to operate registration identification card should be provided for each pilot
- (10) ensure on going competence must establish an ongoing proficiency process to keep abreast of technological developments in wheelhouse and handheld navigation equipment, and also to update the knowledge of maritime pilots.
- (11) to ensure this proficiency of the pilots, the safety management system should have processes or a methodology to support—
 - (a) all pilots in continuing to maintain their required level of competency in compliance with the Providers safety management system
 - (b) relevant support in the safety management system is in compliance with local port rules and regulations
 - (c) determining the maximum absence period in the areas where the pilotage services is being delivered
 - (d) refresher programs must be in place in the event that the absence has exceeded the maximum period.

Part 5 – Service Provider Pilot Operations Procedures

- (1) pilots to always perform pilotage at a high level of safety and quality and to communicate professionally with the VTS, bridge team, linesman and the tugs.
- (2) communications on operations procedures to ensure that proper communication between the vessel's master, the pilot, the VTS/VTM authority, pilot boat and tugs is being conducted prior to and during the pilotage passage and other port communication rules should be recognised and clearly provided in the safety management system
- (3) passage planning procedures for the preparation, planning and execution of the pilotage passage with due consideration to local best practice and the pilot training should be established
- (4) passage planning process should take into account the following key principles—
 - (a) shipping information exchanges between the provider and the pilots should be allow for sufficient time for preparation and planning of the pilotage passage
 - (b) before the pilotage commences, a detailed Master Pilot Exchange (MPX) should take place between the master and/or bridge team and the pilot
 - (c) during the pilotage the passage plan should be monitored by the Pilot and the Bridge Team and any deviations from the plan by the pilot must be fully explained to the bridge team
 - (d) carry directions on safe hand over procedures between master and pilot with respect to conning the vessel, and must be clear and unambiguous
 - (e) establish procedures defining the role of the lead pilot and the assisting pilot when two pilots are on board operating as a team with clear demarcation of responsibilities between the two officers.
- (5) VTS Management if used in a port, the safety management system should direct pilots to a proper communication process with the VTS/VTM authority.
- (6) the following VTS communication principles should apply—
 - (a) any formal communication protocol agreements between the pilot organization and the VTS/VTM authority should be documented in the safety management system
 - (b) safety management system should also verify the pilot communications with the VTS follows port regulations and that all mandatory VTS reporting is carried out in accordance with the Port Authority/Harbour Master rules.
- (7) Use of the PPU (Portable Pilot Unit), are used by the Providers pilots, and procedures for the safe usage of PPU's to ensure best practice methodologies must be consistent to the International Marine Pilots Association Guidelines.

- (8) The following principals on PPU use should be highlighted in the safety management system—
 - (a) PPU systems should only be used as an aid and should not lead to a weakening of the basics of good practical marine piloting
 - (b) Where a PPU is used during a pilotage passage, a training program should be established to ensure that maritime pilots are trained, qualified and/or certified in its use
 - (c) The PPU's are checked to ensure planned maintenance, repairs, testing and updating of hard and software and has taken place. (Reference may be made to the PPU manual re maintenance and recommended software updates)
 - (d) Records of planned maintenance system for the PPU's and scheduled maintenance checks with logs of usage and faults/failures should be kept under the Providers record keeping protocol.
- (9) embarking and disembarking will require safe and efficient pilot transfer procedures from the pilot base to the vessels is an essential element to be incorporated in the Providers safety management system
- (10) procedures for the reporting of any vessel deploying Pilot ladders that are non-compliant with the IMO resolution on pilot ladders.
- (11) reference and comply with—
 - (a) the requirements in SOLAS V/23 which detail the minimum standards for equipment installed and arrangements for pilot transfers on ships on or after 1 July 2012.
 - (b) The IMO standards can be found in IMO Resolution A.1045(27) "Pilot transfer arrangements and IMO Resolution A.1108(29) "Amendments to the Recommendations on Pilot Transfer Arrangements (Resolution A.1045(27)), must be captured in the safety management procedure

Part 6 – Pilot Logistics Procedures

- (1) Providers safety management system should detail procedures for logistic operations for maritime pilots that includes—
 - (a) pilot scheduling - roster management
 - (b) pilot transport methodologies
- (2) Pilot scheduling should include instruction on pilot roster protocol in order to manage fatigue.
- (3) The procedures should include information on—

- (a) safety management system instructions to ensure that the maritime pilot will only carry out pilotage within the fatigue protocol that should include the protocol to be followed if a relief pilot is to be engaged
 - (b) safety management system instructions on what reporting options pilots may have if a pilot is going to run the risk of exceeding the fatigue limit for pilot operations.
 - (c) The wording in the safety management system for fatigue management should not be in conflict with local port rules as issued by the Harbour Master or Port Authority
- (4) Pilot transfer or transport operations in the safety management system must provide procedures to transport pilots safely and in accordance with the port's rules.
- (5) To achieve this the safety management system should have details on—
- (a) all units (pilot boat and or helicopters) are fit to do the transport operations safely and operate with due regard to the environment
 - (b) should ensure that any contracted organization's (to provide transport services for maritime pilots), have established procedures, to provide transport pilots safely
 - (c) pilot transfer procedures or meetings that IMO best practice is maintained by all personnel involved in pilot transport through direct monitoring of the transport companies transport procedures.

Part 7 – Emergency Preparedness

- (1) Procedures for support and, for the pilots themselves, to be able to respond to potential emergency situations related to the pilotage passage must be expressed
- (2) The safety management system should detail communication and shore support actions procedures, where management will ensure the well-being of its pilots after having been exposed to a hazard, accident or emergency situation.
- (3) To ensure emergency procedure preparedness for on board emergencies the safety management system should contain a set of immediate pilot actions to take in the event of engine failure, steerage failure, grounding, collision, fire, tug failure and stability failure.
- (4) Pilot transfer emergencies standards should ensure a rapid and effective response to an emergency during pilot transfer operations.
- (5) To achieve this the safety management system should contain details on—
- (a) programs for drills and exercises to prepare pilot boat crews and pilots in pilot transfer emergencies
 - (b) provider actions/monitoring processes to ensure that contracted 3rd party pilot boat operators have procedures to respond promptly to hazards, accidents and emergency situations, including redundancy procedures to ensure continuity of service.

Part 8 – Customer engagement

- (1) Safety management system must be the formalisation a process to engage with customers that are using the Providers pilotage service.
- (2) To achieve this the following processes should be detailed in the safety management system—
 - (a) collecting and recording information from customers about their pilotage requirements.
 - (b) assessing customer requirements, prior to the Provider committing to supply pilotage to the customer.
 - (c) a protocol to consult customers in the event of a new service being planned or if existing services are changed.
 - (d) ensuring that any changes to the pilotage continues to meet all the requirements of good practice and port regulations.
 - (e) a procedure to monitor and grade customer feedback

Part 9 – Risk, Incident and Accident Management

- (1) a process to continuously identify, manage, and mitigate against risks must be established.
- (2) the provider should show commitment to reduce existing risks and potential new risks.
- (3) Consequences of incidents, accidents and risk events should be used as references for lessons learned to be discussed with all pilots.
- (4) Risk management strategies should be considered against the following criteria-
 - (a) risks associated with changes in regional circumstances,
 - (b) expected responsibilities, and tasks of the Providers pilots, particularly if new services are planned, or existing services are planned to be changed,
- (5) The need to establish new processes or to change existing processes.
- (6) Lack of competence, if any, must require for further training if existing training is insufficient to deliver safe pilotage services?

Risk records must be established ensure that the results of risk assessments are used in the risk mitigation processes and can be achieved through –

- (a) that relevant documents are amended (if required); and
- (b) that personnel involved are made aware of the changes in procedure that were generated by the risk assessment (relevant identified pilotage risks are communicated to the appropriate authority.
- (c) Incident and Accident reporting system should ensure that incidents, accidents and “near miss events are reported and investigated and that corrective or risk mitigation actions are carried out.

- (d) To achieve this an incident/marine event/near miss report format should be readily available to the pilots. The incident report template should lead to the following results:
 - (a) improve safety margins and reduce risk or reoccurrence of the incident.
 - (b) identify the root cause of an incident, accident or risk event.
 - (c) corrective actions being communicated and their effectiveness reviewed.

Part 10 – Measurement, Analyses and Improvement

- (1) reports of non-conformities, incidents, accidents, near miss events and complaints are strictly reported, investigated and analysed with the principal view of improving the management system.
- (2) pilotage service providers and its management must annually evaluate the safety management system and, if necessary, make controlled changes consistent with the document of change process.
- (3) The pilots should be part of the evaluation process and any associated changes
- (4) The initial results of the assessments will first be brought to the attention of the personnel responsible for the area assessed to enable constructive comment; after that, any corrective measures can be considered for implementation.

Internal Audits with a maximum extension of 3 months if required to be carried out based on the following principle -

- (a) ensure that the safety management system is being complied with and maintained, with record keeping being kept up to date and used as a principal tool to verify compliance
 - (b) that actions to eliminate detected non-conformities and their causes are taken without undue delay. Follow-up activities include the verification of the actions taken and the reporting of verification results
 - (c) ensure that there is a process for Management to analyse internal audit reports and that appropriate action to achieve improvement of its management system is taken.
- (5) Should the audit program be carried out in sections, the areas of the safety management system to be audited should be clearly stated (together with the audit methodology) in the audit plan with a view to ensure that the full pilotage safety management system is audited through the year and previous audit outcome to be incorporate in the yearly audit process
 - (6) whilst selecting an auditor, the following selection process criteria should be taken into account-
 - (a) selection of the auditor must ensure the internal audit is conducted objectively and with impartiality;
 - (b) Auditors may not audit their own work;

- (c) ensure that internal auditors are competent and qualified with relevant understanding in pilotage services.
 - (d) Internal auditors must be able to conduct the audit independently of the pilots. However, in the event that is not practical the pilot service providers management must ensure that the auditor will conduct the audit acting as an independent; and
 - (e) It is the auditor has the responsibility for reporting results pilot service providers management team.
- (7) Management review of the safety management system must be done independently of the internal audit
- (8) The review should include –
- (a) analyses of incidents, accidents and risk events,
 - (b) non-conformities and internal audit findings,
 - (c) customer feedback (complaints and customer comments); and
 - (d) recommendations (if any) for updating the management system as a result of changes in the organization's business environment or to accommodate new port regulations.

Schedule 6 Fees and Charges

Merchant Shipping Act 1975

Act, Sec. 220

Reg. Sec. 88

Fees and Charges.



Annexure

“E”

Gazettal Notices



National Gazette

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No. G262]

PORT MORESBY, THURSDAY, 30th MARCH

[2017

DIRECTION NO: 1/2016—VESSEL MOVEMENTS

This Direction is made pursuant to Section 11(1) of the **Ports (Management & Safety) Regulations 2010** (the Regulations).

APPLICATION

This Direction applies to all vessels with length overall (LOA) of 10 meters and over approaching and leaving the declared port precincts of Papua New Guinea.

DEFINITIONS

'*Compulsory Pilotage Areas*' are ports declared by the Pilotage Authority or NMSA for the compulsory engagement of marine pilots for all vessel movements within the said port.

'*Declared Ports*' means ports that are declared by the Minister for transport and gazetted and managed by the Port Manager.

'*Exclusion Zones*' means zones within the declared port created for certain type of vessels only and restricted to other vessels.

'*Port Control*' refers to the duty Operations Officers of PNGCL where there is no VTS in operation.

'*Port Manager*' means a manager appointed by the Department Head or his delegate to manage a Port under Section 15K(2)(f) of the *Harbours Act* Chapter 240.

'*PBG*' refers to Pilot Boarding Ground.

'*PNGPCL*' refers to Papua New Guinea Ports Corporation Limited.

'*Vessel*' means a ship (that term is defined in the **Ports Management & Safety Regulation 2010**).

'*VTS*' means Vessel Traffic Services operated by PNGPCL.

DIRECTION

Sections 20 and 26 of the Regulations set out requirements for a vessel entering and leaving a declared port. The Port Manager now directs the following;

- 1) Give the Port Manager or his/her delegate prior vessel arrival notices between the time intervals of 96 hours, 72 hours, 48 hours, 24 hours and 12 hours.

Direction No: 1/2016—Vessel Movements—continued

- 2) The masters of all vessels entering and leaving the declared ports must turn on VHF Channel 12 or 16, the listening watch for all the ports.
- 3) Arriving vessel(s) must call VTS/Port Control on VHF Channel 16 or 12 to report her arrival time at PBG at each 4 hour, 2 hour and 1 hour prior to ETA at PBG.
- 4) The master is required to give identity of the vessel including the condition, cargo and their intention to the Port Manager or his/her delegate.
- 5) Prior to entering the declared port limits, vessel(s) masters must call VTS/Port Control to seek Clearance approval to proceed inside.
- 6) VTS/Port Control will give Clearance/Approval or Deny entry into the port subject to prevailing traffic conditions and or other regulatory requirements.
- 7) In compulsory pilotage areas, the vessel to proceed to PBG or pilot station and wait for the appointed pilot service provider(s) to take the vessels to any approved facilities or anchorage.
- 8) In compulsory pilotage areas, all vessels must be sailed out by pilots except for the pilot exempt masters for that particular port.
- 9) Those masters with pilot exemption for that port may proceed direct to berth or anchorage only after seeking clearance approval from VTS/Port Control on VHF Channel 12 or 16.
- 10) The vessels shall take the established routes in the port as directed by the Port Manager or his/her delegates and as per the local Chart for that port.
- 11) The pilots or pilot exempted masters shall communicate on VHF Channel 12 or 16 and report on specific locations to Port Control or Vessel Traffic Services (VTS) as the ship is moving through the port passages and channels.
- 12) A clear and safe separation distance is maintained between two vessels entering or leaving the ports.
- 13) The speed limit must be at a reasonable safe speed as determined by the pilots or masters.
- 14) All vessels moving in the port shall have clearly written draught marks and shall not load over their marks.
- 15) All vessels when entering or leaving the port shall have their anchors on standby and ready for immediate use.
- 16) All vessels are required to access the port area at partial power, full power only after leaving the port.
- 17) All vessels shall have the Under Keel Clearance (UKC) of 10 percent (%) of the vessel's draft within the port limits and anything below 10% is considered as unsafe.
- 18) The Port Manager or his/her delegate shall be notified four (4) hours before the vessel departs except in emergency situations.
- 19) Prior departure vessel master/pilot and or pilot exempted master must call VTS/Port Control and seek clearance approval to depart on VHF Channel 12 or 16.
- 20) VTS/Port Control shall give Clearance/Approval or Deny departure subject to prevailing traffic conditions and or other regulatory requirements.
- 21) Port Manager or his delegate must be notified of any move within the port.
- 22) The Port Manager and the pilot service providers must be informed of the ship's name, estimated time departure (ETD), deepest draft, next port of call and other necessary information.
- 23) All port charges or dues must be paid in full before that vessel leaves the port area.

Liability

Neither the Port Manager nor PNGPCL nor its agents shall, in any case, be responsible for and against any loss, damage or injury to a person or property caused by directly or indirectly, out of or in any way attributable or incidentally when entering and leaving the declared ports.

Given under my hand this 3rd of March, 2017.

H. KILA (MS),
Port Manager.

DIRECTION NO: 2/2016**USE OF TUGS WITHIN THE DECLARED PORTS FOR BERTHING/UNBERTHING OPERATIONS****Pursuant to Section 39 of the 'Ports Management & Safety Regulation 2010'****APPLICATION**

This Direction applies to all shipping agents, Ship Owners, Marine Pilots, Tug Boat Service Providers, Port Facility Operators and Port users in relation to the use of Tugs for berthing and un-berthing operations within the declared ports.

DEFINITIONS

'Declared Ports' means ports that are declared by the Minister for transport and published in the *National Gazette* and managed by the Port Manager.

'Master' means every person having for the time being, lawfully or de facto, the command, charge or management of vessel.

'Port Manager' means a manager appointed by the Department Head to manage a Port under Section 15K(2)(f) of the Act.

'Vessel' means a ship (that term is defined in the **Ports Management & Safety Regulation 2010**).

'PNGPCL' stands for Papua New Guinea Ports Corporation Limited.

DIRECTION

Section 39 of the Regulations requires the master of the vessels to engage the services of a tug for a vessel entering and leaving a declared port. The Port Manager now directs the following:

1: Minimum Tug Requirements

- a) A minimum number of tugs will be required to be used when berthing and un-berthing a ship.
- b) Pilots and masters are to assess the requirement for additional tugs on a case by case basis.
- c) All ships will require mooring gangs to assist with initial mooring lines at both bow and stern of berthing vessels.
- d) Pilots of vessels with low freeboard should confirm the suitability of the tug allocated for that vessel.
- e) Vessels that have bow thrusters shall not require tug assistance for berthing and un-berthing unless deemed necessary and appropriate by the master or pilot.

2: Minimum Tugs to be used

The Towage Matrix below can be described under normal conditions as the lowest common denominator with respect to the declared Ports towage requirements and is a baseline guide for the minimum number of tugs to be used when berthing or un-berthing a vessel in any declared port.

Action	LOA	Tugs	Other Criteria
Berthing	≤ 85m	Optional	
Berthing	≥ 85m ≤ 179m	1x tug	Tug to be engaged at the discretion of the Pilot or Master.
Berthing	≥ 180 m	2x tugs	Additional Tugs will be engaged at the discretion of the Pilot or Master or as per Port Facility Operator's safety requirement. Additional tugs to be engaged at the discretion of Pilot and Master.
	> 250m	3x tugs	
Unberthing	< 85m	Optional	
Unberthing	≥ 85m ≤ 179m	1x tug	Tug to be engaged depending on environmental conditions and proximity other of berthed ships.
Unberthing	> 180m	2x tugs	Third tug to be engaged depending on environmental conditions and proximity of other berthed ships.
	> 250m	3x tugs	
Ship to Ship Transfers	< 100m	1x tug	Vessels with operational and efficient thrusters may use one tug.
	> 100m	2x tugs	

Direction No: 2/2016—continued**Use Of Tugs Within The Declared Ports For Berthing/Unberthing Operations—continued
Pursuant to Section 39 of the 'Ports Management & Safety Regulation 2010'****3. Bollard Pull requirements**

As a general rule of operation, all ports will use the formula of one tonne bollard pull for every 1000 tonnes of displacement. Bollard pull required = displacement /1000. For all vessels of greater than 40,000 tonnes displacement it is assumed that the following additional conditions are met:

- a. weather conditions are favourable based on wind force and direction, fog, rain, visibility etc.
- b. the primary allocation of tugs is to be two twin screw tugs of similar bollard pull.

All Tug Operators must provide to the Port Manager results of a certified Bollard pull and push test current for every five (5) years.

Special circumstances or variance from the above conditions may require the tug allocation to be reviewed by the Port Manager in consultation with the Duty Pilots.

Liability

Neither the Port Manager nor PNGPCL nor its agents shall, in any case, be responsible for and against any loss, damage or injury to a person or property caused by directly or indirectly, out of or in any way attributable or incidentally when entering and leaving the declared ports.

Given under my hand this 3rd of March, 2017.

H. KILA (MS),
Port Manager.

DIRECTION NO: 3/2016—ANCHORAGE

This Direction is made pursuant to Section 11(1) of the **Ports (Management & Safety) Regulations 2010** (the Regulations).

APPLICATION

This Direction applies to Masters of all vessels wishing to anchor within all the declared port precincts of Papua New Guinea.

DEFINITIONS

'*Accommodation vessels*' means dedicated offshore barges and ships that provides accommodation and acts as floating hotels that temporarily anchors within the declared ports.

'*Anchorage*' means a place in the sea where ships can lower their anchors.

'*Master*' means a person who is in charge of all the aspects of operation while at sea or at the port.

'*Vessel Operator*' means the person or a group that manages the operation with a trade group or group, instructing vessels, agents, contractors and stevedores on a daily basis. They also plan voyages.

'*Compulsory Pilotage Areas*' are ports declared by the Pilotage Authority or NMSA for the compulsory engagement of marine pilots for all vessel movements within the said port.

'*Port Control*' refers to the duty Operations Officers of PNGPCL where there is no VTS in operation.

'*Port Manager*' means a manager appointed by the Department Head or his delegate to manage a Port Under Section 15K(2)(f) of the Act.

'*PBG*' refers to Pilot Boarding Ground.

'*PNGPCL*' refers to Papua New Guinea Ports Corporation Limited.

'*Vessel*' means a ship (that term is defined in the **Ports Management & Safety Regulation 2010**).

'*VTS*' means Vessel Traffic Services operated by PNGPCL.

Direction No: 3/2016—Anchorage—continued**DIRECTION**

Section 36 of the Regulations empowers the Port Manager to give directions concerning the movement, anchoring, mooring, location and speed of a vessel in a precinct of a declared port. The Port Manager now directs the following;

A: Mooring of Accommodation Vessel

- 1) Complete the application form and a letter stating the purpose of requesting a mooring space to moor an accommodation vessel,
- 2) A valid company registration documents,
- 3) The number of people to be accommodated at one time including ship's crew,
- 4) The company's plans for ship to shore movements,
- 5) The company's emergency and evacuation plans,
- 6) Oil Spill and harbour environment management plans,
- 7) Waste Disposal Management Plans,
- 8) Vessel Manning Plans,
- 9) Evidence of meeting NMSA requirements,
- 10) Vessel's contact details including radio communications,
- 11) Pay a security bond fee (refundable),
- 12) All port charges or dues must be paid upfront.

B: Permanent and Temporary Mooring or Anchoring

- 1) Vessels shall be permitted to lay mooring buoy or drop anchor in a mooring zone specifically allocated for a category of vessels.
- 2) Permanent Mooring positions are on an annual basis and fees paid three (3) months in advance.
- 3) All vessels taking up mooring positions to await berth availability shall not be charged anchorage fees if they take up berth space within the seven days period.
- 4) All vessels that take up anchorage positions for purpose of customs clearance and crew changeover shall pay anchorage fees.
- 5) All distressed vessels that take up anchorage positions shall not be charged within seven (7) days period and anchorage charges shall be applied after seven days.
- 6) All military and Government sanction vessels and all vessels engaged in hydrographical surveys shall be exempted from paying anchorage charges.
- 7) The Port Manager in consultation with the pilots shall direct vessels to respective anchorage zones.
- 8) In the event of allocated mooring positions being vacated for any reason during the tenancy period, or not renewed for a subsequent twelve (12) months, the owner of all mooring equipment located at such allocated mooring position shall remove it in its entirety from the mooring area.
- 9) All mooring positions are allocated to persons for use by the specific vessel for which a permit shall be issued. All allocated positions shall not be transferred or sublet without the written approval of the Port Manager.
- 10) The persons allocated permanent mooring positions shall accept full responsibility for the mooring of their vessels and shall notify the Port Manager forthwith in writing of any damage to property of other vessels or state and shall indemnify the Port Manager from and against all claims, losses, demands or other expenses arising out of such damage.

Directions No: 3/2016—Anchorage—continued**C: Control of Mooring or Anchoring**

- 1) The master of the vessel shall ensure no discharge of oil, refuse, waste or other matter is made into the waters of the port and harbour areas.
- 2) The master or agent of the vessel shall not scrape and clean the hull of the vessel and dispose of any hull fouling material into the port waters. No painting of the vessel shall take place whilst the vessel is at anchorage.
- 3) A person shall not change the mooring or place of anchorage of a vessel, move a vessel from it or cut, break or destroy a mooring or unmoor, interfere, or cast off or take any boat away from an anchorage position without the written approval of the Port Manager.
- 4) A vessel at anchorage shall not have a boat riding astern of it, or attached to it greater distance than six (6) meters or have any lighter or deeply laden boat, log of timber or other floating objects riding astern while at anchor.
- 5) The master or agent of the vessel shall not put more than two (2) lighters lying abreast to prevent confusion about the number of vessels at berth.
- 6) The master or agent of the vessel at anchorage shall not undertake any ship to ship (STS) transfer operations or any other such similar operations including the discharge of cargo overside while at anchorage without the written approval of the Port Manager.
- 7) The Port Manager shall be notified within the 24 hours period in relation to the change of ownership for vessels at anchorage.
- 8) The master/owner/agent of the vessel are equally responsible for meeting all safety requirements set by relevant stage agencies such as DoT, NMSA, or conditions set by any other laws.

Liability

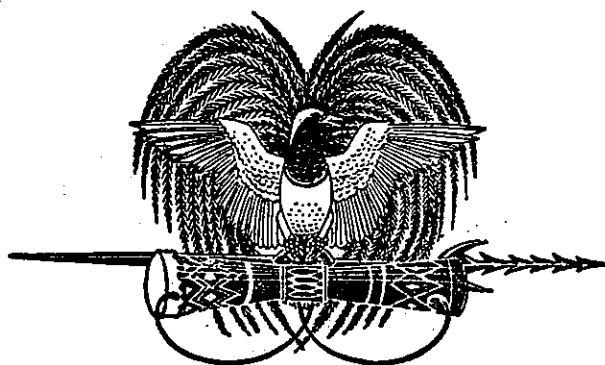
Neither the Port Manager nor PNGPCL nor its agents shall, in any case, be responsible for and against any loss, damage or injury to a person or property caused by directly or indirectly, out of or in any way attributable or incidentally when entering and leaving the declared ports.

Given under my hand this 3rd of March, 2017.

H. KILA (MS),
Port Manager.



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No. G1]

PORT MORESBY SATURDAY 1st JANUARY

[1977

NOTICE OF COMMENCEMENT

I, John Guise, G.C.M.G., Governor-General, by virtue of the powers conferred by the undermentioned Acts and all other powers me enabling, acting with, and in accordance with, the advice of the Minister for Transport and Works, hereby fix 1st January, 1977 as the date on which the said Acts shall come into operation:—

No. 30 of 1976.—*Merchant Shipping (Amendment) Act 1976.*

No. 45 of 1976.—*Merchant Shipping (Navigational Aids) Act 1976.*

No. 60 of 1976.—*Merchant Shipping (Pilotage) Act 1976.*

Dated this 17th day of December, 1976.

JOHN GUISE,
Governor-General.

NOTICE OF THE MAKING OF REGULATIONS

THE following Regulations set out in the table below have been made under the Acts set out in the table. Copies may be purchased at the price shown (plus postage, if necessary) from the Government Printing Office, Lawes Road, Port Moresby.

No.	Citation or Nature	Act under which made	Price
Statutory Instrument No. 21 of 1976	Merchant Shipping (Safety) Regulation 1976	<i>Merchant Shipping Act 1975</i>	—
Statutory Instrument No. 22 of 1976	Merchant Shipping (Crewmen) Regulation 1976	<i>Merchant Shipping Act 1975</i>	—
Statutory Instrument No. 29 of 1976	Merchant Shipping (Navigational Aids) Regulation 1976	<i>Merchant Shipping Act 1975</i>	—
Statutory Instrument No. 51 of 1976	Merchant Shipping (Pilotage) Regulation 1976	<i>Merchant Shipping Act 1975</i>	—

Dated this 17th day of December, 1976.

JOHN GUISE,
Governor-General.

Harbours Board Act 1963

DECLARATION OF PORTS

I, Bruce Jephcott, Minister for Transport and Works, by virtue of the powers conferred by Section 5 of the *Harbours Board Act 1963* and all other powers me enabling, hereby—

- (a) revoke the Declaration of Ports for each Port specified in Column 1 of Schedule 1 as contained in a notice dated and published as set out in Column 2 opposite that Port in Column 1; and
- (b) declare each Port specified in Schedule 2 to be a declared Port for the purposes of that Act; and
- (c) define the limits of each declared Port to be the limits specified in Schedule 3 under the declared Port specified in that Schedule.

SCHEDULE 1

Column 1 Port	Column 2 Date and published
Aitape	Dated 31st December, 1973 and published in <i>Government Gazette</i> No. 3 of 10th January, 1974.
Alotau	Dated 7th October, 1975 and published in <i>National Gazette</i> No. 10 of 16th October, 1975.
Daru	Dated 20th April, 1976 and published in <i>National Gazette</i> No. G32 of 15th April, 1976.
Kavieng	Dated 4th April, 1967 and published in <i>Government Gazette</i> No. 19 of 20th April, 1967.
Kieta	Dated 29th September, 1971 and published in <i>Government Gazette</i> No. 25 of 14th October, 1971.
Kimbe	Dated 15th July, 1971 and published in <i>Government Gazette</i> No. 4 of 15th July, 1971.
Lae	Dated 4th April, 1967 and published in <i>Government Gazette</i> No. 19 of 20th April, 1967.
Lorengau	Dated 29th June, 1973 and published in <i>Government Gazette</i> No. 58 of 5th July, 1973.
Madang	Dated 4th April, 1967 and published in <i>Government Gazette</i> No. 19 of 20th April, 1967.
Oro Bay	Dated 5th October, 1972 and published in <i>Government Gazette</i> No. 9 of 1st February, 1972.
Port Moresby	Dated 4th April, 1967 and published in <i>Government Gazette</i> No. 19 of 20th April, 1967.
Rabaul	Dated 4th April, 1967 and published in <i>Government Gazette</i> No. 19 of 20th April, 1967.
Samarai	Dated 14th April, 1967 and published in <i>Government Gazette</i> No. 19 of 20th April, 1967.
Vanimo	Dated 1st July, 1974 and published in <i>Government Gazette</i> No. 46 of 4th July, 1974.
Wewak	Dated 15th July, 1971 and published in <i>Government Gazette</i> No. 4 of 15th July, 1971.

SCHEDULE 2

Port of Aitape
Port of Alotau
Port of Daru
Port of Kavieng
Port of Samarai

Port of Kieta
Port of Kimbe
Port of Lae
Port of Lorengau
Port of Vanimo

Port of Madang
Port of Oro Bay
Port of Port Moresby
Port of Rabaul
Port of Wewak

SCHEDULE 3

PORT OF AITAPE

All that piece and parcel of land and water situate above and below high water mark of the Bismarck Sea partly within and partly without the Town of Aitape Milinch of Tadjil Fourmil of Aitape in the West Sepik Province commencing at a point on the high water mark aforesaid being the easternmost point of Rohm Point in the said Town of Aitape and bounded thence on the north by a straight line bearing 90 degrees for 5 100 metres, thence on the east by a straight line bearing 180 degrees for approximately 3 650 metres to a point on the mainland at the high water mark aforesaid in latitude 3 degrees 10 minutes south thence to a point being 10 metres perpendicularly distant landward from the high water mark aforesaid thence on the south-west generally north-westerly for approximately 2 800 metres by a line parallel to and distant 10 metres landward from the high water mark aforesaid to the northernmost point on the east bank of the Raihu River thence on the south by a straight line due west for approximately 320 metres across the mouth of the Raihu River to a point at the high water mark on the easternmost point on the western bank of the said Raihu River thence to a point being 10 metres perpendicularly distant landward from the high water mark aforesaid thence generally on the south and south-west by a line parallel to and distant 10 metres landward from the high water mark aforesaid for approximately 3 300 metres to its intersection with the eastern boundary of Allotment 1 Section 20 in the said Town of Aitape thence by straight line bearing 197 degrees 49 minutes 30 seconds for approximately 40.5 metres to the southernmost corner of the aforesaid allotment thence by a straight line bearing 322 degrees 53 minutes for 175.88 metres thence by a straight line bearing 337 degrees 50 minutes for 46.26 metres thence by a straight line bearing 67 degrees 50 minutes for approximately 58 metres to a point 10 metres perpendicularly distant landward from the high water mark aforesaid thence generally on the west by a line parallel to and distant 10 metres landward from the high water mark aforesaid for approximately 1 325 metres to a point 10 metres perpendicularly distant landward of the point of commencement thence to the point of commencement be the said several dimensions all a little more or less.

Declaration of Ports—*continued*Schedule 3—*continued*

PORT OF ALOTAU

Commencing at the point of intersection of latitude 10 degrees 20 minutes south and longitude 150 degrees 26 minutes east thence a line due north to a point 9 metres above high water mark thence eastwards along a line 9 metres above high water mark and parallel to high water mark to the northern boundary of Section 43 Allotment 4 thence eastwards and southwards following the northern and eastern boundaries of Section 43 to the south-east corner thence due south to a point 9 metres above high water mark thence following the foreshore along a line 9 metres above high water mark to a point of intersection with latitude 10 degrees 20 minutes south thence westwards to the intersection with longitude 150 degrees 26 minutes east.

PORT OF DARU

All that piece of land above and below high water mark of the Gulf of Papua partly within and partly without the town of Daru Milinch of Dirimu in the Western Province of Papua New Guinea commencing at a point at the intersection of latitude 9 degrees 11 minutes south and longitude 143 degrees 9 minutes east thence due north to a point on the mainland 10 metres above high water mark thence in a north-easterly direction along a line 10 metres above and parallel to high water mark to a point where that line intersects latitude 9 degrees 2 minutes south thence due east across the mouth of the Oriomo River to a point on the eastern bank of the river 10 metres above high water mark thence in an easterly direction along a line 10 metres above and parallel to high water mark to a point where that line intersects latitude 9 degrees south thence due east to a point on Parama Island 10 metres above high water mark thence in a south-westerly then easterly then north-easterly direction along a line 10 metres above and parallel to high water mark to a point where that line intersects latitude 9 degrees south thence due east to the point of intersection of latitude 9 degrees south and longitude 143 degrees 30 minutes east thence due south to the point of intersection of latitude 9 degrees 11 minutes south and longitude 143 degrees 30 minutes east thence due west to the point of commencement but excluding all land on Bristow Island and Daru Island which is inland of 10 metres above high water mark.

PORT OF KAVIENG

All that piece or parcel of land and water situate in the Milinch of Balgai Fourmil of Kavieng New Ireland Province being partly within and partly without the Town of Kavieng and known as the Port of Kavieng commencing at a point at high water mark on the northernmost point of North Cape and bounded thence on the east by a straight line due south distant 10 metres landward from the high water mark aforesaid thence generally on the south-east by a line parallel to and distant 10 metres landward from the high water mark aforesaid to a point distant 10 metres landward from the high water mark aforesaid at the westernmost point of Cape Nuan thence generally on the east by a line parallel to and distant 10 metres landward from the high water mark of Nusa Harbour generally southerly for 2 200 metres to a point on the westerly prolongation of the southern boundary of Allotment 30 Section 11 in the Town of Kavieng thence on the north by the said prolongation and the said southern boundary of Allotment 30 Section 11 Town of Kavieng respectively being in all a straight line bearing 101 degrees 57 minutes 40 seconds for 147.22 metres to the south-eastern corner of the said Allotment 30 Section 11 thence again on the east by part of the western boundary of Tabar Terrace being straight lines bearing 196 degrees 30 minutes for 193.61 metres and 196 degrees 42 minutes 40 seconds for 189.56 metres to a point on the northern boundary of Wharf Street thence on the south by the said northern boundary of Wharf Street and a westerly prolongation thereof respectively being in all a straight line bearing 286 degrees 5 minutes 30 seconds for 169.72 metres to a point on the western boundary of Nusa Parade thence again on the east by western boundaries of the said Nusa Parade being straight lines bearing 197 degrees 45 minutes 25 seconds for 47.51 metres and 187 degrees 12 minutes 40 seconds for 91.25 metres respectively to a point on the northern boundary of Portion 17 thence again on the south by part of the said northern boundary of the said Portion 17 being a straight line bearing 281 degrees 19 minutes for 48.17 metres to a point 10 metres inland from the aforesaid high water mark of Nusa Harbour thence again generally on the east by a line parallel to and distant 10 metres landward from the high water mark aforesaid generally southerly to a point distant 10 metres landward from the high water mark aforesaid at the extreme south point of Cape Siwusat thence again on the south by a straight line for 10 metres distant perpendicularly westwards to the high water mark aforesaid on the extreme south point of Cape Siwusat thence again on the south-east by a straight line 220 degrees for approximately 1 980 metres to a point at the high water mark on the extreme north point of Usien Island thence on the south by a straight line bearing 270 degrees for approximately 3 205 metres thence on the west by a straight line due north for approximately 1 790 metres to a point on the high water mark at the extreme south-west of Edmago Island thence generally on the north by the line of the high water mark on the southern shore of the said Edmago Island generally easterly to the eastern extremity of the said Edmago Island thence again on the north by a straight line bearing 73 degrees for approximately 3 425 metres to a point at the high water mark on the southern extremity of Nago Island thence on the west by the line of the high water mark on the western shore of the said Nago Island generally northerly for 900 metres to a point on the northern extremity of the said Nago Island thence again on the west by a straight line bearing 11 degrees for approximately 2 205 metres to a point at the high water mark on the north-westernmost point of Nusalik Island thence again on the west by a straight line bearing 17 degrees for approximately 1 290 metres to a point at the high water mark on the westernmost point of Nusa Island thence on the north-west by a straight line bearing 45 degrees for approximately 2 440 metres thence again on the north by a straight line due west to the point of commencement be the said several dimensions all a little more or a little less.

Declaration of Ports—continued**Schedule 3—continued****PORT OF KIETA**

All that piece or parcel of land and water situate partly within and partly without the town of Kieta in the Bougainville Province commencing at a point 10 metres on the landward side of the high water mark at the extreme north of Marowa Point bounded on the west generally south-easterly and southerly by a line parallel to and distant 10 metres landwards from the said high water mark to a point 192 degrees 16 minutes 15.5 metres from the south-western corner Section 6 Allotment 27 Town of Kieta thence 192 degrees 16 minutes 4.6 metres thence 102 degrees 16 minutes 57.5 metres thence 60 degrees 100 metres thence 103 degrees 240 metres thence 128 degrees 215 metres thence 103 degrees 15 metres thence 10 metres above high water mark along the foreshore to Mission Point thence on the south by a straight line 89 degrees for approximately 7 200 metres to a point 10 metres above the high water mark on the western extremity of Tunani Island thence on the east by a straight line 343 degrees for approximately 6 700 metres along the seaward edge of Gero Reef to a point in latitude 6 degrees 10 minutes south longitude 155 degrees 42 minutes 3 seconds east thence on the north-east by straight line 328 degrees for approximately 6 500 metres to a point in latitude 6 degrees 7 minutes 1 second south longitude 155 degrees 40 minutes 4 seconds east thence on the north by a straight line due west for approximately 5 350 metres to a point at the northern extremity of Banaru Reef thence on the north-west by a straight line bearing 238 degrees for approximately 2 900 metres along the seaward edge of Banaru Reef to a point at the western extremity of the said Banaru Reef thence on the west by a straight line bearing 192 degrees for approximately 2 090 metres to a point on Karikibera Shoal coincident with the point at the north-eastern extremity of the company port area declared by Bougainville Copper Limited thence on the west by a straight line 201 degrees for approximately 4 260 metres to a point in latitude 6 degrees 11 minutes 15 seconds south longitude 155 degrees 35 minutes 5 seconds east being a line coincident with the eastern boundary of the company port area declared by the said Bougainville Copper Pty Limited thence on the north by a straight line 259 degrees 15 minutes for approximately 2 965 metres to a point at the high water mark on the northernmost point of Kerekerina Point being a line coincident with the southern boundary of the company port declared by the said Bougainville Copper Limited thence again on the west by a straight line perpendicularly distant 10 metres landward from the high water mark aforesaid thence generally on the west north-west on the south east and again on the south by a line parallel to and distant 10 metres landward from the said high water mark generally along the foreshore of Arawa Bay and Kobuan Bay and the Kieta Peninsula to the point of commencement be the said several dimensions all a little more or less.

PORT OF KIMBE

All that piece and parcel of land and water situate above and below high water mark of Stettin Bay partly within and partly without the Town of Kimbe in the West New Britain Province commencing at a point situated 457 metres 290 degrees from the Department of Works tide gauge thence bounded on the south-east by a straight line bearing 216 degrees for 193 metres thence on the south-west by a straight line bearing 306 degrees for 315 metres thence on the north-west by a straight line 44 degrees for 213 metres to a point being 10 metres distant landward from the said high water mark thence again on the south-west generally north-west west and north-west by a line parallel to and distant 10 metres landward from the high water mark aforesaid to a point at the northern extremity of Gigo Point thence on the west by a straight line due north for 1 695 metres thence on the north by a straight line due east for 6 821 metres thence on the east by a straight line due south for approximately 2 438 metres to a point at the eastern extremity of Telegavu Point being 10 metres perpendicularly distant landward from the high water mark aforesaid thence generally on the south generally westerly by a line parallel to and distant 10 metres landward from the high water mark aforesaid to the point of commencement be the said several dimensions all a little more or less.

PORT OF LAE

All that piece or parcel of land and water situate partly within and partly without the City of Lae Milinch of Lae Fourmil of Markham in the Morobe Province being the port of Lae commencing at a point on the southern boundary of Macdui Street being the northernmost corner of Allotment 1 of Section 34 City of Lae and bounded thence on the north-east by the north-eastern boundary of the said Allotment 1 Section 34 being a straight line 136 degrees for 114 and 50/100 metres on the east by the eastern boundary of the said Allotment 1 of Section 34 and a prolongation thereof to a point 10 metres inland from the high water mark being in all a straight line bearing 175 degrees for approximately 515 metres thence on the north generally eastwards by a line parallel with and distant 10 metres inland from the high water mark to a point on the prolongation of the south-western boundary of Voco Street being 10 metres perpendicularly distant landward from the high water mark aforesaid thence again on the east by a straight line due south for 10 metres to a point on the high water mark aforesaid thence again on the east by a straight line bearing 167 degrees for approximately 31.25 kilometres to a point on the high water mark on the northernmost extremity of Patsee Point thence again on the east by a straight line due south for 10 metres to a point 10 metres inland from the high water mark aforesaid thence generally on the south south-east south-west and west generally west south-westerly north-westerly and northerly by a line parallel with and distant 10 metres inland from the high water mark aforesaid to a point 10 metres perpendicularly distant landward from the high water mark aforesaid on the northernmost extremity of Labu Point thence again on the west by a straight line due north for 10 metres to a point at the high water mark aforesaid on the northernmost extremity of Labu Point thence on the north-west by a straight line bearing 42 degrees for approximately 2 030 metres to a point at the high water mark aforesaid

Declaration of Ports—continued**Schedule 3—continued****Port of Lae—continued**

at the intersection of the line of the high water mark and a straight line bearing 90 degrees from the Markham Permanent Survey Mark Number 3 352 thence on the north by a straight line due west for 10 metres to a point 10 metres landward from the said high water mark thence generally again on the west again on the north generally northerly then easterly by a line parallel with and 10 metres landward from the said high water mark to a point distant approximately 90 metres on a bearing 197 degrees from the south-western corner of Allotment 2 of Section 30 Town of Lae thence on the north-west by a straight line bearing 17 degrees for approximately 70 metres to a point on the south-western side of a road 20 and 11/100 metres wide distant 20 and 11/100 metres on a bearing 197 degrees 9 minutes 10 seconds from the south-western corner of Allotment 2 of Section 30 Town of Lae again on the north-east by the said south-western boundary of the road 20 and 11/100 metres wide being a straight line bearing 107 degrees 9 minutes 10 seconds for approximately 420 metres to the north-eastern corner of Allotment 1 of Section 31 Town of Lae again on the north-east by part of a north-eastern boundary of the said Allotment 1 of Section 31 being a straight line bearing 125 degrees 59 minutes for approximately 96 metres to the southernmost corner of Mangola Street again on the north-west by part of the south-eastern boundaries of the said Mangola Street being straight lines bearing 35 degrees 59 minutes for approximately 35 metres and 54 degrees 48 minutes 40 seconds for approximately 195 metres to a point on the south-western side of Marsina Street again on the north-east by part of the south-western boundary of the said Marsina Street being a straight line bearing 144 degrees 48 minutes 40 seconds for approximately 86 metres to the south-western corner of the aforesaid Macdui Street generally on the north by part of the southern boundary of the said Macdui Street being a straight line bearing 64 degrees 41 minutes 30 seconds for approximately 350 metres 81 degrees 45 minutes 50 seconds for 176 and 22/100 metres and 63 degrees for 9 and 47/100 metres to the point of commencement be the said several dimensions all a little more or less.

PORT OF LORENGAU

All that piece and parcel of land and water situate above and below high water mark of Seeadler Harbour partly within and partly without the Town of Lorengau Milinch of Kelaua Fourmil of Los Negros in the Manus Province commencing at a point on the high water mark aforesaid being the north-western corner of Allotment 7 Section 7 in the said Town of Lorengau and bounded thence on the west by a straight line bearing 12 degrees for 2 040 metres thence on the north-west by a straight line bearing 27 degrees for approximately 4 920 metres to a point at the aforesaid high water mark on the eastern extremity of Hauwei Island thence again on the west by a straight line due north for 2 050 metres thence on the north by a straight line due east for 2 920 metres thence on the east by a straight line due south for approximately 2 000 metres to the Old Light House on the western extremity of Ndrilo Island thence again on the east by a straight line bearing 171 degrees for approximately 400 metres to a point on the south-west extremity of Ndrilo Island being 10 metres distant landward from the high water mark aforesaid thence on the north-east generally easterly by a line parallel to and distant 10 metres from the high water mark aforesaid along the south shore of Ndrilo Island to a point at the eastern extremity of Ndrilo Island being 10 metres distant landward from the high water mark aforesaid thence again on the north by a straight line bearing 100 degrees for approximately 300 metres to a point on the western extremity of Koruniat Island being 10 metres distant landward from the high water mark aforesaid thence again on the east and north-east by a line parallel to and distant 10 metres landward from the high water mark aforesaid generally southerly and easterly along the south shore of Koruniat Island to a point at the eastern extremity of Koruniat Island being 10 metres distant landward from the high water mark aforesaid thence again on the north by straight line 95 degrees for approximately 1 000 metres to a point on the western extremity of Los Negros Island being 10 metres distant landward from the high water mark aforesaid thence again on the north-east and east by a line parallel to and distant 10 metres from the high water mark aforesaid along the foreshore of Los Negros Island to a point at Nahuchie Point being 10 metres distant landward from the high water mark aforesaid thence again on the east by a straight line due south for approximately 750 metres to a point on the south shore of Papitalai Harbour being 10 metres perpendicularly distant from the high water mark aforesaid thence variously on the south and generally westerly along the sea shore of Seeadler Harbour including Papitalai Harbour and Lombrum Bay by a line parallel to and distant 10 metres landward from the high water mark aforesaid to a point on the eastern shore of Lonui Passage being 10 metres distant landward from the high water mark aforesaid thence on the south by straight line 290 degrees for 375 metres approximately to a point on the high water mark aforesaid at the extreme north point on the western shore of the entrance to Lonui Passage thence to a point being 10 metres perpendicularly distant landward from the high water mark aforesaid thence again variously on the south and generally westerly along the sea shore of Seeadler Harbour including Peiho Inlet and Lorengau Bay by a line parallel to and 10 metres distant landward from the high water mark aforesaid to the point of intersection with the most northerly portion of the south-western boundary of Allotment 5 Section 7 in the said Town of Lorengau thence by a straight line bearing 302 degrees 3 minutes 20 seconds for 14.2 metres thence by a straight line bearing 214 degrees 37 minutes 20 seconds for 99.97 metres thence by a straight line bearing 304 degrees 37 minutes 20 seconds for 132.24 metres thence by a straight line bearing 34 degrees 37 minutes 20 seconds for 108.09 metres to a point 10 metres landward from the high water mark aforesaid thence generally on the south-west by a line parallel to and distant 10 metres landward from the high water mark aforesaid for approximately 140 metres to the north-western boundary of Allotment 7 Section 7 in the said Town of Lorengau thence in a straight line bearing 34 degrees 37 minutes 50 seconds for 10 metres to the point of commencement be the said several dimensions all a little more or less.

Declaration of Ports—*continued*Schedule 3—*continued*

PORT OF MADANG

All that piece or parcel of land and water situate in the Madang Province in the Milinch of Kranket Fourmil of Madang being partly within and partly without the Town of Madang and being the Port of Madang commencing at a point on the sea shore of Kalibobo (Schering) Peninsula at high water being the south-eastern corner of Portion 48 Milinch of Kranket Fourmil of Madang and bounded thence on the south by the southern boundary of the said Portion 48 being a straight line bearing 227 degrees for 51 and 20/100 metres on the west by the western boundary of the said Portion 48 being a straight line bearing 6 degrees for 50 and 60/00 metres on the north by part of the northern boundary of the said Portion 48 being a straight line bearing 96 degrees for 39 and 70/100 metres to a point 10 metres east of the said sea shore of Kalibobo (Schering) Peninsula at high water on the south-west and south-east by a line parallel to and distant 10 metres landwards from the said sea shore of Kalibobo (Schering) Peninsula the sea shore of Dallman Passage and Madang Harbour all at high water generally north-westerly and south-westerly for approximately 1 200 metres to a point on the north-western boundary of Coastwatchers Avenue again on the south-east by part of the said north-western boundary of Coastwatchers Avenue by the north-western side of a bridge and again by part of a north-western boundary of the said Coastwatchers Avenue being in all a straight line bearing 236 degrees 36 minutes for approximately 50 metres to a point 10 metres on the landward side of the said sea shore of Madang Harbour at high water again generally on the west and south by a line parallel to and distant 10 metres landwards from the said sea shore of Madang Harbour at high water generally northerly and easterly for approximately 1 330 metres to a point on the south-eastern boundary of Allotment 2 of Section 20 Town of Madang again on the south-east by part of the said south-eastern boundary of Allotment 2 Section 20 being a straight line bearing 222 degrees 14 minutes for approximately 13 metres to a point on the north-eastern boundary of Coastwatchers Avenue aforesaid again on the south by a straight line bearing 276 degrees for 30 metres to the north-eastern corner of Patosten Street again on the south-east by the north-western boundary of the said Patosten Street being a straight line bearing 245 degrees 50 minutes for 113 and 88/100 metres to a point on the north-eastern boundary of Modilon Road again on the south-east by a straight line bearing 244 degrees 31 minutes for 24 and 14/100 metres to the north-eastern corner of Allotment 3 of Section 27 Town of Madang again on the south-east by part of the north-western boundary of Allotment 3 of Section 27 being a straight line bearing 246 degrees 39 minutes for 63 metres again on the east south-east and on the north-west and again on the west by a line parallel to and distant 10 metres landwards from the said sea shore of Madang Harbour at high water generally southerly south-westerly north-easterly and northerly for approximately 2 600 metres to a point on the northern boundary of Allotment 22 Section 26 Town of Madang again on the south by part of the said northern boundary of Allotment 22 Section 26 being a straight line bearing 266 degrees 40 minutes for 54 metres to a point on the eastern boundary of Bougainvillea Drive again on the south-east by a straight line bearing 244 degrees for 30 metres to the north-eastern corner of Allotment 15 Section 26 Town of Madang again on the south by the northern boundary of the said Allotment 15 of Section 26 and by the northern boundary of Allotment 5 of Section 26 being in all a straight line bearing 266 degrees 40 minutes for 120 metres to a point on an eastern boundary of the aforesaid Bougainvillea Drive again on the south by a straight line bearing 266 degrees for 20 metres to the south-eastern corner of Allotment 28 Section 26 again on the south by part of the southern boundary of the said Allotment 28 Section 26 being a straight line bearing 266 degrees 40 minutes for 13 metres again on the south by a line parallel to and distant 10 metres landwards from the said sea shore of Madang Harbour at high water generally westerly for approximately 750 metres to a point on the north-western boundary of Allotment 3 of Section 29 Town of Madang again on the north-west by part of the said western boundary of Allotment 3 Section 29 thereof being a straight line bearing 52 degrees 42 minutes for 10 metres to a point on the sea shore of Madang Harbour at high water again on the west by a straight line due north for approximately 250 metres to a point within Portion 76 Milinch of Kranket distant 10 metres north of the said sea shore of Madang Harbour at high water again on the north-west and south by a line parallel to and distant 10 metres landwards from the said sea shore at high water generally easterly northerly and westerly for approximately 1 500 metres to a point due south of the easternmost corner of Portion 76C Milinch of Kranket again on the west by a straight line due north for 10 metres to the said easternmost corner of Portion 76C again on the west by a straight line northerly for approximately 380 metres to the south-western corner of Portion 76A Milinch of Kranket again on the west by a straight line due north for 10 metres on the north-west south-west and again north-west by a line parallel to and distant 10 metres landwards from the said sea shore of Madang Harbour generally north-easterly north-westerly and again north-easterly for approximately 1 200 metres to a point due west of the westernmost extremity of Beliau Island again on the north by a straight line due east for approximately 80 metres to a point 10 metres due east of the said westernmost extremity of Beliau Island generally again on the north and west by a line parallel to and distant 10 metres landwards from the sea shore of the said Beliau Island at high water generally easterly and northerly for approximately 1 660 metres to a point on the northernmost extremity on the eastern headland of the said Beliau Island at high water again on the south-west by a straight line bearing 306 degrees for approximately 260 metres to a point on the northernmost extremity of the said Beliau Island at high water again on the south generally westerly by the line of the high water mark to a point at the westernmost extremity of the Mis Inlet at high water mark again on the north-west generally north-east by the line of the high water mark to a point at the southernmost extremity of the mainland at the extreme seaward end on the north side of the said Mis Inlet at high water again on the west generally northerly by the line of the high water mark to a point at the north-westernmost extremity of the mainland at the extreme seaward end on the south side of Nagada Harbour at high water again on the south again on the west and again on the north generally westerly northerly and easterly by the line of the high water mark along the sea shore of the said Nagada Harbour to a point on the

Declaration of Ports—continued**Schedule 3—continued****Port of Madang—continued**

southernmost extremity of the mainland at the extreme seaward end on the north side of Nagada Harbour at high water again on the north by a straight line bearing 84 degrees for approximately 320 metres to a point on south-western extremity of Gosem Island at high water mark again on the north by the line of the high water mark generally easterly to a point at the eastern extremity of the said Gosem Island at high water again on the north by straight line bearing 82 degrees for approximately 2 440 metres to a point at the southern extremity of the reef bordering the northern side of the Rasch Passage again on the north-east by a straight line bearing 113 degrees for approximately 320 metres across the said Rasch Passage to a point on the northern extremity of the reef bordering the southern side of the said Rasch Passage again on the north-east generally south-easterly along the seaward edge of the barrier reef for approximately 1 720 metres to a point on the northern extremity of Tab Island at high water again on the north-east generally south-easterly by the line of the high water mark for approximately 530 metres along the eastern shore to a point on the south-eastern extremity of the said Tab Island at high water again on the south generally westerly by the line of the high water mark for approximately 380 metres along the southern shore to a point on the southern extremity of the said Tab Island at high water again on the south by a straight line bearing 259 degrees for approximately 750 metres to a point on the northern extremity of Paeowai Island at high water on the east generally southerly by the line of the high water mark for approximately 950 metres along the eastern shore to a point on the southern extremity of the said Paeowai Island at high water again on the east by a straight line bearing 195 degrees for approximately 785 metres to a point on the northern extremity of Kranket Island at high water again on the east generally southerly by the line of the high water mark for approximately 1 100 metres along the eastern shore to a point on the easternmost extremity of the said Kranket Island at high water again on the north by a straight line due east for 1 020 metres to a position in latitude 5 degrees 11 minutes 9 seconds south longitude 145 degrees 51 minutes 5 seconds east again on the east by a straight line due south for 2 290 metres to a position in latitude 5 degrees 13 minutes 5 seconds south longitude 145 degrees 51 minutes 5 seconds east again on the south by a straight line due west for 2 220 metres to a point 10 metres due west of the easternmost extremity of the said Kalibobo (Schering) Peninsula at high water again on the west by a line parallel to and distant 10 metres landwards from the sea shore of Kalibobo (Schering) Peninsula at high water generally northerly for approximately 710 metres to the point of commencement be the said several dimensions all a little more or less.

PORT OF ORO BAY

All that piece and parcel of land and water situate above and below high water mark of Oro Bay in the Milinch of Sangara Fourmil of Buna in the Northern Province commencing at a point on the high water mark aforesaid being the northernmost point of the Mainland on the south-east shore of Port Harvey at the intersection of Meridian 148 degrees 30 minutes 48 seconds east longitude with parallel 8 degrees 54 minutes 24 seconds south latitude and bounded thence on the east by a straight line bearing 180 degrees for 10 metres thence generally on the south-east south-west and north-west by a line parallel to and distant 10 metres landward from the high water mark aforesaid generally south-westerly north-westerly and north-easterly along the sea shore of Port Harvey to a point being 10 metres distant landward from the easternmost point of Cape Sinclair at the intersection of Meridian 148 degrees 30 minutes 25 seconds east longitude and parallel 8 degrees 53 minutes 50 seconds south latitude and bounded thence on the south by a straight line bearing 270 degrees for 10 metres thence generally on the south-west south and south-east by a line parallel to and distant 10 metres landward from the high water mark aforesaid generally north-westerly westerly and south-westerly for 600 metres to its intersection with an eastern boundary of Portion 991 in the said Milinch thence on the east and south-east by part of the eastern and south-eastern boundaries on the said Portion 991 being straight lines bearing 177 degrees 15 minutes for 119 metres and 228 degrees 45 minutes 30 seconds for 85 metres thence again on the south-west by a straight line bearing 305 degrees for 328 metres to the easternmost corner of Section 6 Oro Bay thence again on the south-east by the south-eastern boundary of the said Section 6 and its south-westerly prolongation being a straight line in all bearing 249 degrees for 1 000 metres thence again on the south-west south and again south-west by straight lines bearing 281 degrees 45 minutes for 198 metres 270 degrees for 78 metres and 276 degrees for 150 metres to a point on the south bank of Beamu River thence again on the south-west by a straight line across the said Beamu River bearing 320 degrees for 75 metres to a point being 10 metres perpendicularly distant landward from the high water mark of Oro Bay aforesaid thence again generally to the south-west west and north-west by a line parallel to and distant 10 metres from the said high water mark of Oro Bay generally north-westerly northerly and north-easterly for 2 700 metres to its intersection with the south bank of Namani Creek thence generally on the north-east by the said south bank of Namani Creek generally south-easterly for 10 metres to its intersection with the high water mark aforesaid thence on the north by a straight line due east for 2 760 metres thence on the east by a straight line due south for 2 935 metres to the point of commencement be the said several dimensions all a little more or less.

PORT OF PORT MORESBY

All that piece or parcel of land and water being in the National Capital District and the Central Province partly within and partly without the City of Port Moresby and being the Port of Port Moresby commencing at a point at high water mark on the southernmost point of South Lolorua Island and bounded thence generally on the south-west by a straight line bearing 330 degrees for 20 metres to a point 10 metres distant from high water mark on the eastern shore of the said South Lolorua Island thence generally on the west by a line parallel with and distant 10 metres from the said high water mark on the eastern shore of the said South Lolorua Island for 280 metres to a

Declaration of Ports—*continued*Schedule 3—*continued*Port of Port Moresby—*continued*

point at high water mark on the northernmost point of the said South Lolorua Island thence by a straight line bearing 30 degrees for 120 metres to a point at high water mark on the south-easternmost point of North Lolorua Island thence by a straight line bearing 320 degrees for 13 metres to a point distant 10 metres from high water mark on the eastern shore of the said North Lolorua Island thence by a line parallel with and distant 10 metres from high water mark on the said eastern shore of the said North Lolorua Island generally northerly for 250 metres thence by straight line bearing due north for 20 metres to a point on the high water mark on the northernmost point of the said North Lolorua Island thence by straight line bearing 340 degrees for 360 metres to a point at high water mark on the southernmost point of Hanudamava Island thence by straight line bearing 330 degrees for 12 metres to a point distant 10 metres from high water mark on the eastern shore of the said Hanudamava Island thence by a line parallel with and distant 10 metres from high water on the eastern and northern shores of the said Hanudamava Island generally northerly and westerly for a distance of 1 960 metres thence by straight line bearing 320 degrees for 30 metres to a point at high water mark on the north-western extremity of the said Hanudamava Island thence on the south by a straight line due west crossing Hanudamava Channel for 204 metres to a point on the mainland 10 metres west of high water mark thence again generally on the west by a line parallel with and distant 10 metres from the said high water mark generally northerly for 5 000 metres thence again generally on the south by a line parallel with and distant 10 metres from the said high water mark generally westerly along the foreshore of Fairfax Harbour to a point 10 metres south of the high water mark at the northern extremity of Cutler Point thence again generally on the west and on the north by a line parallel with and distant 10 metres from the said high water mark generally northerly and then easterly again along the foreshore of Fairfax Harbour to a point 680 metres due north of the northernmost point of Motukea Island thence generally on the north north-east east and south-east by a line parallel with and distant 10 metres from the said high water mark for a distance of 10 000 metres to a point on Champion Parade 43 metres west of the northern corner of Allotment 6 Section 12 Granville in the City of Port Moresby thence again on the south-east by a straight line bearing 209 degrees for 140 metres to a point 10 metres inland from the said high water mark and distant 42 metres on a bearing of 282 degrees 42 minutes from the south-western corner of Allotment 7 Section 11 Granville in the said City of Port Moresby thence again generally on the east and south-east by a line parallel with and distant 10 metres from the said high water mark for a distance of 1 000 metres to a point 22 metres north of the northern corner of Allotment 8 Section 19 Granville in the said City of Port Moresby thence again on the south-east by a straight line bearing 236 degrees for 77 metres to the north-eastern corner of Allotment 7 Section 45 Granville in the said City of Port Moresby thence on the north-east by a north-eastern boundary of the said Allotment 7 Section 45 Granville being a straight line bearing 159 degrees 17 minutes 40 seconds for 39.19 metres thence again on the south-east by the south-eastern boundary of the said Allotment 7 Section 45 Granville and a prolongation thereof being in all a straight line bearing 249 degrees 17 minutes 40 seconds for 42 metres to a point on the north-eastern boundary of Chalmers Crescent thence again on the south-west again south-east again east and again south-east by north-eastern north-western western and again north-western boundaries of the said Chalmers Crescent being straight lines bearing 303 degrees 1 minute 10 seconds for 76 metres 247 degrees 40 seconds for 33.76 metres 259 degrees 55 minutes 10 seconds for 40.25 metres 254 degrees 43 minutes 40 seconds for 25.31 metres 180 degrees 22 minutes 40 seconds for 13.5 metres and 218 degrees 59 minutes 40 seconds for 47.56 metres respectively to the southern corner of Allotment 8 Section 26 Granville in the said City of Port Moresby thence again on the south-west by part of the south-western boundary of the said Allotment 8 Section 26 Granville being the straight line bearing 303 degrees 41 minutes 40 seconds for 28 metres to a point distant 10 metres inland from the said high water mark thence again on the east by a line parallel with and distant 10 metres from the said high water mark generally southerly for 640 metres to a point distant 10 metres east of Paga Point thence again on the north-east by a line parallel with and distant 10 metres from the said high water mark generally south-easterly for 200 metres to a point 10 metres north of Bogirohodobi Point thence again on the north and generally on the east by a line parallel with and distant 10 metres from the said high water mark generally easterly then southerly along the foreshore of Walter Bay to a point 10 metres inland from the said high water mark on the south-westernmost point of the mainland at Vabukori thence again on the south-east by straight line bearing 206 degrees for 1 830 metres to a point 10 metres inland from the high water mark on the southernmost point of Manubada Island thence again on the south by straight line bearing 245 degrees for 5 420 metres to the Basilisk Beacon in position latitude 9 degrees 32 minutes 27 seconds south longitude 147 degrees 7 minutes 36 seconds east thence again on the east generally southward along the western limit of Nateara Reef to a point at the extreme south-west of the said Nateara Reef thence on the south-west by a straight line bearing 300 degrees to a point at the southern extremity of Sinavi Reef thence again on the south generally eastward along the south limit of Sinavi Reef to a point where the parallel of latitude 9 degrees 32 minutes south cuts the eastern limit of the said Sinavi Reef thence again on the west northerly along the east limit of the said Sinavi Reef for approximately 442 metres to a point at the north-eastern extremity of the said Sinavi Reef thence again on the west by straight line 336 degrees to the point of commencement and excluding therefrom all the land on Tatana Island and Elevala Peninsula and Gabatu Motu Motu Peninsula and Manubada Island and Danuagua Island at a distance greater than 10 metres from the high water marks of these islands and peninsulas all bearings and distances being approximate.

PORT OF RABAUL

All that piece or parcel of land and water situate partly within and partly without the Town of Rabaul Milinch of Blanche Fourmil of Rabaul East New Britain Province being the Port of Rabaul commencing at a point on the southern boundary of Malaguna Road being the north-eastern corner of Allotment 17 of Section 68 Town of Rabaul

Declaration of Ports—*continued*Schedule 3—*continued*Port of Rabaul—*continued*

and bounded thence on the north by the said southern boundary of Malaguna Road being a straight line bearing 88 degrees 42 minutes 30 seconds for 157 and 51/100 metres to its intersection with the western boundary of Wisdom Street on the east by part of the said western boundary of Wisdom Street and by a prolongation thereof being in all a straight line bearing 178 degrees 42 minutes 30 seconds for 132 and 97/100 metres to a point 10 metres north of the sea shore of Simpson Harbour at high water mark again on the north and generally on the east by a line parallel to and distant 10 metres landwards from the said sea shore of Simpson Harbour generally easterly and southerly for approximately 4 800 metres to a point due north of the north-western corner of a causeway connecting the mainland with Matupi Island again on the east by a straight line due south for 10 metres to the said north-eastern corner of the causeway again on the east by a line parallel to and distant 10 metres landwards from the said sea shore of Simpson Harbour generally southerly for approximately 1 300 metres to a point at the western extremity of Matupi Island again on the north by a line parallel to and distant 10 metres landwards from the said sea shore of Simpson Harbour generally easterly and northerly for approximately 1 250 metres to a point at the eastern extremity of the said Matupi Island again on the east by a straight line due south for approximately 4 375 metres to a position in latitude 4 degrees 16 minutes 8 seconds south longitude 152 degrees 11 minutes 8 seconds east on the south by a straight line due west for approximately 2 340 metres to a point on the sea shore at high water mark on the south-easternmost extremity of the land known as Vulcan which said piece of land is described in a Proclamation dated 9th November 1937 and published in the *New Guinea Gazette* of 15th November 1937 on the south by straight line due north-west for 10 metres generally on the west by a line parallel to and distant 10 metres landwards from the aforesaid sea shore of Simpson Harbour at high water generally northerly for about 10 400 metres to a point on the south-western boundary Dawapia Road on the south-west by part of the said south-western boundary of Dawapia Road being a straight line bearing 317 degrees 15 minutes for approximately 173 metres to a south-western corner of the said Dawapia Road on the north-west by a straight line bearing 52 degrees for 336 metres to the south-eastern corner of Allotment 34 of Section 63 again on the west by the eastern boundary of the said Allotment 34 of Section 63 being a straight line bearing 342 degrees 53 minutes 25 seconds for 62 and 73/100 metres to a point on the southern side of Blanche Street being the north-eastern corner of the said Allotment 34 of Section 63 again on the north by straight lines being part of the said southern boundary of Blanche Street bearing 88 degrees 42 minutes 30 seconds for 485 and 77/100 metres and 77 degrees 52 minutes 35 seconds for 120 metres to a point distant 20 metres on a bearing of 178 degrees 42 minutes 30 seconds from the south-eastern corner of Allotment 8 of Section 68 again on the west by a straight line being in part the eastern boundaries of the said Allotments 8 and 17 of Section 68 bearing 358 degrees 42 minutes 30 seconds for 126 metres to the point of commencement.

PORT OF SAMARAI

All that piece or parcel of land and water situate partly within and partly without the Town of Samarai Milinch of Loani Fournil of Samarai in the Milne Bay Province known as the Port of Samarai commencing at a point on the south-eastern boundary of The Parade which said point is the westernmost corner of Allotment 5 of Section 2 Town of Samarai and bounded thence on the south-west by the north-eastern boundary of Hely Street being a straight line bearing 129 degrees 2 minutes for about 60 metres to a point on the sea shore at high water of China Strait which said point is the westernmost corner of Allotment H of Section 10 Town of Samarai on the south by a straight line due west for about 1 000 metres on the west by a straight line due north for about 1 000 metres on the north by a straight line due east for about 1 300 metres on the east by a straight line due south for about 820 metres to the easternmost corner of Allotment 7 of Section 3 Town of Samarai again generally on the south-west by straight lines bearing 302 degrees 42 minutes for 30 and 25/100 metres and 292 degrees 26 minutes for 62 and 16/100 metres to the northernmost corner of Allotment 7 of Section 3 Town of Samarai generally on the south-east by the aforesaid south-eastern boundary of The Parade being straight lines bearing 242 degrees 9 minutes for 24 and 94/100 metres and 219 degrees 2 minutes for 261 and 51/100 metres to the point of commencement be the said several dimensions all a little more or less and all bearings true.

PORT OF VANIMO

All that piece and parcel of land and water situate above and below high water mark of the Bismarck Sea partly within and partly without the Town of Vanimo Milinch of Oenake Fournil of Vanimo in the West Sepik Province commencing at a point on the high water mark aforesaid being the northernmost point on the western extremity of Ibbekuang Bay and bounded thence on the west by a straight line due north for approximately 1 470 metres thence on the north by a straight line due east for approximately 6 870 metres thence on the east by a straight line due south for approximately 5 900 metres to a point on the mainland at the high water mark aforesaid thence to a point 10 metres perpendicularly distant landward from the high water mark aforesaid thence generally on the south by a line parallel to and distant 10 metres landward from the high water mark aforesaid generally westerly northerly again westerly and southerly along the sea shore of Daumlinge Bay and the peninsula of Cape Concordia for approximately 7 625 metres to the intersection on the sea shore of Dakriro Bay with the north-eastern boundary of Portion 25 in the said town of Vanimo thence by a straight line bearing 176 degrees 30 minutes for 212.50 metres thence by a straight line bearing 143 degrees 30 minutes for 237.50 metres thence by a straight line bearing 165 degrees for 116.90 metres thence by a straight line bearing 133 degrees 19 minutes for 350 metres thence by a straight line bearing 207 degrees 19 minutes for 39 metres to a point on the sea shore 10 metres landward from the high water mark aforesaid thence generally on the south by a line parallel to and distant 10 metres landward from

Declaration of Ports—continued**Schedule—continued****Port of Vanimo—continued**

the high water mark aforesaid generally again westerly north-easterly and again westerly for approximately 8 060 metres along the sea shore of Vanimo Harbour and the Vanimo Point peninsula and Ibbekuang Bay to a point 10 metres perpendicularly distant landward from the point of commencement thence to the point of commencement be the said several dimensions all a little more or less.

PORT OF WEWAK

All that piece and parcel of land and water situate above and below high water mark of the Bismarck Sea partly within and partly without the Town of Wewak in the East Sepik Province commencing at a point on the high water mark aforesaid at the eastern extremity of Wewak Point, thence bounded on the west by a straight line due north for approximately 2 900 metres thence on the north by a straight line due east for approximately 3 725 metres thence on the east by a straight line due south for approximately 4 780 metres thence on the south by a straight line due west for approximately 800 metres to a point on the high water mark aforesaid at the extreme north point of Cape Boram thence to a point being 10 metres perpendicularly distant landward from the high water mark aforesaid thence on the south-east and again on the south generally westerly southerly south-westerly and again westerly by a line parallel to and distant 10 metres landward from the high water mark aforesaid to a point 249 degrees distant 1 981 metres approximately from the north-western extremity of Cape Boram thence on the south-east by a straight line 206 degrees for 71.01 metres thence on the south-west by a straight line 295 degrees for 569.04 metres thence on the north-west by a straight line 26 degrees for 192.93 metres to a point 10 metres landward of the high water mark aforesaid thence again on the south-west again on the west again on the north-west generally north-westerly northerly and north-easterly by a line parallel to and distant 10 metres landward from the high water mark aforesaid to a point being 10 metres perpendicularly distant landward from the point of commencement thence to the point of commencement be the said several dimensions all a little more or less.

Dated the 17th day of December, 1976.

B. JEPHCOTT,
Minister for Transport and Works.

Merchant Shipping Act 1975**APPOINTMENT OF PILOTAGE AUTHORITY**

I, Bruce Jephcott, Minister for Transport and Works, by virtue of the powers conferred by Section 191 of the *Merchant Shipping Act 1975* and all other powers me enabling, hereby appoint the Papua New Guinea Harbours Board to be the pilotage authority in respect of each pilotage area specified in the Schedule.

SCHEDULE

Aitape pilotage area
Alotau pilotage area
Daru pilotage area
Kavieng pilotage area
Kieta pilotage area
Kimbe pilotage area
Lae pilotage area
Lorengau pilotage area
Madang pilotage area
Oro Bay pilotage area
Port Moresby pilotage area
Rabaul pilotage area
Samarai pilotage area
Vanimo pilotage area
Wewak pilotage area

Dated this 17th day of December, 1976.

B. JEPHCOTT,
Minister for Transport and Works.

Merchant Shipping Act 1975**DECLARATION OF PILOTAGE AREAS**

I, Bruce Jephcott, Minister for Transport and Works, by virtue of the powers conferred by Section 190 of the *Merchant Shipping Act 1975* and all other powers me enabling, hereby declare each place specified in the Schedule to be a pilotage area.

SCHEDULE**Aitape Pilotage Area**

All that piece and parcel of land and water situate below the high water mark within the declared Port of Aitape West Sepik Province commencing at a point on the high water mark aforesaid being the easternmost point of Rohm Point and bounded thence on the north by a straight line bearing 90 degrees for 5 100 metres thence on the east by a straight line

Declaration of Pilotage Areas—continued**Schedule—continued****Aitape Pilotage Area—continued**

bearing 180 degrees for approximately 3 650 metres to a point on the mainland at high water mark in latitude 3 degrees 10 minutes south thence on the south-west generally north-westerly for approximately 2 800 metres along the aforesaid high water mark to the northernmost point on the east bank of the Raihu River thence on the south by a straight line due west for approximately 320 metres across the mouth of the Raihu River to a point at the high water mark on the easternmost point on the western bank of the said Raihu River thence generally on the south on the south-west on the west on the north-west and on the north generally westerly and northerly and north-easterly and easterly all along the foreshore on the line of the aforesaid high water mark to the point of commencement be the said several dimensions all a little more or less.

Alotau Pilotage Area

All that piece or parcel of land and water situate in the Declared Port of Alotau in the Milne Bay Province commencing at the point of intersection of latitude 10 degrees 20 minutes south and longitude 150 degrees 26 minutes east and bounded thence to the west by a straight line bearing due north for approximately 2 500 metres to a point on the seashore at the high water mark thence generally on the north and on the east by the line of the high water mark aforesaid generally easterly southerly and again easterly to a point on the sea shore at the point of intersection of the meridian of longitude 150 degrees 28 minutes east thence again on the east by a straight line bearing due south for approximately 1 080 metres to the point of intersection of latitude 10 degrees 20 minutes south and longitude 150 degrees 28 minutes east thence on the south by a straight line bearing due west to the point of commencement be the said several dimensions all a little more or less.

Daru Pilotage Area

All that piece and parcel of water below high water mark of the Gulf of Papua situate within the declared port of Daru in the Western Province commencing at a point at the intersection of latitude 9 degrees 11 minutes south and longitude 143 degrees 9 minutes east and bounded on the west by a straight line due north to a point on the mainland at high water mark thence on the north-west generally north-easterly on the line of the high water mark to a point where the said

Declaration of Pilotage Areas—*continued*Schedule—*continued*Daru Pilotage Area—*continued*

high water mark intersects latitude 9 degrees 2 minutes south thence on the north by straight line due east across the River Oriomo to a point at the high water mark on the eastern bank thence generally on the north generally easterly by the line of the high water mark to a point at the southern extremity of the mainland in longitude 143 degrees 20 minutes east thence on the east by a straight line due south to a point at the intersection of latitude 9 degrees 11 minutes south and longitude 143 degrees 20 minutes east thence on the south by a straight line due west to the point of commencement.

Kavieng Pilotage Area

All that piece or parcel of land and water situate in the Milinch of Balgai Fournil of Kavieng New Ireland Province commencing at a point at the high water mark on the northernmost point of North Cape and bounded thence on the south-east by the line of the high water mark aforesaid generally south-westerly to a point at the western extremity of Cape Nuan thence generally on the east by the line of the high water mark aforesaid generally southerly to a point on the high water mark at the southern extremity of Cape Siwusat thence again on the south-east by a straight line bearing 220 degrees for approximately 1 980 metres to a point on the high water mark aforesaid at the extreme north point of Usien Island thence on the south by a straight line due west for approximately 3 205 metres thence on the west by a straight line due north for approximately 1 790 metres to a point on the high water mark aforesaid at the south-western extremity of Edmago Island thence on the north by the line of the high water mark generally easterly along the south shore of the said Edmago Island to a point at the eastern extremity of the said Edmago Island thence again on the north by a straight line bearing 73 degrees for approximately 3 425 metres to a point at the high water mark aforesaid on the southern extremity of Nago Island thence on the west by the line of the high water mark on the western shore of the said Nago Island generally northerly for approximately 900 metres to a point on the northern extremity of the said Nago Island thence again on the west by a straight line bearing 11 degrees for approximately 2 205 metres to a point at the high water mark on the north-westernmost point of Nusalik Island thence again on the west by a straight line bearing 17 degrees for approximately 1 290 metres to a point at the high water mark on the westernmost point of Nusa Island thence on the north-west by a straight line bearing 45 degrees for approximately 2 440 metres thence again on the north by a straight line due west to the point of commencement be the said several dimensions all a little more or a little less.

Kieta Pilotage Area

All that piece or parcel of water situate in the Declared Port of Kieta in the Bougainville Province commencing on the high water mark at a point on the extreme north point of Morowa Point thence bounded on the west and south-east and generally south along the foreshore of the Kieta Peninsula at the high water mark on the south generally east along the foreshore of Kieta Harbour at the high water mark to Mission Point thence again on the south by a straight line 89 degrees for approximately 7 200 metres to a point on the high water mark on the western extremity of Tunani Island thence on the east by a straight line 343 degrees for approximately 6 700 metres along the seaward edge of Gero Reef to a point in latitude 6 degrees 10 minutes south longitude 155 degrees 42 minutes 3 seconds east thence on the north-east by a straight line 328 degrees for approximately 6 500 metres to a point in latitude 6 degrees 7 minutes 1 second south longitude 155 degrees 40 minutes 4 seconds east thence on the north by a straight line due west for approximately 5 350 metres to a point at the northern extremity of Banaru Reef thence again on the west by a straight line due south for approximately 5 700 metres to the point of commencement be the said several dimensions all a little more or less.

Kimbe Pilotage Area

All that piece and parcel of land and water situate below high water mark of Stettin Bay within the Declared Port of Kimbe commencing at a point situated perpendicularly distant 10 metres seaward to the high water mark from a point situated 457 metres 290 degrees from the Department of Works tide gauge thence bounded on the south-west generally north-

Declaration of Pilotage Areas—*continued*Schedule—*continued*Kimbe Pilotage Area—*continued*

westerly westerly and north-westerly by the line of the high water mark aforesaid to a point at the northern extremity of Gigo Point on the high water mark aforesaid thence on the west by a straight line due north for 1 685 metres thence on the north by a straight line due east for 6 821 metres thence on the east by a straight line due south for 2 438 metres to a point on the high water mark aforesaid at the eastern extremity of Telagavu Point thence generally on the south generally westerly by the line of the high water mark aforesaid to the point of commencement be the said several dimensions all a little more or less.

Lae Pilotage Area

All that piece and parcel of land and water situate in the Milinch of Lae Fournil of Markham in the Morobe Province commencing at a point on the high water mark at the intersection of the line of the high water mark aforesaid and the meridian 147 degrees east longitude and bounded thence on the north generally westwards along the line of the high water mark to a point on the high water mark aforesaid at the intersection of the line of the high water mark aforesaid and a straight line bearing 90 degrees from the Markham Permanent Survey Mark Number 3352 thence on the west by straight line due south for 1 100 metres thence on the south by straight line due east for 2 700 metres thence on the east by straight line due north for 1 000 metres to the point of commencement be the said several dimensions all a little more or less.

Lorengau Pilotage Area

All that piece and parcel of land and water situate below high water mark of Seeadler Harbour within the declared Port of Lorengau in the Manus Province commencing at a point on the high water mark aforesaid being the north-western corner of Allotment 7 Section 7 in the said Town of Lorengau and bounded thence on the west by a straight line bearing 12 degrees for 2 040 metres thence on the north-west by a straight line bearing 27 degrees for approximately 4 920 metres to a point at the aforesaid high water mark on the eastern extremity of Hauwei Island thence again on the west by a straight line due north for 2 050 metres thence on the north by a straight line due east for 2 920 metres thence on the east by a straight line due south for approximately 2 000 metres to the Old Light House on the western extremity of Ndrilo Island thence again on the east by a straight line bearing 186 degrees for approximately 7 160 metres to a point at the aforesaid high water mark on the westernmost extremity of Butjo Mokau Island thence on the south-east by a straight line bearing 221 degrees for approximately 2 160 metres to the high water mark aforesaid on the mainland thence generally on the south-west and south by the line of the high water mark aforesaid for approximately 4,500 metres to its intersection with a prolongation of the south-western boundary of Allotment 5 Section 7 in the said Town of Lorengau thence generally on the south and south-west by the line of the high water mark generally easterly and northerly to the point of commencement be the said several dimensions all a little more or less.

Madang Pilotage Area

All that piece or parcel of water situate in the Madang Province in the Milinch of Kranket Fournil of Madang commencing at a point on the sea shore of Kalibobo (Schering) Peninsula at high water being the south-eastern corner of Portion 48 Milinch of Kranket Fournil of Madang and bounded thence on the south-west by the line of the high water mark generally north-west along the sea shore of Dallman Passage on the south by the line of the high water mark generally west along the sea shore of Madang Harbour to the high water mark in the western extremity of Bode Point on the east again on the south on the west by the line of the high water mark generally south then west then north along the sea shore of Binnen Harbour on the north-west on the north again on the west by the line of the high water mark generally north-east then east then north along the sea shore of Madang Harbour to a point at the high water mark on the easternmost extremity of Beliau Island again on the north by a straight line easterly for approximately 650 metres to a point at the high water mark on the westernmost extremity of Kranket Island again on the north-east south-east and again north-east by the line of the high water mark generally south-

Declaration of Pilotage Areas—continued

Schedule—continued

Madang Pilotage Area—continued

easterly south-westerly and again south-easterly along the sea shore of the said Kranket Island for approximately 1 800 metres to a point on the high water mark at the southernmost extremity of Kranket Island again on the north-west by the line of the high water mark generally north-east along the sea shore of the said Kranket Island for approximately 1 600 metres to a point at the high water mark on the easternmost extremity of the said Kranket Island again on the north by a straight line due east for 1 010 metres to a position in latitude 5 degrees 11 minutes 9 seconds south longitude 145 degrees 51 minutes 5 seconds east again on the east by a straight line due south for 2 290 metres to a position in latitude 5 degrees 15 minutes south longitude 145 degrees 51 minutes 5 seconds east again on the south by a straight line due west for 2 220 metres to a point at the high water mark on the easternmost extremity of the said Kalibobo (Schering) Peninsula again on the west by the line of the high water mark generally north along the sea shore of the said Kalibobo (Schering) Peninsula for approximately 710 metres to the point of commencement be the said several dimensions all a little more or less.

Oro Bay Pilotage Area

All that piece and parcel of land and water situate below high water mark of Oro Bay within the Declared Port of Oro Bay commencing at a point on the high water mark aforesaid being the easternmost point of Cape Sinclair thence bounded generally on the south-west south and south-east by the line of the high water mark aforesaid generally north-westerly westerly and south-westerly to a point on the south bank at the mouth of the Beamu River being 140 degrees distant 65 metres from the high water mark aforesaid at the eastern extremity of the point on the north bank of the said Beamu River thence again on the south-west by a straight line bearing 320 for 65 metres across the said Beamu River to the point at the high water mark on the eastern extremity of the northern bank generally on the south-west west and north-west by the line of the high water mark aforesaid generally north-westerly northerly and north-easterly for 2 700 metres to its intersection with the south bank of Namani Creek thence on the north by a straight line due east for 2 000 metres thence on the east by a straight line due south for 2 000 metres to the point of commencement be the said several dimensions all a little more or less.

Port Moresby Pilotage Area

All that piece or parcel of water situate in the National Capital District and the Central Province commencing at a point on the high water mark on the southernmost point of South Lolorua Island and bounded on the west generally north by the line of the high water mark on the eastern fore shore of South Lolorua Island North Lolorua Island Hanudamava Island and the mainland to Idumava Point thence on the south again on the west and on the north generally westerly northerly and easterly by the line of the high water mark along the fore shore of Fairfax Harbour to a point at the high water mark on the south-eastern extremity of Cogan Head thence on the east and on the south-east generally south-easterly and south-west by the line of the high water mark to Bogirohobobi Point thence again on the north and again on the east generally east and south-east along the line of the high water mark to the south-western extremity of the land at Vabukori thence on the south-east by straight line bearing 206 degrees from the high water mark at the said south-western extremity of the land at Vabukori to the high water mark on the southern extremity of Manubada Island thence on the south by straight line bearing 245 degrees for approximately 5 420 metres to the Basilisk Beacon thence again on the east generally southerly along the western limit of Nateara Reef to a point at the extreme south-west of the said Nateara Reef thence on the south-west by a straight line bearing 300 degrees to a point at the southern extremity of Sinavi Reef thence again on the south generally eastward along the south limit of Sinavi Reef to a point where the parallel of latitude 9 degrees 32 minutes south cuts the eastern limit of the said Sinavi Reef thence again on the west northerly along the east limit of the said Sinavi Reef for approximately 442 metres to a point at the north-eastern extremity of the said Sinavi Reef thence again on the west by straight line 336 degrees to the point of commencement.

Declaration of Pilotage Areas—continued

Schedule—continued

Rabaul Pilotage Area

All that piece or parcel of water situate in the Milinch of Blanche Fourmil of Rabaul East New Britain Province commencing at the point on the high water mark on the north sea shore of Simpson Harbour being a point at the high water mark on a prolongation of the western boundary of Wisdom Street being in a line 178 degrees 42 minutes 30 seconds from the end of the said western boundary of Wisdom Street on the north and generally on the east by a line at the high water mark of the said sea shore of Simpson Harbour generally easterly and southerly for approximately 6 100 metres to a point at the high water mark at the western extremity of Matupi Island again on the north by a line at the high water mark of the said sea shore of Simpson Harbour generally easterly and northerly for approximately 1 250 metres to a point on the high water mark at the eastern extremity of the said Matupi Island again on the east by a straight line due south for approximately 4 375 metres to a position in latitude 4 degrees 16 minutes 8 seconds south longitude 152 degrees 11 minutes 8 seconds east on the south by a straight line due east for approximately 2 340 metres to a point on the sea shore at high water mark on the south-easternmost extremity of the land known as Vulcan on the west and generally northerly by a line at the high water mark of the said sea shore of Simpson Harbour for about 10 400 metres to a point at the high water mark on a prolongation of the south-western boundary of Dawapia Road again on the north by a line at the high water mark to the point of commencement be the said several dimensions all a little more or less.

Samarai Pilotage Area

All that piece or parcel of water situate within the declared Port of Samarai in the Milne Bay Province commencing at a point on the sea shore at high water of China Strait which said point is the westernmost corner of Allotment H of Section 10 Town of Samarai on the south by a straight line due west for about 1 000 metres on the west by straight line due north for about 1 000 metres on the north by straight line due east for about 1 300 metres on the east by straight line due south for about 820 metres to a point on the sea shore at high water mark of China Strait which said point is the northernmost point of Samarai Island generally on the south-east by the line of the high water mark of China Strait generally south-westerly to the point of commencement be the said several dimensions all a little more or less.

Vanimo Pilotage Area

All that piece and parcel of land and water situate below high water mark of the Bismarck Sea within the Declared Port of Vanimo commencing at a point on the high water mark aforesaid being the northernmost point on the western extremity of Ibbekuang Bay and bounded thence on the west by a straight line due north for approximately 1 470 metres thence on the north by a straight line due east for approximately 6 870 metres thence on the east by a straight line due south for approximately 5 900 metres to the high water mark aforesaid thence generally on the south again on the west again on the north and east again on the south on the north-west and again generally on the south by the line of the high water mark aforesaid generally westerly northerly again westerly southerly and again westerly north-easterly and again westerly along the sea shore of Daumlinge Bay and the peninsula of Cape Concordia and Dakrino Bay and Vanimo Harbour and the Vanimo Point peninsula and Ibbekuang Bay to the point of commencement be the said several dimensions all a little more or less.

Wewak Pilotage Area

All that piece and parcel of land and water situate below high water mark of the Bismarck Sea within the Port of Wewak in the East Sepik Province commencing at a point on the high water mark aforesaid at the eastern extremity of Wewak Point thence bounded on the west by a straight line due north for approximately 2 900 metres thence on the north by a straight line due east for 3 725 metres thence on the east by a straight line due south for approximately 4 780 metres thence on the south by a straight line due west for approximately 800 metres to a point on the high water mark aforesaid at the extreme north point of Cape Boram thence on the south-east and again on the south generally westerly southerly south-westerly and again westerly by the line of the high

Declaration of Pilotage Areas—*continued*Schedule—*continued*Wewak Pilotage Area—*continued*

water mark aforesaid to the northern extremity of Mission Point thence on the south-west west and north-west generally north-westerly northerly and north-easterly by the line of the high water mark aforesaid to the point of commencement be the said several dimensions all a little more or less.

Dated this 17th day of December, 1976.

B. JEPHCOTT,
Minister for Transport and Works.

Merchant Shipping Act 1975

DETERMINATION OF NUMBER OF PILOTAGE LICENCES

I, Bruce Jephcott, Minister for Transport and Works, by virtue of the powers conferred by Section 199 of the *Merchant Shipping Act 1975* and all other powers me enabling, hereby determine that the maximum number of pilotage licences that may be issued in respect of each pilotage area specified in Column 1 of the Schedule is that number specified in Column 2 and set out opposite that pilotage area in Column 1.

SCHEDULE

Column 1 Pilotage Area	Column 2 Number of Licences
Aitape pilotage area	2
Alotau pilotage area	3
Daru pilotage area	2
Kavieng pilotage area	4
Kieta pilotage area	4
Kimbe pilotage area	4
Lae pilotage area	6
Lorengau pilotage area	2
Madang pilotage area	6
Oro Bay pilotage area	4
Port Moresby pilotage area	6
Rabaul pilotage area	6
Samarai pilotage area	2
Vanimo pilotage area	4
Wewak pilotage area	4

Dated this 17th day of December, 1976.

B. JEPHCOTT,
Minister for Transport and Works.

Merchant Shipping Act 1975

DECLARATION OF COMPULSORY PILOTAGE AREAS

THE Papua New Guinea Harbours Board, being a pilotage authority, by virtue of the powers conferred by Section 194 of the *Merchant Shipping Act 1975* and all other powers it enabling, hereby declares that, in respect of—

(a) the whole of the Lae, Madang and Rabaul pilotage areas; and

(b) that part of the Kieta and Port Moresby pilotage areas specified in the Schedule,

pilotage is compulsory.

SCHEDULE

Kieta Compulsory Pilotage Area

All that piece or parcel of water situate in the declared Port of Kieta in the Bougainville Province commencing on the high water mark at a point on the extreme north point of Morowa Point thence bounded on the west south-east and generally south along the foreshore of the Kieta Peninsula at the high water mark on the south generally east along the foreshore of Kieta Harbour at the high water mark to Mission Point on the south-east by a straight line 52 degrees for approximately 1 875 metres to the high water mark on the extreme SE point of Bakawari Island again on the south-east by the line of the high water mark generally north-east to the high water mark at Kalavar Point on the east by a

Declaration of Compulsory Pilotage Areas—*continued*Schedule—*continued*Kieta Compulsory Pilotage Area—*continued*

straight line due north for approximately 2 500 metres to a point at the high water mark on the eastern extremity of Tautsina Island thence generally north along the high water mark to the high water mark on the north-eastern extremity of Tautsina Island on the north by a straight line 295 degrees for approximately 4 700 metres passing through the beacon on Wogoromodo Reef to a point at the high water mark on the north-eastern extremity of Arovo Island thence westerly along the high water mark to a point at the high water mark on the western extremity of Arovo Island thence by a straight line 216 degrees for approximately 550 metres to the point of commencement be the said several dimensions all a little more or less.

Port Moresby Compulsory Pilotage Area

All that piece and parcel of water situate in the National Capital District and Central Province commencing at a point on the high water mark on the southernmost point of South Lolorua Island and bounded on the west generally north by the line of the high water mark on the eastern foreshore of South Lolorua Island North Lolorua Island Hanudamava Island and the mainland to Idumava Point thence on the south again on the west and on the north generally westerly northerly and easterly by the line of the high water mark along the foreshore of Fairfax Harbour to a point at the high water mark on the south-eastern extremity of Cogan Head thence on the east and on the south-east generally south-easterly and south-west by the line of the high water mark to Bogirohodobi Point thence on the south by a straight line bearing 249 degrees to the point of commencement.

Dated this 17th day of December, 1976.

J. BOWERING,
Chairman.

C. NATERA,
Member.

A. BALE,
Member.

Merchant Shipping Act 1975

FIXING OF SCALE OF DUES AND CHARGES

THE Papua New Guinea Harbours Board, being a pilotage authority, by virtue of the powers conferred by Section 212(2) of the *Merchant Shipping Act 1975* and all other powers it enabling, hereby fixes the following scale of dues and charges for pilotage services payable under Section 212(1) of the Act in respect of each pilotage area specified in the Schedule.

Scale of Dues and Charges for Pilotage Services

1. Pilotage Fees—Overseas Vessels

- (a) From sea to berth K1 per metre registered length
From sea to anchorage K1 per metre registered length
(b) From berth to sea K1 per metre registered length
From anchorage to sea K1 per metre registered length

(c) Movements within the port—

- (1) Anchorage to berth K1 per metre registered length
(2) Berth to anchorage K40
(3) Berth to berth K40
(4) Anchorage to anchorage K40

2. Pilotage Fees—Coastal Vessels

- (a) From sea to berth K0.50 per metre registered length
From sea to anchorage K0.50 per metre registered length

- (b) From berth to sea K0.50 per metre registered length
From anchorage to sea K0.50 per metre registered length

(c) Movements within the port—

- (1) Anchorage to berth K0.50 per metre registered length
(2) Berth to anchorage K20
(3) Berth to berth K20
(4) Anchorage to anchorage K20

Fixing of Scale of Dues and Charges—continued**Scale of Dues and Charges for Pilotage Services—continued****3. Payment of Fees**

(a) All fees shall be payable to the Papua New Guinea Harbours Board who shall pay out of such fees any amounts due to the pilots or their employers as the case may be.

(b) In the case of pilotage undertaken by licensed pilots not in the service of the Board 50 per cent of the fee shall accrue to the Board and 50 per cent to the licensed pilot or his employer as appropriate.

4. Waiting Time

Whenever a pilot is called for and if for any reason the ship is not ready to receive him, or is unable to proceed, at the time the pilot arrives then a charge for pilot's waiting time shall be incurred.

(a) In the case of a 1st Class Pilot, waiting time shall be paid at the rate of K20 per half hour or part thereof after the first half hour.

(b) In the case of a 2nd Class Pilot, waiting time shall be paid at the rate of K16 per half hour or part thereof after the first half hour.

Pilots not in the service of the Board shall be paid half the above fees and half shall accrue to the Board in all cases.

Fixing of Scale of Dues and Charges—continued**Scale of Dues and Charges for Pilotage Services—continued****5. Fee for use of Pilotage Exemption Certificate**

Any vessel entering or leaving a compulsory pilotage port, or any vessel moving within a compulsory pilotage area, by virtue of a pilotage exemption certificate granted to the Master of that vessel, shall pay 50 per cent of the pilotage fee that would otherwise accrue to the Board under paragraphs 1. and 2 of this notice as the case may be.

SCHEDULE

Aitape pilotage area	Madang pilotage area
Alotau pilotage area	Oro Bay pilotage area
Daru pilotage area	Port Moresby pilotage area
Kavieng pilotage area	Rabaul pilotage area
Kieta pilotage area	Samarai pilotage area
Kimbe pilotage area	Vanimo pilotage area
Lae pilotage area	Wewak pilotage area
Lorengau pilotage area	

Dated this 17th day of December, 1976.

J. BOWERING,
Chairman.

C. NATERA,
Member.

A. BALE,
Member.

*Merchant Shipping Act (Chapter 242)***APPOINTMENT OF PAPUA NEW GUINEA PORTS CORPORATION LIMITED AS PILOTAGE AUTHORITY**

THE National Maritime Safety Authority, by virtue of the powers conferred by Section 197 of the *Merchant Shipping Act* (Chapter 242) and all other powers it enabling, hereby appoint Papua New Guinea Ports Corporation Limited as the Pilotage Authority for the following Declared Pilotage areas:—

Aitape	Lorengau
Alotau	Madang
Daru	Oro Bay
Jomard Entrance	Port Moresby
Kavieng	Rabaul
Kieta	Samarai
Kimbe	Vanimo
Lae	Wewak

Dated this 12th day of August, 2009.

H. SHARP,
Chairman—National Maritime Safety Authority.

*Land Registration Act (Chapter 191)***ISSUE OF OFFICIAL COPY OF STATE LEASE**

NOTICE is hereby given that after the expiration of fourteen clear days from the date of publication of this Notice, it is my intention to issue an Official Copy of the State Lease referred to in the Schedule below under Section 162 of *Land Registration Act* (Chapter 191), it having been shown to my satisfaction that the registered proprietor's copy has been lost or destroyed.

SCHEDULE

State Lease Volume 16, Folio 19, evidencing a leasehold estate in all that piece or parcel of land known as Allotment 93, Section 15, Kimbe, West New Britain Province, containing an area of 0.0767 hectares more or less the registered proprietor of which is Talasea Local Level Government.

Dated this 6th day of October, 2009.

T. ASIZO,
Deputy Registrar of Titles.

*Land Registration Act (Chapter 191)***ISSUE OF OFFICIAL COPY OF STATE LEASE**

NOTICE is hereby given that after the expiration of fourteen clear days from the date of publication of this Notice, it is my intention to issue an Official Copy of the State Lease referred to in the Schedule below under Section 162 of *Land Registration Act* (Chapter 191), it having been shown to my satisfaction that the registered proprietor's copy has been lost or destroyed.

SCHEDULE

State Lease Volume 16, Folio 18, evidencing a leasehold estate in all that piece or parcel of land known as Allotment 94, Section 15, Kimbe, West New Britain Province, containing an area of 0.0670 hectares more or less the registered proprietor of which is Talasea Local Level Government.

Dated this 6th day of October, 2009.

T. ASIZO,
Deputy Registrar of Titles.

*Land Registration Act (Chapter 191)***ISSUE OF OFFICIAL COPY OF STATE LEASE**

NOTICE is hereby given that after the expiration of fourteen clear days from the date of publication of this Notice, it is my intention to issue an Official Copy of the State Lease referred to in the Schedule below under Section 162 of *Land Registration Act* (Chapter 191), it having been shown to my satisfaction that the registered proprietor's copy has been lost or destroyed.

SCHEDULE

State Lease Volume 16, Folio 157, evidencing a leasehold estate in all that piece or parcel of land known as Portion 765, Milinch Open, Fourmil Rabaul, East New Briain Province, containing an area of 940 hectares more or less the registered proprietor of which is Papua New Guinea Forest Authority.

Dated this 28th day of July, 2009.

T. ASIZO,
Deputy Registrar of Titles.

*Land Registration Act (Chapter 191)***ISSUE OF OFFICIAL COPY OF STATE LEASE**

NOTICE is hereby given that after the expiration of fourteen clear days from the date of publication of this Notice, it is my intention to issue an Official Copy of the State Lease referred to in the Schedule below under Section 162 of *Land Registration Act* (Chapter 191), it having been shown to my satisfaction that the registered proprietor's copy has been lost or destroyed.

SCHEDULE

State Lease Volume 16, Folio 156, evidencing a leasehold estate in all that piece or parcel of land known as Portion 764, Milinch Open, Fourmil Rabaul, East New Briain Province, containing an area of 614 hectares more or less the registered proprietor of which is Papua New Guinea Forest Authority.

Dated this 28th day of July, 2009.

T. ASIZO,
Deputy Registrar of Titles.

*Land Groups Incorporation Act (Chapter 147)***NOTICE OF LODGEMENT OF AN APPLICATION FOR RECOGNITION AS AN INCORPORATED LAND GROUP**

ILG No. 15647

PURSUANT to Section 33 of the *Land Groups Incorporation Act* 1974, notice is hereby given that I have received an Application of a customary group of persons as an Incorporated Land Group to be known by the name of:—

Anuka Land Group Inc.

The said group claims the following qualifications for recognition as an Incorporated Land Group:—

- (1) Its members are from Hokanaiwa Village.
- (2) Its members regard themselves and are regarded by other members of the said clan as bound by the common customs and beliefs.
- (3) It owns customary land in Kapao Local Level Government Area, In Morobe Province.

Dated this 11th day of June, 2009.

M. TOLA,
A Delegate of the Registrar of Incorporated Land Groups.



National Gazette

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PORT MORESBY, THURSDAY, 8th MARCH

[2012

THE PAPUA NEW GUINEA NATIONAL GAZETTE

The Papua New Guinea National Gazette is published sectionally in accordance with the following arrangements set out below.

THE PUBLIC SERVICES ISSUE.

The Public Services Issue contains notices concerning vacancies, transfers and promotions within the National Public Service. These issues are published monthly in the first week of each month.

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The General Notices Issue includes the date of the sittings of the National Parliament; Legislation (Acts assented to, Statutory Rules); Tenders etc. These issues are published weekly at 11.30 a.m. on Thursday.

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National Gazette	Papua New Guinea K	Asia - Pacific K	Other Zones K
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Government Printing Office,
P.O. Box 1280,
Port Moresby.

NOTICES FOR GAZETTAL.

Notice for insertion in the General Gazette must be received at the Government Printing Office, P.O. Box 1280, Port Moresby, before 12.00 noon on Friday, preceding the day of publication.

All notices for whatever source, must have a covering instruction setting out the publication details required.

The notice must be an original. Photostat or carbon copies are not accepted.

The notice should be typewritten (double-spaced) and one side of the paper only. Signatures in particular, and proper names must be shown clearly in the text.

Copies submitted not in accordance with these instructions will be returned unpublished.

PROCEDURES FOR GOVERNMENTAL SUBSCRIPTIONS.

Departments are advised that to obtain the Gazettes they must send their requests to:

- (i) The Government Printing Office, P.O. Box 1280, Port Moresby, National Capital District.

PUBLISHING OF SPECIAL GAZETTES.

Departments authorising the publication of Special Gazettes are required to pay all printing charges under the instructions from the Manual of Financial Procedures Section 13.3, Subsection 11.

K. KAIHAH,
Government Printer.

CERTIFICATE OF AN ACT

IT is hereby notified for general information, that the *Transport (Collection of Information) (Amendment) Act 2010* made by the National Parliament was certified by the Speaker of the National Parliament on 6th December, 2011.

D. PANDAN,
Clerk of the National Parliament.

Petromin PNG Holdings Limited Authorisation Act 2007 Section 6(1)(a)

NOTICE OF CONFIRMATION AND NOMINATION OF STATE NOMINEE

PURSUANT to my powers under Section 6(1)(a) of the *Petromin PNG Holdings Limited Authorisation Act 2007* (“*Petromin Act*”), I, Hon. William Duma, LLB, LLM, Minister for Petroleum & Energy and Minister responsible for *Petromin Act*, on behalf of the Independent State of Papua New Guinea (“State”) nominate Petroleum PNG Holdings Limited (“Petromin”) and/or any company being a wholly-owned subsidiary of Petromin nominated for that purpose by Petromin, as the State’s nominee and the acquiring party for the participating interest arising from any Mining Project developed within the Exploration Tenement 1279 (“EL 1279”).

Petromin has by notice to me (“Petromin Notice of Nomination”) nominated its wholly-owned subsidiary, to be incorporated as Eda Minerals (Kula Gold) Limited or some other name (the Petromin Subsidiary), as the State’s nominee and the acquiring party for the 30% participating interest arising from any Mining Project arising from EL 1279 to be developed by the license holder of EL 1279 and their associates (“Kula Gold Project”).

In order to give effect to the Petromin Notice of Nomination, I, Hon. William Duma, LLB, LLM, MP., Minister for Petroleum & Energy and Minister responsible for *Petromin Act*, on behalf of the State give notice that I do hereby:

- (a) Nominate the Petromin Subsidiary as the State’s nominee and the acquiring party for a 30% participating interest in the Kula Gold Project.
- (b) Confirm that such nomination of the Petromin Subsidiary in Paragraph (2) above is a present nomination which is unconditional and subject to satisfaction of Section 6(3) of *Petromin Act*, shall apply and be effective as and when the right of acquisition by the State under Section 16A of the *Mining Act 1992* has arisen in respect of the Kula Gold Project without any further nomination on my part being required.

This Confirmation and Nomination is binding on the State in all respects and is not able to be amended, withdrawn or revoked by or on behalf of the State other than by the Minister responsible for *Petromin Act* in consultation and in agreement with Petroleum PNG Holdings Limited.

Dated this 5th day of March, 2012.

Hon. W. DUMA, LLB, LLM, MP.,
Minister for Petroleum & Energy and Minister responsible for *Petromin PNG Holdings Limited Authorisation Act 2007*.

*Land Registration Act (Chapter 191)***ISSUE OF OFFICIAL COPY OF STATE LEASE**

NOTICE is hereby given that after the expiration of fourteen clear days from the date of publication of this Notice, it is my intention to issue an Official Copy of the State Lease referred to in the Schedule below under Section 162 of *Land Registration Act* (Chapter 191), it having been shown to my satisfaction that the registered proprietor's copy has been lost or destroyed.

SCHEDULE

State Lease Volume 105, Folio 72 evidencing a leasehold estate in all that piece or parcel of land known as Allotment 65, Section 03, Lae, Morobe Province containing an area of 0.1670 hectares more or less the registered proprietor of which is Morobe Provinsel Gavman.

Dated this 6th day of March, 2012.

T. ASIZO,
Deputy Registrar of Titles.

*National Housing Corporation Act (Chapter 79)***CORRIGENDUM**

I, Ken Fairweather, MP., Minister for Housing & Urbanisation, by virtue of the powers conferred by Section 42 of the *National Housing Corporation Act* (Chapter 79) and the *National Housing Corporation (Amended) Act* 1980, and all powers enabling me hereby give notice that:

1. The residential property at Allotment 15, Section 54, Wewak, East Sepik Province was under purchase by Leo Manarip pursuant to the National Home Ownership Scheme's (Government Sell Off Scheme—GSOS) and as such was approved by the then Minister for Housing and Gazetted in *National Gazette* No. G31 dated 26th May, 1998 Schedule 2.
2. In accordance with the processes and procedures under the National Housing Corporation's GSOS, Leo Manarip has breached the sale agreement by not settling the sale balance within the given term of purchase and has illegally done multiple sub-leased of the property to third parties over years after approval was given to him to purchase under GSOS, for his own gain without consulting the landlord—National Housing Corporation.
3. The current tenant Ms. Pamela Wauwe has guaranteed funds to purchase the property outright under the current market value and has sought approval from the Management of the NHC.
4. Due to (2 & 3) above, the approval to purchase the property by Leo Manarip is now revoked and in its stead Ms. Pamela Wauwe is now recognized as the current legal tenant & purchaser of the property Allotment 15, Section 54, Wewak, East Sepik Province.
5. The transfer of property to Ms. Pamela Wauwe will be effected under the Outright Cash Sales Scheme.

Dated this 23rd day of February, 2012.

K. FAIRWEATHER, MP.,
Minister for Housing & Urbanisation.

Companies Act 1997
Company Number 1-53458

**NOTICE OF INTENTION TO REINSTATE A COMPANY
REMOVED FROM THE REGISTER OF REGISTERED
COMPANIES**

I, Joseph Maima of P.O. Box 7819, Boroko, NCD, give notice that I intend to apply to the Registrar of Companies to reinstate Sunland Consultants Limited, a company that was deregistered on 30th May, 2008 and give notice that my grounds of application will be that:—

1. I was a Director and Shareholder at the time of the removal of the company from the Register; and
2. The Company was still carrying on business at the time of the removal of the company from the Register; and
3. The company should not have been removed from the Register.

Dated this 25th day of October, 2011.

J. MAIMA,
Signature of person giving this Notice.

This Notice has been approved by the Registrar of Companies.

Dated this 15th day of November, 2011.

A. TONGAYU,
Registrar of Companies.

Note:—A person may within one month after the publication of this Notice, lodge with the Registrar of Companies an Objection and reasons thereof to the reinstatement of the defunct company in accordance with Section 378(3)(d) of the *Companies Act* 1997.

Companies Act 1997
Company Number 1-55718

**NOTICE OF INTENTION TO REINSTATE A COMPANY
REMOVED FROM THE REGISTER OF REGISTERED
COMPANIES**

I, Jenifa Kena of P.O. Box 166, Goroka, Eastern Highlands Province, give notice that I intend to apply to the Registrar of Companies to reinstate Guil Fine Building & Construction Ltd., a company that was deregistered on 30th May, 2008 and give notice that my grounds of application will be that:—

1. I was the Director/Shareholder of the company at the time of the removal of the company from the Register; and
2. The Company was still carrying on business at the time of the removal of the Company from the Register; and
3. The company should not have been removed from the Register.

Dated this 2nd day of February, 2012.

J. KENA,
Signature of person giving this Notice.

This Notice has been approved by the Registrar of Companies.

Dated this 8th day of February, 2012.

A. TONGAYU,
Registrar of Companies.

Note:—A person may within one month after the publication of this Notice, lodge with the Registrar of Companies an Objection and reasons thereof to the reinstatement of the defunct company in accordance with Section 378(3)(d) of the *Companies Act* 1997.

Companies Act 1997
Company Number 1-47258

**NOTICE OF INTENTION TO REINSTATE A COMPANY
REMOVED FROM THE REGISTER OF REGISTERED
COMPANIES**

I, Benny Wappi of P.O. Box 103, Wewak, East Sepik Province, give notice that I intend to apply to the Registrar of Companies to reinstate Land, Marine & Air Agency (PNG) Ltd, a company that was deregistered on 31st March, 2005 and give notice that my grounds of application will be that:—

1. I, Benny Wappi is a Shareholder and Director; and
2. The Company is still carrying on business; and
3. The company should not have been removed from the Register.

Dated this 22nd day of September, 2011.

B. WAPPI,
Signature of person giving this Notice.

This Notice has been approved by the Registrar of Companies.

Dated this 22nd day of September, 2011.

A. TONGAYU,
Registrar of Companies.

Note:—A person may within one month after the publication of this Notice, lodge with the Registrar of Companies an Objection and reasons thereof to the reinstatement of the defunct company in accordance with Section 378(3)(d) of the Companies Act 1997.

Companies Act 1997
Company Number 1-55368

**NOTICE OF INTENTION TO REINSTATE A COMPANY
REMOVED FROM THE REGISTER OF REGISTERED
COMPANIES**

I, Francis Paraide of P.O. Box 185, New Rabaul, East New Britain Province, give notice that I intend to apply to the Registrar of Companies to reinstate Kristi Carrier Ltd., a company that was deregistered on 30th May, 2008 and give notice that my grounds of application will be that:—

1. I was a Director at the time of the removal of the company from the Register; and
2. The Company was still carrying on business at the time of the removal of the Company from the Register; and
3. The company should not have been removed from the Register.

Dated this 22nd day of November, 2011.

F. PARAIDE,
Signature of person giving this Notice.

This Notice has been approved by the Registrar of Companies.

Dated this 28th day of November, 2011.

A. TONGAYU,
Registrar of Companies.

Note:—A person may within one month after the publication of this Notice, lodge with the Registrar of Companies an Objection and reasons thereof to the reinstatement of the defunct company in accordance with Section 378(3)(d) of the Companies Act 1997.

Companies Act 1997
Company Number 1-28177

**NOTICE OF INTENTION TO REINSTATE A COMPANY
REMOVED FROM THE REGISTER OF REGISTERED
COMPANIES**

I, Johnson Tia of P.O. Box 1510, Port Moresby, NCD, give notice that I intend to apply to the Registrar of Companies to reinstate Oriental Resources Ltd, a company that was deregistered on 12th October, 2009 and give notice that my grounds of application will be that:—

1. I am a Director of the company at the time of the removal of the company from the Register; and
2. Is still carrying out business at this stage; and
3. The company should not have been removed from the Register.

Dated this 31st day of March, 2011.

J. TIA,
Signature of person giving this Notice.
This Notice has been approved by the Registrar of Companies.
Dated this 20th day of April, 2011.

A. TONGAYU,
Registrar of Companies.

Note:—A person may within one month after the publication of this Notice, lodge with the Registrar of Companies an Objection and reasons thereof to the reinstatement of the defunct company in accordance with Section 378(3)(d) of the Companies Act 1997.

Employment Act 1978

APPLICATION FOR EXEMPTION UNDER SECTION 4

I, Martin Aini, (MP), Minister for Labour and Industrial Relations, in exercise of the powers conferred to me under Section 4 of the *Employment Act 1978*, do hereby grant exemption to Esso Highlands Limited, from the Provisions of the following Sections of the afore mentioned Act:

1. Section 48 relating to shift hours;
2. Section 49(3)(a) & (b) relating to hours of work;
3. Sections 51 and 52 relating to wages, "overtime" and public holidays; and
4. Section 99 relating to the employment of females.

Having considered the basis of Esso Highlands Limited's request for exemption, the Ministry is of the opinion that the company's work practices and conditions of employment, do take into account the precautionary provisions of the *PNG Employment Act*, relating to physical security of female employees, fatiguer and safety liabilities at the work place.

Dated this 20th day of December, 2011.

Hon. M. AINI, MP,
Minister for Labour and Industrial Relations.

Industrial Relations Act (Chapter No. 173) of 1962

**REVOCATION OF APPOINTMENT OF INDUSTRIAL
REGISTRAR AND APPOINTMENT OF ACTING
INDUSTRIAL REGISTRAR**

I, Hon. Martin Aini, MP., Minister for Labour and Industrial Relations, by virtue of the powers conferred by Section 3(1) of the *Industrial Relations Act (Chapter No. 173) of 1962*, and all other powers me enabling, hereby appoint Helen Saleu as Acting Industrial Registrar of the office of Industrial Registrar for an indefinite period, effective from the 11th of September, 2011.

Dated this 20th day of January, 2012.

Honourable M. AINI, MP.,
Minister for Labour and Industrial Relations.

Land Registration Act (Chapter 191)**ISSUE OF OFFICIAL COPY OF STATE LEASE**

NOTICE is hereby given that after the expiration of fourteen clear days from the date of publication of this Notice, it is my intention to issue an Official Copy of the State Lease referred to in the Schedule below under Section 162 of *Land Registration Act* (Chapter 191), it having been shown to my satisfaction that the registered proprietor's copy has been lost or destroyed.

SCHEDULE

State Lease Volume 102, Folio 44 evidencing a leasehold estate in all that piece or parcel of land known as Allotment 72, Section 93, Lae, Morobe Province containing an area of 0.1014 hectares more or less the registered proprietor of which is Morobe Provinsel Gavman.

Dated this 6th day of March, 2012.

T. ASIZO,
Deputy Registrar of Titles.

Land Registration Act (Chapter 191)**ISSUE OF OFFICIAL COPY OF STATE LEASE**

NOTICE is hereby given that after the expiration of fourteen clear days from the date of publication of this Notice, it is my intention to issue an Official Copy of the State Lease referred to in the Schedule below under Section 162 of *Land Registration Act* (Chapter 191), it having been shown to my satisfaction that the registered proprietor's copy has been lost or destroyed.

SCHEDULE

State Lease Volume 49, Folio 69 evidencing a leasehold estate in all that piece or parcel of land known as Allotment 89, Section 93, Lae, Morobe Province containing an area of 0.0958 hectares more or less the registered proprietor of which is Sarufa Taeva Pryke.

Other Interest: Unregistered Discharge of Mortgage to Bank of South Pacific Limited.

Dated this 7th day of October, 2011.

T. ASIZO,
Deputy Registrar of Titles.

Merchant Shipping Act (Chapter 242)**REVOCATION OF APPOINTMENT OF PAPUA NEW GUINEA PORTS CORPORATION LIMITED AS PILOTAGE AUTHORITY**

THE NATIONAL MARTIME SAFETY AUTHORITY, by virtue of the powers conferred by Section 197 of the *Merchant Shipping Act* (Chapter 242) and all other powers it enabling, hereby revoke the appointment of Papua New Guinea Ports Corporation Limited as the Pilotage Authority dated 12th August, 2009 and published in the *National Gazette* No. G198 of 8th October, 2009 for the following declared Pilotage areas:—

Aitape	Lorengau
Alotau	Madang
Daru	Oro Bay
Jomard Entrance	Port Moresby
Kavieng	Rabaul
Kieta	Samarai
Kimbe	Vanimo; and
Lae	Wewak

Dated this 20th day of December, 2011.

DR. T. WEBSTER,
Chairman, the National Maritime Safety Authority.

Companies Act 1997

AVONLEA No. 2 LIMITED
(In Liquidation)

PUBLIC NOTICE

IN Pursuance of Section 305(2) of the *Companies Act* 1997, I hereby give Public Notice, in respect of the liquidation of Avonlea No. 2 Limited (In Liquidation) that:—

- (i) James Sinton Spence has been appointed liquidator.
- (ii) The liquidation commenced on 29th February, 2012.
- (iii) The address and telephone number during normal business hours of the liquidator are:—

2nd Floor, Brian Bell Plaza, Turumu Street, Boroko, National Capital District.

P.O. Box 6861, Boroko, National Capital District. Telephone: 325 7611.

Dated this 5th day of March, 2012.

J. S. SPENCE,
Liquidator.

Worker's Compensation's Act (Chapter No. 179)**APPOINTMENT OF ACTING CHIEF COMMISSIONERS
OFFICE OF WORKERS COMPENSATION**

I, Hon. Martin Aini, MP., Minister for Labour and Industrial Relations, by virtue of the powers conferred by Section 3(1)(b) and Section 3(3)(b) of the *Worker's Compensation's Act* (Chapter No. 179), and all other powers me enabling, hereby appoint Mrs. Mary Morola as the Acting Chief Commissioner of the Worker's Compensation, effective from 11th September, 2011 to 3rd of January, 2012.

Dated this 20th day of January, 2012.

Honourable M. AINI, MP.,
Minister for Labour and Industrial Relations.

Worker's Compensation's Act (Consolidated to No. 11 of 1990)**REVOCATION OF APPOINTMENT OF CHIEF
COMMISSIONERS AND APPOINTMENT OF ACTING CHIEF
COMMISSIONER OF THE OFFICE OF WORKERS
COMPENSATION**

I, Hon. Martin Aini, MP., Minister for Labour and Industrial Relations, by virtue of the powers conferred by Section 3(1) of the *Worker's Compensation's Act* 1978 (Consolidated to No. 11 of 1990), and all other powers me enabling, hereby:—

- (a) Revoke the appointment of Mrs. Mary Morola as the Chief Commissioner of the Office of Worker's Compensation; and
- (b) Appoint Mrs. Eva Kini as the Acting Chief Commissioner of the Office of Worker's Compensation for an indefinite period effective from the 3rd of January, 2012.

Dated this 20th day of January, 2012.

Honourable M. AINI, MP.,
Minister for Labour and Industrial Relations.

Thomas Lewis



→ File away!

National Gazette

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PORT MORESBY, THURSDAY, 16th APRIL

[2009

THE PAPUA NEW GUINEA NATIONAL GAZETTE

The Papua New Guinea National Gazette is published sectionally in accordance with the following arrangements set out below.

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Departments authorising the publication of Special Gazettes are required to pay all printing charges under the instructions from the Manual of Financial Procedures Section 13.3, Subsection 11.

K. KAIHAH,
Government Printer.

*Merchant Shipping Act 1975***DECLARATION OF COMPULSORY PILOTAGE AREA**

THE NATIONAL MARITIME SAFETY AUTHORITY, being a pilotage authority, by virtue of the powers conferred by Section 200 of the *Merchant Shipping Act 1975* and all other powers it enabling, hereby declares that, in respect of—

- (a) the whole of the Lae, Madang and Rabaul Pilotage areas; and
(b) that part of the Kieta and Port Moresby Pilotage areas specified in the Schedule, pilotage is compulsory.

SCHEDULE**KIETA COMPULSORY PILOTAGE AREA**

All that piece or parcel of water situate in the declared Port of Kieta in the Bougainville Province commencing on the high water mark at a point on the extreme north point of Morowa Point thence bounded on the west south east and generally south along the foreshore of the Kieta Peninsula at the high water mark, on the south generally east along the foreshore of Kieta Harbour at the high water mark to Mission Point, on the south east by a straight line 052 degrees (T) for approximately 1875 metres to the high water mark on the extreme S.E. point of Bakawari Island, again on the south east by the line of the high water mark generally north east to the high water mark at Kalavar Point, on the east by a straight line due North for approximately 2500 metres to a point at the high water mark on the eastern extremity of Tautsina Island, thence generally north along the high water mark to the high water mark on the north eastern extremity of Tautsina Island, on the north by a straight line 295 degrees (T) for approximately 4700 metres passing through the beacon on Wogoromodo Reef to a point at the high water mark on the north eastern extremity of Arovo Island, thence westerly along the high water mark to a point at the high water mark on the western extremity of Arovo Island, thence by a straight line bearing 216 degrees (T) for approximately 550 metres to the point of commencement be the said several dimensions all a little more or less.

PORT MORESBY COMPULSORY PILOTAGE AREA

All that piece or parcel of water situate in the National Capital District and Central Province commencing at a point on the high water mark on the southern most point of South Lolorua Island and bounded on the west, generally north by the line of the high water mark on the eastern foreshore of South Lolorua Island, North Lolorua Island, Hanuadamava Island, and the mainland to Idumava Point, thence on the south, again on the west, and on the north, generally westerly, northerly and easterly by the line of the high water mark along the foreshore of Fairfax Harbour to a point at the high water mark on the south eastern extremity of Coglán Head, thence on the east, and on the south east, generally south easterly and south west by the line of the high water mark to Bogirohodobi Point, thence on the south by a straight line bearing 249 degrees to the point of commencement.

Dated this 26th day of March, 2009.

H. SHARP,
Chairman,
National Maritime Safety Authority.

Merchant Shipping Act 1975

DECLARATION OF PILOTAGE AREA

THE NATIONAL MARITIME SAFETY AUTHORITY, by virtue of the powers conferred by Section 196 of the *Merchant Shipping Act 1975* and all other powers it enabling, hereby declare each place specified in the Schedule to be a pilotage area.

SCHEDULE

AITAPE PILOTAGE AREA

All that piece and parcel of land and water situate below the high water mark within the declared Port of Aitape West Sepik Province commencing at a point on the high water mark aforesaid being the eastern most point of Rohm Point and bounded thence on the north by a straight line bearing 90 degrees (T) for 5100 metres, thence on the east by a straight line bearing 180 degrees (T) for approximately 3650 metres to a point on the mainland at high water mark in latitude 3 degrees 10 minutes south thence on the south-west generally north-westerly for approximately 2800 metres along the aforesaid high water mark to the northernmost point on the east bank of the Raihu River thence on the south by a straight line due west for approximately 320 metres across the mouth of the Raihu River to a point at the high water mark on the eastern most point on the western bank of the said Raihu River thence generally on the south, on the south-west, on the west on the north-west and on the north generally westerly and northerly and north-easterly and easterly all along the foreshore on the line of the aforesaid high water mark to the point of commencement be the said several dimensions all a little more or less.

ALOTAU PILOTAGE AREA

All that piece or parcel of land and water situate in the declared Port of Alotau in the Milne Bay Province commencing at the point of intersection of latitude 10 degrees 20 minutes south and longitude 150 degrees 26 minutes east and bounded thence to the west by a straight line bearing due north for approximately 2500 metres to a point on the sea shore at the high water mark thence generally on the north and on the east by the line of the high water mark aforesaid generally easterly southerly and again easterly to a point on the sea shore at the point of intersection of the meridian of longitude 150 degrees 28.00 minutes east thence again on the east by a straight line bearing due south for approximately 1080 metres to the point of intersection latitude 10 degrees 20 minutes south and longitude 150 degrees 28 minutes east thence on the south by a straight line bearing due west to the point of commencement be the said several dimensions all a little more or less.

DARU PILOTAGE AREA

All that piece and parcel of water below high water mark of the Gulf of Papua situate within the declared port of Daru in the Western Province commencing at a point at the intersection of latitude 9 degrees 11 minutes south and longitude 143 degrees 09 minutes east and bounded on the west by a straight line due north to a point on the mainland at high water mark, thence on the north west generally north easterly on the line of the high water mark to a point where the said high water mark intersections latitude 9 degrees 02 minutes south thence on the north by a straight line due east across the River Oriomo to a point at the high water mark on the eastern bank, thence generally on the north generally easterly by the line of the high water mark to a point at the southern extremity of the mainland in longitude 143 degrees 20 minutes east, thence on the east by a straight line due south to a point at the intersection of latitude 9 degrees 11 minutes south and longitude 143 degrees 20 minutes east, thence on the south by a straight line due west to the point of commencement be the said dimensions all a little more or less.

JOMARD ENTRANCE

All that piece or parcel of water situate in the vicinity of Jomard Entrance commencing at latitude 10 degrees 45 minutes south longitude 152 degrees 00 minute east and thence on a straight line bearing due east to Rerihol Island Reef in latitude 10 degrees 45 minutes south longitude 152 degrees 20 minutes east and thence generally following south south-westerly along the high water mark on the reef to the eastern end of Rerihol Island Reef at Latitude 10 degrees 47 minutes south longitude 152 degrees 16.73 minutes east thence due south to the high water mark on the western reef at Howai Tinua Passage, thence generally westerly to the north-western extremity of the Kei Keia Reef at latitude 11 degrees 7 minutes south longitude 152 degrees 17 minutes east thence south-westerly following a line bearing 206 degrees (T) to the northwestern tip of the Panarairai Island Reef at latitude 10 degrees 14.2 minutes south longitude 152 degrees 10.3 minutes east thence south to latitude 11 degrees 20 minutes south longitude 152 degrees 10.3 minutes east thence west to latitude 11 degrees 20 minutes south longitude 152 degrees 05 minutes east across the Jomard Entrance, thence north to latitude 11 degrees 15 minutes south, longitude 152 degrees 05 minutes east to the reef on the western side of Jomard Entrance thence north and westerly along the high water mark on the reef to the northern part of the reef and thence along a line bearing 353 degrees (T) to the light at the eastern edge of Pananiu Island at latitude 10 degrees 47.2 minutes south, longitude 152 degrees 00.6 minutes east and thence finishing at the point of commencement, latitude 10 degrees 45 minutes south, longitude 152 degrees 00 minute east, be the said dimensions all a little more or less.

Declaration of Pilotage Area—continued

Schedule—continued

KAVIENG PILOTAGE AREA

All that piece or parcel of land and water situated in the Milinch of Balgai Fourmil of Kavieng New Ireland Province commencing at a point at the high water mark on the northernmost point of North Cape and bounded thence on the south-east by the line of the high water mark aforesaid generally south-westerly to a point at the western extremity of Cape Nuan thence generally on the east by the line of the high water mark aforesaid generally southerly to a point on the high water mark at the southern extremity of Cape Siwusat thence again on the south-east by a straight line bearing 220 degrees (T) for approximately 1980 metres to a point on the high water mark aforesaid at the extreme north point of Usien Island thence on the south by a straight line due west for approximately 3205 metres thence on the west by a straight line due north for approximately 1790 metres to a point on the high water mark aforesaid at the south-western extremity of Edmago Island thence on the north by the line of the high water mark generally easterly along the south shore of the said Edmago Island to a point at the eastern extremity of the said Edmago Island thence again on the north by a straight line bearing 073 degrees (T) for approximately 3425 metres to a point at the high water mark aforesaid on the southern extremity of Nago Island thence on the west by the line of the high water mark on the western shore of the said Nago Island generally northerly for approximately 900 metres to a point on the northern extremity of the said Nago Island thence again on the west by a straight line bearing 011 degrees (T) for approximately 2205 metres to a point at the high water mark on the north-westernmost point of Nusalik Island thence again on the west by a straight line bearing 017 degrees (T) for approximately 1290 metres to a point at the high water mark on the western most point of Nusa Island thence on the north-west by a straight line bearing 045 degrees (T) for approximately 2440 metres thence again on the north by a straight line due west to the point of commencement be the said several dimensions all a little more or a little less.

KIETA PILOTAGE AREA

All that piece or parcel of water situated in the declared Port of Kieta in the Bougainville Province commencing on the high water mark at a point on the extreme north point of Morowa Point thence bounded on the west and south-east and generally south along the foreshore of the Kieta Peninsula at the high water mark, on the south generally east along the foreshore of Keita harbour at the high water mark to Mission point, thence again on the south by a straight line 089 degrees (T) for approximately 7200 metres to a point on the high water mark on the western extremity of Tunani Island, thence on the east by a straight line bearing 343 degrees (T) for approximately 6700 metres along the seaward edge of Gero Reef to a point in latitude 6 degrees 10 minutes south longitude 155 degrees 42 minutes east, thence on the north-east by a straight line bearing 328 degrees (T) for approximately 6500 metres to a point in latitude 6 degrees 07.1 minutes south, longitude 155 degrees 40.4 minutes east thence on the north by a straight line due west for approximately 5350 metres to a point at the northern extremity of Banaru Reef, thence again on the west by a straight line due south for approximately 5700 metres to the point of commencement be the said several dimensions all a little more or less.

KIMBE PILOTAGE AREA

All that piece and parcel of land and water situated below high water mark of Stettin Bay within the Declared Port of Kimbe commencing at a point situated perpendicularly distant 10 metres seaward to the high water mark from a point situated 457 metres bearing 290 degrees (T) from the Department of Works tide gauge thence bounded on the south-west generally north-westerly, westerly and north-westerly, by the line of the high water mark aforesaid to a point at the northern extremity of Gigo Point on the high water mark aforesaid thence on the west by a straight line due north for 1685 metres thence on the north by a straight line due east for 6821 metres thence on the east by a straight line due south for 2438 metres to a point on the high water mark aforesaid at the eastern extremity of Telagavu Point thence generally on the south generally westerly by the line of the high water mark aforesaid to the point of commencement be the said several dimensions all a little more or less.

LAE PILOTAGE AREA

All that piece and parcel of land and water situated in the Milinch of Lae Fourmil of Markham in the Morobe Province commencing at a point on the high water mark at the intersection of the line of the high water mark aforesaid and meridian 147 degrees 00 minute east longitude and bounded thence on the north, generally westwards along the line of the high water mark to a point on the high water mark aforesaid at the intersection of the line of the high water mark aforesaid and a straight line bearing 090 degrees (T) from the Markham Permanent Survey Mark Number 3352, thence on the west by a straight line due south for 1100 metres, thence on the south by a straight line due east for 2700 metres thence on the east by a straight line due north for 1000 metres to the point of commencement be the said several dimensions all a little more or less.

Declaration of Pilotage Area—*continued*Schedule—*continued*

LORENGAU PILOTAGE AREA

All that piece and parcel of land and water situated below high water mark of Seeadler Harbour within the declared Port of Lorengau in the Manus Province commencing at a point on the high water mark aforesaid being the north-western corner of Allotment 7 Section 7 in the said Town of Lorengau and bounded thence on the west by a straight line bearing 012 degrees (T) for 2040 metres thence on the north-west by a straight line bearing 027 degrees (T) for approximately 4920 metres to a point at the aforesaid high water mark on the eastern extremity of Hauwei Island thence again on the west by a straight line due north for 2050 metres on the north by a straight line due east for 2920 metres thence on the east by a straight line due south for approximately 2000 metres to the Old Light House on the western extremity of Ndrilo Island thence again on the east by a straight line bearing 186 degrees (T) for approximately 7160 metres to a point at the aforesaid high water mark on the westernmost extremity of Butjo Mokau Island thence on the south-east by a straight line bearing 221 degrees (T) for approximately 2160 metres to the high water mark aforesaid on the mainland thence generally on the south-west and south by the line of the high water mark aforesaid for approximately 4500 metres to its intersection with a prolongation of the south-western boundary of Allotment 5 Section 7 in the said Town of Lorengau thence generally on the south and south-west by the line of the high water mark generally easterly and northerly to the point of commencement be the said several dimensions all a little more or less.

MADANG PILOTAGE AREA

All that piece or parcel of water situated in the Madang Province in the Milinch of Kranket Fourmil of Madang commencing at a point on the seashore of Kalibobo (Schering) Peninsula at high water being the south-eastern corner of the Portion 48 Milinch of Kranket Fourmil of Madang and bounded thence on the south west by the line of the high water mark generally north western along the seashore of Dallman Passage, on the south by the line of the high water mark generally west along the seashore of Madang Harbour to the high water mark on the western extremity of Bode Point, on the east, again on the south, on the west by the line of the high water mark generally south then west then north along the seashore of Binnen Harbour on the north west, on the north, again on the west by the line of the high water mark generally north east, then east, then north along the seashore of Madang Harbour to a point at the high water mark on the eastern most extremity of Beliau Island, again on the north by a straight line easterly for approximately 650 metres to a point at the high water mark on the western most extremity of Kranket Island, again on the north east, south east and again north east by the line of the high water mark generally south-easterly south-westerly and again south easterly along the seashore of the said Kranket Island for approximately 1800 metres to a point on the high water mark at the southern most extremity of Kranket Island, again on the north west by the line of the high water mark generally north east along the seashore of the said Kranket Island for approximately 1600 metres to a point at the high water mark on the eastern most extremity of the said Kranket Island, again on the north by a straight line due east for 1010 metres to a position in latitude 5 degrees 11.9 minutes south longitude 145 degrees 51.5 minutes east again on the east by a straight line due south for 2290 metres to a position in latitude 5 degrees 15 minutes south longitude 145 degrees 51.5 minutes east again on the south by a straight line due west for 2220 metres to a point at the high water mark on the eastern most extremity of the said Kalibobo (Schering) Peninsula, again on the west by the line of the high water mark generally north along the seashore of the said Kalibobo (Schering) Peninsula for approximately 710 metres to the point of commencement be the said several dimensions all a little more or less.

ORO BAY PILOTAGE AREA

All that piece and parcel of land and water situated below high water mark of Oro Bay within the declared Port of Oro Bay commencing at a point on the high water mark aforesaid being the easternmost point of Cape Sinclair thence bounded generally on the south west south and south east by the line of the high water mark aforesaid generally north westerly, westerly and south westerly to a point on the south bank at the mouth of the Beamu River bearing 140 degree (T) distant 65 metres from the high water mark aforesaid at the eastern extremity of the point on the north bank of the said Beamu River, thence again on the south west by a straight line bearing 320 degrees (T) for 65 metres across the said Beamu River to the point at high water mark on the eastern extremity of the northern bank generally on the south west, west and north west by the line of the high water mark aforesaid generally north westerly, northerly and north easterly for 2700 metres to its intersection with the south bank of Namani Creek thence on the north by a straight line due east for 2000 metres thence on the east by a straight line due south for 2000 metres to the point of commencement be the said dimensions all a little more or less.

Declaration of Pilotage Area—continued

Schedule—continued

PORT MORESBY PILOTAGE AREA

All that piece or parcel of water situated in the National Capital District and the Central Province commencing at the point on the high water mark on the southern most point on South Lolorua Island and bounded on the west generally north by the line of the high water mark on the eastern foreshore of south Lolorua Island, North Lolorua Island, Hanudamava Island, and the mainland to Idumava Point, thence on the south, again on the west, and on the north, generally westerly, northerly and easterly by the line of the high water mark along the foreshore of Fairfax Harbour to a point at the high water mark on the south eastern extremity of Cogan Head, thence on the east, and on the south east, generally south easterly and south west by the line of the high water mark to Bogirohodobi Point, thence again on the north and again on the east, generally east and south east along the line of the high water mark to the south western extremity of the land of Vabukori, thence on the south east by a straight line bearing 206 degrees (T) from the high water mark at the said south western extremity of the land at Vabukori to the high water mark on the southern extremity of Manubada Island, thence on the south by a straight line bearing 245 degrees (T) for approximately 5420 metres to the Basilisk Beacon, thence again on the east, generally southerly along the western limit of Nateara Reef to a point at the extreme south west of the said Nateara Reef, thence on the south west by a straight line bearing 300 degrees (T) to a point at the southern extremity of Sinavi Reef, thence again on the south generally eastward along the south limit of Sinavi Reef to a point where the parallel of latitude 9 degrees 32.00 minutes south cuts the western limit of the said Sinavi Reef, thence again on the west northerly along the east limit of the said Sinavi Reef for approximately 442 metres to a point at the north eastern extremity of the said Sinavi Reef, thence again on the west by a straight line bearing 336 degrees (T) to the point of commencement.

RABAU PILOTAGE AREA

All that piece or parcel of water situated in the Milinch of Blanche Fourmil of Rabaul, East New Britain Province commencing at the point on the high water mark on the north sea shore of Simpson Harbour being a point at the high water mark on a prolongation of the western boundary of Wisdom Street being in a line 178 degrees 42.5 minutes from the end of the said western boundary of Wisdom Street, on the north and generally on the east by a line at the high water mark of the said sea shore of Simpson Harbour generally easterly and southerly for approximately 6100 metres to a point at the high water mark at the western extremity of Matupit Island again on the north by a line at the high water mark of the said sea shore of Simpson Harbour generally easterly and northerly for approximately 1250 metres to a point on the high water mark at the eastern extremity of the said Matupit Island again on the east by the straight line due south for approximately 4375 metres to a position in latitude 4 degrees 16.6 minutes south longitude 152 degrees 11.8 minutes east on the south by a straight line due west for approximately 2340 metres to a point on the sea shore at high water mark on the south eastern most extremity of the land known as Vulcan on the west and generally northerly by a line at the high water mark of the said sea shore of Simpson Harbour for about 10400 metres to a point at the high water mark on a prolongation of the south western boundary of Dawapia Road again on the north by a line at the high water mark to the point of commencement be the said several dimensions all a little more or less.

SAMARAI PILOTAGE AREA

All that piece or parcel of water situated within the declared port of Samarai in the Milne Bay Province commencing at the point on the sea shore at high water of China Strait which said point is the westernmost corner of Allotment H of Section 10 Town of Samarai on the south by a straight line due west for about 1000 metres on the west by a straight line due north for about 1000 metres on the north by a straight line due east for about 1300 metres on the east by a straight line due south for about 820 metres to a point on the sea shore at high water mark of China Straits which said point is the northern most point of Samarai Island generally on the south east by the line of the high water mark of China Straits generally south westerly to the point of commencement be the said several dimensions all a little more or less.

VANIMO PILOTAGE AREA

All that piece or parcel of land and water situated below high water mark of the Bismarck Sea within the declared Port of Vanimo commencing at the point on the high water mark aforesaid being the northernmost point on the western extremity of Ibbekuang Bay and bounded thence on the west by a straight line due north for approximately 1470 metres thence on the north by a straight line due east for approximately 6870 metres thence on the east by a straight line due south for approximately 5900 metres to the high water mark aforesaid thence generally on the south, again on the west, again on the north and east, again on the south, on the north west and again generally on south by the line of the high water mark aforesaid generally westerly, northerly again westerly southerly and again westerly, north easterly and along the seashore of Daumlinge Bay and the peninsula of Cape Concordia and Dakrino Bay and Vanimo Harbour and the Vanimo Point peninsula and Ibbekuang Bay to the point of commencement be the said several dimensions all a little more or less.

Declaration of Pilotage Area—continued

Schedule—continued

WEWAK PILOTAGE AREA

All that piece or parcel of land and water situated below high water mark of the Bismarck Sea within the Port of Wewak in the East Sepik Province commencing at a point on the high water mark aforesaid at the eastern extremity of Wewak Point thence bounded on the west by a straight line due north for approximately 2900 metres thence on the north by a straight line due east for 3725 metres thence on the east by a straight line due south for approximately 4780 metres thence on the south by a straight line due west for approximately 800 metres to a point on the high water mark aforesaid at the extreme north point of Cape Boram thence on the south east and again on the south generally westerly, southerly, south westerly and again westerly by the line of the high water mark aforesaid to the northern extremity of Mission Point thence on the south west, west and north west generally north westerly northerly and north easterly by the line of the high water mark aforesaid to the point of commencement be the said several dimensions all a little more or less.

Dated this 20th day of March, 2009.

H. SHARP,
Chairman,
National Maritime Safety Authority.

Merchant Shipping Act 1975

DECLARATION OF PILOTAGE AREA

THE NATIONAL MARITIME SAFETY AUTHORITY, being a pilotage authority, by virtue of the powers conferred by Section 196 of the *Merchant Shipping Act 1975* and all other powers it enabling, hereby declares that the Jomard Entrance Passage in Milne Bay Province as specified in the Schedule to be a pilotage area.

SCHEDULE

JOMARD ENTRANCE PILOTAGE AREA

All that piece or parcel of water situate in the vicinity of Jomard Entrance commencing at latitude 10 degrees 45 minutes south, longitude 152 degrees 00 minute east and thence on a straight line bearing due east to Rerihol Island Reef in latitude 10 degrees 45 minutes south, longitude 152 degrees 20 minutes east and thence generally following south south-westerly along the high water mark on the reef to the eastern end of Rerihol Island Reef at Latitude 10 degrees 47 minutes south, longitude 152 degrees 16.73 minutes east, thence due south to the high water mark on the western reef at Howai Tinua Passage, thence generally westerly to the north-western extremity of the Kei Keia Reef at latitude 11 degrees 7 minutes south, longitude 152 degrees 17 minutes east thence south-westerly following a line bearing 206 degrees (T) to the north-western tip of the Panarairai Island Reef at latitude 10 degrees 14.2 minutes south, longitude 152 degrees 10.3 minutes east thence west to latitude 11 degrees 20 minutes south, longitude 152 degrees 05 minutes east to the reef on the western side of Jomard Entrance thence north and westerly along the high water mark on the reef to the northern part of the reef and thence along a line bearing 353 degrees (T) to the light at the eastern edge of Pananiu Island at latitude 10 degrees 47.2 minutes south, longitude 152 degrees 00.6 minutes east and thence finishing at the point of commencement, latitude 10 degrees 45 minutes south, longitude 152 degrees 00 minute east be the said dimensions all a little more or less.

Dated this 20th day of March, 2009.

H. SHARP,
Chairman,
National Maritime Safety Authority.