

GOODS

- (e) *Delivery of Motor Vehicles, Motor-vehicle Trailers, and Tractors* completely assembled on their wheels may, at the option of the Department, be given or taken by owners at the ship's side. Except as otherwise provided, the charge for each vehicle so received or delivered will be 25s. Where receipt or delivery is, or will be, taken under the provisions of this subparagraph the Department will not be responsible for any damage howsoever caused or arising which may occur to any such vehicle after the same has been placed upon the wharf.

6. *Haulage of Ship's Ballast* from ship's side and tipping to spoil will be charged 10s. per ton (minimum charge £7 5s.).

7. *Transshipments*—Except as otherwise provided, bona fide transshipments from one vessel to another at the same port will be charged for haulage, handling, and storage at the following rates:

- (a) When the goods are received by the Department on the wharf and redelivered to another vessel at the same wharf without being placed in wagons, 14s. per ton (minimum charge, 7s.). The Department reserves to itself the right to decide whether such goods shall or shall not be loaded into wagons and hauled from ship to ship.
- (b) When the goods are received ex ship into wagons and hauled to another ship for reshipment within 36 hours, the following charges including receipt ex ship, haulage, and redelivery to ship will apply:

	Rate Per Ton			Minimum Charge
	s.	d.		s. d.
Receipt (handling) ex ship	5	0		2 6
Haulage	7	0		35 0 per four-wheeled wagon.
Redelivery (handling) to ship	5	0		2 6

- (c) When the goods are received ex ship into wagons and are not reshipped within 36 hours or are hauled to shed for storage and afterwards redelivered to ship, a transshipment charge of 9s. per ton (minimum charge 4s. 6d.) will be made to cover handling in the shed (or detention of the wagons) and storage up to one week. In addition, charges will be made for haulage (minimum charge 35s. per four-wheeled wagon) from or to the ships and for handling (when performed by the Department) at the ship's side at the rates specified in subparagraphs (a) and (b) of paragraph 5 of this section. After the expiry of one week, storage will be charged at the rate ordinarily chargeable for storage at the station concerned.

- (d) Livestock received ex ship into wagons and hauled to another ship for reshipment will be charged 45s. per four-wheeled wagon.

- (e) For the purposes of charging under the provisions of this paragraph the weight of timber will be calculated as follows:

Hardwood	350 super. ft. to the ton.
All other timbers	450 super. ft. to the ton.

8. *Computation*—(a) Wool will be computed at the rate of five bales not exceeding 4 cwt each to the ton.

(b) The charges on ship's goods, as defined in section 127, paragraph 2, will be computed on weight or measurement at the option of the Department, *vide* section 127, paragraph 1.

97. Private Siding Traffic—Haulage, Handling, and Tallying Charges: Wagon Minima

1. *Liability*—Where the loading or unloading of traffic is performed by consignors or consignees at private stores and sidings, the Department will take no responsibility for the condition of the goods or for delivery of quantities or weights as declared by consignors or consignees.

2. *Minimum Loads*—Except as provided in paragraph 3 hereof, or when wagons are fully loaded, the minimum load of a four-wheeled wagon consigned to or from a private siding will be as follows:

Goods, not otherwise specified ..	30 cwt.
Timber	700 super. ft.
Wool	8 undumped or 4 double-dumped bales.

The freight charges on a wagon containing less than the minimum load will be computed as follows:

(a) *When the Siding is Located at a Station having Public Siding Facilities*—The freight charges will be computed as for a minimum weight of 30 cwt for the whole journey, or on actual weight plus 10s. 6d. for each siding haulage involved, whichever is cheaper.

(b) *When the Siding is Not Located at a Station having Public Siding Facilities*—The freight charges will be computed as for a minimum weight of 30 cwt for the whole journey, or as shown hereunder, whichever is cheaper:

(i) Traffic from the siding: As for 30 cwt from the siding to the nearest station with public siding facilities, and at actual weight from there to destination.

(ii) Traffic to the siding: On actual weight from the forwarding station to the station with public siding facilities nearest to the private siding, and as for 30 cwt from there to the private siding.