BARBADOS

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Statutory Instrument

S.I. 2025 No. 29

MERCHANT SHIPPING (TONNAGE) REGULATIONS, 2025

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Merchant Shipping Act

(Act 2024–28)

MERCHANT SHIPPING (TONNAGE) REGULATIONS, 2025

The Minister, in exercise of the powers conferred on him by section 1476 of the *Merchant Shipping Act*, makes the following Regulations:

PART I

PRELIMINARY

Citation

1. These Regulations may be cited as the *Merchant Shipping (Tonnage) Regulations, 2025*.

Definitions

2.(1) In these Regulations,

"Act" means *Merchant Shipping Act, 2024* (Act 2024-28);

"Administration" means the Barbados Maritime Transport Administration;

"amidships" means

(a) in relation to a ship of less than 24 metres in length, the mid-point of the length overall; and

(b) in relation to any other ship, the mid-point of the length of the ship;

"breadth" means

(a) in relation to a ship with a metal shell, the maximum breadth of the ship, measured amidships to the moulded line of the frame; and

(b) in relation to a ship with a shell of any other material, the maximum breadth of the ship, measured amidships to the outer surface of the hull;

"break" means the space bounded longitudinally by a side-to-side upward step in the lowest line of the upper deck and another such step or the end of the ship, transversely by the sides of the ship and vertically by the higher part of the deck and the lowest line of the upper deck continued parallel to it;

"cargo space" means an enclosed space that is appropriated for the transport of cargo to be discharged from the ship;

"certifying authority" means the Administration or a person authorized by the Administration for the purposes of these Regulations;

"combination carrier" means a ship designed to carry oil or solid cargoes in bulk;

"contracting government" means the government of a country that has accepted the Convention;

"Convention" means the International Convention on Tonnage Measurement of Ships, 1969;

"enclosed space" means a space, other than an excluded space, that is bounded by the ship's hull, by fixed or portable partitions or bulkheads or by decks or coverings other than permanent or moveable awnings, irrespective of any break in a deck, opening in the ship's hull, in a deck or in a covering of a space, or in the partitions or bulkheads of a space, or the absence of a partition or bulkhead, and includes a space referred to in subparagraphs *(a)* to *(e)* of the definition "excluded space" that fulfils at least one of the following conditions:

(a) the space is fitted with shelves or other means for securing cargo or stores;

(b) the openings are fitted with a means of closure; or

(c) the construction provides a possibility of such openings being closed;

"excluded space" means, subject to paragraph (2),

(a) that part of an enclosed space within an erection opposite an end opening and extending from the opening to an athwartship line at a fore and aft distance from the opening equal to half the breadth of the deck at the line of the opening, where the end opening has a breadth equal to or greater than 90 per cent of the breadth of the deck at the line of the opening and extends from deck to deck or to a curtain plate of a depth not exceeding by more than 25 millimetres the depth of the adjacent deck beams, as specified in Figure 1 of the *First Schedule*;

(b) a space under an overhead deck covering open to the sea and weather that has no other connection on the exposed sides with the body of the ship than the stanchions necessary for its support, including a space in which open rails or a bulwark and curtain plate are fitted or stanchions are fitted at the ship's side, if the distance between the top of the rails or the bulwark and the curtain plate is not less than 0.75 metres or one-third of the height of the space, whichever is the greater, as specified in Figure 7 of the *First Schedule*;

(c) a space in a side-to-side erection between opposite side openings not less in height than 0.75 metres or one-third of the height of the erection, whichever is the greater;

(d) a space in an erection immediately below an uncovered opening in the deck overhead, if the opening is exposed to the weather and the space is limited to the area of the opening, as specified in Figure 9 of the *First Schedule*; or

(e) a recess in the boundary bulkhead of an erection that is exposed to the weather, the opening of which extends from deck to deck without means of closing, if the interior width is not greater than the width at the entrance and its extension into the erection is not greater than twice the width of its entrance, as specified in Figure 10 of the *First Schedule*;

"International Tonnage Certificate (1969)" means a certificate issued under Article 7 of the Convention;

"length" means the greater of

(a) the distance between the fore side of the stem and the axis of the rudder stock; and

(b) 96 per cent of the distance between the fore side of the stem and the aft side of the stern,

where the points and measurements are taken at and along a waterline at 85 per cent of the least moulded depth of the ship or, in the case of a ship that has a rake of keel, the waterline shall be parallel to the designed waterline;

"length overall" means the distance between the foreside of the foremost fixed permanent structure and the afterside of the aftermost fixed permanent structure;

"fixed permanent structure" in relation to a vessel, includes any portion of the hull of the vessel that is capable of being detached, but that is fixed in place during the normal operation of the vessel, but does not include functional arrangements such as safety rails, bowsprits, pulpits, stemhead fittings, rudders, steering gear, outdrives, outboard motors, propulsion machinery, diving platforms, boarding platforms, rubbing strips and fenders, other than where such functional arrangements are designed to replace a part of the hull that has been removed;

"load line rules" in relation to a ship not registered in Barbados, means the load line rules of another country;

"moulded depth" in relation to a ship of less than 24 metres, means the vertical distance measured from the top of the keel of a metal ship, or from the lower edge of the keel rabbet of a wood or composite ship, to the underside of the upper deck at side or, if the ship is not fully decked, to the top of the upper strake or gunwale;

"moulded draught" means

(a) for a ship assigned load lines other than timber load lines in accordance with the load line rules, the draught corresponding to the summer load line;

(b) for a passenger ship, the draught corresponding to the deepest subdivision load line assigned in accordance with the load line rules for passenger ships;

(c) for a ship to which no load line has been assigned but the draught of which is restricted by the Administration, the maximum permitted draught; and

(d) for any other ship, 75 per cent of the moulded depth amidships;

"non-Barbados ship" means a ship that is not a Barbados ship within the meaning of the Act;

"oil tanker" means a ship constructed or adapted to carry oil in bulk in its cargo spaces, and includes combination carriers, a noxious liquid substances tanker as defined in Annex II of the International Convention for the Prevention of Marine Pollution from Ships, 1973, as modified by the Protocol of 1978 and the Protocol of 1997 relating to it, and a gas carrier as defined in regulation 3.20 of Chapter II-1 of the International Convention for the Safety of Life at Sea, 74, as amended, when carrying a cargo or part cargo of oil in bulk;

"passenger" means a person carried in a ship other than

(a) a person employed or engaged on board the ship on the business of the ship;

(b) a person on board the ship either pursuant to the obligation laid upon the master to carry shipwrecked, distressed or other persons or by reason of any circumstances that the master, owner or any charterer could not have prevented; or

(c) a child under one year of age;

"pleasure vessel" has the same meaning as in the *Shipping (Domestic Vessels) (Pleasure Vessels) Regulations, 2024* (S. I. 2024 No. 62);

"special trades" means passenger-specific trading activities undertaken by a special trade passenger ship;

"surveyor" means a surveyor appointed by a certifying authority;

"upper deck" in relation to a ship, means the uppermost complete deck exposed to weather and sea that has permanent means of weathertight closing of all openings in the weather part of it and below which all openings in the sides of the ship are fitted with permanent means of watertight closing or, if the ship has a stepped upper deck, the lowest line of the exposed deck and the continuation of that line parallel to the upper part of the deck; and

"weathertight" in relation to a ship, means that in any sea conditions water will not penetrate the ship.

(2) For the purposes of the definition "excluded space" in paragraph (1),

(a) where at any point the width of an enclosed space, because of an arrangement other than convergence of the outside plating, as specified in Figure 3 of the *First Schedule*, becomes less than 90 per cent of the breadth of the deck at the line of the opening, the excluded space shall extend only to an athwartship line intersecting that point, as specified in Figures 2 and 4 of the *First Schedule*;

(b) where the opposite ends of two enclosed spaces are separated by a gap that is completely open except for bulwarks or open rails and of a fore and aft length less than half the least breadth of the deck at the gap, then no part of the enclosed space shall be excluded, as specified in Figures 5 and 6 of the *First Schedule*; and

(c) if the opening in an erection is provided on one side only, the space to be excluded from the volume of enclosed spaces shall be limited inboard from the opening to a maximum of one half of the breadth of the deck in way of the opening, as specified in Figure 8 of the *First Schedule*.

(3) For the purposes of the definition "moulded depth",

(a) where the form at the lower part of the midship section of a ship is of a hollow character, or where thick garboards are fitted, the distance is measured from the point where the line of the flat of the bottom continued inwards cuts the side of the keel;

(b) in the case of a glass reinforced plastic ship where no keel member is fitted and the keel is of open trough construction, the distance is measured from the top of the keel filling, if any, or from the level at which the inside breadth of the trough is 100 millimetres, whichever gives a lesser depth;

(c) in the case of a ship that has rounded gunwales, the distance is measured to the point of intersection of the moulded lines of the deck and side shell plating, the lines extending as though the gunwales were of angular design; and

(d) where the upper deck is stepped and the raised part of the deck extends over the point at which the moulded depth is measured, the distance is measured to a line of reference extending from the lower part of the deck along a line parallel with the raised part.

Purpose

3. The objective of these Regulations is to provide uniform principles and rules with respect to determination of tonnage of ships engaged on international voyages, in line with the International Convention on Tonnage Measurement of Ships, 1969.

PART II

BARBADOS SHIPS OF 24 METRES IN LENGTH AND OVER

Application

4. This Part applies to ships that are of 24 metres in length or over, that are registered or to be registered in Barbados under Part VII of the Act, and for which the ascertainment of tonnage is required under regulations made under the Act.

Method of measurement

5.(1) A ship shall be measured by a surveyor.

(2) The gross and net tonnages shall be determined in accordance with regulations 7 and 8 or, in the case of novel types of craft with constructional features that render the application of those paragraphs unreasonable or impracticable, as required by the Administration.

(3) All measurements used in the calculations of volumes shall be taken and expressed in metres to the nearest one hundredth of a metre.

(4) Gross and net tonnages shall be expressed as whole numbers, with decimals rounded off downwards.

Calculation of volumes

6.(1) All volumes included in the calculation of gross and net tonnages shall be measured, irrespective of the fitting of insulation or similar materials, to the inner side of the shell or structural boundary plating in ships constructed of metal, and to the outer surface of the shell or to the inner side of the structural boundary surfaces in ships constructed of any other material.

(2) Volumes of appendages shall be included in the total volume.

(3) Volumes of spaces open to the sea shall be excluded from the total volume.

(4) The method and accuracy of the calculations shall be sufficiently detailed to facilitate verification.

Gross tonnage

7. The gross tonnage of a ship shall be determined by the formula

$$GT = K1V$$

where

GT = gross tonnage;

V = total volume of all enclosed spaces of the ship in cubic metres; and

K1 = 0.2 + 0.02 log10 V, as specified in the *Second Schedule*.

Net Tonnage

8.(1) Subject to paragraph (2), the net tonnage of a ship shall be determined by the formula

$$NT = K_2 V_c \left(\frac{4d}{3D}\right)^2 + K_3\left(N_1 + \frac{N_2}{10}\right)$$

where

NT = net tonnage;

V_c = total volume of cargo spaces in cubic metres;

K_2 = 0.2 + 0.02 log10 V_c, as specified in the *Second Schedule*;

K_3 = $\frac{1.25\,[GT + 10{,}000]}{10{,}000}$

GT = gross tonnage calculated in accordance with regulation 7;

D = moulded depth amidships in metres;

d = moulded draught amidships in metres;

N_1 = number of berths for passengers in cabins with not more than 8 berths; and

N_2 = number of other passengers who may be accommodated on the ship.

(2) In the formula in paragraph (1),

(a) the factor $\left(\frac{4d}{3D}\right)^2$ shall not be taken as greater than unity;

(b) N_1 and N_2 shall be taken as zero when $N_1 + N_2$ is less than 13; and

(c) NT shall not be taken as less than 0.30 GT.

Segregated ballast oil tankers

9.(1) Where segregated ballast tanks that comply with Regulation 18 of Annex 1 of the International Convention for the Prevention of Pollution from Ships 1973, as modified by the Protocol of 1978 relating to that Convention, are provided in oil tankers, an entry may be made on the ship's International Tonnage Certificate (1969) indicating the total tonnage of these tanks

(2) The tonnage of such segregated ballast shall be calculated according to the formula

$$K_1 \text{ x } V_b$$

where

K_1 = = 0.2 + 0.02 log10 V, as specified in the *Second Schedule*;

V = the total volume of all enclosed spaces of the ship in cubic metres; and

V_b = the total volume of segregated ballast tanks in cubic metres measured in accordance with regulation 9.

Issuance of certificates

10. If it is in order to do so, the certifying authority shall issue to the owner of a ship an International Tonnage Certificate (1969) in the form set out in the Annex II to the Convention certifying the tonnages of the ship and containing the particulars set out in that Annex.

Cancellation of certificates

11.(1) Where alterations are made in the arrangement, construction, capacity, use of spaces, assigned load line or permitted draught of a ship, or to the total number of passengers the ship is permitted to carry under the terms of a ship's passenger certificate, that would cause an increase in the gross or net tonnage, the existing International Tonnage Certificate (1969) ceases to be valid and shall be delivered up to, and cancelled by, the certifying authority.

(2) When a ship is transferred from the Barbados Register, the International Tonnage Certificate (1969) ceases to be valid except when the transfer is to the administration of a state that is a contracting government, in which case the certificate may remain in force for a period not exceeding 3 months or until the new administration issues another International Tonnage Certificate (1969), whichever is the earlier.

(3) The certifying authority shall transmit to the administration of that government as soon as possible after the transfer has taken place a copy of the certificate carried by the ship at the time of transfer and a copy of the relevant tonnage calculations.

Change of net tonnage necessitating issuance of Certificate

12.(1) When alterations in the values of V, V_c, d, N_1 or N_2 defined in regulations 7 and 8 result in an increase in the net tonnage of a ship, a new International Tonnage Certificate (1969) incorporating the increased net tonnage shall be issued.

(2) Where a passenger ship is assigned subdivision load lines in accordance with the load line rules for passenger ships and load lines in accordance with the load line rules, only one net tonnage shall be applied.

(3) Where the draught of a ship corresponding to the summer load line differs from that corresponding to the deepest subdivision load line, the net tonnage shall, subject to paragraph (4), be that determined in accordance with regulation 8 by applying the draught corresponding to the appropriate assigned load line for the trade in which the ship is engaged.

(4) Subject to paragraph (5), where alterations in the values of V, V_c, d, N_1 or N_2 defined in regulations 7 and 8 or changes in the position of the load lines result in a decrease in the net tonnage of a ship, a new International Tonnage Certificate (1969) incorporating the decreased net tonnage shall not be issued until 12 months have elapsed from the date on which the current certificate was issued.

(5) A new International Tonnage Certificate (1969) may be issued immediately when

(a) a ship that was registered outside Barbados is re-registered in Barbados;

(b) a ship undergoes alterations or modifications of a major character, such as the removal of a superstructure, that requires an alteration of the assigned load line; or

(c) the ship is a passenger ship employed in special trades for carriage of large numbers of special trade passengers, such as in the pilgrim trade.

Use of gross tonnage ascertained under previous regulations

13.(1) The Administration may permit the continued use of a gross tonnage ascertained in accordance with Schedule 5 and Appendices 1 to 4 of the United Kingdom's *Merchant Shipping (Tonnage) Regulations, 1982* for the purpose of the application of regulations implementing the International Convention for the Safety of Life at Sea 1974, the Protocol of 1978 relating to that Convention, the International Convention for the Prevention of Pollution from Ships, 1973, the

Protocol of 1978 relating to that Convention and the International Convention on Standards of Training, Certification and Watchkeeping of Seafarers, 1978, as amended on 7th July 1995, in relation to

(a) a ship the keel of which was laid or that was at a similar stage of construction before 18th July, 1982;

(b) a ship, other than a ship referred to in subparagraph *(a)*, the keel of which was laid or that was at a similar stage of construction not later than 31st December, 1985; or

(c) a cargo ship, other than a ship referred to in subparagraph *(a)*, of less than 1600 gross tonnage, when ascertained in accordance with Schedule 5 and Appendices 1 to 4 of the United Kingdom's *Merchant Shipping (Tonnage) Regulations, 1982*, the keel of which was laid or that was at a similar stage of construction before 18th July 1994.

(2) An International Tonnage Certificate (1969) may be annotated, under "Remarks", by the certifying authority

(a) in the case of ship referred to in paragraph (1)*(a)*, with the following duly completed and signed entry:

"The ship is re-measured according to article 3(2)*(d)* of the 1969 Tonnage Convention.

The GROSS TONNAGE according to the measurement system previously in force to the measurement system of the International Convention on Tonnage Measurement of Ships, 1969, is: ..... RT, according to the regulations .....”; and

(b) in the case of a ship referred to in paragraph (1)*(b)* or *(c)*, with the following duly completed and signed entry:

"The ship is additionally measured according to resolution A. 494(XII).

> The GROSS TONNAGE according to the measurement system previously in force to the measurement system of the International Convention on Tonnage Measurement of Ships, 1969, is: ..... RT, according to the regulations .....”.

(3) Where such an entry has been made on an International Tonnage Certificate (1969) and the ship undergoes alterations or modifications that affect its tonnage, the old tonnage referred to in paragraph (1) shall be deleted.

(4) Where a gross tonnage has been ascertained and is to be used in accordance with paragraph (1), any certificate issued for the purposes of the conventions and protocols referred to shall record only that gross tonnage together with the following footnote

> “The above gross tonnage has been determined by a certifying authority (a tonnage authority) of Barbados in accordance with the national tonnage rules that were in force prior to the coming into force of the International Convention on Tonnage Measurement of Ships, 1969.”; or
>
> “See REMARKS column of the valid International Tonnage Certificate (1969)”.

PART III

BARBADOS SHIPS OF LESS THAN 24 METRES IN LENGTH

Application

14. This Part applies to ships that are less than 24 metres in length, including fishing vessels, and that are registered, or to be registered, under the *Fisheries Act*, Cap. 391 or *Shipping (Domestic Vessels) Act* (Act 2024-22) and for which the ascertainment of tonnage is required under regulations made under the Act.

Measurement and certification

15.(1) A ship shall be measured by a surveyor or by a measurer appointed by an organization authorized by the Administration.

(2) The tonnage of a ship is the sum of

(a) the product of multiplying together its length overall, extreme breadth over the outside hull and depth, in metres, and multiplying the resulting figure by 0.16; and

(b) the tonnage of any breaks, calculated for each break by multiplying together its mean length, mean breadth and mean height, in metres, and multiplying the resulting figure by 0.35.

(3) For the purpose of this Part,

(a) the breadth of a ship is her extreme breadth over the outside plating, planking or hull, with no account being taken of rubbers or fenders, even if they are moulded so as to be integral with the hull;

(b) the depth of a ship shall be measured vertically at the midpoint of the length overall

(c) the upper terminal point for depth is

(i) in the case of a decked ship, the underside of the deck on the middle line or, if there is no deck on the middle line at the point of measurement, the underside of the deck at the side of the ship plus the full deck camber; and

(ii) in the case of an open ship, the top of the upper strake or gunwale;

(d) the lower terminal point of depth is

(i) in the case of a wooden ship, the upper side of the plank at the side of the keel or hog;

(ii) in the case of a metal ship, the top of the plating at the side of the keel; and

(iii) in the case of a glass reinforced plastic ship, the inside of the hull;

(e) in the case of a glass reinforced plastic ship where no keel member is fitted and the keel is of open trough construction, the lower terminal point for depth is the top of the keel filling, if fitted, or the level at which the inside breadth of the trough is 10 centimetres, whichever gives the greater depth; and

(f) where a break exists in the way of the point of measurement for depth, the height of the break shall not be included in the measurement of depth.

(4) The tonnage determined in accordance with paragraph (2) shall be both the gross tonnage and net tonnage.

(5) In the case of a multi-hull ship, the tonnage of each hull shall be measured separately and the sum of such tonnages shall be used in computing the tonnage referred to in paragraph (2).

(6) All measurements used in the calculations of volumes shall be taken and expressed in metres to the nearest one hundredth of a metre.

(7) Tonnage shall be expressed to 2 decimal places, the second decimal place being increased by one if the third decimal place is 5 or more.

(8) On completion of the measurement, the surveyor or measurer shall forward to the Administration a Certificate of Measurement in a form approved by the Administration.

(9) Where alterations are made in the arrangement, construction, capacity, use of spaces, assigned load line or permitted draught of a ship, or the total number of passengers a ship is permitted to carry under the terms of the ship's passenger certificate, that would cause an increase in the tonnage,

(a) the existing measurement ceases to be valid;

(b) an International Tonnage Certificate (1969) shall be delivered up to and cancelled by the issuer; and

(c) the owner of the ship shall make an application for it to be re-measured in accordance with paragraph (1).

(10) Nothing in this Part shall be taken to require a ship the tonnage of which was validly determined under the law in force immediately before the coming into force of these Regulations to have its tonnage re-determined.

PART IV

NON-BARBADOS SHIPS

Ascertainment of tonnage and certification

16.(1) The Administration may, at the request of the administration of a contracting government, ascertain the gross and net tonnages of a non-Barbados ship in accordance with Part II and issue to the owner an International Tonnage Certificate (1969).

(2) A certificate issued under paragraph (1) shall be endorsed to the effect that it has been issued at the request of the government of the state whose flag the ship is or will be flying, and a copy of the certificate and the calculations of the tonnages shall be transmitted to the requesting government as soon as possible.

(3) A certifying authority may, at the request of an owner of a non-Barbados ship flying the flag of a state whose government is not a contracting government, ascertain the gross and net tonnages of the ship in accordance with Part II and issue a Certificate of Barbados Tonnage Measurement.

(4) A certificate issued under paragraph (3) shall bear the endorsement “for use only while within Barbados waters”.

PART V

MISCELLANEOUS

Penalties

17. An owner or master who fails without reasonable cause to deliver up a certificate for cancellation as required by regulation 11(1) or 15(9) commits an offence and is liable on summary conviction to a fine of $2 000.

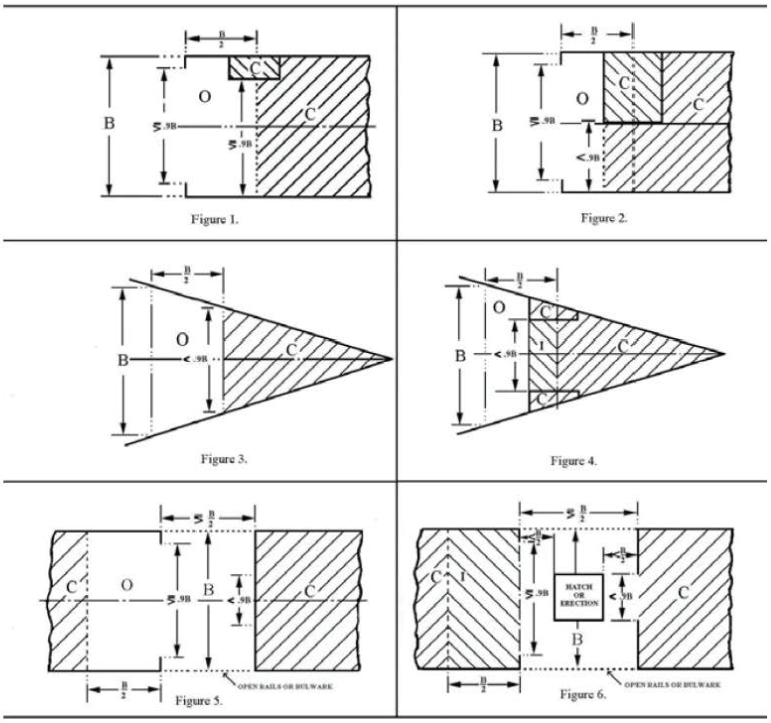
Revocation

18. The United Kingdom's *Merchant Shipping (Tonnage) Regulations 1982* (No. 841) no longer apply to Barbados or Barbados ships.

FIRST SCHEDULE

(Regulations 2(1) and (2))

Merchant Shipping (Tonnage) Regulations, 2025
(S.I. 2025 No. 29)



First Schedule - (Cont'd)

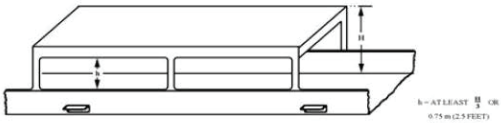


Figure 7.

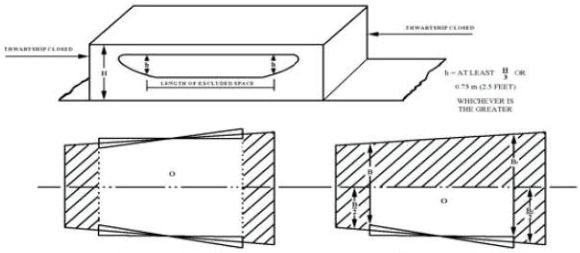
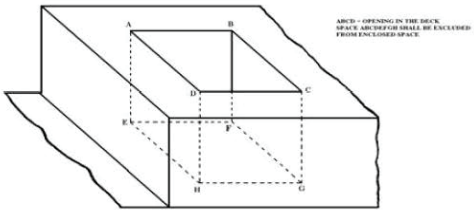


Figure 8.



First Schedule - (Concl'd)

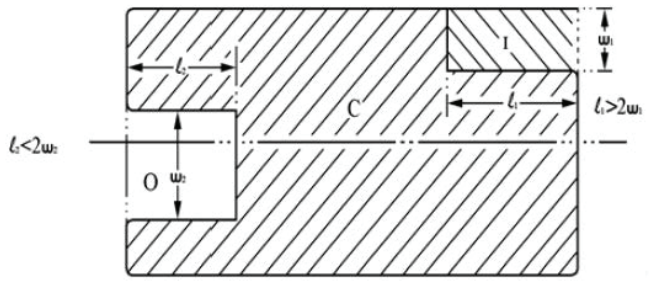


Figure 10.

SHIPS WITH ROUNDED GUNWALES

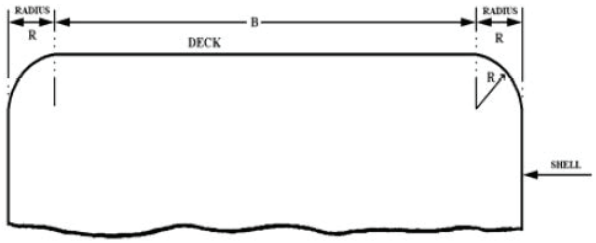


Figure 11.

SECOND SCHEDULE

(Regulations 7, 8(1) and 9(1))

Merchant Shipping (Tonnage) Regulations, 2025
(S.I 2025 No. 29)

Coefficients K1 and K2

V or V_c = Volume in cubic metres;

Coefficients K_1 or K_2 at intermediate values of V or V_c shall be obtained by linear interpolation

V or V_c	K1 or K2	V or V_c	K1 or K2	V or V_c	K1 or K2	V or V_c	K1 or K2
10	0.2200	45 000	0.2931	330 000	0.3104	670 000	0.3165
20	0.2260	50 000	0.2940	340 000	0.3106	680 000	0.3166
30	0.2295	55 000	0.2948	350 000	0.3109	690 000	0.3168
40	0.2320	60 000	0.2956	360 000	0.3111	700 000	0.3169
50	0.2340	65 000	0.2963	370 000	0.3114	710 000	0.3170
60	0.2356	70 000	0.2969	380 000	0.3116	720 000	0.3171
70	0.2369	75 000	0.2975	390 000	0.3118	730 000	0.3173
80	0.2381	80 000	0.2981	400 000	0.3120	740 000	0.3174
90	0.2391	85 000	0.2986	410 000	0.3123	750 000	0.3175
100	0.2400	90 000	0.2991	420 000	0.3125	760 000	0.3176
200	0.2460	95 000	0.2996	430 000	0.3127	770 000	0.3177

Second Schedule - (Cont'd)

V or V_c	K1 or K2	V or V_c	K1 or K2	V or V_c	K1 or K2	V or V_c	K1 or K2
300	0.2495	100 000	0.3000	440 000	0.3129	780 000	0.3178
400	0.2520	110 000	0.3008	450 000	0.3131	790 000	0.3180
500	0.2540	120 000	0.3016	460 000	0.3133	800 000	0.3181
600	0.2556	130 000	0.3023	470 000	0.3134	810 000	0.3182
700	0.2569	140 000	0.3029	480 000	0.3136	820 000	0.3183
800	0.2581	150 000	0.3035	490 000	0.3138	830 000	0.3184
900	0.2591	160 000	0.3041	500 000	0.3140	840 000	0.3185
1 000	0.2600	170 000	0.3046	510 000	0.3142	850 000	0.3186
2 000	0.2660	180 000	0.3051	520 000	0.3143	860 000	0.3187
3 000	0.2695	190 000	0.3056	530 000	0.3145	870 000	0.3188
4 000	0.2720	200 000	0.3060	540 000	0.3146	880 000	0.3189
5 000	0.2740	210 000	0.3064	550 000	0.3148	890 000	0.3190
6 000	0.2756	220 000	0.3068	560 000	0.3150	900 000	0.3191
7000	0.2769	230 000	0.3072	570 000	0.3151	910 000	0.3192
8000	0.2781	240 000	0.3076	580 000	0.3153	920 000	0.3193
9000	0.2791	250 000	0.3080	590 000	0.3154	930 000	0.3194
10 000	0.2800	260 000	0.3083	600 000	0.3156	940 000	0.3195

Second Schedule - (Concl'd)

V or V_c	**K1 or K2**	**V or V_c**	**K1 or K2**	**V or V_c**	**K1 or K2**	**V or V_c**	**K1 or K2**
15 000	0.2835	270 000	0.3086	610 000	0.3157	950 000	0.3196
20 000	0.2860	280 000	0.3089	620 000	0.3158	960 000	0.3196
25 000	0.2880	290 000	0.3092	630 000	0.3160	970 000	0.3197
30 000	0.2895	300 000	0.3095	640 000	0.3161	980 000	0.3198
35 000	0.2909	310 000	0.3098	650 000	0.3163	990 000	0.3199
40 000	0.2920	320 000	0.3101	660 000	0.3164	1 000 000	0.3200

Made by the Minister this 23rd day of April, 2025.

G.P.I. GOODING-EDGHILL

Minister responsible for Shipping