

BILL OF LADING

There are no regulations specifying the form or number of bills of lading required for any particular shipment entering Hong Kong, except that it must indicate the weight. A bill of lading customarily shows: 1) name of the shipper; 2) name and address of the consignee; 3) port of destination; 4) description of the goods; 5) listing of the freight and other charges; 6) number of bills of lading in the complete set; 7) date and signature of the carriers' official, acknowledging receipt on board of the goods for shipment. This information should correspond with that shown on the invoices and packages. Bills of lading direct of "to order" are accepted. For air cargo shipments, the "way-bill" replaces the bill of lading.

PACKING LIST

Although not required, a packing list is useful in expediting customs clearance at the port of entry. Such a list should describe, in detail, the contents of each case or container included in the shipment giving the net and gross weights, together with the C.I.F. value of each commodity. As an additional note, wherever possible, the required documentation should be forwarded separately to the consignee prior to the departure of the goods for submission to customs with the entry documents. Enclosing them in the package being shipped will cause delay. In addition, whenever possible, designations and descriptions on documents should be in terms of the Common Customs Tariffs or the national tariffs of the country of destination, and when feasible, in the language of the member state to which the goods are consigned.

TARIFFS

There are no import tariffs or duties governing the importation of fish and fish products into Hong Kong, and the non-tariff barriers to trade are negligible.

WAREHOUSING

Bonded warehousing facilities are of excellent quality and space is adequate. The port of Hong Kong's major docks provide the highest quality facilities available, including deep-water quays and floating docks to aid the efficient transfer of imported products.