



EUKOR requirements for crated/boxed cargo

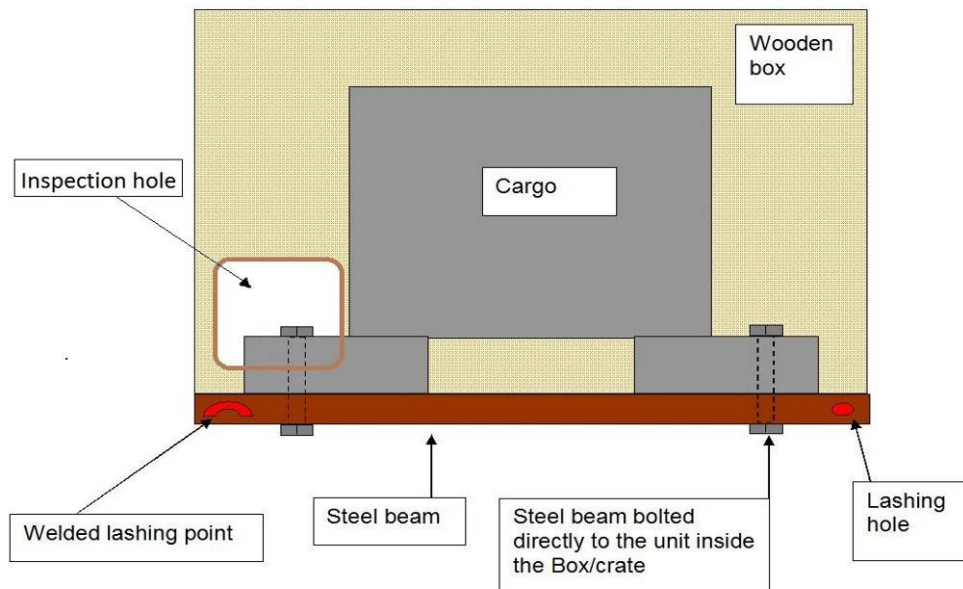
IMO has issued a set of regulations for the safe stowage and securing requirements for all cargo onboard. From 2004 the new regulations have been affecting all shipping lines. These instructions form the basis for how EUKOR Car Carriers Inc. prepares and handles all cargo that is loaded onto our vessels.

EUKOR Car Carriers Inc. requires:

- Crated/boxed cargo must be secured inside the packaging so that the cargo under no circumstances can move inside of the packaging. The packaging itself must be of such strength that it withstands all forces it can be exposed to in ports, by lashing and forces caused by the vessel motion at sea.
- Units of 10 mt or more must have securing points on the unit that can be connected to directly from outside of the box/crate.
- Units below 10 mt must have drawing/picture and a written explanation on how the securing inside the case/package has been solved. This explanation must be available and accessible in case of need upon inspection.
- All crated/boxed cargo must be equipped with inspection holes or other means accessible for inspection to make sure the unit been secured in a seaworthy manner.
- Crated/boxed cargo must be clearly marked with **dimensions, weight** plus the **centre of gravity**.

EUKOR reserve the rights to reject any cargo not fulfilling above requirements.

See below illustration for an acceptable example of “Securing points directly connected to the unit”.



Keep in mind

- That the method used is strong enough to secure the cargo onboard the vessel
- The securing point is accessible and of sufficient size for the hooks on the lashing chains. If the securing points are not designed for lifting it is of utmost importance that this is marked.
- If unit inside a box is foiled into an “air tight” bag the lashing points must be outside this bag/protection foil for easy access during cargo securing.



Reference List:

- Plan your shipment as early as possible – deliver the packed cargo well in advance after confirmation from agent that equipment is available.
- Prepare your cargo properly regarding packaging, securing and labels as required – clearly mark/label cargo with dimensions, weight, centre of gravity, name of consignee, ID number and Port of Discharge.
- Crated/boxed cargo must be secured inside the packaging so that the cargo under no circumstances can move inside of the packaging. The packing must be of such strength that it withstands all forces it can be exposed to in ports, by lashing and forces caused by the vessels motion at sea (SOLAS).
- Top lashing of the crates is not sufficient, access for lashing directly from the cargo to the deck of the vessel must be provided for all four sides of the cargo which is over 10000 kgs. The securing points must be well marked.
- Heavy covered cargo must be fitted with viewing panels for inspection and must be supplied with information including contact list in order to verify that contents have been properly secured. EUKOR reserve the right to open cases not complying with this in order to inspect the lashing.
- Ensure wood packing complies with regulation, ISPM Standard and marked accordingly.
- The Master onboard the vessel is responsible for the safety of crew, vessel and cargo and accordingly has the final word to decline all cargo not considered safe for loading.

To be able to ship your cargo on the planned vessel we need to have the cargo in the port in advance of vessels load date. The reason for this is that we need time to inspect the cargo onto rolltrailers, arrange cranes to discharge the cargo, etc.

Contact:

Contact your local EUKOR Car Carriers agent for cargo delivery times and information.
Please find contact details also on: www.eukor.com



EUKOR Car Carriers Inc.

Sample of correct lashing of crates.



Marking on cargo

Information required on the unit

