

# HANDLING CARGO SAFELY

**How To Secure & Mark Packed Static Cargo**



## KEY FACTORS OF SAFE CARGO HANDLING

- n **Securing points clearly visible and properly marked for “lashing only”**
- n **Attach securing points directly to the unit inside the box/crate. This may be completed in the following ways and so that:**
  - Whatever securing method is used has the strength to safely secure the cargo on board the vessel.
  - Securing point(s) is/are easily accessible and of sufficient size for the hooks on the lashing chains.
  - Cargo must be clearly marked if securing points are not also designated for lifting.

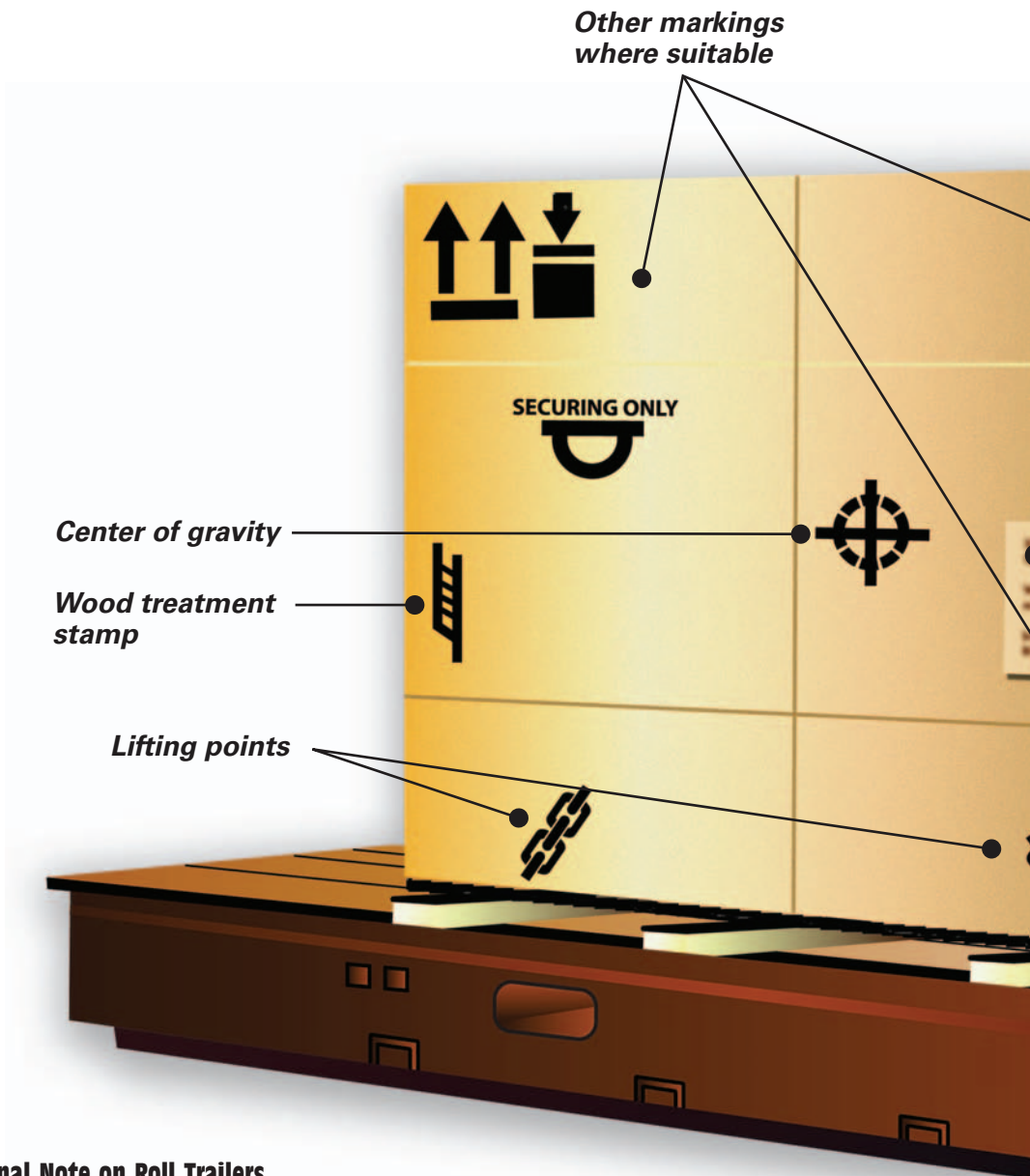


This guide is a helpful tool for understanding the key factors of securing and marking your packed static cargo. If followed, these simple guidelines will be a significant help in preventing damage during transit. For more information, contact your local ACL RORO professional to show you how we can safely and efficiently accommodate your transportation requirements.



# HOW TO MARK PACKAGES

The following information is a

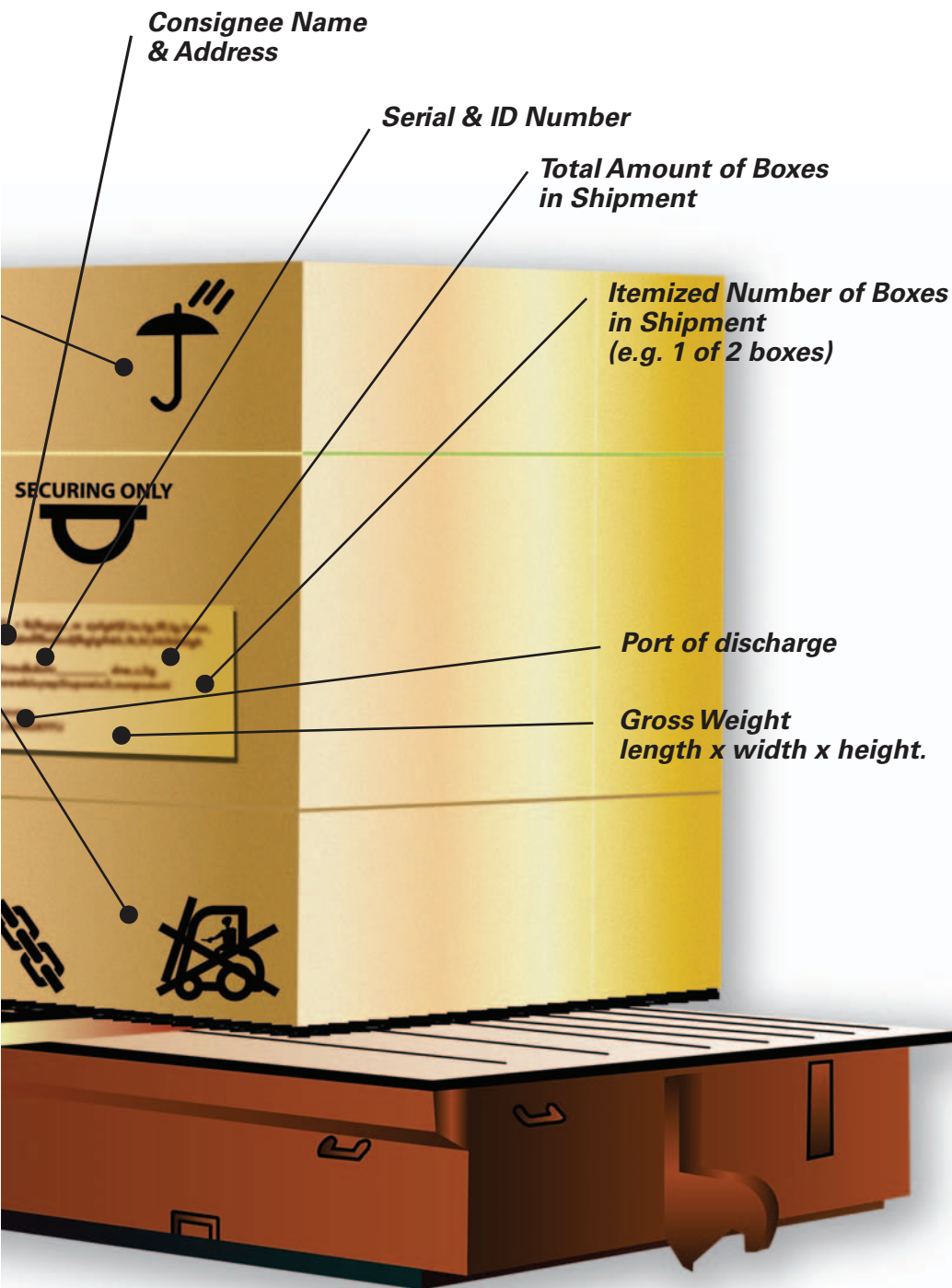


## **Additional Note on Roll Trailers**

Roll trailers are used for a variety of cargo types. Packed static cargoes are usually unitized on roll trailers for ease of loading and discharging from the vessel. If the cargo's size, weight, shape or requirements allow, ACL may also handle the package with forklift(s). If a forklift is used, then the position of where to place the forks should be indicated on the package. Please note that the height of the cargo (and therefore its center of gravity) increases with the additional height of the roll trailer which is approximately one meter.

# MARKED STATIC CARGO

requirement on unitized cargo.



## SECURING PACKED STATIC CARGO

All cargo must be properly prepared for transport. Cargo which is packaged must be safely secured within its packaging to prevent damage from any reasonably foreseen circumstances during the whole of its transit – from origin to destination. The cargo must be securely restrained. Under no circumstances should it become loose or unsecured in transit. As a general rule, all cargo should be safely bolted to the bottom support beams of its packaging. This packaging should have sufficient strength and dimensions to provide full protection of the cargo and to withstand all the forces that it might have to encounter in transit to and from ports, while being handled at ports, and during the ocean passage.

### **Shippers Must Provide the Following Information When Shipping Packed Static Cargo:**

- A drawing, photo or written statement must be provided, explaining how the case/package has been arranged and secured inside.
- Explanations must be attached and easily accessible on the unit.
- Alternatively, the case/package should have inspection openings to verify the securing of the contents visually.
- Units weighing 10 metric tons or more must have securing points directly connected to the unit itself and accessible for securing the unit to the vessel. The securing points must be clearly marked.



## QUICK REFERENCE CHECK LIST FOR SHIPPING PACKED STATIC CARGO

- Plan your shipment to arrive at the departure port as early as possible. Have the packed cargo delivered well in advance of the loading date in order for ACL to ensure that the shipment has the proper packaging and securing.
- Properly package, label and prepare your cargo. Clearly mark/label with the name of the consignee, an identification/serial number and the port of discharge. If it is a shipment with multiple packages, each piece must have total amount of boxes in the consignment and be properly marked to reflect total: 1 of 3 boxes, 2 of 3 boxes, 3 of 3 boxes, etc.
- Crated cargo must be clearly marked with dimensions, weight and the position of the center of gravity so that when the package is handled, it can be safely lifted.
- Cargo over 10 metric tons in weight must have access for lashing directly from the cargo to the deck of the vessel, on all four sides. The securing points must be well marked.
- Heavy, crated, covered or not easily visible cargo should be fitted with viewing panels for inspection. Pertinent transport information should be supplied including a contact list and a statement verifying that all contents have been properly secured.
- Packed static cargo must be secured inside the packaging. Under no circumstances, can it have any internal movement. The packing must be able to withstand all forces that it may be exposed to during its complete transit from shipper to consignee. This includes transport by road, rail, barge or any other means as well as the handling at the port and during the ocean passage, in ports and by lashing.
- The vessel's Master has the final decision whether to load or reject the cargo.



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