

Guidelines on handling second hand vehicles in the Port of Antwerp

Antwerp, 27 August 2019

Following the workshop that took place on 23rd June 2019, a representation of the terminals that handle second hand vehicles in the Port of Antwerp came together the 24th of August 2019 for a further discussion and follow up. The purpose was to agree on new ways of working to ensure an acceptable way of handling that avoids a total ban on additional cargo.

Although the Municipal Port Police Regulations as well as the Port Instructions remain in force, a number of simplifications contributing to the feasibility of controls and a number of specifications increasing safety and environmental compliance were presented. In addition, the frequency of the spot checks by the Port Authority will be increased and at the same time the aim for auto-regulation was emphasized.

Based on the agreements unanimously accepted at the workshop, the Harbour Master states the following additional guidelines:

1. The terminal ensures a visual control of the second hand vehicles within 24 hours after arrival.
 - The compliance with Municipal Port Police Regulations and Port Instructions will be checked.
 - The terminal works out a procedure for control of the second hand vehicles and send it to the Port Authority A.S.A.P. (deadline: 15th September 2019).
 - Non-compliant vehicles will be blocked by the terminal and will be brought into conformity with the Municipal Port Police Regulations, Port Instructions and agreements, or removed (*) from the terminal within the next 10 business days.
2. Zero-tolerance on overweight.
 - For all vehicles, the Maximum Allowable Mass (MAM) must be strictly respected.
 - Vehicles MAM ≤ 3.5 tonnes: Weighing or weight ticket required in case of anomalies.
 - Vehicles MAM > 3.5 tonnes: Weight ticket is mandatory.
 - Weight ticket is maximum 4 hours old upon arrival at the terminal.
 - For transhipment cargo a stamped weight ticket is mandatory.
Information: Weighing company, date, time and location.
3. Packing list:
 - The Terminal operator ensures that the vehicles with additional cargo are in possession of a correct packing list, placed folded up on the right lower corner of the front window of the vehicle.

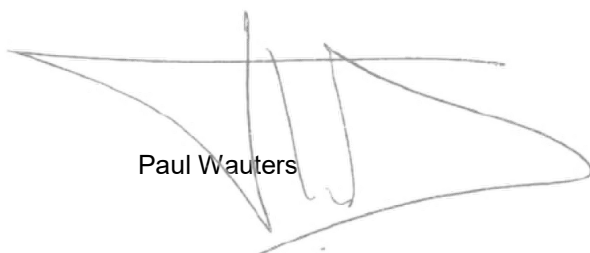
4. Additional cargo shall comply with the Municipal Port Police Regulations and the Port Instructions. Apart from this, it was agreed that:
- Passenger cars (MAM ≤ 3.5 tonnes):
 - Cargo only allowed in trunk space.
 - In station wagons and mono volume cars, cargo only allowed in the cargo space, up to shoulder height of seats.
 - Small and big vans (MAM ≤ 3.5 tonnes):
 - In open compartments, cargo allowed up to shoulder height of seats.
 - In closed compartments, cargo allowed in the cargo space, up to half of the height of the compartment.
 - Vehicles (MAM > 3.5 tonnes): The terminal must check the stacking and lashing to ensure seaworthiness.
 - With open trunk: Visual control.
 - With closed trunk: If loaded (based on weight ticket), it will be controlled. If the safety of own employees during control cannot be ensured, the terminal will block the truck and will seek for a specialized company that will do the control.

This guidelines are mandatory from 15/09/2019.

The terminal operator has the final responsibility to comply with the Municipal Port Police Regulations, the Port Instructions and the above-mentioned guidelines.

We trust that all parties involved will take note of these regulations in order to continue this cargo flow in a safe and sustainable way.

Kind regards,



Paul Wauters



Rob Smeets

(*) These are considered as rejected vehicles and they must be handled as such.