

## Used vehicles – General terminal rules

If cargo is loaded in vehicles the same should be fully visible at inspection, all trunks compartments doors should be open in order to perform inspection.  
(after inspection is it ok for exporter to lock units provided it is possible to open again if further inspection is needed)

All cargo loaded should be lashed and secured in a seaworthy manner

Inspection should be possible to be done in a safe manner

We do not accept bags, boxes, plastic bags or similar (also no washingmachines / fridges where it also it not possible to visually see in)

For cars/SUV : only the trunk can be used for byload – no byload allowed inside the passengers area – for stationwagons/people carriers/suv : would be upto level of shoulder hight/backseat height (without head rest) in the aft trunk/loadcompartment. Note that the backrest in the rear seat must not be folded down and it must be fixed in the correct position.

For small vans : 50% filling grade with max upto front seat /shoulder height without head rest or 50% of the loading compartment if separated

For big vans : 50% filling grade with max upto front seat height/shoulder heighth without head rest or 50% of the loading compartment if seperated

For stacked units no cargo is allowed to be loaded on the top truck (only exeption for this are parts ex tyres belonging to the truck and removed for stacking etc.

If cargo is loaded inside vehicles we as shipping line takes no responsibility of it contents, the cargo loaded is not stated in b/l and all is under shippers responsibility. If cargo is planned to be loaded inside vehicle pls send list of this beforehand in order to customs clear the goods. If undeclared cargo is found in units extra costs for clearing and weighing will be charged. If cargo is loaded inside the vehicle we need to receive a list of cargo loaded, a copy of this list should also be inside the car, at the front windows inside at the bottom right hand side, it can not block the sight for the driver. The list should in details show what cargo that is loaded and bear an unique reference (ex. chassi no and booking no). The list should be signed by responsible party and we will present it to responsible authorities if requested. If list is missing cargo is stopped for loading and cost for labelling by terminal will occur. List of cargo loaded will during inspection be checked against what is actually loaded in the vehicle and if there is discrepancies the unit will be stopped for loading.

Prohibited cargo to be loaded are

Hazardous cargo (ex fuel/lubricants/flammable cargo etc)

Illegal items (arms/ammunition etc)

Environmental prohibited items

Perishable items

Food

Fluids

Old non-working electronic/electric appliances such as household appliances, TVs, computers, mobile phones, etc.

Unclean/not safely stowed/lashed engines/spare parts cannot be stuffed inside the allowed load compartment of vehicles

All vehicles delivered to port should be labelled in the front window (should not block the sight) with proper shipping label, including details such as shipper, destination, make/model, chassi no, weight (will be updated after weighing) and booking reference. For units which are delivered to port without shipping label costs for labelling will occur

Units on tracks should be delivered to port with clean tracks, if this is not the case cost for cleaning the berth might occur

If cargo is ok or not for shipment is decided by the terminal inspector

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 both for vessels, terminals as well as our planet