

# Guidelines for Packaging Cargo



# The safest way to the destination

At Wallenius Wilhelmsen Logistics, we are dedicated to the safe and careful transport of different types of cargo across the seas and on land. As we take pride in delivering our customers' cargo safely to the intended destination, we follow closely all regulations stated by international and regional authorities.

IMO\*, the International Maritime Organization, the main governing body for maritime matters, has codified the guiding framework for safety at sea in the SOLAS Convention (Safety of Life At Sea). IMO has issued a set of regulations for the safe stowage and securing require-

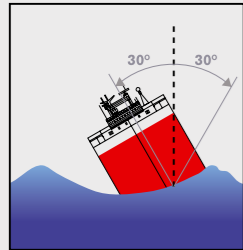
ments for all cargo onboard. From 2004 the new regulations have been affecting by all shipping lines. These instructions form the basis for how Wallenius Wilhelmsen Logistics prepares and handles all cargo that travels across the seas on our vessels.

\*IMO – established by the United Nations in 1948.

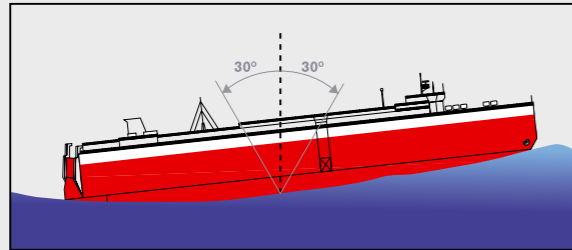
## Motion at sea

A vessel at sea is exposed to six different movements, these movements can occur simultaneously. The motions are

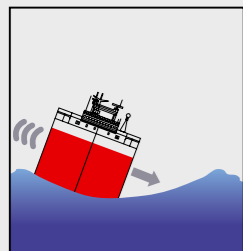
then combined into three different accelerations that must be taken into consideration for securing of the cargo.



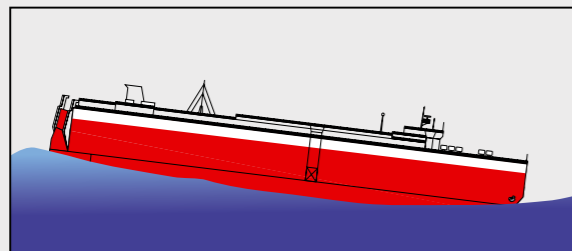
Roll



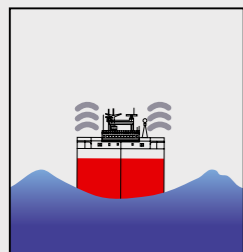
Pitch



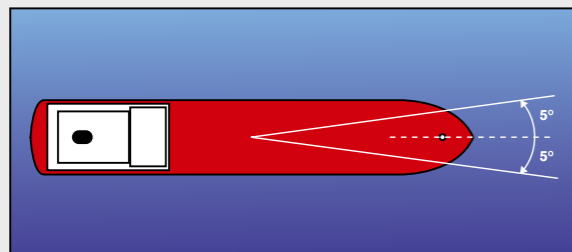
Sway



Surge



Yaw



Heave

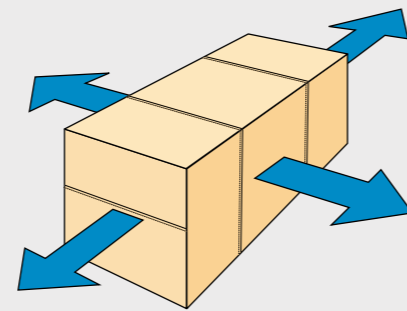
## IMO Regulations

**Vertically** ( $10 \text{ m/sec}^2 = 1,0g$ ). Cargo must be secured with at least 100% of the cargo weight.

**Sideways** ( $8 \text{ m/sec}^2 = 0,8g$ ). Cargo must be secured with 80% of the cargo weight.

**Forward, Backward** ( $4 \text{ m/sec}^2 = 0,4g$ ). Cargo must be secured with at least 40% of the cargo weight.

Depending on the trade for the vessel IMO have stipulated requirements on what accelerations the loaded cargo must be secured for. Similar acceleration requirements exist for road, air and train transports.



# The key factors of safe cargo handling

All cargo onboard our ships is handled with great precision and care. More than 140 years at sea have built a unique experience in handling a wide range of cargo efficiently and expertly. Our modern fleet is designed for flexible handling and tailor-made transport concepts, giving us a solid foundation for taking cargoes safely to its destination.

## Quick Reference Check List for shipping packed static cargo

1. Plan your shipment as early as possible – deliver the packed cargo well in advance of load date in order for us to ensure proper packaging.
2. Properly package, label and prepare your cargo – clearly mark/label with name of consignee, ID-number and Port of Discharge
3. Crated cargo shall be clearly marked with dimensions, weight plus the centre of gravity.
4. 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 10 000 kgs. The securing points must be well marked.
5. It is advisable that heavy covered cargo is 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.
6. Packed 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).
7. Ensure wood packing complies with regulation, ISPM Standard and marked accordingly.

8. It is always the Master onboard the vessel that has the final decision whether to load the cargo or not.

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

### Contact

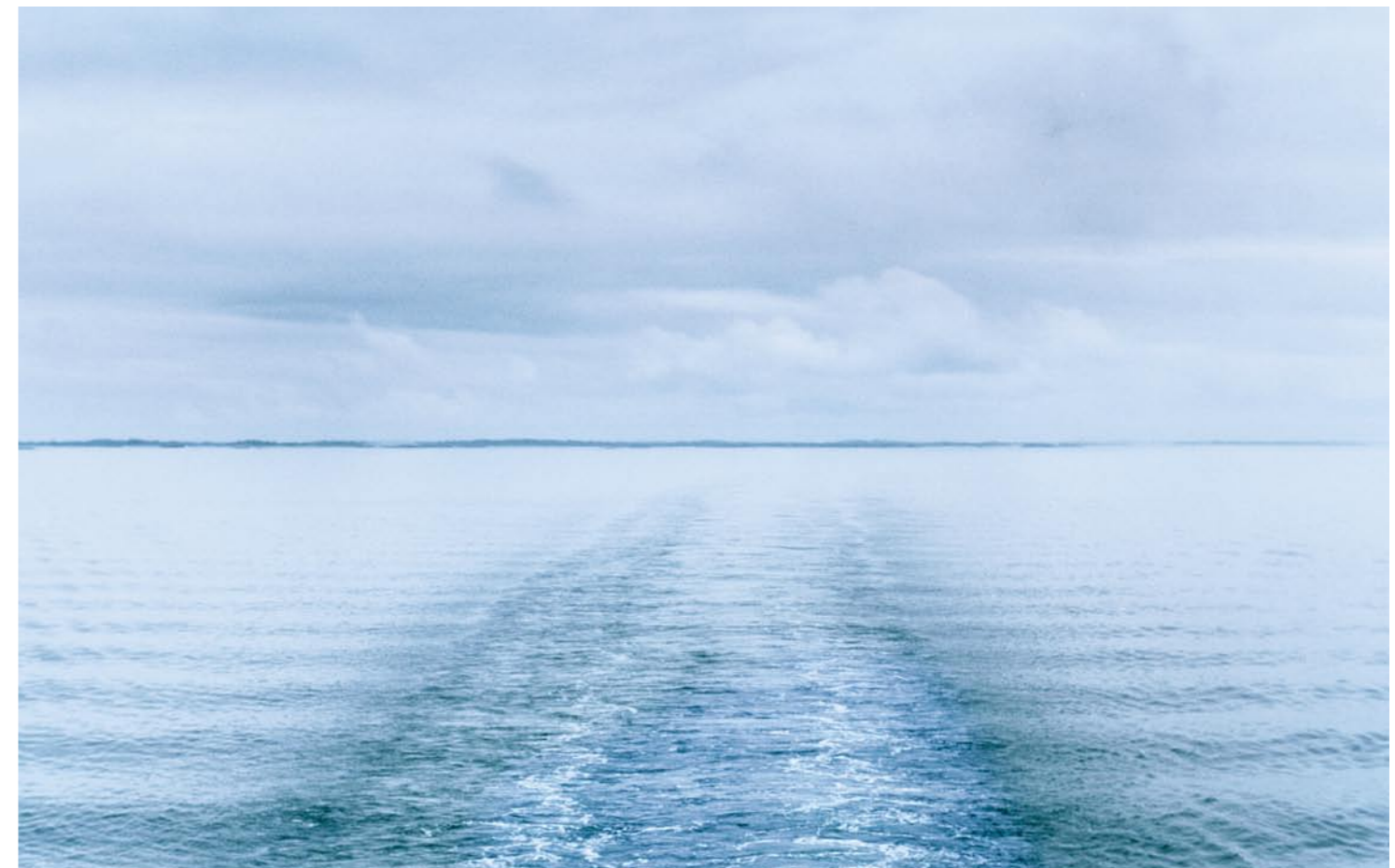
Contact your local Wallenius Wilhelmsen Logistics office for cargo delivery times and information. For contact information see: [www.2wglobal.com/www/officesAgents](http://www.2wglobal.com/www/officesAgents)

## Securing points well distinguished and properly marked for “lashing only”

The securing points shall be attached directly to the unit inside the box/crate. This may be done in a variety of ways. The important points are:

- 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.



# Securing cargo is a necessity at sea

The SOLAS Convention delineates proper handling of cargo. The convention constitutes the cornerstone of the handling requirements defined by Wallenius Wilhelmsen Logistics. All cargo is loaded, stowed and secured throughout the voyage in strict compliance with the Cargo Securing Manual.



## SOLAS Chapter VI

“The shipper shall provide the master or his representative with appropriate information on the cargo sufficiently in advance of loading to enable the precautions which may be necessary for proper stowage and safe carriage of the cargo to be put into effect. Such information shall be confirmed in writing and by appropriate shipping documents prior to loading the cargo on the ship.”

“Cargo and cargo units carried on or under deck shall be so loaded, stowed and secured as to prevent as far as practicable, throughout the voyage, damages or hazard to the ship and the persons onboard.

Appropriate precautions shall be

taken during loading and transport of cargo units on board RoRo ships, especially with regard to the securing arrangements onboard such ships and on the cargo units and with regard to the strength of the securing points and lashings.”

## Cargo Securing Manual

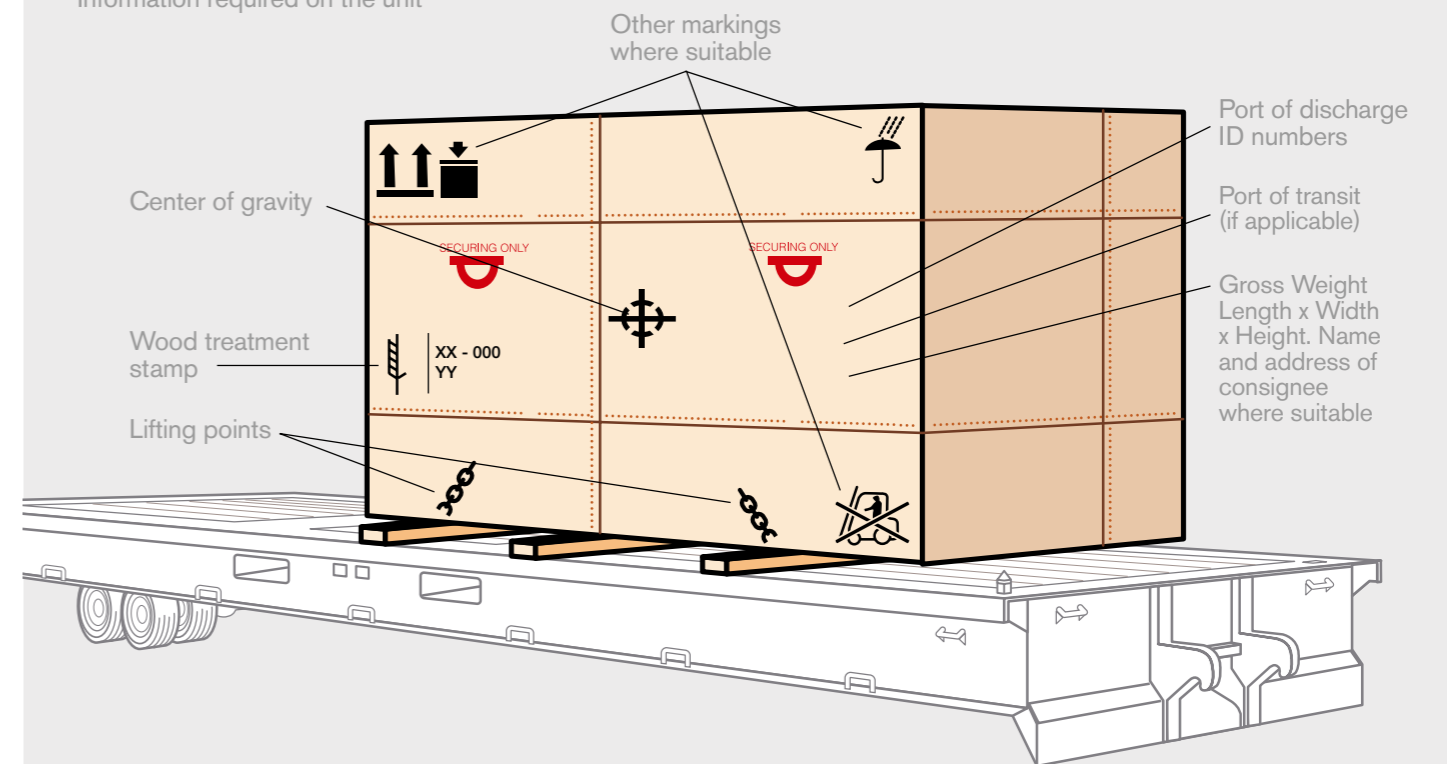
“Packed cargo must be secured inside the packaging so that the cargo under no circumstances can move inside of the packaging. As a general rule all cargo shall be safely bolted to bottom support beams of sufficient strength and dimension.

The packing itself must be of such strength that it withstands all forces it can be exposed to in ports, by lashings and forces caused by the vessels motion at sea. Shipper must provide a drawing/picture or

written statement explaining how the securing inside the case/ package has been arranged, the explanation must be attached and accessible on the unit alternatively the case/package should have inspection openings to verify securing or Wallenius Wilhelmsen Logistics reserve the right to open the case/ package and inspect the cargo securing. Units weighing 10 metric ton 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 marked. Exceptions may be granted by authorized Wallenius Wilhelmsen Logistics Operation personnel if specific information and/or visual inspection show that cargo is safely secured inside the packing.”

## Marking on cargo

Information required on the unit



## Cargo carrier

A rolltrailer is a cargo carrier that can be used for a wide variety of cargo types. Packed cargo is mostly unitised on roll trailers, unless the size, weight, shape and customers requirement allow us to handle the cargo with forklifts. This means that the height of the cargo increases with the additional height of the rolltrailer by approximately one meter.





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### From factory to dealer

Wallenius Wilhelmsen Logistics is the leading independent provider of outbound logistics solutions for manufacturers of automotive and rolling equipment. We offer global and integrated solutions from

factory to dealer, or anywhere in between. Our services include ocean transportation, terminal and technical services, inland distribution and supply chain management. We have 3,200 employees and

offices in the Americas, Asia, Europe and Oceania. Together, we operate a seamless network that adds to our customers competitive power and agility.



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