

APPLICABLE AS FROM 01 APRIL 2019

GRIMALDI DEEPSEA - GRIMALDI SHORTSEA

WEIGHT	<p>COMPULSORY WEIGHT INSPECTION</p> <ul style="list-style-type: none"> ALL USED BIG VANS & HIGH OR HEAVY RORO UNITS MUST BE WEIGHN All vehicles categorized under above mentioned must be weighn upon delivery on the Grimaldi Terminal (GLT) weighing bridge facility All costs for the weighing are for shipper's account, Grimaldi Terminal should be able to verify the maximum admissible plated weight If the plated weight is either missing , illegible or tampered with, shippers will be requested to provide a copy of the registration licence and/or certified manufacturers document indicating maximum admissible weight Only allowed exceptions are factory new vehicles, earthmoving vehicles (excavators,dozers,loaders,graders,cranes ,...), roadbuilding vehicles (roadrollers,pavers,...), agricultural vehicles(harvesters,tractors, ...), truckheads, cargo handling vehicles(forklifts, stackers, bobcats, tugmasters, ...) provided they do not carry any stacked cargo whatsoever + the original plate indicating weight, id nr, etc is present and readable. In case of non conformity to any of the above conditions, subject vehicle will be submitted to weighing. For these vehicles the GLT will register the manufacturers plated empty weight which will be passed on to the Lines for stowage and planning purposes
	<p>OVERLOADED VEHICLES</p> <ul style="list-style-type: none"> In case for vehicles categorized under bvans and high+heavy roro the weight measured by Grimaldi Terminal exceeds the maximum admissible load, the subject vehicles will be refused to enter the Grimaldi Terminal and rejected for loading, Costs for weighing and/or other administrative costs applicable in that respective port will be for account of the shipper, All Grimaldi Terminals are authorized to select ANY OTHER vehicle(besides those already submitted to compulsory weighing inspection at the gate) and submit same to weighing inspection in case possible overload is suspected. Regular random checks in this respect will be performed by GLT, In case after having performed weighing inspection, the selected vehicle is proven to have the maximum admissible plated weight exceeded, the subject vehicle will be rejected for loading. Shippers need to rectify the weight or withdraw respective vehicle within 3 working days after notification of overload whereafter GLT is authorized to charge storage costs to shipper's, In addition to the above all costs such as transfer to the weighbridge, weighing the vehicle, returning it back to the storage area, withdrawing/returning back to GLT and/or any administration fee will be for account of shipper. Official manufacturer's specification /official registration documents will be only conclusive basis to determine max allowed weight
MEASUREMENTS	<p>MEASURING OF DIMENSIONS OF VEHICLES</p> <ul style="list-style-type: none"> The measuring of vehicles will be done on the condition of the vehicle as delivered on the GLT <u>with mirrors fowlded</u>. Any additional parts such as roof racks, towhooks, side steps exhaust pipes, etc.,,,,,, will be considered and included in overall measuring process hence be used as basis for freight invoices, The removal of such parts after delivery can only be performed by the GLT against the agreed tariff for that respective port and/or terminal, Cost for remeasuring after removal of such parts will be for account of shipper, Any dispute on measurements taken by GLT must be addressed to GL agency by shipper whereafter contradictory survey on measurements can only be performed by an official/licenced surveyor acting on behalf of shipper, Any heavy roro to be measured such as excavators, cranes, drilling rigs, will be measured with booms in lowest rest position on the terminal surface. Any vehicle with air suspension or hydraulic system lifting the vehicle up or downwards has to be measured at operational height level required for loading on board
TECHNICAL TERMS AND CONDITIONS	<p>MECHANICAL DEFECTS NOT ALLOWING NORMAL+SAFE HANDLING DURING LOADING/DISCHARGING</p> <ul style="list-style-type: none"> Vehicles delivered must be in condition to be safely driven or towed on board. Vehicles with malfunctions or defects on AXLES/SUSPENSION, STEERING MECHANISM, BRAKES, ENGINE, FUEL OR OIL RESERVOIRS(leakages, external fuel reservoirs , etc ,,,,), CLUTCH /GEARBOX (forward+reverse gear must be fully operational) will be rejected for entering the terminal and rejected for loading, Any vehicle ACCIDENTED in a manner that friction/physical contact is caused with engine or moving parts of the vehicle and if in non self propelling condition will be rejected All GLT will make proper checks on good functioning of steering, brakes, gearbox and visability upon delivery prior /during each handling Any vehicle with clear signs of fire damage will be rejected for entering on GLT and rejected for loading, All big vans and high-heavy roro units must be self propelling. Upon delivery to GLT they need to enter GLT on self propelling basis till place of rest on the terminal, Any vehicle belonging to these cargo class which is being presented at the gate for delivery in non self propelling condition will be refused for entering and loading, In the event a big van or roro was self propelling during delivery but cannot be started hence driven on board in a normal manner during loading, the unit will be refused for loading and shipper will be requested to repair the unit. Under no circumstances bvans or roro units with technical breakdowns or in non self propelling condition can be pushed or towed on board unless specifically requested/authorised by the Line. <p>TOWING EYE</p> <ul style="list-style-type: none"> All vehicles belonging to cars/svans category, MUST be equipped and fitted with towing eye in the front part of the vehicle in operational condition, In case vehicles are equipped with a detachable towing eye such vehicles must be delivered with the front towing eye fitted, In case vehicles belonging to cars/svans category is non-starting during cargo operations the towing eye, if present, must be used to pull the unit on board the vessel Any vehicle belonging to cars/svans category not equipped with a towing eye, GLT is allowed to push this vehicle on board using bumper only as point of contact/impact in case the port's healthy + safety rules are allowing to push <p>MOTORHOODS/BONNETS/TRUNKS - MARKS + NUMBERS OF THE VEHICLE</p> <ul style="list-style-type: none"> All accesses to the vehicle's interior, motor compartment, trunk must be accessible at all times and under no circumstances welding or permanent sealing/closing is allowed Shipper's have the option to close off trunks by car key or by using removeable locking mechanism such as padlocks, lashing belts, etc.,, In the event that some accesses/compartments are closed GLT reserves the right to open same where costs will be charged to shippers In case of discrepancy the VIN number has to be reachable for verification In case of fire, motor or other compartments needs to be accessible for extinguishing All vehicles delivered must bear clear shipper's label on front screen window indicating full marks + numbers such as: make/model-dest-client-weight-chassis nr <p>BATTERY/FUEL</p> <ul style="list-style-type: none"> All vehicles must be delivered with battery present and in normal required working condition and position, Battery must be accessible at all times in order to jump start if needed, must be secured and placed/positioned as per manufacturers specifications All cars/svans/bvans must be delivered with min 5 lt of fuel inside - trucks and/or other heavy roro must have min of 25 lt of fuel allowing to be driven on/off the vessel Use of any external fuel tanks are not allowed - only the standard manufacturers fuel tanks can be used to provide fuel for propulsion of the vehicle <p>SEATS AND DOORS - INTERIOR OF VEHICLES</p> <ul style="list-style-type: none"> All doors must be unlocked at all times Driver's seat must be in good condition allowing stevedore drivers to take a normal position behind the wheel Both driver's and passengers front door must be in good working condition as these are the main exit for the stevedore driver in case of fire Interior of vehicles must be clean, dry and free from any debris <p>WINDOWS - REAR VIEW MIRRORS</p> <ul style="list-style-type: none"> The windows of the vehicles need to be closed at all times, Front screen window and both front side windows must allow perfect visability, In case window(s) are missing, a transparant plastic covers must be fitted to prevent infiltration of rain which to be removed for handling due to visability All vehicles must be free from any glass debris prior to delivery to GLT All vehicles must have at least either both side mirrors or interior rear view mirrors in place allowing driver to have sufficient rear visability <p>TYRES</p> <ul style="list-style-type: none"> All vehicles must be delivered with all tyres in roadworthy condition, Vehicles presented with FLAT or heavily damaged tyres will be rejected for loading, In case prior or after delivery flat tyres are noted, shippers will be requested to repair these prior loading due to safety rules for handling <p>Grimaldi Terminal /Agency can be requested to assist and provide this repair service in each port,</p> <ul style="list-style-type: none"> For any roro unit which is not fitted with standard rubber tyres or tracks, in case of roro loading, the shipper must make sure that necessary protection is being attached to the wheels or rims in order to protect terminal surface and vessel's ramp and/or decks. In case of lack of this protection unit will be refused for entering GLT hence loading, (f.e. compacters fitted with steel rims with pointy nobs, ,,,,) unless other means for transport are agreed (maf.....) <p>KEYS - IGNITION SWITCH - ELECTRONICAL DEVICES CONSUMING POWER - BATTERY SWITCH</p> <ul style="list-style-type: none"> Ignition/Power supply needs to be in good working condition in order to allow to start/switch off the vehicle in normal manner Ignition/Power supply needs to be turned off at all times once vehicle is parked, All other electronical devices consuming power (lights, radio, CD player, .) must be switched off in case vehicle is parked, All vehicles delivered must have key(s) present - for used vehicles after positioning on the GLT the key(s) must be attached to elastic sling and hung on rear view mirror, For new vehicles the manufacturers instructions are to be followed which are advised/controlled by Grimaldi Damage Prevention Departement/Naples, <p>NON SELF PROPELLING CARS AND SVANS</p> <ul style="list-style-type: none"> It is forbidden to discharge/load trucks delivering or picking up vehicles on GLT non self propelling units by means other than supplied by GLT, Prior to discharge subject vehicle, assistance must be requested to GLT by truck driver who will then provide required labor and equipment for safe handling Any non respect of this rule will be reported to the shipper in question, All costs involved with respect to delivering non self starting units will be for shipper's account, <p>NON SELF PROPELLING BVANS - TRUCKS - TRAILERS - HIGH/HEAVY RORO - TOWABLE HIGH/HEAVY RORO</p> <ul style="list-style-type: none"> ALL UNITS +3,5 TONS (TRUCKS, BUSSES, TRACTORS, ROADBUILDING, CARGO HANDLING,...) must be self propelling upon delivery/entering GLT and able to drive till place of rest on the terminal and vessel, Any vehicle belonging to these cargo class which is being presented to GLT in non self propelling condition will be refused for entering hence loading, In the event a big van or high-heavy roro unit is self propelling during delivery but cannot be started during loading operations due to technical problems hence cannot be driven on board in a normal manner, the unit will be rejected for loading and shipper will be requested to repair the unit at the earliest convenience, Unit will remain blocked until necessary repairs have been carried out, Units requiring specific driving instructions should contain clear operating instructions available in the driving cabin at the time of delivery on GLT, All tractor/trailer combinations delivered must have fifth wheel and king pin in good working condition, All air lines connections of trailers must be in good working condition, Any truckhead or tractor must be able to pull or push connected trailer on and off the sea going vessel, If not they will be disconnected, Any possible additional loading costs in pol and pod resulting from disconnecting units will be for account of shipper, All trailers must be fitted with 2 moveable supports in good working condition, In case same are not in good working condition they can be refused to enter GLT, All roro units producing an excessive and abnormal amount of exhaust hence pollution will be refused for entering GLT hence loading Not self propelled units designed be towed on board must have towing connection in good order and standard European connection fitted, In case of special connections and/or handling needed same must be advised and accepted for loading by Grimaldi Lines prior to delivery to GLT,
VIP VEHICLES	<p>VEHICLES SHIPPED UNDER VIP STATUS MUST ADHERE TO FOLLOWING CRITERIA</p> <ul style="list-style-type: none"> Free of any impact damage besides minor scratches and dents Must be self propelling, Must be pre-announced as VIP prior to delivery at GLT Only cars and small vans can be accepted for shipment under VIP status, All VIP vehicles will be submitted to VIP survey performed by the Line prior to loading and prior discharging All mobile homes can contain kitchen/bathroom/bedroom/camping equipment - cloths - spare parts + repair tools - they will be submitted to survey prior loading - they cannot contain any hazardous + flammable goods/drugs+medicine/fuels+lubricants/electronical devices (tv/printers/cameras/computer/dvd) /weapons + ammunition/perishable goods

Es gelten die tatsächlichen Maße mit allen An- und Aufbauten! Bei falschen Maßen wird nicht verladen!

The actual dimensions apply with all attachments and bodies! At wrong measure will be not loaded!

CARGO/VEHICLES STOWED ON TOP OR INSIDE VEHICLES	<p>STUFFING/STRIPPING OF CARGO ON GRIMALDI TERMINAL</p> <ul style="list-style-type: none"> Once vehicles are stored onto the terminal any additional stuffing and/or stripping of cargoes from or into vehicles are not allowed to un-authorized persons, This measure is being applied to increase security level and in accordance with the International Ship & Port Facility (ISPS) & the respective port regulations, The required intervention is either to be contracted to Grimaldi Lines Terminal at real cost by shippers or the vehicle in question has to be re-collected from the terminal
	<p>PIGGY BACKED/STACKED RORO CARGO STACKED INSIDE LOADING COMPARTMENTS AND/OR STOWED ON TOP OF LOADING PLATFORMS</p> <ul style="list-style-type: none"> Only cars/vans/trucks in assembled and empty condition can be piggy backed/stacked on top of other roro cargo. Only allowed exceptions are parts belonging to / required for the full use/exploitation of the vehicle (provided they do not need to be handled/shipped as breakbulk + are stacked/lashed safely)such as : Tyres but limited to quantity required for the vehicle+ one spare tyre, For roadbuilding vehicles (roadrollers,pavers,...), for agricultural vehicles(harvesters,tractors, three moving, ...) their specific aggregates For cargo handling vehicles such as forklifts their forklifts For trucks their top/front/rear spoilers/mirrors For earthmoving vehicles (excavators,dozers,loaders,graders,cranes ...)their blades/buckets/arms, All RORO presented with unseaworthy lashing will be rejected for loading until rectified in full - GLT can assist the shipper upon request All RORO cargo delivered to Grimaldi Lines Terminal will be submitted to physical inspection with respect to seaworthy stowage, lashing and securing, All RORO presented with unseaworthy stacking will be rejected for entering GLT Front and rear axle of all piggy backed/stacked vehicles must rest physically on the loadingplatform of the load bearing vehicle In case this is not respected subject vehicle will be rejected for entering GLT, (see annex A + B) All vehicles stowed on top must be loaded on loadingplatforms originally designed by manufacturers to directly carry and support cargo, Chassis beams and/or 5 th wheel are not considered as suitable loading platforms hence additional transversal/longitudinal support beams need to be additionally installed in order to carry/support cargo properly, No vehicle can rest on top of compressible items such as fuel tanks/battery holders/pallets/tyres/carton boxes or positioned close/on top of heat producing parts such as exhaust pipes/engine/axles/etc...as this will cause fire hazard All closed loading compartments must be able to be opened for inspection and in this respect the main one access point(rear or side) has to be free or can only be locked by key or removable locking mechanism(padlocks, lashing belts, ...) If the sides of a closed loading compartment are found to be out of line due to internal piggy back vehicles pushing on the sides, the subject vehicle will be automatically rejected for loading until such cargoes are removed from the interior of the subject vehicle If any items or parts of base units and/or piggy backed/stacked vehicles are found leaking fluids of any kind, subject vehicle will automatically be rejected for loading Maximum allowable stacking configuration is (see annex A): base unit :truck/trailer - on top : truck/trailer(stacked unit nr 1) - on top : car or svan or bvan(stacked unit nr 2) In case the stacking configuration is not conforming to am, then physical inspection prior acceptance on GLT by GL port captain or surveyor is compulsory For trailers it is allowed to have stacked maximum 4 trailers provided they are in inverted position (see annex B)- If not only 2 trailer are allowed to be stacked on top Shipper's are fully responsible to make sure that all vehicles stowed on top or inside any vehicle is in line with the specific stowage criteria's applicable for the subject vehicle (stress per m2 / height of stowed cargo/internal lashing points capacities, stability and equal weight distribution, axle loads, ,,etc), In case same are exceeded subject vehicle will be automatically rejected for loading till rectified, Vehicles which have been modified in a way that structural integrity/capacity was affected and reduced in order to fit stacked cargo will be rejected for loading Maximum allowed height for stacked vehicles+ high/heavy roro to be loaded : 4,75 m Maximum allowed overlength for stacked vehicles on top of high+heavy roro : 2,00 m - only on the aft part and only for second tier - no overhang allowed in third tier stacked cargo Maximum allowed overwidth of stacked vehicles on top of high+heavy roro : 0,50 m each side (left + right) No overlength is allowed on front of any trailer (king pin plate connection) Balance of base unit must remain in line within vehicle's capacity in order to avoid tilting danger All vehicles must have sufficient height clearance allowing to overcome angle of inclination on the various ramps on board which are minimal 6.5 degrees.
	<p>LASHING/SECURING</p> <ul style="list-style-type: none"> All lashing materials used for lashing /securing vehicles stowed/stacked on top or inside must be good condition and able to sustain the stress factors they were designed for, Only lashing/securing material can be used which are able to be (re)tensioned such as : chains with chain tensioners/belts with radgets/cables-wire with turnbuckles/rope with turnbuckles/ web lashings for cars/svans - only exception is welded lashing were materials used (metal bars/plates/strips) must be min 3 mm diameter - 3 cm wide, All weldings must be performed over min of 10 cm (spot welding is not allowed) Drawings (see annex A + B) indicate where and how many lashing are to be attached, The lashing fixing points for vehicles should always be wheel rims and/or axles, The lashing must always be performed in a manner that all possible movements of cargo are covered - forward+aft direction/side to side per each lashing fixing point Chocks must be used in addition to lashing material to block stacked vehicles from moving back and forth, The minimum capacity of the lashing materials used for vehicles should be as follows : <ul style="list-style-type: none"> (1) cars/svans : min 0,50 tons per lashing - min quantity : 4 wheels x 2 = 8 lashings bvans : min of 1,50 tons per lashing - min quantity : 4 wheels x 2 : 8 lashings (2) trucks /trailers : min 3 x cargo weight in breakload - min of 4 wheels x 2 = 8 lashings (3) total capacity of all lashing materials used must be min 3 x the cargo weight in breakload (4) for stacked trailers in addition to lashings on the side it is also compulsory to attach cross lashing for and aft (see annex C) The lashing materials must always be attached to fixing points able to sustain the required stress factor, In case items belonging to the respective vehicle are stowed inside/on top(spare wheel, crutch,) same must be properly lashed/secured and in no circumstances any loose items will be accepted, Any vehicle with loose lying items will be rejected for loading until rectified Any local health and safety regulations which might be applied in addition to the above must be respected by the shipper's and will be considered during the inspection process Curtain siders will be dealt with as a flat bed trailer with regards to lashing Vehicles stowed on the 3th tier must be accessible to check lashings - in case covered by tarpaulin, shipper's will be requested to remove for inspection and any other additional lashing requirements
	<p>NO HAZARDOUS CARGO IS ALLOWED INSIDE ANY VEHICLE</p> <ul style="list-style-type: none"> It is strictly prohibited to stow any kind of hazardous (dangerous) cargo inside any vehicle to be loaded as roro delivered to GLT. If noted at the gate then vehicle will be rejected for entering on GLT If noted after entering vehicle will be removed with immediate effect from GLT at shipper's responsibility and costs. Shippers are hereby duly advised and warned in case such cargoes are stowed inside undeclared they are in breach with the International Maritime Dangerous Goods Code (IMDG) for transport of hazardous cargo by sea. In case vehicle was already loaded on board the vessel, Grimaldi Lines will undertake all required /legal actions necessary LPI/LPG/LNG vehicles can be accepted for shipment prior to written approval by the Line LPI/LPG/LNG is allowed when only used for propulsion of the vehicle and provided installation was made conform to required norms and regulations, Prior to delivery these vehicles have to be preannounced indicating type of propulsion to Grimaldi Agency and GLT in order to allow to arrange proper storage and stowage Prior to delivery these vehicles must be clearly marked on front /left/right with labels indicating type gas used for propulsion - labels to be applied by the shippers
	<p>CLEANING CERTIFICATE / GAS FREE CERTIFICATE for TANKTRAILERS/TRUCKS</p> <ul style="list-style-type: none"> All tanktrailers/tanktrucks/loose tanks need to be completely empty, clean and free of hazardous gas and/or any hazardous cargo upon delivery to GLT For all tanktrailers/trucks/loose tanks prior to delivery to GLT an original cleaning and/or hazardous gas free certificate may be provided by the shipper Grimaldi advises shipper's to always use competent cleaning companies and refers in this respect to EFTCO (see their website for certificate/terms and conditions) Grimaldi will submit all tanktrucks/tanktrailers, including piggy backed/stacked, to a survey on terminal prior to loading in order to check and verify that its condition corresponds to the required standards of clean, dry, gasfree and non hazardous, The value of LEL/LFL/O2 and cleanliness will be checked by Grimaldi surveyor, Any vehicle not corresponding to these standards will be automatically rejected for loading and shipper will be requested to remove the vehicle from GLT within 48 hrs, Any non hazardous gas present in vehicles like f.e. reefer cooling systems have to be compliant with the allowed environmental rules and regulations for export - shipper's are to provide a statement wherein type of gas is declared to allow verification or to provide certificate for cleaning upon delivery to GLT For safety reasons the used tanktruck/tanktrailers can be stowed only on weatherdeck For any manufacturer new tanktruck/tanktrailer the shipper has to provide an original statement from the manufacturers that the vehicle was never used for loading any cargo, This certificate cannot be older than 5 working days, In case shipper's fail to provide such statement then vehicles will be submitted to survey on terminal, <p style="text-align: right;">Issued by Bosmans Rudolf - Grimaldi Lines Cargo Handling Manager</p>