

BIG TIPS FOR CARGOTRANS SHIPPERS

The proper stowage, securing and handling of out of gauge (OOG) cargoes can present many challenges and issues. CARGOTRANS has a wealth of experience in the carriage of such cargoes and offers the following guidelines to its customers:

Flat Racks – Upon receipt, you should check the condition of the flat rack and ensure that it is fit for your requirements. If the container is damaged do not attempt to repair and request to have it replaced with a sound container.

It is important to note that the height of the end walls differs between a 40 ft. flat rack (1.943 meters/76.1”) and a 20 ft. flat rack (2.231 meters / 91.4”). So cargo that may not be over height for a 20 ft. flat rack may well be over height for a 40 ft. flat rack.

Center of Gravity - Proper determination and identification of the center of gravity for the cargo is of great importance. If the center of gravity of the cargo is not determined and taken into consideration before stuffing, the cargo may well be susceptible to shifting off the flat rack during transit resulting in cargo damage and possible personal injuries. The weight of the cargo should be centered on the flat rack. When shipping wooden crates, it is always preferable to mark the center of gravity on the exterior of the crate for handling and securing reference purposes.

Dunnage – The weight of the cargo must be properly distributed over the length of the flat rack. It is preferable that the weight be spread in such a manner that the load does not exceed 2,500 pounds per liner foot (inside dimensions) of the flat rack. Dunnage and wooden blocks must be made of hardwood and free of defects and insects. Short pieces of wood and wooden pallets should not be utilized as dunnage.

Wood packaging material - Wood packaging material made of unprocessed raw wood is recognized as a pathway for the introduction and spread of pests. To limit the entry and spread of quarantine pest through international trade, the International Plant Protection Convention adopted the International Standards for Phytosanitary Measures Guidelines for Regulating Wood Packaging Material in International Trade ([ISPM 15](#)).

Trading partners are adopting the ISPM15 in their import regulations. As the National Plant Protection Organization of the United States, the United States Department of Agriculture, in coordination with the wood packaging material industry, has developed an export program to guarantee compliance with the import requirements of trading countries. The program insures certified treatment and marking of wood packaging material for international trade, while maintaining traceability of the packaging material. The integrity of the program is dependant upon industries compliance.

Lashing – Lashing of the cargo must be carried out in accordance with “IMO MSC/CIRC 745 GUIDELINES FOR CARGO SECURING MANUAL AND GOOD SEAMANSHIP PRACTICE” and CSS Code (**Annex 13**) (Methods to assess the efficiency of securing arrangements for non-standardized cargo.).

Lashing materials (wires, chains, rods, tensioners, turnbuckles, etc.) must be of an approved time and of suitable size and capacity taking into consideration the weight of cargo to be secured. As a general rule of thumb, the combined breaking strength of the **lashings to be used must be at least 1.8 times the weight of cargo to be secured.**

Suitable “chafing gear” and/or “softeners” is to be fitted on the lashings in way of any areas in which the lashings make contact with the cargo, other lashings or the structure of the flat rack itself in order to prevent excessive wear and subsequent failure of the lashings.

All flat racks are fitted with specially designed lashing points and “eye rings”. Lashings are not to be secured to any other point on the flat rack other than those points designated for this purpose.

Wheeled Cargo – When preparing the stowage and securing plan for wheeled cargo, the wheelbase dimensions of the cargo must be considered in order to determine whether or not the cargo will be out of gauge. Wheeled cargo must be secured with proper lashings; however, the wheels are to be further provided with wooden blocks. The wooden blocks used for this purpose must be as wide as they are high.

Lashing Certificate – The stowage and securing of the cargo on a flat rack should be supervised by a competent cargo surveyor. Shipping Lines will require that all Shippers of flat rack provide a lashing certificate issued by a competent cargo surveyor prior to acceptance and loading of the cargo. If the Shipper does not provide the lashing certificate, Some Shipping Lines will nominate an independent surveyor to confirm safe loading, lashing and protection of the cargo against the normal risks of ocean transportation. The costs for such surveyor attendance are for the account of the Merchant.

Marking – If the cargo is over height, over length and/or over width, the protruding dimensions should marked in red or yellow paint in order to clearly identify these areas and serve to prevent possible handling damage.

Loading/Discharge – Depending upon the type, size and nature of the cargo, Shipping Line may require loading and discharging of the flat rack to take place under the supervision of a competent cargo surveyor. The cost of which is to be for the account of the Merchant.

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Stowage – Due to the size of the cargo, certain shipments may require “on deck” stowage. In such cases, an “on deck” stowage remark must be endorsed on the Bill of Lading.

Drain Fluid – Due to the used machines had hydraulic oil at the system all fluid must be drained from the machines.

Also the supplier must to send to our office tally sheet, container number, pieces, weight, pictures and seal numbers