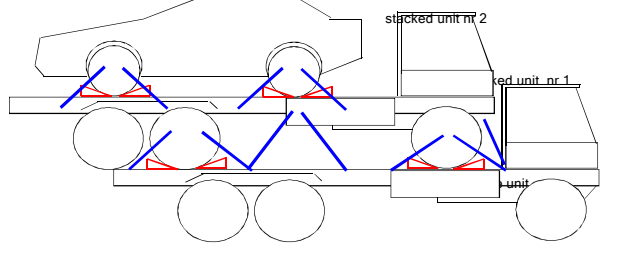
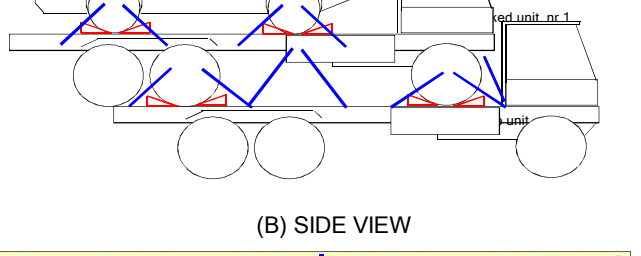
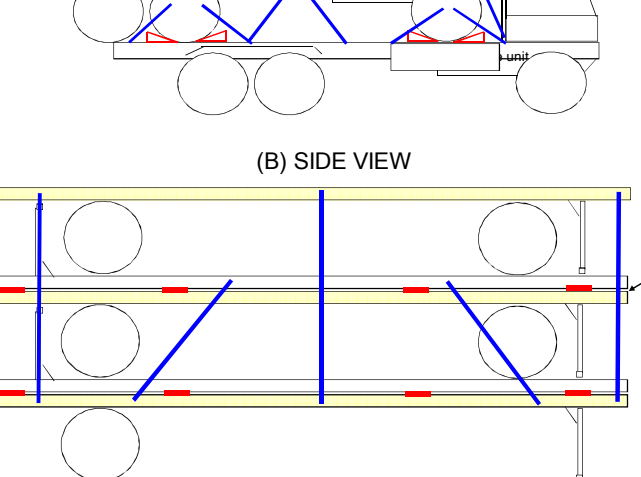
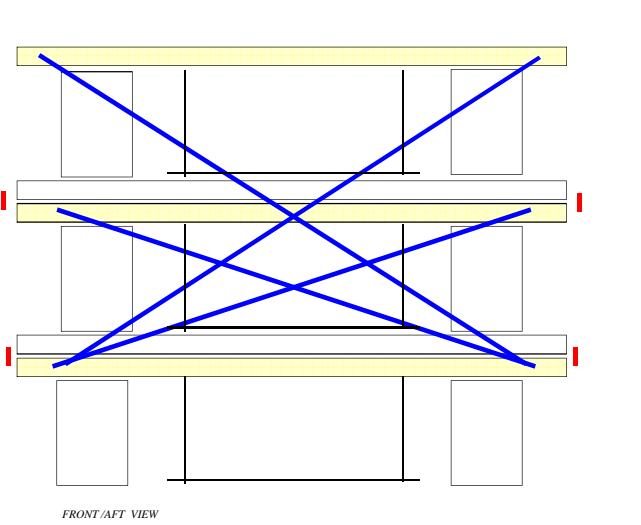


UPDATED : SEPTEMBER 2013

PORT OF ANTWERP/AMSTERDAM/LE HAVRE/HAMBURG/LISBON/LEIXOES

WEIGHT	<p>1 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) or max 1 hour prior delivery in case the Grimaldi Terminal in the respective port does not have a weighing bridge facility available, The time of the weighing operation should be clearly printed on weighing note or receipt, 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, <p>2 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 to 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>1 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, 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.
TECHNICAL ASPECTS	<p>1 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 serious mechanical defects such as BROKEN AXLES, STEERING MECHANISM, BROKEN CLUTCH, NO OR DEFECTIVE BRAKES, LEAKING OIL, ACCIDENTED (any damage to body cannot cause friction with any engine or hydraulic moving parts of the vehicle), BROKEN GEARBOX (forward+reverse gear must be fully operational)will be rejected for entering the terminal and rejected for loading, All GLT will make proper checks on good functioning of brakes and gearbox upon delivery, 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 hence 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 by the Line, <p>2 TOWING EYE</p> <ul style="list-style-type: none"> All vehicles must be equipped with towing eyes in the front part of the vehicle, In case vehicles are equipped with a detachable towing eye such vehicles should be delivered with the front towing eye fitted, In case vehicles is non-starter during operations the towing eye is the only mean to pull the unit on board the vessel in a safe/allowable manner <p>3 MOTORHOODS/BONNETS - TRUNKS</p> <ul style="list-style-type: none"> 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, belts, etc,,, 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>4 BATTERY/FUEL</p> <ul style="list-style-type: none"> All vehicles must be delivered with battery present and in normal required working condition Battery must be accessible at all times in order to jump start if needed, must be secured and placed in the manufactured thereto foreseen position/compartiment All cars/svans/bvans must be delivered with min 5 lt of fuel inside / truck and/or other heavy roro must have min of 25 lt of fuel allowing to drive on/off the vessel <p>5 SEATS AND DOORS</p> <ul style="list-style-type: none"> All doors must be unlocked at all times No cargo or personal effects can be stowed onto driver's and front passenger's seat which are two main emergency exits in case of problems All cargo and/or personal effects in the rear of the vehicle must be properly lashed/secured in order to avoid becoming a hazard whilst loading/discharging operations <p>6 WINDOWS</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 visibility, In case window(s) are missing transparant plastic covers must be fitted to prevent infiltration of rain. All vehicles must be free from any glass debris prior to delivery to GLT <p>7 TYRES</p> <ul style="list-style-type: none"> All vehicles must be delivered with tyres in roadworthy condition, Vehicles presented with FLAT or heavily damaged tyres will be rejected for loading, In case after delivery and prior to loading flat tyres are noted, these will need to be repaired prior loading in order to respect safety rules during handling of vehicles, Grimaldi Terminal can be requested to assist and provide this service in each port, 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 nobbs, ,,,) <p>8 KEYS - IGNITION SWITCH - ELECTRONICAL DEVICES CONSUMING POWER</p> <ul style="list-style-type: none"> Ignition/Power supply needs to be turned off at all times once vehicle is in parking condition, All other electronical devices consuming power (lights, radio, CD player, .) must be switched off in case vehicle is in parking condition, All vehicles delivered must have key(s) present - after storage on GLT key(s) to be removed from the ignition and to be placed in the driver's door side pocket compartiment unless otherwise specified with respect to new vehicles where manufacturer's and/or shipper's instructions agreed with GN Damage Prevention need to be followed <p>9 NON SELF PROPELLING CARS AND SVANS</p> <ul style="list-style-type: none"> It is forbidden to discharge/load from 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 who will then provide the proper labor and equipment for handling such vehicles in the proper manner, 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>10 NON SELF PROPELLING BVANS - TRUCKS - TRAILERS - 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 cost 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 will 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 <p>11 TOWABLE HIGH/HEAVY RORO (TRAILERS/CARAVANS/,,,))</p> <ul style="list-style-type: none"> 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>12 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, No personal effects (besides those belonging to vehicle like spare tire-towing eye-crutch,..)are allowed inside the vehicle 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

CARGO/VEHICLES STOWED ON TOP OR INSIDE VEHICLES	1 STUFFING/STRIPPING OF PERSONAL EFFECTS INSIDE VEHICLES ON GLT
	<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
	2 CARGO INSIDE PASSENGER'S COMPARTMENT OF VEHICLES MUST BE PROPERLY LASHED & SECURED
<p>(A) SIDE VIEW</p> 	<ul style="list-style-type: none"> No cargo/personal effects can be stowed on driver's and passenger's seat in the front of vehicle to be physically loaded Any goods stowed inside vehicle must be properly/seaworthy stowed, lashed and secured In case same is not respected subject vehicle will automatically be blocked for loading until rectified Any cargo/personal effects inside the passengers compartment must be stowed in a manner that full visibility in all directions is always respected Driver's seat must be able to put into position allowing normal size person to drive the car - no personal objects should be placed behind driver's seat preventing same
<p>(B) SIDE VIEW</p> 	3 CARGO STACKED INSIDE LOADING COMPARTMENTS AND/OR STOWED ON TOP OF LOADING PLATFORMS OF RORO VEHICLES
<p>(C) FRONT/AFT VIEW</p> 	<ul style="list-style-type: none"> 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. All RORO presented with unseaworthy lashing will be rejected for loading until rectified in full. Front and rear axle of all piggy backed/stacked units/cargo 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, (A + B) All cargo 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 cargo can rest on top of compressible items such as fuel tanks/battery holders/pallets/tyres/carton boxes,... All closed loading compartments must be able to be opened for inspection and in this respect one access point has to be free or can only be locked by removable locking mechanism(padlocks, lashing belts, ...) If the sides of a closed loading compartment are found to be out of line due to internal cargo 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 stacked vehicles are found leaking fluids of any kind, subject vehicle will automatically be rejected for loading Maximum allowable stacking configuration is (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 conform 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 (B)- If not only 2 trailer are allowed to be stacked on top Grimaldi Lines and Grimaldi Lines Terminals are not responsible for the quantity and quality of any cargo stuffed inside the vehicles, Shipper's are fully responsible to make sure that all objects stowed inside of vehicles are in full compliance with the existing port, environmental, customs, regulations applicable in port of loading, discharge and eventual transhipment port.(banned or prohibited goods, etc ,,,) In case of non compliance vehicles will be refused at the gate of GLT. Shipper's are fully responsible to make sure that all cargo 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 automatically rejected for loading. Maximum allowed height for stacked cargo + high/heavy roro to be loaded : 4,75 m Maximum allowed overlength for stacked cargo 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 Maximum allowed overwidth of stacked cargo 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.
	4 LASHING/SECURING
 <p>FRONT /AFT VIEW</p>	<ul style="list-style-type: none"> All lashing materials used for lashing /securing cargo 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 (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 5 tons per lashing - min of 4 wheels x 2 = 8 lashings (depending on weight - see below item 3) (3) total capacity of all lashing materials used must be min 3 x the cargo weight (4) for stacked trailers in addition to lashings on the side it is also compulsory to attach cross lashing for and aft (C) The lashing materials must always be attached to fixing points able to sustain the required stress factor. In case items other than vehicles are stowed inside/on top(personal effects, engine parts,.....) same must be properly lashed/secured and in no circumstances any loose items will be accepted. Any vehicle with loose lying items will automatically be rejected for loading until rectified. This also applies to vehicles with closed loading compartments. 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 visible to check lashings - in case covered by tarpaulin, shipper's can be requested to remove for inspection and any other additional lashing requirements
HAZARDOUS CARGO	1 NO HAZARDOUS CARGO IS ALLOWED INSIDE ANY VEHICLE
	<ul style="list-style-type: none"> It is strictly prohibited to stow any kind of hazardous (dangerous) cargo inside any vehicle 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. Grimaldi Lines/Terminals will organise random inspections which in case of establishing non compliance, shipper's to kept legally responsible for all consequences In case vehicle was already loaded on board the vessel, Grimaldi Lines will undertake all required /legal actions necessary JPG /LPG/LPI/HYDROGEN/FULLY ELECTRICAL propulsed vehicles are not allowed to enter the GLT nor will they be accepted for loading on board of Grimaldi Lines ship
	2 CLEANING CERTIFICATE / GAS FREE CERTIFICATE for TANKTRAILERS/TRUCKS or LOOSE FUEL TANKS
	<ul style="list-style-type: none"> All tanktrailers/tanktrucks/loose tanks need to be completely empty and free of 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 gas free certificate (no copy)has to be provided by the shipper Any cleaning certificate needs to be issued by a competent cleaning company and provided (Grimaldi Lines hereby refers to the EFTCO certificate/terms and conditions) to the Grimaldi Terminal and Grimaldi Agency prior or at the time of delivery All units presented non conform to these rules will be rejected for entering the GLT hence loading. In case cleaning certificate is older than 7 days, the Line will request an additional survey to be performed in order to verify non hazardous condition,