

## OOG Conditions

The rates considering for non-Military cargo

Booking and shipment are subject to the following general conditions:

- 1.Space and Equipment Availability at time of Booking: In principle 2 weeks pre-advance is required for 20/40' FR & OT.
- 2.Client's responsibility to ensure that cargo is SAFELY stuffed and lashed in / to appropriate ISO container for shipment as Out of Gauge.
- 3.Availability of service at the time of booking / shipment.
- 4.Shipment Under Deck not guaranteed, cargo may be shipped on deck if no specific request is received.
- 5.Overlong cargoes extending the full length of a flatrack that are in excess of 1165cm (40') cannot be stowed underdeck due to cell guides.
6. Actual cargo dimensions are the same or less than those initially declared.
7. For military cargoes, initial declaration of the nature of cargo, acceptance, and completion of full required formalities.
8. For any kind of vehicle, wheels have to lay on the Flat Rack with more than 50% of their width, or be supported by 'tailor made' cradle
9. Compliance with any applicable laws and regulations, such as FMC filing for US bound cargo and containers.
10. The maximum payload is defined on a "heavy tested flat rack" availability basis.

Conditions in relation to use of equipment

For FLAT RACK Containers

End walls UP

1. The 4 corner castings must be 100% free in any case.
2. Max cargo weight is subject to containers manufacturers loading charts, with acceptable weight distribution on Flat Racks.
3. Max payload 38 tons per 40'FR in principle, always subject to loading charts, above 38 tons on case by case only and prior agreement.
4. Containers with payload above 30T may be subject to specific port restrictions to be checked.
5. Max payload 28 tons per 20'FR in principle, always subject to manufacturer's loading charts,
6. Max cargo length, in principle = 1120 cm, exceptions on case by case basis only.
7. Max overwidth, in principle = 120 cm per side, exceptions on case by case basis only.
8. Max overheight, in principle = 170 Cm above end walls, also valid for OT containers, exceptions on case by case basis only.
9. Centre of gravity must be lower than 1,95m.

CARGO AND CONTAINER ACCEPTANCE ON BOARD FOR SHIPMENT IS SUBJECT TO APPROVAL FROM SHIP'S COMMAND

Please confirm to arrange rate filing.

For your convenience, you can retrieve our port/port transit/sailing schedules by clicking on the following link

<http://www.cma-cgm.com/ebusiness/schedules>

## **Break Bulk Conditions**

### ***Quotation includes:***

- Direct loading, lashing, securing on board and reverse operations, surveys
- Preparation of a bed of FR on the ocean vessel, loading, securing, lashing material at POL (except Australian/NZ ports)
- Unlashing, discharging for direct delivery at P O D
- CAF, BAF, EBS and ISPS
- Survey at both ports (Performed for and on account of CMA CGM)
- In case of transshipment: all unlashing/lashing and handling operations and transshipment survey (Performed for CMA CGM)\* Mobile or floating crane rental, or any external lifting device if applicable

### ***Quotation excludes:***

- All pre and after hook expenses and local charges, which are for shippers/receivers account
- Provision of cradles and of any special device if required for handling the cargo
- Extra-costs in case of indirect delivery at arrival or at destination
- Storage at load/discharge ports (if applicable)
- Divers (for shipping boats from water) - unless specified elsewhere

### ***Quotation is subject to:***

- Vessel Operator Approval if Non CMA CGM operated vessel.
- Actual weights, description and measurements which, if modified, may change or cancel the quotation\* The provision of proper packaging including but not limited to: supports & cradles
- Cases are considered as sea-worthy and loadbearing unless otherwise indicated.
- Proper and adequate lifting & lashing points & centre of gravity on each item must be confirmed prior to loading.\* Lashing points are to be provided on the cargo itself weighing more than 40t \* Notification of shipment 3 weeks prior to departure date \* Space & equipment availability. \* FMC filling for US export or import.
- Cargo reception by carrier under hook (on quay or afloat) alongside carrying vessel at Port of Loading.
- Cargo delivery to consignee at end of hook at Port of Discharge (on quay or afloat).
- Underdeck shipment unless otherwise agreed (on-deck shipment if the shipper is informed and gave his/her express agreement in writing).
- Boat : Hulls must be clean of fouling and other biosecurity risk organisms - especially for New Zealand POD. Fines or other costs will be for the account of the cargo. \* In line with IMDG code U.N. 3166 – SP 962, sea transport of Boats of all kinds must, at all times, comply with IMO regulations and in particular, a hazardous cargo declaration is compulsory when fuel tanks are not empty. Shippers / Forwarders ordering the transport are responsible for all such declarations.
- Weight declaration: According to BL Clause 25.5 : In case of discrepancies between declarative weight and actual weight of the cargo, possible processing & ops fees (2000\$)+ misdeclaration fees (5000\$) will be charged

BL Clauses : <http://www.cma-cgm.com/products-services/shipping-guide/bl-clauses>