Non-DG Cargo List
General Cargo

NVOCC and shipping agents tend to book cargo as General Cargo without details of commodities loaded.

In many cases heavy cargo or undeclared DG that caused accidents were declared as General Cargo at booking. Hence always make sure of the type of cargo loaded before acceptance of General Cargo.

As well as above recently some countries don’t accept general terms (i.e. “consolidated”, “general cargo” or “parts”).

Goods description for summary declarations should be a plain language description that is precise enough for Customs services to be able to identify the goods.

For EU trade, European Commission has a guidelines on acceptable and unacceptable terms for the description of goods.

Please refer to the following link;

http://grapevine.kline.co.jp → “h-01 Cargo Acceptance Guidelines”
→ “General Cargo Acceptance Guideline” → “H01 CAG ATT” → “EU ACP GUIDELNE”
# Quick Check Before Booking Cargos

Please see the following table 1 - 3, and ensure the following point when booking:
1) Check appropriate contact window.
2) Check related guidelines.
3) And then, send your inquiry or application to appropriate department.

---

### Table 1 Type of Cargo required approval

<table>
<thead>
<tr>
<th>TYPE OF CARGO</th>
<th>Packing Style</th>
<th>CONTAINER TYPE</th>
<th>BREAK BULK</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>DRY CONTAINERS</td>
<td>OPEN TOP CONTAINERS</td>
</tr>
<tr>
<td>ORDINARY HEAVY / AWKWARD CARGO</td>
<td>CASE CRATE</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>SKID, PLALLET CARTON</td>
<td>Cargo weight per single &gt; 1 ton</td>
<td></td>
</tr>
<tr>
<td></td>
<td>BUNDLE BAG</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Bare Bulk</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Cargo weight &gt; 500 kg</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Special Care Cargo

<table>
<thead>
<tr>
<th></th>
<th>LIQUID</th>
<th>FLEXITANK</th>
<th></th>
<th>All kinds of cargo</th>
</tr>
</thead>
<tbody>
<tr>
<td>Specific Cargoes</td>
<td>VARIOUS</td>
<td></td>
<td></td>
<td>See the table 2-1 &amp; 2-2</td>
</tr>
<tr>
<td>SOC Shipper's Own Container</td>
<td>VARIOUS</td>
<td></td>
<td></td>
<td>See the above and the table 2-1 &amp; 2-2</td>
</tr>
</tbody>
</table>

---

Please see the following table 1 - 3, and ensure the following point when booking:
1) Check appropriate contact window.
2) Check related guidelines.
3) And then, send your inquiry or application to appropriate department.
<table>
<thead>
<tr>
<th>Commodity</th>
<th>Ordinary Heavy / Awkward Cargo</th>
<th>Special Care Cargo</th>
</tr>
</thead>
<tbody>
<tr>
<td>IN GAUGE on DRY/OPEN TOP</td>
<td>O</td>
<td></td>
</tr>
<tr>
<td>P. 4, 5, 7, 8, 10, 12</td>
<td>G1</td>
<td></td>
</tr>
<tr>
<td>OOG on OPEN TOP/All the kind of cargo on FR</td>
<td>O</td>
<td>O</td>
</tr>
</tbody>
</table>

### Special Care Cargo

<table>
<thead>
<tr>
<th>Commodity</th>
<th><strong>TMO</strong></th>
<th><strong>HAZ</strong></th>
<th><strong>SPECIAL CARGO TEAM</strong></th>
<th><strong>CENTRAL PLANNER (Stowage)</strong></th>
<th>Related Page of</th>
<th>Related Page of</th>
<th><strong>GROUP</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>High Density Cargoes</td>
<td>O</td>
<td>O</td>
<td>(See the table 3)</td>
<td></td>
<td>See Table 3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lengthy Cargoes</td>
<td>O</td>
<td>O</td>
<td>(See the table 3)</td>
<td></td>
<td>G1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Solid bulk cargo</td>
<td>O</td>
<td>O</td>
<td>P.12</td>
<td>P.37-41</td>
<td>G1/G2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hides</td>
<td>O</td>
<td></td>
<td>P.24</td>
<td></td>
<td>G1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Smelly Cargoes</td>
<td>O</td>
<td></td>
<td>P.23</td>
<td></td>
<td>G2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>*1 Magnetic cargo</td>
<td>O</td>
<td>*1 O</td>
<td>O</td>
<td>P.26</td>
<td>G1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Military Goods</td>
<td>O</td>
<td></td>
<td>P.27</td>
<td></td>
<td>G3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Used Auto parts and machinery shipment</td>
<td>O (if DG)</td>
<td>O</td>
<td>P.28</td>
<td>P.25-28</td>
<td>G1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Radiological equipment</td>
<td>O</td>
<td></td>
<td>P.29</td>
<td></td>
<td>G3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>*2 Metal Scrap or waste shipment</td>
<td>O</td>
<td>*2 O</td>
<td>P.30-36</td>
<td>P.20, 23,28</td>
<td>G2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dry Ice</td>
<td></td>
<td></td>
<td>P.37</td>
<td></td>
<td>G1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Heating Tank Containers</td>
<td></td>
<td></td>
<td>P.38</td>
<td></td>
<td>G1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Valuable cargo</td>
<td>O</td>
<td></td>
<td>P.43</td>
<td></td>
<td>G3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Live animals and plants</td>
<td>O</td>
<td>O</td>
<td>P.44</td>
<td></td>
<td>G3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>One-door open, Ajar removed shipment</td>
<td>O</td>
<td>O</td>
<td>P.45</td>
<td></td>
<td>G1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vehicle</td>
<td>O (if DG)</td>
<td>O</td>
<td>P.52-55</td>
<td>P.18</td>
<td>G1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Asbestos</td>
<td></td>
<td></td>
<td>P.56</td>
<td></td>
<td>G1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Crab Shell Meal</td>
<td>O</td>
<td>O</td>
<td>P.57-58</td>
<td></td>
<td>G1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cigarette / Alcoholic Beverage</td>
<td>O</td>
<td>O</td>
<td>P.59-60</td>
<td></td>
<td>G2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>FLEXITANK</td>
<td>O</td>
<td>O (KLPL)</td>
<td>O</td>
<td>P.39-42</td>
<td>G1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>*3 Shippers Own Containers (SOC)</td>
<td>*3 O</td>
<td>O</td>
<td></td>
<td>P.46-51</td>
<td>G1</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
**GROUP:**

G1-There is a risk of casualties or heavy damage to containers / vessels.
G2-There is a risk of minor damage to containers or pilferage.
G3-There is a risk of trouble over custom or commercial issues.

*1 Magnetic Cargo:
   If the certificate verifying that cargo is “below 1 gauss” is available, then the Special Cargo application to Special Cargo Team is not required. However, the Special Stowage application to Central Planners is always required.

*2 Metal Scrap or waste shipment:
   If the shipment is not conforming to at least one of the criteria listed in the guideline, please send a special cargo application to SCT.

*3 Shippers Own Containers (SOC)
   Please submit a special cargo application to correct party/party's listed in the guideline.
### Table 2-2  Approval Window for Special Cargo & Related Guidelines (for Reefer container)

<table>
<thead>
<tr>
<th>Commodity</th>
<th>TMO</th>
<th>HAZ</th>
<th>Special Cargo Team</th>
<th>Central Planner (Stowage)</th>
<th>Related Page of</th>
<th>Related Page of</th>
<th>** GROUP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Special Care Cargo</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Specific Cargo</td>
<td>O</td>
<td></td>
<td></td>
<td></td>
<td>P.7-11</td>
<td></td>
<td>G2</td>
</tr>
<tr>
<td>Fresh fruit shipment</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Car shipment by RF as DRY</td>
<td>O</td>
<td></td>
<td></td>
<td></td>
<td>P.52-55</td>
<td></td>
<td>G1</td>
</tr>
<tr>
<td>*FLEXITANK</td>
<td>O</td>
<td>O (KLPL)</td>
<td>O</td>
<td></td>
<td>P.39-42</td>
<td></td>
<td>G1</td>
</tr>
<tr>
<td>Shippers Own Containers (SOC)</td>
<td>O</td>
<td></td>
<td></td>
<td></td>
<td>P.46-51</td>
<td></td>
<td>G1</td>
</tr>
</tbody>
</table>

### Table 3  High Density / Lengthy Cargo

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Metal Coil</td>
<td>P.16-21</td>
<td>P.6, 8, 22, 24, 29-36</td>
<td>Steel Shaft</td>
<td>P.14-15</td>
<td>P.6, 8, 21, 22</td>
</tr>
<tr>
<td>Building Material</td>
<td>P.14-15</td>
<td>P.6, 8, 20, 22, 24</td>
<td>Steel Pipe</td>
<td>P.14-15</td>
<td>P.6, 8, 21, 22</td>
</tr>
<tr>
<td>Stone Product</td>
<td>P.22</td>
<td>P.6, 8, 17</td>
<td>Steel Bar</td>
<td>P.14-15</td>
<td>P.6, 8, 21, 22</td>
</tr>
<tr>
<td>Steel Molds</td>
<td>P.14-15</td>
<td>P.6, 8, 16, 22, 24</td>
<td>Bundle secured shipment</td>
<td>P.14-15</td>
<td>P.6, 8, 21, 22</td>
</tr>
<tr>
<td>Ingot</td>
<td>P.14-15</td>
<td>P.6, 8, 16, 22, 24</td>
<td>Log or Lumber</td>
<td>P.25</td>
<td>P.6, 8, 21, 22</td>
</tr>
<tr>
<td>Industrial Plant</td>
<td>P.14-15</td>
<td>P.6, 8, 22, 24</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cable Reel</td>
<td>P.14-15</td>
<td>P.6, 8, 22, 24</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**GROUP:**
G1-There is a risk of casualties or heavy damage to containers / vessels.
G2-There is a risk of minor damage to containers or pilferage.
G3-There is a risk of trouble over custom or commercial issues.
Fresh Fruits Shipments in Reefer

1. Prohibition & Restriction

2. Washing & Reporting Procedure

3. Reason for restriction
Fresh Fruits Shipments in Reefer

1. Prohibition & Restriction

Fresh fruits shipments in reefer containers are welcomed, as long as they adhere to the following points so that our reefer containers can be protected from corrosion damage.

1) **No fumigation in reefer units**
   a. Shippers do not fumigate cargo with sulfur dioxide (SO2) in the container
   b. Shippers do not place any fumigants in whatever shapes or types such as sheets, mats or packages that may contain Metabisulfite Sodium (Na2S2O5)

2) In case packed with fungicide (SO2), only the following series of reefer units should be used:

<table>
<thead>
<tr>
<th>Owner of Container</th>
<th>Kline Units</th>
<th>Daikin</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Special Treatment</strong></td>
<td>Carrier</td>
<td>Year of manufacture</td>
</tr>
<tr>
<td>Fumigation in containers</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Without Cold Treatment (Packed with SO2)</td>
<td>OK</td>
<td>No</td>
</tr>
<tr>
<td>With Cold Treatment (Packed with SO2)</td>
<td>OK</td>
<td>OK</td>
</tr>
</tbody>
</table>

*Do not make any modification to the *Daikin* reefer units at your own discretion.
*Assign older units on a priority basis, even in the above age criteria.
*Confirm that the shippers do not use a reefer container in lieu of the special chamber for SO2 gas application.

Reason>>> Please see “3. Reason for restriction” ←Click here!
# Fresh Fruits Shipments in Reefer

## 2. Washing & Reporting Procedure

<table>
<thead>
<tr>
<th>STAGE</th>
<th>Who?</th>
<th>Action</th>
<th>E-mail notification</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>TO</td>
</tr>
<tr>
<td>1</td>
<td>ORIGIN OFFICE</td>
<td>1) Download the *&quot;FFEX&quot; sheet from the folder “r-Fresh Fruit Shipping Info” in the Grapevine</td>
<td>DESTINATION OFFICE</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2) Complete the column from “A” to “X”</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>3) Upload the completed <strong>FFEX</strong> to the same folder</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>4) Notify the destination office</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>DESTINATION OFFICE</td>
<td>1) After devaning, wash RF immediately as per the IEC’s technical guideline. [<a href="http://grapevine.kline.co.jp/Main.aspx">http://grapevine.kline.co.jp/Main.aspx</a> “h-01 Cargo Acceptance Guidelines” → “H01 CAG ATT” → “IEC Technical info”]</td>
<td>ORIGIN OFFICE</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2) Download the *&quot;FFEX&quot; sheet from the folder “r-Fresh Fruit Shipping Info” in the Grapevine</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>3) Complete the column of “Y” and “Z” and upload the sheet to the same folder</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>4) Download the **&quot;FFPH&quot; sheet from the folder “r-Fresh Fruit RF Photos” in the Grapevine</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>5) Complete the necessary columns on the FFPH sheet</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>6) Upload the completed <strong>FFPH</strong> to the same folder</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>7) Notify the origin office</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>*For “Longan” shipments, fill up the column from “AA” to “AE”</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>ORIGIN OFFICE</td>
<td>1) Check whether the column from “A” to “Z(*AE)” of the <strong>FFEX</strong> sheet are properly updated or not</td>
<td>IEC ECNT</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2) Check whether the <strong>FFPH</strong> sheet is properly updated or not</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>3) If there is incorrect input on the above sheet, notify destination office to amend it</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>4) Notify IEC ECNT after checking or after making any amendment</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>IEC ECNT</td>
<td>1) Check the <strong>FFEX</strong> sheet &amp; <strong>FFPH</strong> sheet</td>
<td>DESTINATION OFFICE</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2) Complete and update the column from &quot;Af&quot; to &quot;Ak&quot; of the <strong>FFEX</strong> sheet</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>3) Give further directions to the destination office</td>
<td></td>
</tr>
</tbody>
</table>

---

**How to upload **FFEX** & **FFPH**?** Please see `g-About Grapevine` → `Grapevine Quick Manual`. [http://grapevine.kline.co.jp/Main.aspx](http://grapevine.kline.co.jp/Main.aspx).
2. Washing & Reporting Procedure

*FFEX sheet*

**Purpose** - Monitor the status of RF containers

**Title of the sheet** - The title of the excel sheet is unified as “FFEX_POL_yyyy_yyyy"

///Example///
POL: CLVAP
Period of shipment: 2013Nov-2014Apr
=> “FFEX_CLVAP_2013_2014”

**FFPH sheet:**

**Purpose** - IEC ECNT check the condition of RF before washing inside

**What to enter:**
Fill up the yellow highlighted part
‘Corrosion level’: Tick from 0 to 4
‘Comments’: Free writing
Photos: Attach on the highlighted cells in light green

**Title of the sheet** - The title of the excel sheet is unified as "FFPH_POL_POL_yyyymmdd_Container Number"

///Example///
Date of washing=1st Nov. 2013, POL/POD=CLVAP/TWKEL, Container Number=KLFU5977009
=> “FFPH_CLVAP_TWKEL_20131101_KLFU05977009”

*“FFEX BLANK SHEET” & “FFPH BLANK SHEET” are available in http://grapevine.kline.co.jp/Main.aspxr.*
Fresh Fruits Shipments in Reefer

3. Reason for restriction

1. Prohibition of fumigation & Restriction for authorized series of reefer

Chemicals (SO2) may be used as fumigant or fungicide to help maintain the quality of the fruits. However the chemical reaction during transport causes further corrosion inside the reefer containers.

*See the picture below showing heavy floor corrosion in white.

Therefore our Kline policy regulates as follows:

1) Any kind of fumigation is prohibited in reefer units.
2) Whenever SO2 is used as a fungicide, older containers (nearly off hiring units) must be used first.
3) Do not use a leased unit without exception.

2. Prohibition of modification of reefer units with Cold Treatment requirements

Wiring of reefer units may vary according to makers and series. Modifying the circuits of units causes malfunction. Thus for shipments with Cold Treatment requirements, any kind of modification is strictly prohibited.

**In cases where units suffer malfunction due to modification, Kline reserves the right to claim against Depot.**
Solid Bulk Cargo (Except *Scrap Cargo)

Application / Approval procedures

Booking application must send the special cargo application as per the following instructions:
*For scrap cargos, see “Waste/Scrap Cargo Acceptance Guidelines”.

a) Complete an application form
Download the blank form, “BULKINQ FORM” from Grapevine below:

http://grapevine.kline.co.jp
→ “h-01 Cargo Acceptance Guidelines” → “General Cargo Acceptance Guideline” → “H01 CAG ATT” → “BULKINQ FORM”

Complete the form and ensure that the cell, ‘Judgement’ on the form has indicated “Send an application to SCT”.

///Check Point///
Item1 Commodity
Item2 Type/Size → If SOC, follow ‘h01 General Cargo Acceptance Guideline’ - ’Shippers Own Containers (SOC).
Item3 DG /Non DG → DG in bulk is not acceptable.
Item4 Protection for container inner panels and floors → Chose one from the dropdown list.
* For more about the protection, refer to http://grapevine.kline.co.jp

Item5 Odor → If odor, follow ‘h01 General Cargo Acceptance Guideline’ - ’Smelly Cargo’
Item6 Stowage Factor (M3/ton) → Input numerical value only.
Item7 Heavy / Light → It relates to Stowage Factor. The form indicates automatically
Item8 Cargo Weight (Ton)
Item9 Number of Container

b) Use a proper prefix of an e-mail subject
It must begin with the prefix of ‘BULKINQ / Name of Service / Name of Vessel & Voyage No. / Name of POL POD’.

c) Send the complete application to Special Cargo Team
Malt Shipments

Malt shipments to Japan are very important base cargo for various trades. Due to the sensitivity of this cargo, Malt Task Force was set up in April 2003 and General Guidelines for Malt/Hop Shipments were issued as follows:

- **Container’s condition**: Food grade status (No hole/tear/rust on roof, No oil stain on both exterior and interior, No bird droppings on roof, No foul/toxic odor inside, No sharp objects which may tear liner bags, Never used for carriage of Naphthalene before)

- **Container’s age**: Not younger than 12 months and not older than 8 years
- **Liner bags**: Properly fitted inside container
- **Bulkhead**: Solid bulkhead to be used and locked in both door slots
- **Stowage**: Under deck stowage

For further details refer to the attached Malt Task Force General Guidelines. (Latest edition dated November 2007)
Steel or Metal Products

Acceptance of all steel or metal products in any shape such as pipe, sheet, plate, ingot and bar is subject to TMO and KLPL GOC Special Cargo/KEU LON OPS(MQT)/KAM RIC MTD CNTR/KCL Planning approval for proper and seaworthy securing of cargo inside container. Cargo details and lashing plan must be given.

Steel or metal products are usually heavy and shift if the securing is poor during sea transit. Care must be taken to prevent damage to container and any serious incidents.

Maximum loading weight for steel or metal products and safe weight distribution for standard container:
- 5kt per piece
- 2kt per m2

Exceeding above limit, Flat Rack container may be used. Always subject to under deck stowage.
It can cause not only container damage but also casualty breaking through container.

This is Aluminum ingot shipment
Coils

Acceptance of steel, aluminum and any kind of metal products in coils or any rolled shape by closed container is subject to TMO and KLPL GOC Special Cargo/KEU LON OPS(MQT)/KAM RIC MTD CNTR/KCL Planning approval for proper and seaworthy securing of cargo, for which cargo details and lashing plan must be given.

Coils tend to move under adverse weather conditions during sea passage and cause bulging damage to container, at worst pushing out of a container like below photo. To prevent property damage or fatal accidents, proper securing and seaworthy internal stow must be ensured by TMO and KLPL GOC Special Cargo/KEU LON OPS(MQT)/KAM RIC MTD CNTR/KCL Planning.

The regional sales department should provide photos which enable KLPL GOC Special Cargo/KEU LON OPS(MQT)/KAM RIC MTD CNTR/KCL Planning to grasp the securing condition in advance. Then the regional sales should obtain “technical approval” from KLPL GOC Special Cargo/KEU LON OPS(MQT)/KAM RIC MTD CNTR/KCL Planning and “commercial approval” from individual TMO additionally.

Maximum loading weight and safe weight distribution for standard container:
- 8 kt per each coil (Must be done with special securing if to load more than 4kt/coil. Please refer attached vanning instruction)

Exceeding 8 kt per each, Flat Rack container should be used.
The coil shipment in line with a KLPL GOC Special Cargo/KEU LON OPS(MQT)/KAM RIC MTD CNTR/KCL Planning’s guideline is basically acceptable and individual acceptance conditions of each TMO are as follows,

[ K-EUROPE ]
① The coil shipment is prohibited to accept for ships operated by other partners in CKYH agreement so that it can be carried by only owned vessels in direct service. (In the event of amendment of service which calls Japanese ports directly, it would be exceptionally allowed to T/S the coil shipment originated from Japan)

4-operated vessels in AES-1 and AES-3 service as immediate measure after April 2009, 3 operated vessels in AME service would be also objective.

② The coil shipment is acceptable and limited to CY / CY contract only. The case of customer wish to deliver to door (beyond CY) will be discussed between Sales dept. and TMO on a case-by-case basis.

③ The acceptance will in effect in March 2009 subject to the adjustment.

[ K-AMERICA ]
① The coil shipment is prohibited to accept for ships operated by other partners in CKYH agreement so that it can be carried by only owned vessels in direct service. (The coil shipment is acceptable for CALCO-A/C, NOWCO-A service)

② The coil shipment acceptance should be the one from Japan only at the moment, and KAM RIC MTD CNTR is a sole window of inquiries from KLJ.

[ KLPL ]
No specific conditions other than KLPL GOC Special Cargo.

[ K-CHINA ]
No specific conditions other than KLPL GOC Special.
Coil suddenly dropped out!

The case of the accident is not properly to be weight distribution.

Coil had danced in the container.

The case of the accident is not sufficient applied chocking and bracing.
VANNING FOR METAL COILS

NOT ACCEPTABLE

• NO CHOCKING TO PREVENT SHIFTING
• UNEVEN WEIGHT DISTRIBUTION
• NO PROTECTION FOR SIDEWALL
• WIRE LASHING IS NOT SUITABLE

ACCEPTABLE

• GOOD CHOCKING TO PREVENT SHIFTING BY WOODEN FRAME
• PROPER WEIGHT DISTRIBUTION
• PLYWOOD PROTECTION FOR SIDEWALL
Vanning for METAL COIL (Over 5kt to 8kt/coil)

AA) To obtain Cargo details
- Dimension (L x W x Dia.) and Weight
- Packing style (Eye up or Eye side)
- Figure and size of Skid (Shippers vanning plan)

BB) Should be arranged relatively new 20’van only which was manufactured within 5 years.

CC) Load limit (Coils/van) : 4 - 6tons / 3 coils.  7 - 8tons / 2 coils.
   Under 4tons / Depending on weight and packing style.

DD) All-in-one packing coil with skid.

EE) Layout of wooden skid: Should be use dunnage which size is more than 9cm x 9cm (3”x3”) and to be layout as per following.
FF) Chocking and Bracing: Should be adequate chocking and Bracing as per following sketch and photograph in order to prevent coil shifting.

2 pcs or more
(Dist.=50cm<α<Inner diameter)

4 pcs or more within length of skid (150cm)
Stone Products

Stone products are usually too heavy to be carried by container. Each block rather has a large size with heavy weight far above our maximum permissible weight hence their acceptance is negative.

However, commercial consideration may be given if following safety requirements are strictly observed:

1. Prior consent by TMO and KLPL GOC Special Cargo/KEU LON OPS(MQT)/KAM RIC MTD CNTR/KCL Planning for seaworthy securing.
2. Condition survey must be carried out at shipper’s expense upon loading to ensure their observance of our safety requirements.
3. Obtain Guarantee of Payment (GOP) for any damage caused.
4. Max weight 8kt per piece and safe weight distribution 2kt per m2.
Smelly Cargoes except Hides

Booking office must ensure the following prior to booking smelly cargoes:

1) Container’s age must be older than 7 years since the year of manufacture.

///Reason///
The odor from the smelly cargo shipment tend to remain within the floorboard of the container and will be vaporized at high temperature. And it is there is no practical treatment to remove smell inside containers. When this happens the odor is absorbed into cargo of the next shipment, this will result in a major cargo claim.

2) If the above containers are not available, the container’s age of 5 years or older except *‘food grade series’* can be used with the shipper’s **L/G**.

*For ‘food grade series’, see “*Restrictions on containers for food grade*”.

**For L/G, see “*Waste/Scrap Cargo Acceptance Guidelines ---6. Sample Letter Of Indeminity---*”.

3) In case that the above conditions are not feasible, booking offices should send an inquiry to KLPL GOC DST.
Hides

When accepting wet salted hides, booking offices must comply with the following requirements:

1. Do not use reefer container including reefer as DRY.

2. Container’s age must be older than 7 years since the year of manufacture.

3. Proper securing and packing must be ensured as follows:
   1) Use small pallets, ideally 40 to 50 pallets,
      to protect lining sheets from being torn during loading / unloading.
   2) Lining sheets must be of minimum 1mm in thickness, but preferably thicker.
   3) The lining sheets must NOT be torn and must be of waterproof material.
   4) The ends of the lining sheets must be set vertically over 1.5 m high.

4. Send the *Special Stowage application to the Central Planner.
   *It is required to stow on deck, 1st tiers seaside.
Acceptance of Logs/Lumber is subject to TMO and KLPL GOC Special Cargo/KEU LON OPS(MQT)/KAM RIC MTD CNTR/KCL Planning approval for proper securing to prevent scratching, clipping and pushing out damage to container panels, doors and floorboards during loading, transit and unloading.

Should weight per each piece be light, only protecting inside panels by plywood may be acceptable.

If they are treated by Creosote, the inside of container must be lined or the cargo packed.
Magnetic Cargo

Cargoes with strong magnetic force may seriously affect nautical instruments on board. Hence all bookings require advance verification for the following items:

(a) Packed properly (in magnet-proof packing)

(b) Magnetic force emanating from the cargo must not exceed 1 gauss on the surface of its packing.

(c) Obtain *Certificates verifying that cargo is “below 1 gauss” from shippers.
   *If the certificate is not available, then the Special Cargo application should be submitted to the Special Cargo Team in each region with MSDS or other supporting documents.

(d) Send the *Special Stowage application to the Central Planner with the above certificate.
   *It is required to stow away from nautical instruments. (Away from living quarters)
Military / Paramilitary Goods

The following military goods and paramilitary goods are not acceptable:

1) Weapons (guns), ammunitions, knives and other lethal weapons for military purpose
2) Paramilitary goods, e.g. military bulletproof vests, military helmets and parts for military equipments

As for other lethal weapons which are not for military or paramilitary purpose, booking offices must confirm the following items with TMO and vessel operation departments in advance of booking:

a) No restriction in all ports of call including POL, T/S port and POD
b) No restriction in agreements with partner lines
c) The name of a commodity on B/L should not mislead as military /paramilitary goods
Used Auto Parts/Machinery

Used auto parts or machinery are acceptable subject to TMO approval and securing condition of cargo inside container. However, following materials, terms and conditions are always NOT acceptable:

1. Radioactive materials
2. Hazardous materials
3. Oil contained
4. Unlawful goods
5. To order B/L
6. No or poor securing in bulk condition

Radiological Equipment

Radiological equipment shipment (X-Ray, CT scan, MRI, etc) is often restricted to import or export. Thus, please check the following before you accept the booking.

1) Make sure whether there is any restriction for the shipment in POL/POD and T/S port prior to acceptance of booking.

2) Ensure the power supply of the equipment is OFF.

<Example>
In case of HKG’s discharging or T/S, there is a restriction for the shipment in POL/POD and T/S port. Import License is required for Import of radioactive substances and irradiating apparatus to HONG KONG.

Therefore, please send the details of the shipment to KHK(KHKLTSHP / HKGLFR3) and make sure needful documents / licenses as below;

a) For cargo T/S at Hong Kong: Ensure to check needful documents with HKGLTSHP prior to acceptance of the booking.
   *HKGLTSHP would clarify with concerned department upon receipt origin office’s enquiry (subject to all relative document completed).

b) For cargo deliver to Hong Kong: Ensure to check relevant license with HKGLFR3 and obtain from consignee prior to acceptance of the booking.
   * HKGLFR3 would clarify with consignee upon receipt origin office’s enquiry.

c) On the other hand, ask shippers to ensure no power supply of the equipment.
Waste/Scrap Cargo Acceptance Guidelines

---Contents---

1. Acceptance Conditions and Restrictions
2. Acceptance procedure
3. BASEL Convention
4. Restriction of Waste/Scrap to China
5. Protection for inner panel and door of containers
6. Sample Letter Of Indeminity
Waste/Scrap Cargo Acceptance Guidelines

---1. Acceptance Conditions and Restrictions---

Booking offices must adhere the following points in advance of booking scrap cargos.

1. Check if the shipment conforms with Basel Convention ➔ See ‘3. BASEL Convention’
2. Check if the shipment conforms with regional regulation ➔ See ‘4. Restriction of Waste/Scrap to China’
3. Do not use the food grade series containers ➔ See ‘Restrictions on containers for food grade’

*Acceptable Container’s age: Older than 5 years since the year of manufacture

4. Ensure that every shipment is conforming to at least one of the criteria listed below:
   
   **OPT1**  Proper Protection ➔ See ‘5. Protection for inner panel and door of containers’
   **OPT2**  LOI from shipper ➔ See ‘6. Sample Letter Of Indemnity’
   **OPT3**  Deposit >US$300/container
   **OPT4**  NCTV >US$300/container

If the above condition is met, TMO gives an approval to the booking office.

While, if the above condition is NOT met, booking offices send a special cargo application to SCT. And then, SCT sets special acceptance conditions, e.g. photographing / reporting at POL and POD. If the special acceptance conditions are agreed by all parties, SCT gives an approval to the booking office.

However following commodities are always **NOT** acceptable:

a) Radioactive materials
b) Hazardous materials
c) Oil contained
d) Unlawful goods
Waste/Scrap Cargo Acceptance Guidelines

---2. Acceptance Procedure---

Shipper submits a inquiry to a booking office for rates inquiry & cargo acceptance.

Booking Office ensures that every shipment is conforming to at least one of the criteria listed below.

OPT1 * Proper Protection or OPT2 LOI from shipper or OPT3 Deposit > US$300/Container or OPT4 NCTV > US$300/Container

*See the next page

Shipper agreed
- Booking Office
  - Gets confirmation
    - TMO
      - Gives an approval
        - Booking Office

Shipper disagreed
- Booking Office
  - Sends Special Cargo Application
    - TMO
      - Gives an approval
        - Booking Office

SCT sets special acceptance conditions. E.g. Photographing / Reporting at POL & POD.

Reach agreement
- Booking Office
  - Gets
    - SCT
      - Gives an approval
This Convention was agreed to protect, by strict control, human health and the environment against the adverse effects which may result from the generation and management of hazardous wastes and other wastes in 1989, and came into effect in 1992.

As of March 2006, 167 countries and EC are acceding to the Convention and have strict control on the trans-boundary movement of hazardous wastes and other wastes, and on their disposal.

Further, all trans-boundary movement of hazardous wastes and other wastes from ratifying country to non-ratifying country was prohibited in 1997.

For details, please see below link issued by UNEP (United nations Environment Program).

http://www.basel.int/text/con-e-rev.doc
Waste/Scrap Cargo Acceptance Guidelines

---4. Restriction of Waste/Scrap to China---

Only registered shippers and consignees are approved to ship waste or scrap to China. The registration, pre-shipment inspection and competent authority approval are electrically controlled by AQSIQ.

1. Booking office shall obtain the register number from shipper and refer to KL China (respective destination offices) for its verification.

2. KL China will trace the number and confirm shipper's status back to the booking office.

3. Upon the confirmation of KL China, the booking office can accept the shipment.

Please note that the port at Dalian, Xingang & Qingdao, customs house accept not only Master B/L but also House B/L, but Shanghai & Ningbo Customs House only accept Master B/L.
Waste/Scrap Cargo Acceptance Guidelines

---5. Protection for inner panel and door of containers---

NOT ACCEPTABLE

- No protection for the side panels
- No Protection for the floor
- No Stopper for the doors

ACCEPTABLE

- Plywood protection for the side panels
- Plywood protection for the floor
- Netting stopper for the doors
LETTER OF INDEMNITY

Messrs: KAWASAKI KISEN KAISHA, LTD (“K” LINE) and its Agents:

Re: Agreement of Indemnity

Booking Number: ___________________
Place of Receipt: ________________
Place of Delivery: _______________

I, ____ (name of shipper), hereby confirm that I (or my agent) receive said container(s) under booking number: ___(Booking Number)___, in sound condition.

In all cases where damage is found to any container(s) leased from “K” LINE for above-mentioned booking after container(s) is (are) returned to “K” LINE’s assigned depot, I hereby guarantee to compensate for the cost incurred to “K” LINE to repair such damage incurred.

Date: __________________________
Name: __________________________
Designation: ____________________
Company: _______________________
Signature: _______________________
Dry Ice (Cold Wave Container)

Neither SOC nor carrier container is acceptable because safety for other containers, crew and terminal stevedores from continuous emission of CO2 has not yet been ensured.

Dry ice is poured into the so-called cold wave container after stuffing cargo, then the container is able to maintain extreme cold condition without refrigeration unit.
Heating Tank Containers

Heated tank containers which require temperature control are unacceptable regardless of DG or non-DG since vessel cannot monitor the temperature 24 hours a day during voyage.
Flexitank

Flexitank is a flexible tank (bag) installed inside a dry container to carry liquid commodity. As it may cause potential troubles through leakage during transportation due to its nature, the following guidelines and application/approval procedures must be strictly followed:

1. Basic acceptance guidelines

   a) CY-CY only (no inland transportation under K Line’s responsibility)
   b) 20’ DRY containers only (without any deformations, nails and edges)
   c) Reliable Flexitank manufactures (Refer to 3.a)
   d) No DG cargos
   e) No specific gravity more than 1.2g/cm³
   f) Cargo volume should be ±3% of the capacity of a flexitank to be used
   g) Caution label to be affixed to a container door panel (Refer to 3.b)
   h) Do not remove lashing rings (bars) in a door area (Refer to 3.c)
2. Application / Approval procedures

Step ① Booking application and approval
Booking application must be sent to “KLPL GOC Special Cargo” as follows.

a) Subject of e-mail
It must begin with the prefix of ‘FLXINQ / Name of Service / Name of Vessel & Voyage No. / Name of POL POD’.

b) Application form
The application form *“FLXINQ FORM”* must be filled out with supplemental documents below:
(1) MSDS
(2) Flexitank Certificate and Manuals for installation and operation (Refer to 3.a)

*“FLXINQ FORM” is in the following link;
http://grapevine.kline.co.jp → “h-01 Cargo Acceptance Guidelines”
→ “General Cargo Acceptance Guideline” → “HO1 CAG ATT” → “FLXINQ FORM”

*1. Once approved by “KLPL GOC Special Cargo”, an approval number will be given to the booking office.
*2. If same shipments were approved by GOC Special Cargo in the past, the above process, Step ① can be exempted.
*3. Same shipments are defined as shipments with same shippers, consignees, POL, POD, commodities, and flexitank manufactureres.

Step ② Stowage application and approval
Special stowage applications together with the given approval number must be sent to central planners, requesting “On deck 1st tier in the midst of the vessel”. If the shipment is scheduled to be transshipped, the stowage application for the connecting vessel must be also sent at the same time.
The stowage approval from the central planners (and the connecting vessels) must be confirmed before accepting the shipment.
3. Supplementary guidance

a) List of Flexitank producers (reference only)
As per 1.c), this is the list of Flexitank producers, which we have approved so far. Flexitank Certificate and Manuals for installation and operation should be submitted if the company is not listed below:

- Trans Ocean (http://www.transoceanbulk.com/rhinobulk/)
- GFS (http://www.globalflexis.com/flexitanks.html)
- Buscherhoff (http://www.buescherhoff.com/en/produkte/flexitank/)
- Cointra (http://www.cointra.com.ar/e-index.html)
- Environmental Packaging Technologies (http://www.eptpac.com/flexitank.html)
- Flexitank Espana (http://www.flexitank.es/en/flexitank.htm)
- M&W Flexitank (http://mwflexitank.com/flexitank-products.html)
- Philton (http://www.philton.co.uk/bulk_liquid_flexitanks/)
- Qingdao Zhouyue (BLT) (http://bltflexitank.en.ecplaza.net/24000-liters-flexitank-container--342923-2735456.html)
- Sun Logistics (Sunderson) (http://www.sunflexitanks.com/)

b) Caution Label
As per 1.g), a caution label (warning message for devanning) must be affixed to the door panel by shippers.
c) Do not remove lashing rings (bars) in a door area

Some old flexitank installation manuals require to remove lashing rings (bars) on corner posts in a door area. But such instruction is not proper. Booking offices confirm customers not to remove lashing rings (bars).

If customers insist to remove lashing rings (bars), send the latest instruction manual to SCT.

And then, SCT considers setting the following special conditions:

aa. Obtain LOI from customers to ensure that they compensate for the repair and the extra cost.

Or

bb. TMO must take repair cost about USD200 per units into consideration when they offer freight rate to customers.
Valuable cargo

For any valuable cargo which includes but is not limited to platinum, gold, silver, jewelry, precious stones, precious metals, precious chemicals, bullion, specie, currency, negotiable instruments, securities, writings, documents, pictures, works of arts, curios, heirlooms, collection of every nature or any other valuable goods whatsoever including goods having particular value only for Merchant, you must seek approval from TMO in advance.

It should be noted that Kline is not covered under its normal insurance policy for any claims for valuable cargo, therefore it is necessary for Kline to obtain special insurance cover for these types of cargo. TMO is requested to contact KL MLT and INS for insurance coverage after confirming following points:

1. Whether we have separate contract with shipper that we will be liable more than supposed to be under standard contract on B/L.
2. Whether shipper paid additional (Ad Valorem) freight
3. Whether cargo value is entered on B/L.
4. Negatively, whether shipper accept limitation of liability with its cargo value not entered on B/Ls.
5. Number of packages and value of the cargo

It should be also noted that proper security measures must be worked out and implemented while the cargo is under our custody.
Live Animals & Plants Acceptance Guideline

Any kind of live creatures are not acceptable except live plants.

For live plants, booking offices must ensure the following points prior to booking.

1. Check with both POL & POD terminal about handling/Storage ability and any other restrictions.
2. Acceptable on “K” Line owned vessels only.
3. Transshipment is NOT acceptable.
4. Special stowage requests are subject to Central Planner’s approval.
5. “K” Line should NOT be responsible for cargo damages caused by inherent vice according to the B/L clause 7 (3), 16 (Live Animals & Plants) and 19 (8).

7(3)
Carrier does not undertake that goods shall arrive at the port of discharge or place of delivery at any particular time or in time to meet any particular market or use, and carrier shall not be responsible for any direct or indirect loss or damages which is caused through delay.

16
(Live Animals and Plants) Notwithstanding any other provision herein, Carrier shall not be responsible for any accident, disease, mortality, loss of or damage to live animals, including but not limited to birds, reptiles, fish and shellfish, and plants arising or resulting from any cause whatsoever including Carrier’s negligence or Vessel’s unseaworthiness and shall have the benefit of all the provisions of this Bill of Lading, except those inconsistent with the provisions of this Clause.

19(8)
If Goods are unclaimed within a reasonable time but in any event no longer than 7 running days from the date Goods arrive at the port of discharge or place of delivery, or whenever in Carrier’s opinion Goods will become deteriorated, decayed or worthless, Carrier may, at its discretion and subject to its lien and without any responsibility attaching to it, sell, abandon or otherwise dispose of such Goods solely at the risk and expense of Merchant.
One-Door Open Shipment

When one-door open shipment is required for breathing cargo such as onion, please consult with TMO firstly. If possible to accept, please confirm the following points, and ensure worker to take proper method of door cutting in accordance to the attached instruction.

1. It is not necessary to weld the separated door into inside of container.
2. Please take care that the cutting part is not hinge blade but hinge pin as per the instruction in the following link.

http://grapevine.kline.co.jp  → “h-01 Cargo Acceptance Guidelines”
→“General Cargo Acceptance Guideline” → “H01 CAG ATT”
→“Door Off Instruction” and “one door open”

3. Re-attachment fee is required after shipment.
Shippers Own Containers (SOC)

When receiving booking of cargo carried in a standard SOC, SALES offices must ensure the following:

1. Check the following item with shippers:
   1) The external Dimension (L x W x H) is equal to the standard ISO size.
   2) It is able to stow & stack like any other standard ISO containers.
   3) The standard lashing Gears (e.g. Stacking Cones/Twistlocks) can be fitted.

2. Obtain a valid CSC plate with:
   1) The date of the next periodic examination
   or
   2) The letters “ACEP” affixed
*Please refer to “CSC safety approval plate” on the next page.

3. Liaise with concerned parties and ensure the following:
   1) Terminal's handling feasibility
   2) Submit necessary applications for approval
      “Special Cargo Application” → Special Cargo Team
      “Special Stowage Application” → Central Planner
**STANDARD SIZE SOC**

<table>
<thead>
<tr>
<th>Type / Size of SOC</th>
<th>Contact to:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>POL, POD &amp; T/S Port</td>
</tr>
<tr>
<td>20FT / 40FT / HC40FT - Including NOR (Non Operated Reefer)</td>
<td>X</td>
</tr>
<tr>
<td>HC20FT / 45FT - Including NOR (Non Operated Reefer)</td>
<td>X</td>
</tr>
<tr>
<td>TANK FOR NON-DG</td>
<td>X</td>
</tr>
<tr>
<td>LIVE RF</td>
<td><strong>Not Acceptable</strong></td>
</tr>
<tr>
<td>TANK LIVE RF</td>
<td>O</td>
</tr>
<tr>
<td>SPECIAL PURPOSE USE BOX - e.g. Modular House</td>
<td>O</td>
</tr>
</tbody>
</table>

**LIVE RF & TANK LIVE RF are not acceptable because there is neither spare parts nor maker’s instruction manuals on board.**
## Non Standard Size SOC

<table>
<thead>
<tr>
<th>Type / Size of SOC</th>
<th>Contact to:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>POL, POD &amp; T/S Port</td>
</tr>
<tr>
<td>48FT / 53FT LENGTH</td>
<td>O</td>
</tr>
<tr>
<td>*SHORT LENGTH e.g. 10FT LENGTH CONTAINER</td>
<td>O</td>
</tr>
<tr>
<td>*HALF HEIGHT 20FT</td>
<td>O</td>
</tr>
<tr>
<td>**LOW HEIGHT - Except Half Height e.g. 8FT Height</td>
<td>x</td>
</tr>
<tr>
<td>Over Height/Width</td>
<td>x</td>
</tr>
</tbody>
</table>
4. Additional requirements for **Half Height** containers and **8FT Height** containers as follows:

### 1) Half Height containers

<table>
<thead>
<tr>
<th>Booking restriction &amp; requirement</th>
<th>1</th>
<th>Accepted on &quot;K&quot; Line operating vessels only</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2</td>
<td>Only as empty container</td>
</tr>
<tr>
<td></td>
<td>3</td>
<td>Declare both containers of a pair in an application</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Stowage restriction &amp; requirement</th>
<th>1</th>
<th>On deck top stow only</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2</td>
<td>Indicate container number on CBF remarks</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Additional necessary documents and information</th>
<th>1</th>
<th>Connecting Gear Cert or Approved Diagram</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2</td>
<td>The external Dimension (L x W x H) of containers</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Items to be ensured</th>
<th>1</th>
<th>Standard lashing Gears can be fitted</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2</td>
<td>Containers are able to be secured using standard lashing gears</td>
</tr>
<tr>
<td></td>
<td>3</td>
<td>Terminals (POL., T/S &amp; POD) are able to handle</td>
</tr>
</tbody>
</table>

### 2) 8FT Height containers

<table>
<thead>
<tr>
<th>Booking restriction &amp; requirement</th>
<th>1</th>
<th>Accepted on &quot;K&quot; Line operating vessels only</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Stowage restriction &amp; requirement</th>
<th>1</th>
<th>Indicate container number on CBF remarks</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Additional necessary documents and information</th>
<th>1</th>
<th>The external Dimension (L x W x H) of containers</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Items to be ensured</th>
<th>1</th>
<th>Standard lashing Gears can be fitted</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2</td>
<td>On deck top stow only</td>
</tr>
<tr>
<td></td>
<td>3</td>
<td>Containers are able to be secured using standard lashing gears</td>
</tr>
<tr>
<td></td>
<td>4</td>
<td>Terminals (POL., T/S &amp; POD) are able to handle</td>
</tr>
</tbody>
</table>
CSC safety approval plate

How to check the validity
There are 2 options below:

1. **Next periodic examination**
The date of the next periodic examination should be stamped on the approval plate or affixed to it in the form of a decal.

  *The CSC requires containers to be thoroughly examined 5 years after manufacture and subsequently at least every 30 months.*

   A decal is affixed to the plate.

2. **ACEP**
The letters “ACEP” should be stamped (or affixed in the form of a decal) on or near to the safety approval plate with a mark starting "ACEP" followed by numerals.

  *The letters must indicate the approval number of this continuous examination program.*

   The letters “ACEP” are stamped on the plate.  
   A decal is affixed to the plate.  
   A decal is affixed near to the safety approval plate.
What is CSC plate?

Any containers used for international transport must have a valid safety approval plate or “CSC plate”. CSC is the abbreviation for the “International Convention for Safety Containers”. The Convention applies to all containers used for sea transport. The CSC-approval includes testing, inspection, approval and maintenance of containers. The approval means the decision by the authorities that a design type or a container is safe within the terms of a present Convention. Approved containers are marked with a metal plate of “CSC SAFETY APPROVAL”, which is a so-called CSC plate.

Containers are required to bear a safety approval plate permanently affixed to the rear of the container, usually the left hand door. On this plate, the most important information for the packer are:

1) The date manufactured,
2) The maximum gross mass;
3) The allowable stacking mass.

What is ACEP?

ACEP is a recognized repair and maintenance system providing for regular examinations and servicing. To participate actively in this program, it is necessary to register with a competent authority.

The owner of the containers takes responsibility for the necessary inspections and the re-examination by classification societies is no longer necessary.
Car Shipment by Reefer as Dry

Please be informed that the acceptance guideline for car shipment by reefer as dry (hereinafter called RFAD) has been established. Whether new or used, a car may be carried by not only dry container (hereinafter called DRY) but reefer container (hereinafter called RF) provided the after-mentioned securing conditions are met as well as car interior conditions required for carriage by DRY.

1. Ensure DG / NON DG for shipment.
   Please refer to http://grapevine.kline.co.jp “h-01 Cargo Acceptance Guidelines” → “Dangerous Cargo Acceptance Guidelines - Vehicles and Engines” to ensure whether DG or NON DG.

2. Securing procedure for car shipment by RF
   Due to no lashing rings fitted inside RF, which is different from DRY, certified belts must be used to secure the four corner bottoms of car. Single stack only and double stack is not allowed to prevent damage to fragile aluminum panels and T-floor.

<Proper positioning of cars in RF>
1) Do not give excessive space to driver’s side to avoid weight bias.
2) Check whether cars fit into smaller interior dimension of RF than DRY.

<Proper lashing belt to be used for lashing of cars in RF>
Belt type “Car Clasper” or other certified lashing belts with enough strength should be used for lashing of cars.
<Product specification of CORDLASH>
Type : CC 105
Size : 32 mm
System Breaking Load : 2.65 tons

<Lashing points>
a) Air holes of T-bar floor of RF should be used for most appropriate securing.
To prevent the belts put through the holes from being worn out by constant friction during transportation, the edge of T-bar floor lane and air holes should be wrapped by rags or packing tapes. See below pictures.
Please provide such reefer containers with the holes first.
b) If RF does not have air holes in T-bar floor, special eye-bolt rings may alternatively be used.

Their samples are as follows:

- **Eye-bolt**: JIS (Japanese Industrial Standards) B1168
- **Bolt diameter**: 12mm (1/2 inch)
2. General guideline for car shipment by both DRY and RF

<Car Interior Condition>
1). Remove battery cables and wrap connecting terminals by insulating tapes to prevent short circuit.
2). Ensure no leakage from engine or battery.
3). Remove fuel from oil tank as much as possible.
4). Ensure no other dangerous materials contained.
Asbestos shipments are unacceptable regardless of whether shipped as DG or non-DG given their hazardous characteristics and properties.

This prohibition includes carriage in any form of packaging.
Crab Shell Meal

Background:
“A recent incident has highlighted an issue with Crab Shell Meal in containers which caught fire due to self-combustion.”
As for details, please refer to the UK P&I Club LP Bulletin 910 – 09/13

To prevent such incidents from happening, each office must follow the application/approval procedures under DG Acceptance Guideline below.

Grapevine >> h-02 Dangerous Goods >> DG Acceptance Guideline >> Crab Shell Meal Acceptance Guideline

<table>
<thead>
<tr>
<th>Commodity</th>
<th>Size</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crab Shell Meal</td>
<td>powdery</td>
<td>Not acceptable</td>
</tr>
<tr>
<td>Crab Shell Flake</td>
<td>&lt;1cm × 1cm</td>
<td>Submit to HAZ Team with sample photo and Non-DG test cert/MSDS for approval</td>
</tr>
<tr>
<td>Crab Shell/Shell Flake</td>
<td>≥1cm × 1cm</td>
<td>Submit to HAZ Team with sample photo for approval</td>
</tr>
</tbody>
</table>

*All “Crab shell” shipment must be stowed “ON DECK PROTECT STOW”. It must be submit as “SPECIAL STOWAGE REQUEST” to Stowage Planner.
** All lobster or prawn shell (meal) must also comply with this guideline.
*** HAZ Team includes KLPL GOC HAZ, KEU LON HAZ & KAM RIC HAZ.
<table>
<thead>
<tr>
<th>Sample photos</th>
<th>Crab Shell Meal</th>
<th>Crab Shell Flakes</th>
<th>Crab Shell</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><img src="image1.jpg" alt="Crab Shell Meal" /></td>
<td><img src="image2.jpg" alt="Crab Shell Flakes" /></td>
<td><img src="image3.jpg" alt="Crab Shell" /></td>
</tr>
<tr>
<td>Shrimp Shell Meal</td>
<td>Shrimp Shell Meal</td>
<td>Shrimp Shell Meal</td>
<td></td>
</tr>
<tr>
<td></td>
<td><img src="image4.jpg" alt="Shrimp Shell Meal" /></td>
<td><img src="image5.jpg" alt="Shrimp Shell Meal" /></td>
<td><img src="image6.jpg" alt="Shrimp Shell" /></td>
</tr>
</tbody>
</table>
Cigarette / Alcoholic Beverage shipment

In case customs find any discrepancy in the quantity of cigarettes or alcoholic beverages at discharging ports, they may keep the vessel in detention in the worst case. Therefore each booking office must ensure a strict anti theft measures below:

<table>
<thead>
<tr>
<th></th>
<th>CFS / CFS</th>
<th>CY / CY</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - 1) Under deck stowage</td>
<td>In any case</td>
<td>If shippers request</td>
</tr>
<tr>
<td>1 - 2) Door to Door stowage</td>
<td>If feasible</td>
<td>N/A</td>
</tr>
<tr>
<td>2 - 1) Bolt Seals (or alternative high security seals)</td>
<td>In any case</td>
<td>N/A</td>
</tr>
<tr>
<td>2 - 2) Checking Seal number</td>
<td>In any case</td>
<td>N/A</td>
</tr>
</tbody>
</table>

1. Special Stowage Application to the respective Regional Central Planner or Partner’s Line

1) Under deck stowage
   - Shipper's requirement such as "Away from Heat sources" should be checked.
   - In case of DG, the segregation should be complied with IMDG CODE. Please check with the central Planner.

2) Door to Door stowage
   In addition to under deck stowage, the door to door stowage should be arranged in case of 20’ GP if feasible.

2. Special care for security seals

1) Bolt Seals (or alternative high security seals)
   - Affix Bolt seals to containers unless shippers supply seals by themselves.
   - Instead of Bolt seals, other high security seals classified as ISO17712 can be used subject to availability of special tools to open it. Booking offices must ensure discharging ports.

2) Checking Seal number
   - Conduct physical checking on the seal number and the tally with documents at loading to ensure the container is intact from theft.
   - Notify the seal number and the tally to Kline agents at transshipment and discharging ports for their checking.
   - Confirm customs issue with POL/TS/POD.
Container Seal Placement

It is highly recommended to place a High Security Bolt Seal to the SecuraCam position which is located at the bottom of the left locking bar of the right container door. If the SecuraCam position is unavailable, the seal should be placed in the alternate position at the left hand locking bar (door locking handle) on the right container door.

*The units manufactured before 2004 do not consists with SecuraCam. Serial # less than KKLUxxxxxx
Restrictions on containers for food grade

Definition

Food Grade Containers are aimed to be utilized for sensitive cargoes such as food products, foodstuffs, beverages and water.

*For Malt Shipments, please see Page.11 “Malt Shipments”

Restrictions

1. The following commodities are prohibited to load on the Food Grade Series Containers.
   1) Smelly cargoes (Fish Meal, Hide, Tobacco, Perfume, etc.)
   2) Cargoes which may leave stains in the containers (Used Auto Parts, Used Heavy Equipment, or any others which may have oil/tar leakage concerns)
   3) Cargoes which may cause physical damage or heavy dirt stains (Metal scrap, Tire, Hay, etc)
   4) Chemicals such as Naphthalene

2. Container’s age: Not older than 5 years since the year of manufacture

*For Malt Shipments, please see Page.11 “Malt Shipments”