

# FREIGHT TRANSPORT

## *Information Manual*



Version 1 June 2019

# Introduction

Thank you for choosing Condor Ferries. The purpose of this information manual is to assist you in understanding our requirements and procedures so that we can transport your shipment in a safe and efficient manner.

The responsibility for a shipment being presented in a safe and securely loaded manner lies with the shipper. There are a number of statutory and local legal requirements in this respect that must be adhered to.

All shipments shall comply with the requirements of this manual.

We recognise that not all shipments are the same and that some may need special attention during loading and/or discharging and would be happy to assist in ensuring that these requirements are met.

All shipments are subject to Condor Ferries' 'Terms and Conditions of Carriage of Goods by Sea'. These can be found on our freight website.

Condor Ferries employees are empowered, by law, to refuse any shipment, that we deem to be unsafe, for whatever reason.



## Outside of the unit

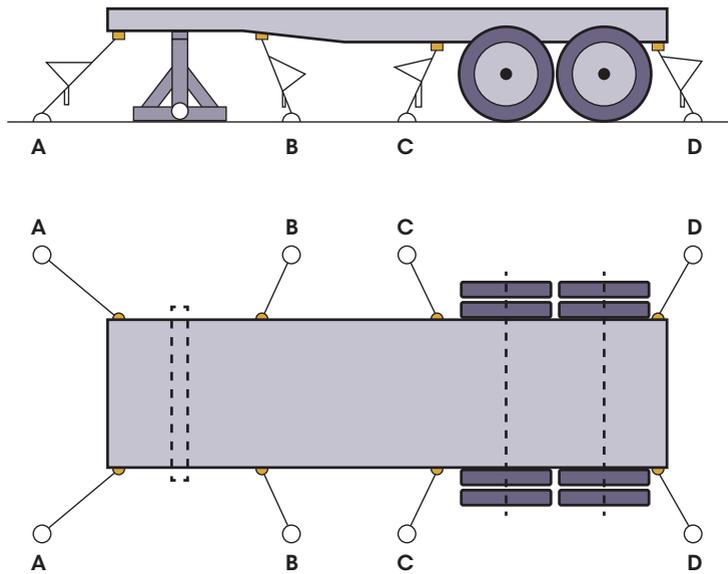


Fig no. 1

### Fig no.1

Required securing points on a semi-trailer.

Gross vehicle mass (GVM) (tonnes)	Minimum number of securing points on each side of the road vehicle
3.5 ton < GVM < 20 ton	2
20 ton < GVM < 30 ton	3
30 ton < GVM < 40 ton	4

- Allow inside passage of a circle of at least 80mm
- Thickness will allow for a hook of at least 25mm opening

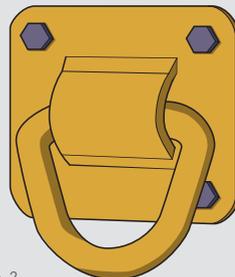


Fig no. 2

## Outside of the unit

### Fig no.3 & 4

Clearly marked and well-located securing/lashing points

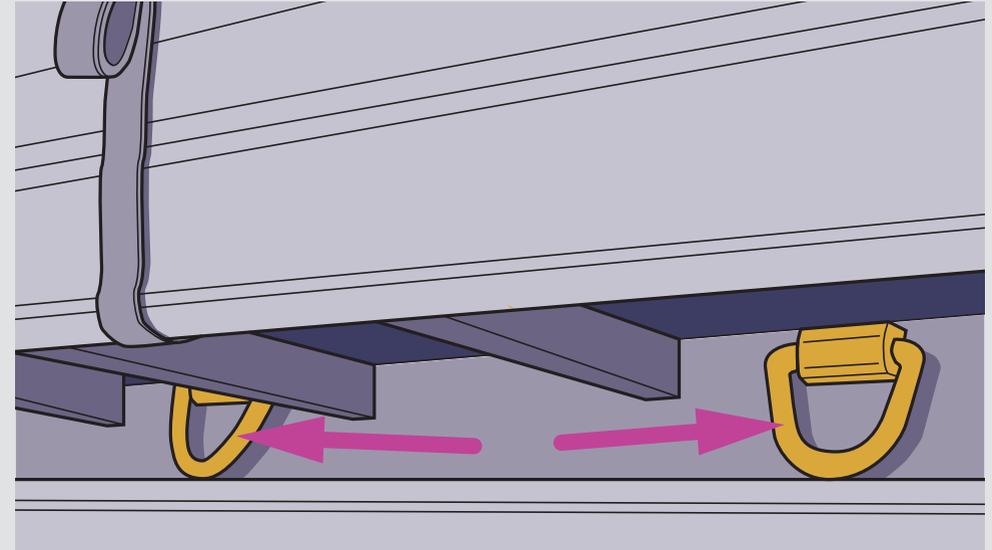


Fig no. 2

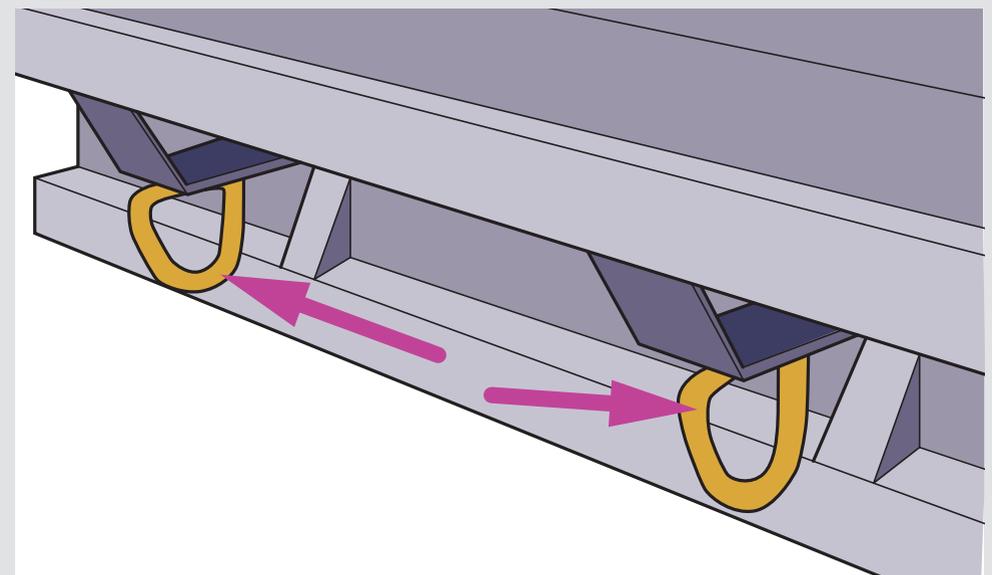


Fig no. 3

## Underneath of the unit

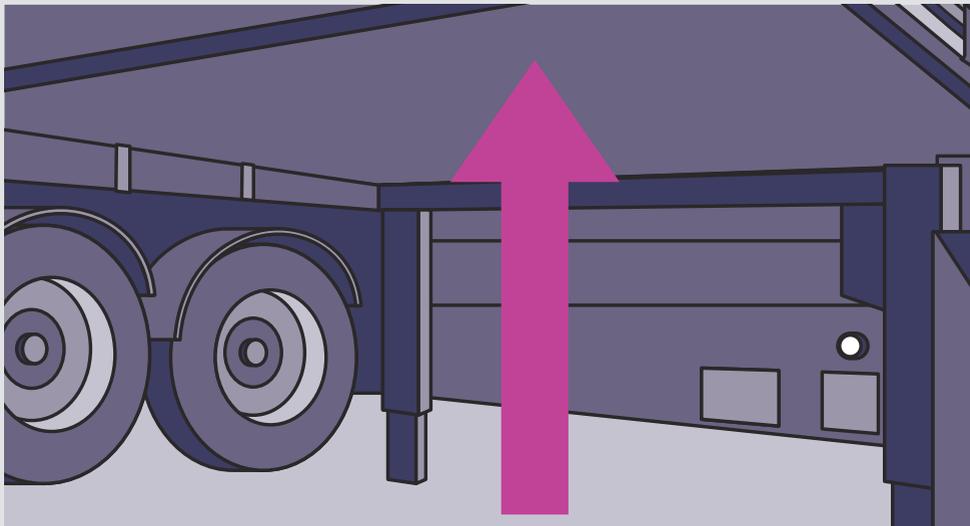


Fig no. 5

### **Fig no.5**

Load bearing area suitable for placement of a trestle along the marked arrows.

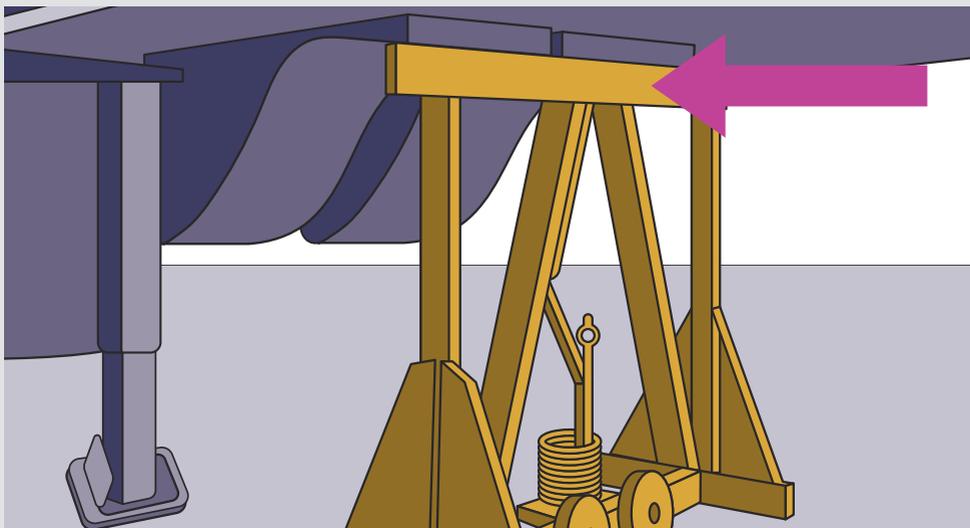


Fig no. 6

### **Fig no.6**

An example of a trestle in place supporting a semi-trailer.

## Cargo guidelines

The following guidelines are given as a MINIMUM requirement, they do not cover all types of load but emphasise that all cargo to be shipped at sea must be secure. If advice is required please contact our Customer Service Team.



Fig no. 7

### **Fig no.7**

All loads carried within a curtain-sided/tautliner trailer should be secured as though they were being shipped on an open flatbed trailer.

Bulging loads that extend outside the normal width of the curtain sided trailer will be refused shipment.

## Cargo guidelines

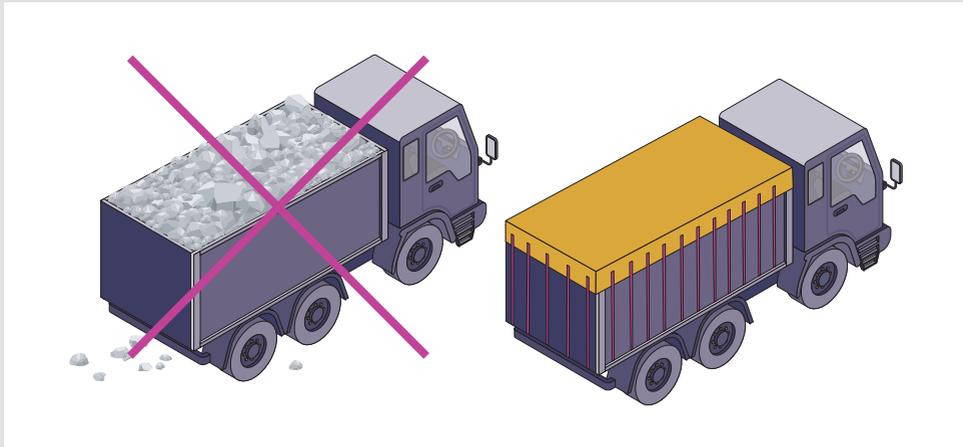


Fig no. 8

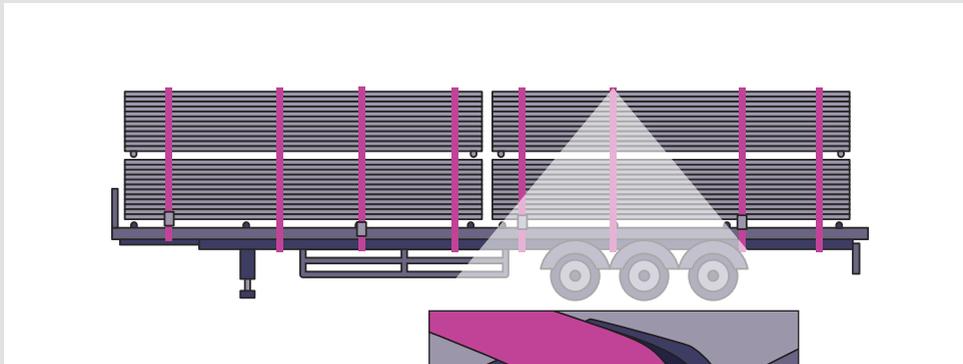


Fig no. 9

Fig no. 9 Edge Protection

## Cargo guidelines

### Fig no.9

#### Hazardous/Dangerous Goods

Under the International Maritime Dangerous Goods (IMDG) Code, the following information is always required on dangerous goods shipping documentation

1. Proper Shipping Name
2. Class
3. United Nations (UN) number
4. Number and kind of packages
5. The packing certificate (or the DG Certificate signed by the packer)
6. A Marine Pollutant declaration
7. Total quantity of dangerous goods
8. Declaration signed on behalf of the shipper

All vehicles must display placards on all four sides of the vehicle representing each of the various dangerous goods within the vehicle.

This applies whether the vehicle contains only a single dangerous goods package or is loaded to capacity with dangerous goods packages.

Please be aware that placards on semi-trailers for shipment by sea are different to those used by road.

For more information or assistance please refer to [www.condorferriesfreight.co.uk/services/hazardous-materials](http://www.condorferriesfreight.co.uk/services/hazardous-materials)

#### Refrigerated Cargo (Reefers)

Reefer units, powered by either electrical cable or a dedicated diesel unit, are the single most frequent source of fires on ro-ro ferries, therefore, they are identified as high-risk cargoes.

Condor Ferries has the right to refuse any reefer units for shipment that we deem not to be in a safe condition, furthermore we will not accept any liability for this refusal and its consequences for the shipper.

Units which require plug-in shall only use cables provided by the vessel. It is not acceptable to use shipper provided cables.

#### Heavy/Out of Gauge Freight

Heavy/out of gauge freight i.e. any vehicle exceeding a width of 2.5m, length of 16m and height of 3.6m, with a gross train weight exceeding 44 tonnes are likely to require specialist securing onboard.

For more information or assistance please visit [www.condorferriesfreight.co.uk/contact-us](http://www.condorferriesfreight.co.uk/contact-us)

Any plant or machinery that requires special 'out of the ordinary' starting or movement instructions, must have the necessary information readily available at the driver position. Verbal instructions are not acceptable, they must be in writing.

#### Trade/Unaccompanied Vehicles

All trade/unaccompanied vehicles must be in good running order, with efficient and working brakes.

There shall be enough fuel for the vehicle to be loaded and discharged from the vessels safely.

Any special 'out of the ordinary' starting or movement instructions, must have the necessary information readily available at the driver position. Verbal instructions are not acceptable, they must be in writing.

The logo for Condor Freight features the word "condor" in a white, lowercase, sans-serif font. Above the letters "o" and "r" are two overlapping, wavy lines: a yellow one on top and a teal one on the bottom. Below "condor" is the word "FREIGHT" in a smaller, white, uppercase, sans-serif font, with wide letter spacing.

*condor*  
FREIGHT