



Guideline for crated cargo to be carried with Hoegh Autoliners

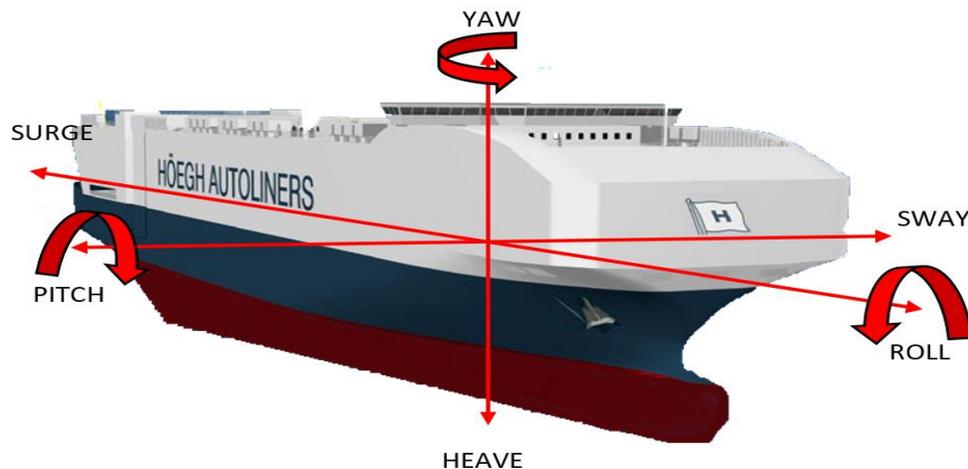
The secure and safe transportation of your cargo to its destination is a key priority for us at Höegh Autoliners. To ensure this, your cargo must be properly prepared for ocean transportation on board RoRo-vessels, and meet our Cargo Acceptance Policy. This guide will help you to prepare your cargo for ocean transportation ensuring cost- efficient, on-time and safe transportation of your cargo to its final destination

If you have any further queries, please contact your local Höegh Autoliners representative.

Why is it important to correctly prepare your cargo before transportation?

Weather conditions during a voyage are likely to exert a combination of forces upon a ship and its cargo.

At sea, a ship has six modes of motion; three rotational and three linear motions. These motions can occur simultaneously and are combined into three different accelerations that must be taken into consideration when securing your cargo.



Your preparations on marking and securing points are important to withstand these forces

Responsibilities

Hoegh Autoliner's responsibility:

- Comply with the valid international rules and regulations published by the International Maritime Organization (IMO).
- Ensure the cargo is handled with care, stowed and secured onboard in accordance with the SOLAS* CTU-code* and CSS code*
- Cargo delivered safely to its destination.

The Shipper/Consignor's responsibility:

- Provide all relevant information requested by Höegh. This to ensure that the cargo can be carried and secured safely on board our vessels.
- The information shall be in writing and by appropriate shipping documents, prior loading the cargo onboard the vessel.
- Ensure that the Cargo Stowage and Securing Declaration is correctly completed.

The Vessel's responsibility:

- Master to ensure all cargo is properly secured prior to departure, and as such has the final decision on accepting the cargo on board the vessel.

*List of abbreviations on page 3

Securing requirements for crated cargo between 1-10 metric tons

- (1) Cargo inside a crate/box shall be adequately secured to prevent any movement during cargo operation and sea transportation (see fig 1).
- (2) Strong and solid crate, allowing lashings to be applied as top over lashings (see fig 1). Subject to size and shape of the crate if this securing method can be used
 - Where applicable, the wooden packing material and dunnage used for cargo carriage, must be treated and marked in accordance with ISPM*
 - All contents inside the crate/box must be accounted for, and a packing list to be available. Upon request, drawings/illustration/explanation must be presented to Cargo Operation team
 - The lashing points capacity must be capable to withstand forces of at least equal to the total weight of the cargo on each side (2 sides - port and starboard), and allow for equal distribution of such forces from at least 4 points

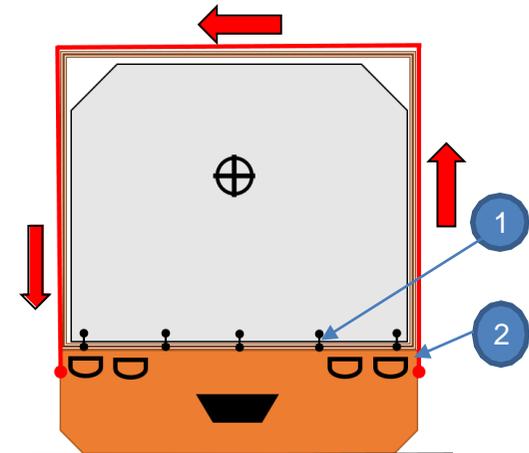


Fig. 1. Crate under 10t with securing to the bottom frame

Additional requirements for crated cargo greater than 10 metric tons

- (3) Direct access to lashing points on the goods, allowing sufficient securing (See fig 2).
- (4) Cargo with no direct access must be properly fixed to outer steel beams with external lashing points (See fig 3). Subject to approval of Cargo Operation team.
 - The [Cargo Stowage and Securing Declaration*](#) provided to Höegh Autoliners representative.
 - Drawings/illustration/explanation must be presented to Höegh Autoliners' Cargo Operation Team.
 - All crates above 49 metric tons to be approved by the local Höegh Autoliners' Cargo Operation Team.

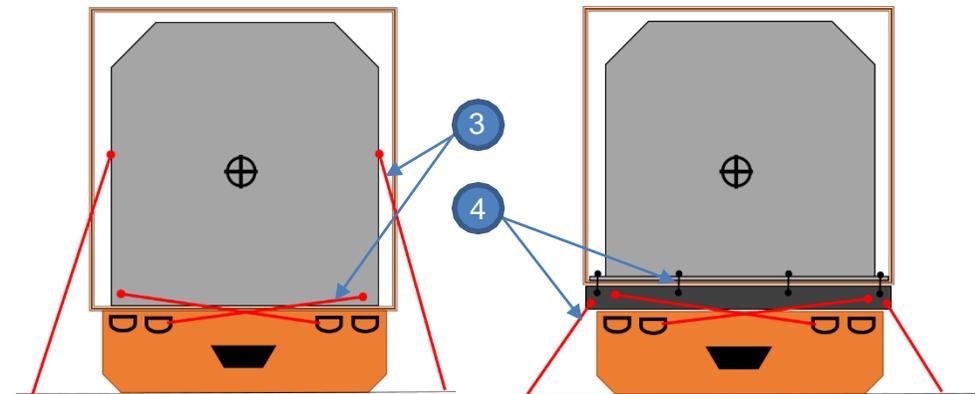


Fig. 2. Direct access to goods

Fig. 3. No access to goods

Note: Höegh Autoliners reserve the right to refuse cargo that is considered unsafe and/or not in compliance with our Cargo Acceptance Policy*.

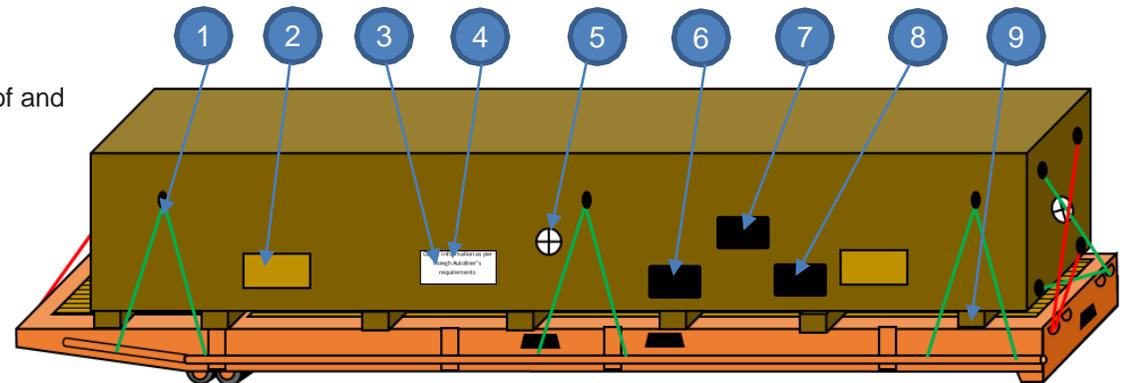
Marking, labeling and layout of the crate

To ensure that the transportation complies with international standards and regulations it is important that the cargo is labeled. Labels must be waterproof and secured in such a manner that they cannot be blown off.

All information on the cargo is crucial to ensure safe handling and securing.

- (1) lashing, sling, and lifting points on cargo greater than 1 MT
- (2) Inspection hatchets
- (3) Port of load, port of discharge and final destination
- (4) Length, width, height and weight on each breakbulk piece
- (5) Center of gravity on all four sides of cargo greater than 1 MT
- (6) Safe stacking loads/layer on cargo greater than 1 MT
- (7) Marking if fragile; keep dry; or side up, if applicable
- (8) Marking "No forklift" if not able to be lifted with forklift
- (9) Marking of ISPM* treatment, if applicable

Any Other relevant handling/securing information



- Cargo must be delivered and available for terminal preparation according to Höegh Autoliners local requirements.
- Stuffing and lashing of cargo to Rolltrailer, or other preparations needed may require earlier delivery.
- It is recommended that Höegh Autoliners is contacted for coordination.

Glossary

IMO - International Maritime Organisation, a specialized agency of the United Nations responsible for regulating shipping.

SOLAS - International convention Safety of Life at Sea, published by IMO.

CTU-code - Code of safe practice for cargo Stowage and Securing, published by IMO.

CSS-code - Code of safe practice for cargo Stowage and Securing, published by IMO.

ISPM - An International Phytosanitary Measure developed by the International Plant Protection Convention (IPPC) that directly addresses the need to treat wood materials of a thickness greater than 6mm, used to ship products between countries.

Cargo Stowage and Securing Declaration - Document stating that the crate is prepared in accordance with the procedure for accepting Crated Breakbulk cargo.

Hoegh Cargo Acceptance Policy - Set of requirements to ensure that all cargo accepted on Höegh Autoliners vessels do not endanger the safety of crew, environment and vessel.

