

Cargo marking requirements at CSAL

Cargos must be properly packed and marked in preparation for transport. Correct and complete marking of packages helps to prevent incorrect handling, accidents, incorrect delivery and fines by authorities.

Cargo must be properly packed in order to withstand forces arising during land and sea transportation, as well as handling from one mode of transport to another.

In particular, cargo shall be rigidly secured to its packing and shall never become loose inside the packing. Static cargo shall be bolted to its bottom skid.

While performing cargo packing, consideration should be given not only to how the cargo will be lifted, **but also how it will be secured on board the vessel.**

Lifting and lashing points must be manufactured with consideration of stevedore gear and securing chains, and must have sufficient size and strength.

Markings must allow for safe handling and proper identification of the cargo.

Reference checklist for break bulk and project cargo:

Handling: cargo must be marked with following, where applicable

- Weight, dimensions
- Center of gravity
- Lifting points
- Tie down / lashing points (if tie down points are not designed for lifting, same shall be marked "lashing only")
- Special handling instructions if applicable, such as:
 - o Lifting diagrams (must be attached to the unit and also provided to steamship line and export terminal)
 - o Stacking limitations
 - o Special marks and requirements such as "fragile", "keep dry", "do not handle with forklift", "this side up", "do not use chains" etc.

Special instructions incl. lifting diagrams must be clearly marked on all four sides of the package. If cargo is unpacked and lifting diagram cannot be marked directly on the unit, same to be securely attached to the unit.

Please note that during transit cargo may be handled multiple times, therefore it is insufficient to only advise the carrier about special handling requirements.

Same have to be also clearly marked on the cargo for use by personnel performing actual handling.

Identification: cargo must be marked **at least** with following

- Exporting carrier
- Booking number
- Port of discharge
- Destination
- Shipper
- Consignee
- Piece number / total number of pieces (e.g. BOX 2 OF 5)
- Authorities at ports of loading and discharging may have additional requirements as to cargo marking (such as but not limited to: order number, contract number, l/c number, serial/MSO number)

Identification markings shall be visibly marked on all four sides of the unit. Markings shall be durable enough to withstand weather conditions throughout transportation.

Please note that Master of the vessel has ultimate authority to reject cargo that is not properly packed or insufficiently marked and cannot be handled safely.


