



POV / HIGH & HEAVY CARGO CLAUSE

Euro Marine Logistics allows second-hand cargo / used cargo to be loaded on board its vessels under following conditions:

A/ Units must be self-propelled and self-drivable. This means they are able to move independently and as a self-contained unit. This includes driving both up and down the vessel's ramp and within the vessel, including up and down internal ramps if required. They must also be able to move both forward and backwards allowing stowage on the vessel. The units must start without any technical assistance.

Units moving at less than 2 km/h are not considered to be acceptable. However, such units can be treated as a static which means can be lifted on board using a mafi trailer or directly on board.

Units not designed to be self-propelled or self-drivable, i.e. trailers, are exempt from the self-propelled / self-drivable conditions. However any braking systems must be in good working order without any leakage (oil/air).

B/ All units must be in good working order & fully operational for the entire duration of the shipment:

- Be free of oil &/or fluid leaks including engine oil, hydraulic oil, break fluids etc;
- Be capable of starting without outside assistance;
- Have working & adequate breaks;
- Have operational steering;
- Have adequate supports to allow proper stowage on deck without separate material;
- Any malfunction must be reported to EML during booking request;

In the event of a unit not meeting these conditions, EML reserves the right to refuse shipment of the unit, or abandon when already partly shipped. EML staff or our representatives have the final decision if a unit can be shipped.

If any unit is seen or suspected as a fire risk either prior to or during loading EML has the right to discharge the unit immediately (at POL) and refuse shipment. All costs subsequently incurred will be for the account of the Shipper.

The vehicles must be free of any personal effects, spare parts, used tires or other undeclared/un-manifested items within them. Vehicles may be rejected if such items are present.

The Shipper will be responsible for all costs resulting from wrong dimensions provided.

Fuel tanks should be not more than 10 to 25% full. Full fuel tanks increase the extent of damage in the unlikely event of a hold fire. However, vehicles running out of fuel are no longer self-propelled and re-fueling is also a fire risk. Vehicles not meeting these guidelines can be rejected for shipment, or if already loaded, the Shipper becomes liable for all potential costs incurred.

EML will reject any damage to the unit, unless the Shipper can prove the damage has been made by EML or its vessel crew.

Used cargo propelled by LPG cannot be shipped due to safety issues.

Any damage to the unit itself &/or to a third party, resulting from a non-compliant unit, will be under full responsibility of the Shipper and consequently costs will be charged back to the Shipper.

Marine & Technical, 23.02.2018

