



# **GRIMALDI LINES**

**CARGO MODALITIES FOR DELIVERY OF USED VEHICLES**

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GRANDE ATLANTICO

GRIMALDI LINES

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**VEHICLES WILL BE REFUSED ENTRY TO THE TERMINAL  
IF THEY EXHIBIT ANY OF THE BELOW**

Heavy accident, loose hanging parts and wires, both front doors not functional or Fire damage.

Friction with moveable parts /axles-suspension-steering-brakes/clutch-gearbox malfunctioning.

Any kind of leakage, current or potential.

Front screen + front side windows broken not allow safe visibility for driver.

Producing an excessive exhaust smoke, odour and/or noise which can cause health and/or safety problems.

Chassis plate missing or tampered with.

Locked or welded doors, vehicles must be able to open both front doors / motorhood / trunk and/or any load compartment doors to have free access and to allow visual inspection in safe manner.

In accessible battery or batteries not in the manufacturers designated location.

Delivered with inappropriate keys, (filed down or broken).

Without clear labelling fixed to the front screen window (right hand bottom side) showing; make/model/chassis nr /destination/shipper. Label should not exceed 20 x 20 cm

Without a fully detailed packing list on front screen window base truck and/or trailer for Vehicles stacked with other fully assembled vehicles and/or allowed parts must have.

## WEIGHT

### COMPULSORY WEIGHT INSPECTION

1. All used vans and high & heavy roro units must be weighed.
2. All vehicles categorized above will be weighed upon delivery at the Grimaldi Terminal (GLT) .
3. All costs for the weighing or reweighing are for shipper's account.
4. Grimaldi Terminal should be able to verify the maximum admissible plated weight.
5. If the plated weight is missing, illegible or tampered with, shippers will be requested to provide a copy of the certified manufacturer's document indicating maximum admissible weight. NON EUROPEAN vehicles refer to Grimaldi/Tilbury database.
6. Only allowed exceptions are factory new vehicles, earthmoving vehicles (excavators, dozers, loaders, graders, cranes), road building vehicles (road rollers, pavers), agricultural vehicles (harvesters, tractors), truck heads, cargo handling vehicles (forklifts, stackers, bobcats, tug masters) provided they do not carry any stacked cargo whatsoever and the original plate indicating weight, I.D number etc is present and readable. In case of non conformity to any of the above conditions, subject vehicle will be submitted to weighing.

## OVERLOADED VEHICLES

1. If the weight measured by the Grimaldi Terminal exceeds the maximum admissible load for used vans and high and heavy roro, the vehicle will then be rejected and refused entry.
2. Costs for weighing and/or other administrative costs applicable in that respective port will be for account of the shipper.
3. All Grimaldi Terminals are authorized to select ANY OTHER vehicle (besides those already submitted to compulsory weighing inspection at the gate) for a weight inspection when possible overload is suspected. Regular random checks in this respect will be performed by GLT. When having performed weighing inspection and the selected vehicle is proven to have the maximum admissible plated weight exceeded, the subject vehicle will be rejected. Shippers need to rectify the weight or withdraw respective vehicle within 3 working days after notification of overload where after GLT is authorized to charge storage costs to shipper. In addition to the above all costs such as transfer to the weighbridge, weighing the vehicle, returning it back to the storage area, withdrawing/returning back to GLT and/or any administration fee will be for account of shipper.
4. As a point of reference, please refer to the lorry types and weight guide.

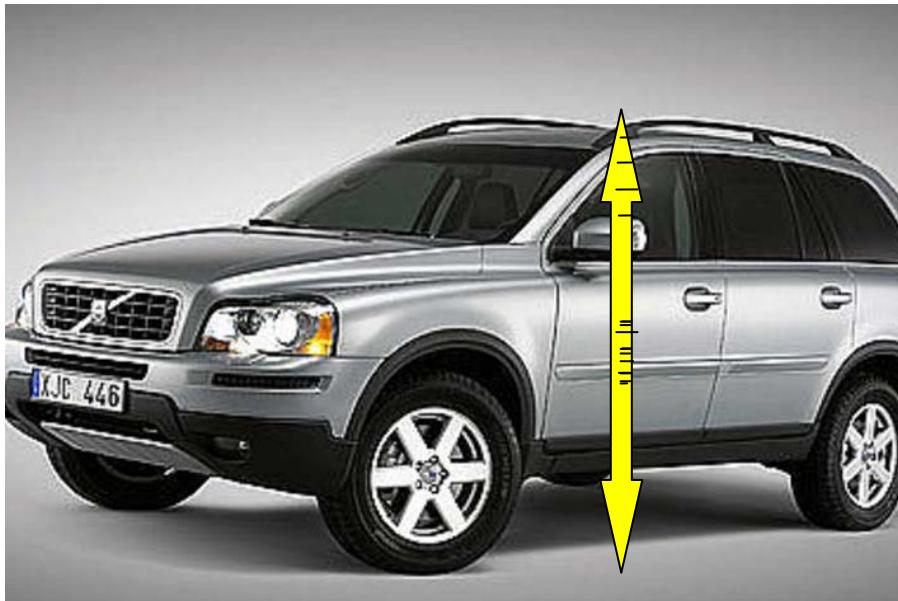
[click here](#)

Official manufacturer's specification /official registration documents will be only conclusive basis to determine max allowed weight.

## MEASUREMENTS

### MEASURING OF DIMENSIONS OF VEHICLES

1. Measuring of vehicles will be done on the condition of the vehicle as delivered on the GLT. Any additional parts such as roof racks, tow hooks, side steps, exhaust pipes, etc, will be considered and included in overall measuring process which is used as the basis for freight invoices.
2. Any heavy roto to be measured such as excavators, cranes, drilling rigs, will be measured with booms in lowest rest position on the terminal surface.
3. The removal of additional parts after delivery can only be performed if agreed by the GLT and against the agreed tariff for the terminal.
4. Cost for re-measuring after removal of such parts will be for account of shipper.
5. Any dispute on measurements taken by GLT must be addressed to GL agency with in 24 hours by shipper where after contradictory survey on measurements can be performed via a joint survey between GLT and an official acting on behalf of shipper.



Any additional parts will be included in the overall measurement.

## **TECHNICAL ASPECTS**

### **MECANICAL DEFECTS NOT ALLOWING NORMAL AND SAFE HANDLING DURING LOADING/DISCHARGING**

1. All vehicles must be in a driveable/self propelling condition and able to drive to the /park on the respective storage area within the GLT. Vehicles that do not comply will be refused entry.
2. During GLT gate inspections, tests will be made in order to establish that vehicle is in good working condition. If malfunctions are established GLT will refuse vehicle for entering and loading till the defect was rectified. Vehicles with serious mechanical defects on AXLES, STEERING MECHANISM, CLUTCH, BRAKES(foot + handbrake), LEAKING OIL, ACCIDENTED (any damage to body that can cause friction with any engine or hydraulic moving parts of the vehicle), GEARBOX (forward + reverse gear must be fully operational) will be refused entry into the terminal and rejected for loading.
3. Any vehicle with clear signs of fire damage will be refused entry into the GLT and rejected for loading.
4. Any Vehicle that was self propelled during delivery but cannot be started or driven on board in a normal manner during loading, will be refused for loading and shipper will be requested to repair the unit. Under no circumstances will roro units with technical breakdowns or in a non self propelling condition be pushed or towed on board.



## TOWING EYE

1. Towing eye is not compulsory on used vehicles at GLT Tilbury, however where available they should be fitted.
2. New vehicles should be equipped with towing eyes in the front part of the vehicle. In case the new vehicles is equipped with a detachable towing eye, this should be delivered with the FRONT TOWING EYE FITTED



**FIX HERE**



## MOTORHOODS/BONNETS - TRUNKS

1. Must be accessible at all times and under no circumstances welding or permanent sealing/closing is allowed.
2. Shipper's have the option to close off trunks by car key or by using removable locking mechanism such as padlocks, belts etc.
3. All vehicles delivered must bear clear label indicating full marks and numbers such as: make/model/destination/client/weight/chassis number. In case of discrepancy, the VIN number will need to be checked and must be accessible for verification. [Label and Barcoded Shipping Note](#)
4. In case of fire, motor hoods/bonnets or other compartments need to be accessible for extinguishing.



Do not weld Bonnets shut



Bonnets must be accessible at all times

## BATTERY/FUEL

1. The battery must be present and capable of starting the vehicle.
2. Battery must be accessible at all times in order to jump start if needed.
3. Battery must be secured and in the manufactured position only.
4. Vehicles need to have sufficient fuel allowing to perform any loading/discharging operations – recommended for cars/vans to have 5 litres of fuel inside tank – for trucks to have min 25 litres inside fuel tank – any refuelling required to complete loading/discharging operations will be for account of shipper
5. Use of external fuel tanks are not allowed, only the standard manufacture fitted tank can be used to provide the fuel for propulsion.



BATTERY IN THE MANUFACTURES POSITION



DO NOT REMOVE THE BATTERY

**Used electrical propelled vehicles or Hybrids are not accepted**

## SEATS AND DOORS

1. All doors must be unlocked to allow access at all times.
2. Drivers seats must be in good/safe conditiona allowing Stevedores to drive the vehicles in a normal position behind the steering wheel. No cargo or personal effects can be stowed on driver's and front passenger's seats; these are the two main emergency exits in case of problems.



DOORS MUST BE ACCESABLE

## WINDOWS

1. When stored on the GLT windows of the vehicles need to be closed at all times.
2. Front screen window and both front side windows must allow perfect visibility for driver.
3. If window(s) are missing, transparent plastic covers must be fitted to prevent infiltration of rain.
4. All vehicles must be free from any glass debris prior to delivery to GLT.
5. All vehicles must have at least both side mirrors or internal rear view mirror in place to allow for sufficient safe rear visibility.



KEEP WINDOWS CLOSED

## TYRES/WHEELS

1. All vehicles must be delivered with tyres/wheels in roadworthy condition with all wheel nuts present and fully secured (space saver tyres will not be permitted).
2. Vehicles presented with FLAT or heavily damaged tyres will be rejected.
3. If flat tyres are noted after delivery and prior to loading these will need to be repaired by shipper using a terminal approved fitter.
4. Any roro unit which is not fitted with standard rubber tyre or tracks, the shipper must make sure the necessary protection is attached to the wheels or rims in order to protect the terminal surface, vessel's ramp and/or decks. If the protection is not fitted to the unit it will be refused for entry into GLT. (i.e, compacters fitted with steel rims with pointy knobs).



NO FLAT OR DAMAGED TYRES

## KEYS - IGNITION SWITCH - ELECTRONICAL DEVICES CONSUMING POWER

1. Ignition/Power supply needs to be turned off at all times when the vehicle is parked.
2. All other electronically controlled devices consuming power (lights, radio, CD player) must be switched off.
3. All vehicles should be started with the use of an ignition key or starting button /switch, these should be in good working order to both start and switch off the vehicle in the normal manner. Vehicles which require special starting instructions (i.e plant) must have clear and precise instructions labelled within the vehicle.
4. Vehicles delivered must have key(s) present - when stored on GLT (except GLT Tilbury) remove key(s) from the ignition and place in the driver's door side pocket compartment, unless otherwise specified. New vehicles where manufacturer's and/or shipper's instructions agreed with GN Damage Prevention need to be followed (N/A GLT/TILBURY)



SWITCH OFF ALL ELECTRONICS



## **NON SELF PROPELLING VEHICLES**

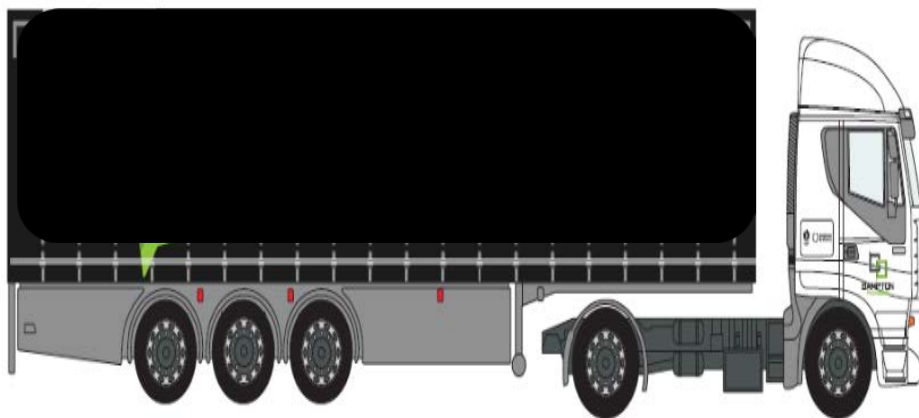


1. In case after gate inspection and prior to storage on GLT storage compound vehicle encounters technical breakdowns preventing normal self propelling handling, GLT will provide the necessary assistance.
2. Any vehicle which cannot be started during loading operations due to technical problems and cannot be driven on board the vessel in a normal manner will be rejected for loading. The shipper will be requested to repair the unit at the earliest convenience and the unit will remain on hold until the necessary repairs have been carried out.
3. All costs involved with respect to handling on GLT of non self propelling units will be for shipper's account.
4. Under no circumstance can shipper use other vehicles or own means to perform the handling of such vehicle.



## HIGH AND HEAVY RORO

1. Units requiring specific driving instructions should contain clear operating instructions available in the driving cabin at the time of delivery on GLT.
2. All tractor/trailer combinations delivered must have fifth wheel connected to the king pin with the safety pin deployed and all in good working condition.
3. All air line connections of trailers must be in good working condition.
4. Any truck head or tractor must be able to pull or push connected trailer on and off the sea going vessel including ramps up to 7° angle of inclination. Would it appear during loading that this is not the case GLT will disconnect truck from trailer. Any possible additional loading costs in pol and pod resulting from disconnecting units will be for account of shipper.
5. All trailers must be fitted with 2 moveable supports in good working condition, if broken they will be refused to enter GLT.
6. All roro units producing an excessive and abnormal amount of exhaust pollution they will be refused entry onto GLT.



Tractor/Trailer combinations must adhere to criteria

## TOWABLE HIGH/HEAVY RORO (TRAILERS/CARAVANS)

1. Units designed to be towed on board must have the towing connection in good working order and standard European connection fitted. If special connections and/or handling is needed this must be advised and accepted for loading by Grimaldi Lines prior to delivery to GLT.



TOWING CONNECTION MUST BE IN GOOD WORKING ORDER



IF SPECIAL HANDLING IS REQUIRED PLEASE INFORM GRIMALDI LINES PRIOR TO DELIVERY AT GLT

## **VIP VEHICLES**

### **VEHICLES SHIPPED UNDER VIP STATUS MUST ADHERE TO FOLLOWING CRITERIA**

1. Vehicle must be free of any impact damage besides minor scratches and dents.
2. Vehicle must be self propelling
3. No personal effects (besides those belonging to vehicle like spare tire-towing eye-crutch,) are allowed inside the vehicle.
4. Vehicle must be pre-announced as VIP prior to delivery at GLT.
5. Only cars and small vans can be accepted for shipment under VIP status.
6. All VIP vehicles will be submitted to VIP survey performed by the Line prior to loading and prior discharging.



VIP status must adhere to criteria

## **CARGO/VEHICLES STOWED ON TOP OR INSIDE VEHICLES**


### **STUFFING/STRIPPING OF PERSONAL EFFECTS INSIDE VEHICLES ON GLT**



1. Once vehicles are stored on the terminal any additional stuffing and/or stripping of cargo from or onto vehicles are not allowed by un-authorized persons.
2. This measure is being applied to increase security level and in accordance with the International Ship & Port Facility (ISPS) & the respective port regulations.
3. No cargo is to be load inside or ontop of any cars, or vans. Truck and trailer can be stacked with fully assembled (empty) vehicles on the designed load platform.



**DO NOT TOUCH THE VEHICLE ONCE STORED**

## **CARGO STACKED INSIDE LOADING COMPARTMENTS AND/OR STOWED ON TOP OF LOADING PLATFORMS OF RORO VEHICLES**

1. All RORO cargo delivered to Grimaldi Lines Terminal will be submitted to a physical inspection on seaworthy stowage, lashing and securing. Any non compliance will be rejected until rectified in full.
2. Wheels of all piggy backed/stacked units/cargo must rest physically on the loading platform of the load bearing vehicle (Tail boards are not a loading platform) if this is not respected the subject vehicle will be rejected from entering GLT. 
3. All cargo stowed on loading platforms must use the manufacturers original design to directly carry and support cargo. Chassis beams and/or 5th wheel are not considered as suitable loading platforms. Additional transversal/longitudinal support beams need to be installed in order to carry/support cargo properly.
4. Front and Rear axles of all stacked vehicles must rest horizontally on the load bearing platform. No cargo can rest on top of compressible items such as fuel tanks/battery holders/pallets/tyres/carton boxes.  
Stacked vehicles must be drained of fuel and have their batteries disconnected and the battery poles isolated/insulated with plastic caps.
5. Closed loading compartments must have at least one doorway accessible for inspection and this can only be locked by removable locking mechanism (padlocks, lashing belts,).
6. If the sides of a closed loading compartment are found to be out of gauge by more than 5 cm each side due to internal cargo pushing on the sides, the subject vehicle will be automatically rejected for loading until such cargoes are removed/restowed from the interior of the subject vehicle.


7. If any parts or items from the base unit or stacked vehicles are found to be leaking fluids of any kind the subject vehicle will automatically be rejected for entering GLT.
8. The Maximum permissible stacking configuration is two vehicles on top of a base unit. For example, base Unit: truck/trailer - on top: truck/trailer -on top: car or small van.  - If they are not inverted then only 2 trailers are allowed to be stacked.
9. When stacking trailers, maximum of four in a stack is allowed provided they are in an inverted position  - If they are not inverted then only 2 trailers are allowed to be stacked.  
In case the stacking configuration is not conform to diagram A or B, then vehicle will be submitted prior acceptance on GLT to further joint physical inspection by GL port captain and POTL gate staff.
10. Grimaldi Lines and Grimaldi Lines Terminals are not responsible for the quantity and quality of any cargo stuffed inside the vehicles.
11. Shipper's are fully responsible to make sure that all objects stowed inside the vehicles are in full compliance with the existing port, environmental, customs, regulations applicable in port for loading, discharge and eventual transshipment port, (banned or prohibited goods etc) In case of non compliance the vehicles will be refused at the gate of GLT.
12. Shipper's are fully responsible to make sure that all cargo stowed on top or inside any vehicle is in line with the specific stowage criteria's applicable for the vehicle (stress per m<sup>2</sup> / height of stowed cargo/internal lashing points capacities, stability and equal weight distribution, axle loads etc). If exceeded, the subject vehicle will be automatically rejected until rectified.
13. Vehicles which have been modified in a way that structural integrity/capacities have been reduced and affected to fit stacked cargo will be automatically rejected.

14. Maximum allowed over length for stacked cargo on top of high and heavy roro is 1.00 m , allowed only on the aft part and only for second tier cargo. No overhang is allowed on third tier stacked cargo nor over driver's cabin of truck
15. Maximum allowed over width of stacked cargo on top of high and heavy roro : 0.25 m each side (left + right).
16. No over length is allowed on front of any trailer (king pin plate connection).
17. Balance of the base unit must remain in line within vehicle's capacity in order to avoid tilting danger.
18. All vehicles must have sufficient ground height clearance to overcome the angle of inclination on the various ramps on board which are a minimum of 6.5 degrees.

## LASHING/SECURING

1. Materials used for lashing /securing cargo stowed/stacked on top or inside must be in good condition and able to sustain the stress factors they were designed for.
2. Only lashing/securing material can be used which are able to be (re)tensioned such as: chains with chain tensioners/belts with ratchets/cables-wire with turnbuckles/rope with turnbuckles/ web lashings for cars/small vans - only exception is welded lashing where materials used (metal bars/plates/strips) must be min 3 mm diameter - 3 cm wide.
3. All welding must be a continuous and performed over a minimum of 10 cm [Click here](#) (spot welding is not allowed). A visual inspection will be carried out by POT staff and verified by an independent, competent lashing company and/or GL port captain.  
  
[Click here](#) to indicate where and how many lashing are to be attached.
4. The lashing fixing points for vehicles should always be wheel rims and/or axles. For welding [Click here](#)
5. The lashing must always be performed in a manner that all possible movements of cargo are covered-forward and aft direction/side to side per each lashing fixing point.
6. Chocks must be used in addition to lashing material to block stacked vehicles from moving back and forth.

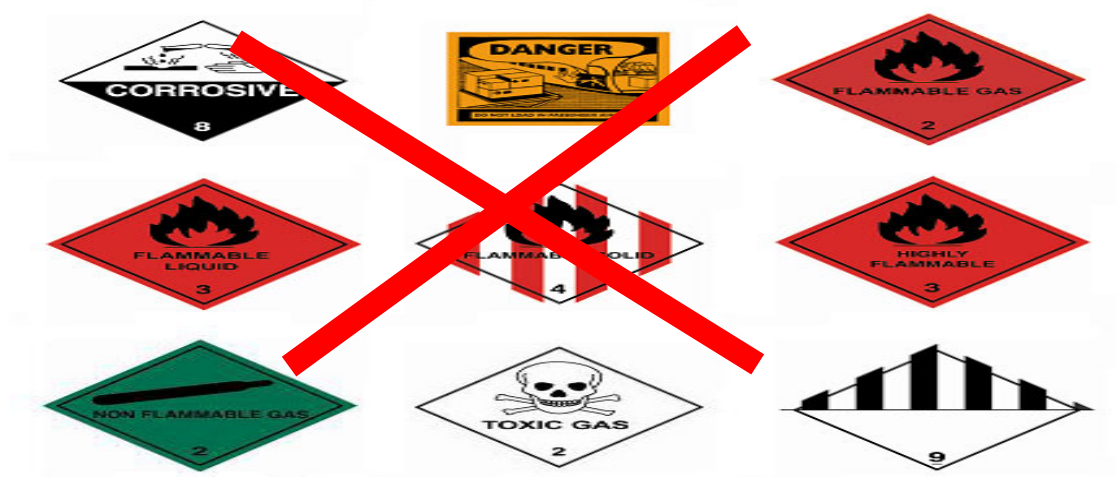


7. The minimum capacity of the lashing materials used for vehicles should be as follows :
  - (1) Cars/small vans: minimum of 1.00 ton capacity per lashing per each wheel (4 wheels =  $4 \times 2 = 8$  lashings)
  - (2) Big vans : minimum 1.5 ton capacity per lashing per each wheel
  - (3) Trucks /trailers : min 5 tons capacity per lashing per each wheel lashings (depending on weight - see below item 4)
  - (4) Total capacity of all lashing materials used must be min 3 x the cargo weight hence number and capacity of lashing materials to be used must be in accordance
  - (5) For stacked trailers in addition to lashings on the side it is also compulsory to attach cross lashing fore and aft. 
8. The lashing materials must always be attached to fixing points able to sustain the required stress factor.
9. When items other than vehicles are stored inside/on top (integral spares, jack, spare wheel, safety triangle/equipment) they must be properly lashed/secured. Any vehicle with loose lying items will automatically be rejected until rectified, this also applies to vehicles with closed loading compartments.
10. Curtain sides will be dealt with as a flat bed trailer with regards to lashing.
11. Vehicles stowed on the third tier must be visible to check the lashings – in case covered by tarpaulin, this will have to be removed for inspection and any additional lashing requirements
12. Any cargo on the back of a tipper must be secured in an acceptable manner.
13. Any local health and safety regulations which might be applied in addition to the above must be respected by the shippers and will be considered during the inspection process.
14. Any loose swinging items such as crane hooks, cutterheads, mechanical harvesters heads, etc., must be secured from movement prior to arrival at the terminal.

## HAZARDOUS CARGO

### NO HAZARDOUS CARGO IS ALLOWED INSIDE ANY VEHICLE

1. It is strictly prohibited to stow any kind of hazardous (dangerous) cargo inside or on top of any vehicle delivered to Grimaldi Lines Terminal. If noted during receiving the vehicle will be rejected from entering the GLT. If noted after the vehicle was delivered, it will be removed with immediate effect from GLT. In the event that vehicle was loaded on board the vessel, Grimaldi Lines will undertake all required/legal/safety actions necessary. Shipper's will bear all costs and responsibilities in case of non-compliance.
2. Shippers are hereby warned in case such cargoes are stored inside undeclared they are in breach with the International Maritime Dangerous Goods Code (IMDG) for transport of hazardous cargo by sea.
3. JPG /LPG/LPI/HYDROGEN propelled vehicles are not allowed to enter the GLT nor will they be accepted for loading.




NO HAZARDOUS CARGO INSIDE VEHICLES

**CLEANING CERTIFICATE / GAS FREE CERTIFICATE for  
TANKTRAILERS/TRUCKS or LOOSE FUELTANKS**

1. All tank trailers/tank trucks/loose tanks need to be completely empty and free of gas and/or any hazardous cargo. All previous IMO stickers must be removed prior to delivery to the terminal.
2. For all tank trailers/trucks/loose tanks prior to delivery to GLT an original cleaning (no copy) has to be provided by the shipper. Gas free certifications will be provided by Grimaldi Terminal for shippers account. Tank compartments need to be accessible for inspection, if not the unit will be rejected.
3. Cleaning certificates needs to be issued by a competent cleaning company (Grimaldi Lines hereby refers to the EFTCO certificate/terms and conditions) and cover not only the tank but all auxiliaries such as hose, pipes, out vents, etc.  
Certificates need to be available to the Grimaldi Terminal and Grimaldi Agency prior or at the time of delivery to the Grimaldi Terminal and Grimaldi Agency prior or at the time of delivery.
4. All units presented not conforming to these rules will be rejected when entering the GLT.
5. If the cleaning certificate is older than 7 days, the Line will request an additional survey to be performed in order to verify non-hazardous condition.
6. New Tanker/ Trailers/Loose tanks the shipper has to provide an attested original statement from the vehicle manufacture that the vehicle has never been used for loading any cargo.
7. Truck /Trailers used to perform Fire extinguishing /Transport of water or has a power unit with a fuel tank inherent to the unit is subject to cleaning and inspections.

# EXAMPLES of NON ACCEPTABLE and ACCEPTABLE VEHICLE CONDITIONS

Rejectable 

Acceptable 



- Trailer hooks will no longer be accepted as an adequate lashing point.
- All lashings **MUST** terminate on the carrying units chassis.

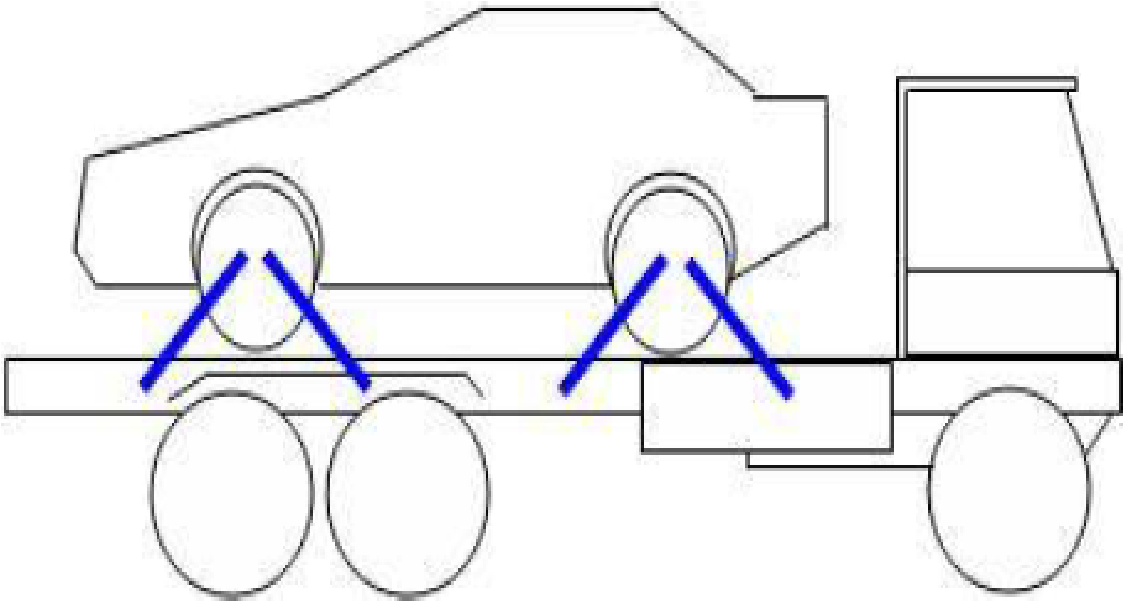


- All wheel hub nuts, used as lashing points, **MUST** be fully tightened.

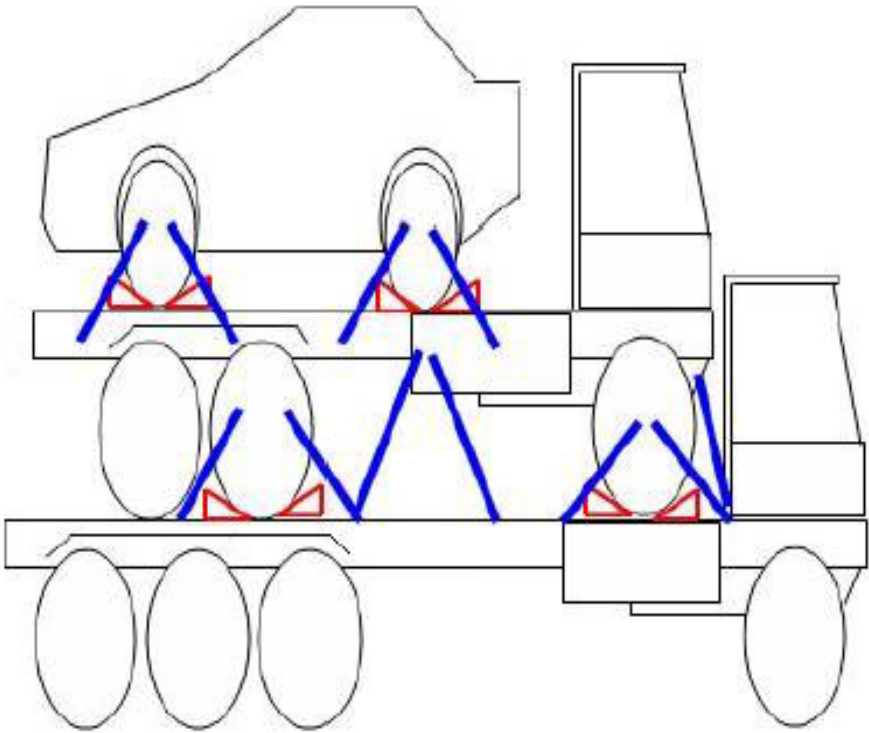


- All tyre stacks **MUST** have at least 2 lashings, 1 located fore to aft, and 1 located transversely .

A

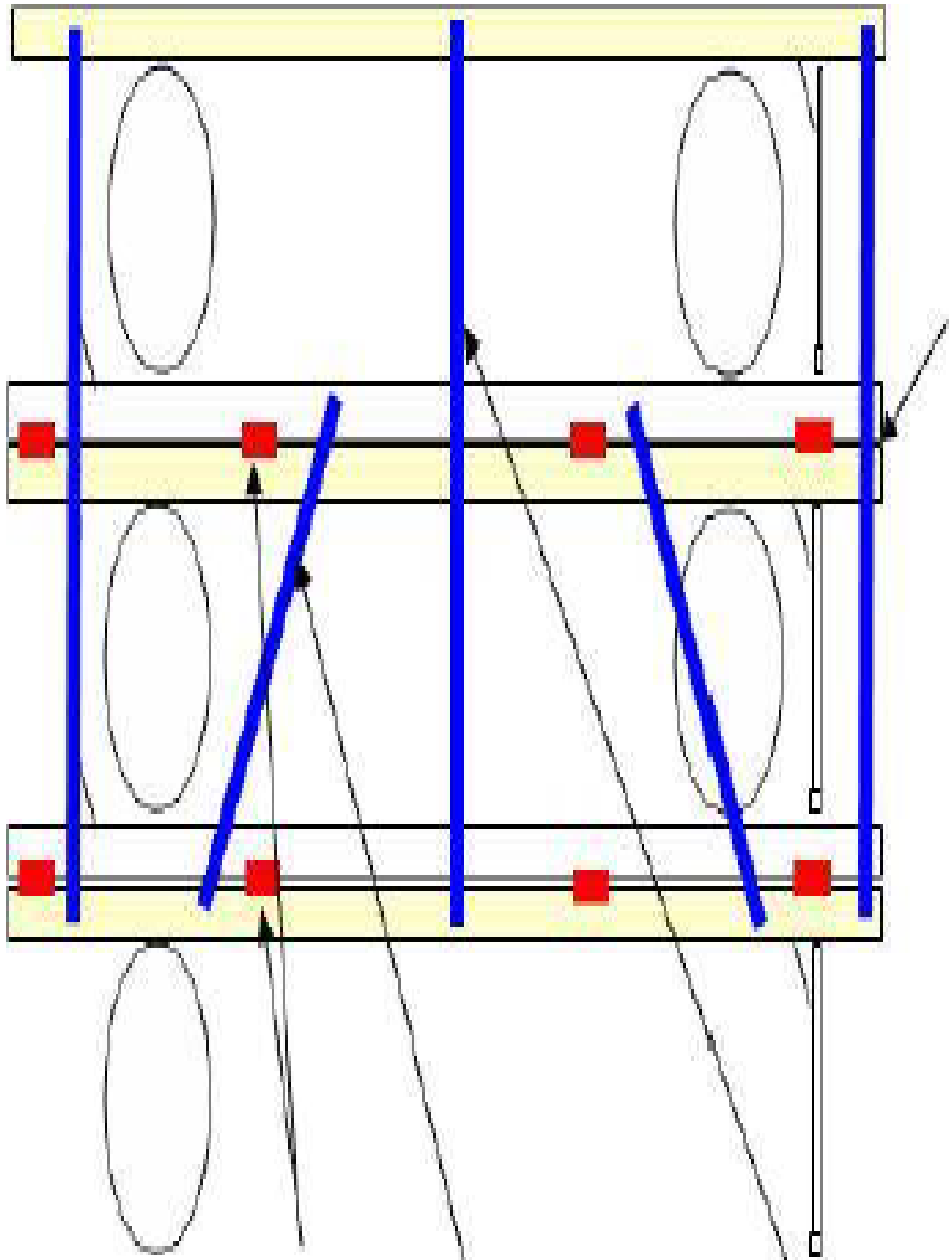


TYRES MUST BE DEFLATED ON THE STACKED VEHICLES



TYRES MUST BE DEFLATED ON THE STACKED VEHICLES

**B**

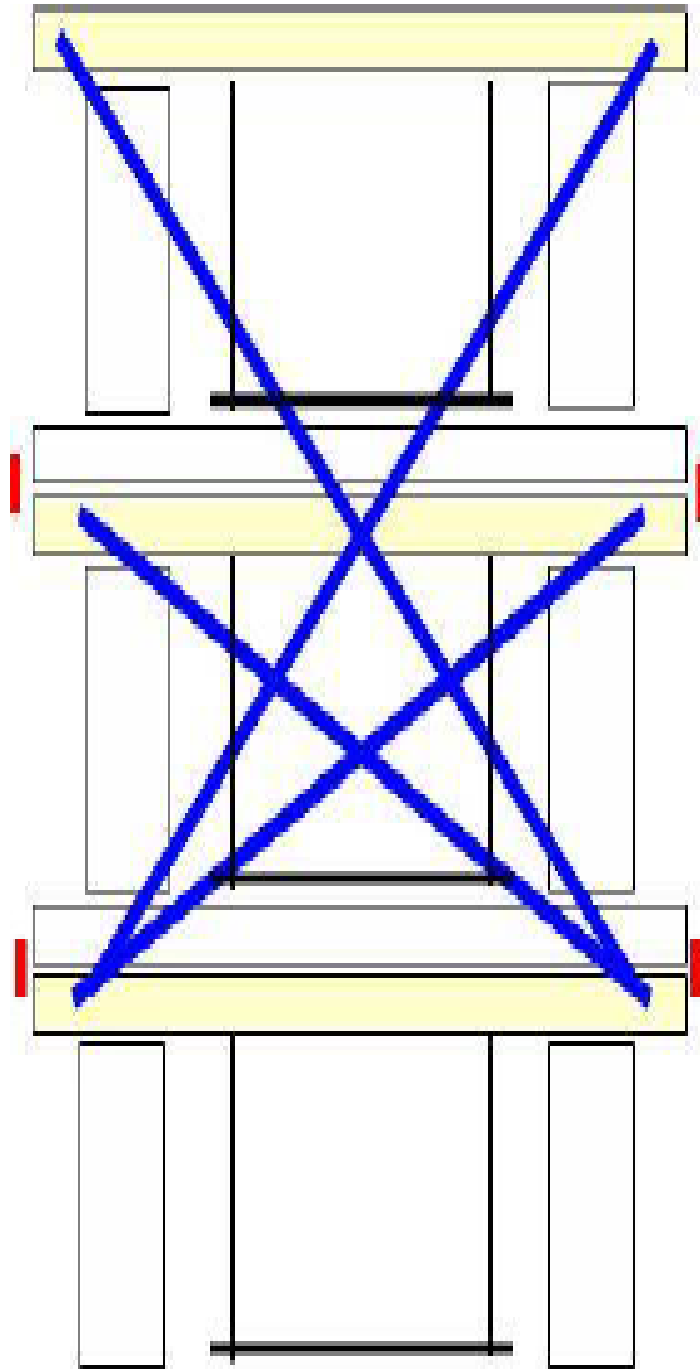


BOLTED CLAMPS  
THROUGH CHASSIS  
RAILS

LASHING WITH  
RETENSIONERS  
ONLY

LASHING WITH  
RETENSIONERS  
ONLY

C

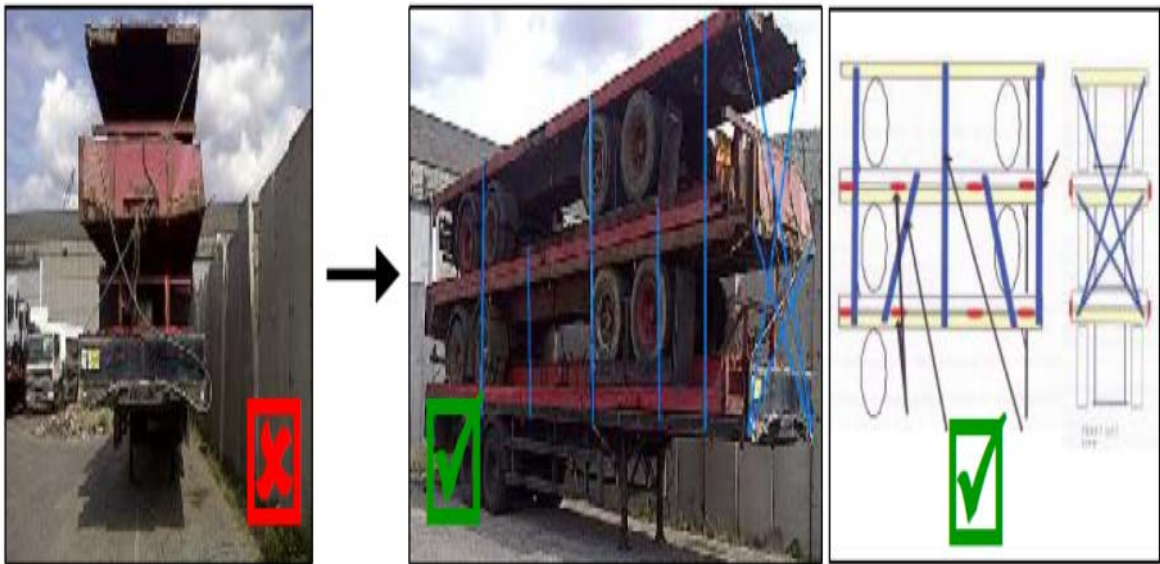


FRONT/AFT VIEW



# Acceptable stacking

Trailers stacked in inverted positions hence  
max 4 stacked trailers allowed





# WELDING



NO SPOT WELDING



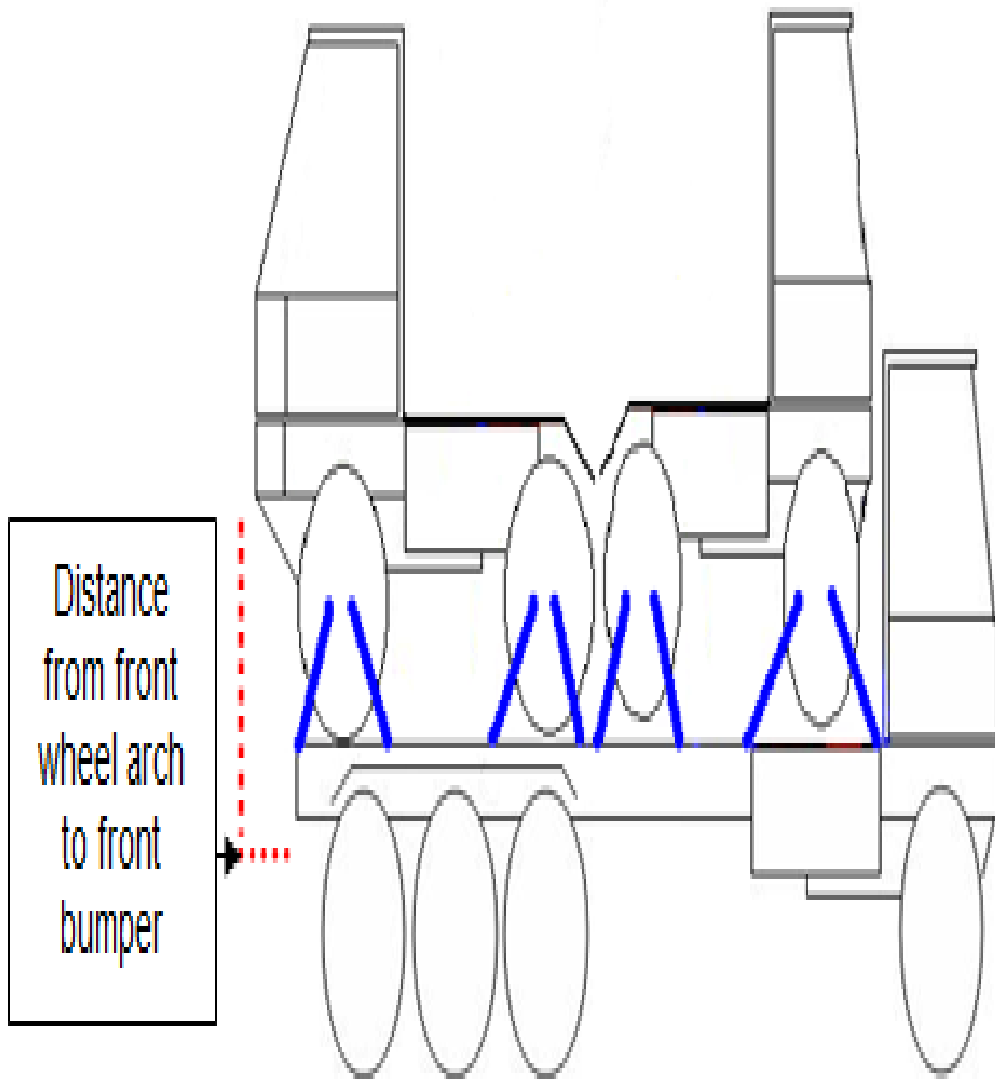
All welding must be performed over a minimum of 10 cm

# WELDING











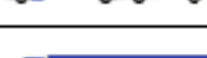





Acceptable welded lashings directly onto axle disks – metal bars are bolted to axle disk

D



[please click here](#)

## A Simplified Guide to Lorry Types and Weights

Recommended Description		Identifier	UK Maximum Gross Weight (tonnes)	Shape	
LIGHT GOODS VEHICLES		2 axles	3.5		
<b>LORRIES</b>	SMALLER 2-AXLE LORRIES	2 axles	3.5 – 7.5		
	LARGER 2-AXLE LORRIES	2 axles	7.5 – 18		
	LARGE GOODS VEHICLES (Vehicles over 3.5 tonnes gross require a LGV driver's Licence)	MULTI-  AXLE  LORRIES	3 axles rigid	25 – 26*	
			3 axles artic.	26	
			4 axles rigid	30 – 32*	
			4 axles artic.	36 – 38*	
			Vehicles and draw-bar trailer 4 axles	30 – 36**	
			5 axles or more artic. see note (a)	40	
			Vehicle and draw-bar 5 axles see note (a)	40**	
			6 axles artic. see note (b)	41*	
			6 axles draw-bar see note (b)	41* and**	
			5 or 6 axles artic. see notes (b) and (c)	44* and***	
6 axles draw-bar	44*,** and***				

\*If the driving axles, if it is not a steering axle, has twin tyres and road friendly suspension, or each driving axle is fitted with twin tyres and the maximum weight for each axle does not exceed 9500kg.

\*\* Distance between the rear axle of the motor vehicle and the front axle of the trailer is not less than three metres.

\*\*\* If the trailer is being used for combined transport.

(a) 5 axles or more artic and the five axles or more draw-bar could alternatively have a 3 axle motor vehicle and a 2 axle trailer.

(b) Conditions:

- each vehicle must have at least 3 axles.
- drive axle has twin tyre and road friendly suspension and maximum of 10.5 tonnes, or each driving axle is fitted with twin tyres and has a maximum of 8.5 tonnes
- trailer has road friendly suspension.

c Conditions for operation on 5 axles must have a 3 axles on tractor unit

- single container 40 foot in length conforming

to standards laid down by ISO (The International Standards organisation) being carried only vehicle being used for international journey.