

## INFORMATION SHEET



### Introduction:

All heavy vehicles (in excess of 3500 kg gross laden weight) traveling on our services must be fitted with securing / lashing points so that they can be securely and safely stowed. This information sheet explains the mandatory recommendations of the International Maritime Organisation (IMO), as well as some practical considerations.

### IMO – recommendations –securing points on road vehicles and securing the content

1. Securing points on road vehicles should be designed for securing the road vehicles to the ship and should have an aperture capable of accepting only one lashing. The securing point and aperture should be permitted varying directions of the lashing to the ship's deck. *(if more than one aperture is provided at a securing point, each aperture should have the strength for the securing point in the table 1).*
2. The same number of not less than two or not more than six securing points should be provided on each side of the road vehicle in accordance with the provisions of table 1.
3. The minimum number and minimum strength of securing points should be in accordance with the following table. There are subject to the notes a), b) and c) below.

Table 1

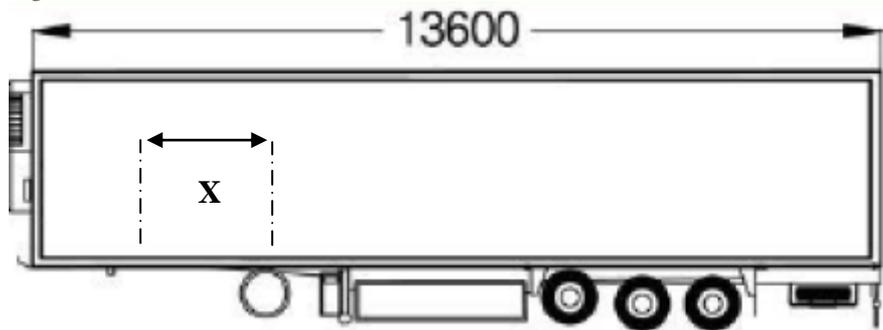
<b>Minimum number of securing points on each side of the road vehicle</b>	<b>Gross vehicle mass (GVM) (tonnes)</b>
2	$3.5 \text{ ton} \leq \text{GVM} \leq 20 \text{ ton}$
3	$20 \text{ ton} < \text{GVM} \leq 30 \text{ ton}$
4	$30 \text{ ton} < \text{GVM} \leq 40 \text{ ton}$

- a) For road trains, the table applies to each component, i.e. to the motor vehicle and each trailer, respectively.
  - b) Semi-trailer towing vehicles are excluded from the table above. They should be provided with two securing points at the front of the vehicle, the strength of which should be sufficient to prevent lateral movement of the front of the vehicle. A towing coupling at the front may replace the two securing points.
  - c) If the towing coupling is used for securing vehicles other than semi-trailer towing vehicles, this should not replace or be substituted for the above-mentioned minimum number and strength of securing points on each side of the vehicle.
4. Semi-trailers by the nature of their design should not be supported on their landing legs during sea transport unless the landing legs are specially designed for that purpose and so marked. An uncoupled semi trailer should be supported by a trestle or similar device placed in the immediate area of the drawplate so that the connection of the fifth-wheel to the kingpin is not restricted. A clearly visible mark the outer sidewall of the semi-trailer, or on some other clearly visible place, shall indicate the location of the trestle.
  5. The trestle should be located, if possible, within the range of the horizontal plane of the gooseneck contour as shown in figure 1. If the semi-trailer has more than one fifth wheel coupling pin, the trestle location should be measured from the rearmost fifth wheel coupling pin position.

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Figure 1



X = 750 mm before year end 1995 and 1160 mm after year end 1995



Support stand for unaccompanied ferry transport

Vehicles/trailers designed to transport loads likely to have an adverse effect on their stability such as hanging meat or liquids, must have a means of neutralizing the suspension system in order to avoid a build up of turn over forces.

6. Packing and securing of cargo into/onto a vehicle/trailer should be carried out with this in mind “It should never be assumed that the weather will be calm and the sea smooth or that securing methods used for land transport will always be adequate at sea”.
7. It's essential to make the cargo in a vehicle/trailer secure to prevent cargo movement inside the unit.
8. It should not be assumed that because cargo is heavy it would not move during transport. All items of cargo should be secured to ensure they couldn't move during transport.

It may be prudent for all companies, even those who have been traveling with us for some time, to arrange a check of the vehicles used on our route to ensure they comply with these requirements.

It is essential that the necessary (above) requirements be fully met. If not Stena Line shall in no circumstances have any liability for any partial or total loss of or damage to any goods or vehicles/trailers.

*If you have any questions regarding above mentioned please contact either your Stena Line commercial contact person.*

Stena Line B.V.,

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