



PACKAGING AND SHIPPING GUIDE PART 9 — BIG-BAGS

NOTICE

Information contained in this document will in no way render the maritime transportation company responsible nor liable.

PACKAGING

Although precautions are always taken during handling, shipping and stowing processes, facts still are that sealift Cargo will be handled twelve (12) times in average before reaching its port of destination. During sealift carriage, the Big-bags become affected by ship-engine vibration combined with stacking stress, which cause the compression of content, and for the bag-base edges to stretch and depress below the pallet surface level, causing obstruction where loaders' forks are deployed to handle the pallet. Through previous seasons' experience, it has been noticed that a relatively high percentage of inadequately packaged Big-bags containing cement or other product, end-up damaged, with part of their content lost due to perforation, before reaching their final destination. Consequent losses and replacement of this particular cargo are very costly due to its nature and weight.

The Carrier's acceptance of receipt and liability, if any, for palletised Big-bags, would be conditional to the illustrated features and following packaging criteria:

- 1) The Big-bag is to be centered on a sturdy hard wood pallet, which size will be slightly larger than the bag base itself. (See ILLUSTRATION 1).
- 2) Two plywood panels of the same width as the bag, on 30% of its height will be placed on the sides of the open extremities of the pallet, and will be secured with two ½ inch metal straps firmly tightened onto the bag, at its base level. (See ILLUSTRATION 2).
- 3) Finally, two more ½ inch metal straps will firmly hold the bag onto the pallet. These metal straps will be placed at least 12 inches inward from the extremities of the pallet. (See ILLUSTRATION 3).

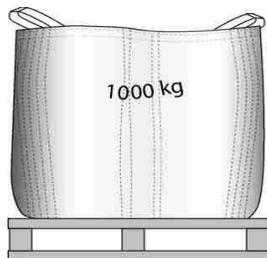


ILLUSTRATION 1

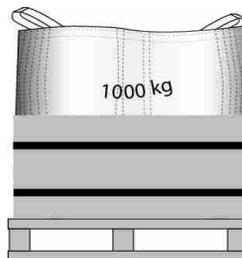


ILLUSTRATION 2

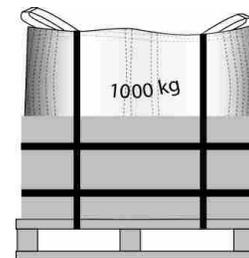


ILLUSTRATION 3

LABELLING & SHIPPING

- 1) Each palletized Big-bag must display a label with the following information: destination, weight in kilograms, volume in cubic meters, name of consignee and name of project. The label could be stuck on the plywood panels.
- 2) Because Big-bags are usually amongst the first types of cargo to be loaded aboard the vessel, the date of delivery to the docks is of the utmost importance for operations planning. The sealift Carrier cut-off dates must be respected at all times by shippers.
- 3) All shipments to designated maritime shipping terminals must include a Shipping Notice, per destination and per consignee. A 24-hour advanced notice is required for the receipt of shipments at the Carrier's terminal facilities. When pertinent, a hazardous materials declaration(s) must accompany each shipment. Shipping Notice forms are available under our Web site: www.arcticsealift.com