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General information for shipping of hazardous cargo

Following some important information for the transportation of hazardous cargo on board of ferries:

- All shipments of vehicles transporting dangerous goods must be examined and released in advance by the shipping company or the port office on admissibility. Generally, the transport of dangerous goods has to be announced in the port in written form, at least 24 hours before departure.
- To check the feasibility of shipping are at least the following data needed (for each hazardous good): UN number, classification, dangerous goods group and weight. Warning: this data here refer to the IMO, not the ADR!
- The law for transportation of dangerous goods at Sea (IMO) differs in some (essential) points of the transport law on the road (ADR). Admission to road transport causes no automatic admission to the shipment at sea!
- For the shipment, all relevant IMO papers (IMO shipping documents) have to be on board of the truck, the drivers has to show them during the check in at the port (DGN - Dangerous Goods Note and the CPC - Container / Vehicle Packing Certificate). If the papers are inadequate, the shipping company will reject the shipment. The truck must be marked in accordance with IMO for the maritime transport (IMO labels).
- The sender has to pay special attention to the loading and securing the load on the vehicle - the cargo must be packaged and secured "seaworthy" to withstand to the burdens during the crossing.
- Any vehicle that is to be shipped on board a ferry, has to have appropriate lashing points to be secured seaworthy on deck. A shipment without sufficient number of lashing points is in the responsibility of each load master or captain.
- The company reserves the right at any time and without notice to change the timetable, the vessel or loading equipment. This affects also already confirmed reservations, because, for example, the number of passengers on board has changed and therefore less dangerous cargo can be transported.
- Generally, always the master of the ship has got the last decision, whether a vehicle intended for shipment is admitted or not.