Packing guideline

How to prepare your cargo for ocean voyage

Wallenius Wilhelmsen Ocean (WW Ocean) is here to help you transport your cargo to its overseas destination securely and with care. To do this, we need you to deliver your cargo properly packed and marked, with the appropriate securing points attached. This high level guide helps you to prepare your cargo correctly, ensuring on-time, cost-efficient and safe delivery. For more detailed instructions on how to pack cargo, please contact your local customer care.
WHILE WW OCEAN’S VESSELS WILL PROTECT your cargo from wind and weather, all cargo is exposed to motions at sea. A vessel at sea is exposed to multiple motions, accelerations and temperature variations. The six different motions can occur simultaneously and are then combined into three different accelerations that must be taken into consideration for securing of the cargo.

WW OCEAN FOLLOWS THE IMO1 REGULATIONS to ensure that cargo is secured to withstand the following gravitational accelerations:

- **Vertical:** 1.0 g*  
  (Cargo must be secured with at least 100% of its weight.)
- **Transversal:** 0.8 g  
  (Cargo must be secured with at least 80% of its weight.)
- **Longitudinal:** 0.4 g  
  (Cargo must be secured with at least 40% of its weight.)

That is why your preparations on packing, marking and securing points are important to withstand these acceleration forces.

**CARRIER AND SHIPPER RESPONSIBILITIES**

**THE CARRIER (WW OCEAN)** is responsible for handling the cargo with care, stowing, securing onboard and delivering the cargo to its destination safely. The Master have the final decision of accepting the cargo for loading.

**THE SHIPPER** is responsible for preparing the cargo for the transport and ensuring that it is fit for the intended sea voyage and type of vessel.

The following regulation is included in the SOLAS2 convention:

> “The shipper shall provide the Master or his Representative with appropriate information on the cargo sufficiently in advance of loading to enable the precautions which may be necessary for proper stowage and safe carriage of the cargo to be put into effect. Such information shall be confirmed in writing and by appropriate shipping documents prior to the loading the cargo on the ship.”

The CSS Code3 can be summarized as follows:

> The shipper is responsible to provide all necessary information about the cargo to enable the ship-owner or ship operator to ensure that the cargo is suitable for the ship, the ship is suitable for the cargo, its stowage may be properly planned for handling and transport, and can be safely stowed and secured onboard the ship under all expected conditions during the intended voyage.

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*Footnote: g from gravitational is a measurement of acceleration felt as weight.
1) IMO – the International Maritime Organization – is the United Nations specialized agency with Responsibility for the safety and security of shipping and the prevention of marine pollution by ships.
2) SOLAS (IMO’s International convention Safety of Life at Sea)
3) IMO’s “Code of Safe Practice for Cargo Stowage and Securing” – the CSS-Code
THE SECURING POINTS are critical for lashing your cargo onboard vessel. The securing points shall be attached directly to the cargo inside the box/crate OR from the box/crate if the cargo and box/crate can be considered one solid unit (For example, bolted together).

This may be done in a variety of ways, as long as the method used is strong enough to secure the cargo on board the vessel. The securing points must be accessible and of sufficient size and strength to withstand the cargo weight. Lifting points are not appropriate securing points and must be marked accordingly.

PREFERRED METHOD: SECURE DIRECTLY TO CARGO
This method is required for units with the weight of 10MT or more. Exceptions may be granted by authorized WW Ocean personnel.

IF THE CARGO IS NOT ACCESSIBLE, for direct lashing to the cargo, drawings and pictorial descriptions of the actual cargo must be displayed, including the following information:

- Inside arrangement of packing
  - Securing inside packing; For example, bolting and blocking
  - Transfer of forces from the cargo inside to securing and supports
  - How securing bolts are locked
  - Codes and/or standards that the packing complies to.
  - Suitable lashing positions must be marked on the packing or advised.

Authorized WW Ocean personnel may grant acceptance for loading by using other methods of securing. Given that this can be supported from the provided information or verified by visual inspection.

For all weights it must be clear that:
- Cargo is safely secured inside package. Unit is possible to secure.
- Package is rigid and can transfer forces from securing and supports to the cargo inside.
MARKING ON PACKING

MARKINGS ON PACKING PROVIDES important information to the carrier and stevedores, and must comply with international standards. The examples below are important symbols for marking, but other markings may be added when relevant.

The following cargo information must be made available in a plastic pocket or stamped on the box/crate:

- Port of load / Port of discharge
- Wood treatment
- Consignee
- Dimensions: Length x Width x Height
- Gross mass
- Position of centre of gravity
- Transport drawings / picture of cargo

The following information regarding securing points should be considered:

- Where are the securing points located?
- What is the maximum securing load of the securing points?
- Codes and/or standards that the packing complies to