

ELLERMAN HARRISON CONTAINER LINE LTD



## INTRODUCING THE ELLERMAN HARRISON CONTAINER LINE LIMITED (EHCL)

For many years Ellermans and Harrisons have been members of the South and South East African Conference Lines. Their ships have been a well known sight on the South African coast since the nineteenth century.

Recently a number of members of the South and South East African Conference Lines including Ellermans and Harrisons decided to develop a container service to Southern Africa and an organisation known as the Southern Africa Europe Container Service (SAECS) was formed to coordinate their activities.

The Member Lines of SAECS have invested a large amount of capital in the purchase of fully cellular container ships and purpose built container terminals have been constructed in South Africa by the South Africa Railways and Harbours Board. Later it is hoped that a number of roll-on, roll-off (RoRo) vessels will be added to supplement the container service.

Each Member Line of SAECS takes space on all the other vessels thus providing approximately a weekly service on each port.

The principal ports used in the container service are: Southampton (UK), Hamburg and

Bremerhaven (West Germany), Rotterdam (Holland), Zeebrugge (Belgium), Le Havre (France), Cape Town, Port Elizabeth and Durban (South Africa). Additional ports in Southern Africa such as East London and Walvis Bay are served on a transshipment basis. Scandinavian ports are similarly served in Northern Europe.

Ellermans and Harrisons have joined together for the purposes of this venture and formed the Ellerman Harrison Container Line Limited (EHCL). The new company provides a complete container service to shippers and also operates one vessel the "City of Durban" which is EHCL's contribution to the Southern Africa Europe Container Service.

Whilst other members of SAECS are conducting their marketing, documentation and operational activities collectively, EHCL and the French Line Compagnie Generale Maritime (CGM) have elected to manage their own affairs independently. By retaining this independence, EHCL and CGM are able to provide a more efficient, flexible and personalised service. They believe that by providing this alternative, they are establishing an aspect of competition which must be to the

benefit of the shippers and the trade as a whole.

EHCL and CGM have appointed agents to conduct their business in all countries served by the new container service.

In Southern Africa EHCL and CGM are represented by Ellerman & Bucknall (Pty) Limited who have a long and distinguished history of service to the trade in Southern Africa and have built up a highly efficient container team in all their offices.

On the Continent of Europe the affairs of EHCL and CGM are managed by General Agents in each of the main commercial centres. These agents have served the interests of Ellermans, Harrisons and CGM for many years and are also highly skilled in all aspects of container activities.

Ellermans and Harrisons are founder members of Associated Container Transportation Ltd. (ACT). ACT Services Ltd. was one of the first U.K. container companies to be formed. It provides services for ACT (Australia) Ltd. in the Australia/New Zealand trade and for Ben Line Containers Ltd. in the Far East trade and has done so for a number of years.

Ellerman City Liners will be

marketing this service in England and Wales with ACT(S) performing the booking and documentation functions. In Scotland, however, Thos. & Jas. Harrison's associate company, Prentice Service & Henderson Ltd. will perform the functions of marketing, booking and documentation.

EHCL and CGM have a long standing and enviable record of service in their own areas. They are able to offer considerable skill and experience of container operations, coupled to a deep knowledge of the South and Northbound trades between U.K./Europe and South Africa. The trade is being marketed in the U.K. by EHCL and in the North Continent of Europe by CGM/EHCL, and in South Africa by Ellerman Bucknall (Pty) Ltd.

Therefore, when you ship with EHCL and CGM you take advantage of their special position within SAECS. You also receive their unique customer service, including an exclusive documentary system but, at the same time, your cargo is carried on SAECS vessels which offer a sailing frequency between Europe and South Africa which is second to none.





# 'CITY OF DURBAN'

**Purpose**

For operation by the Ellerman Harrison Container Line Ltd., (EHCL) as part of the Southern Africa Europe Container Service.

**Type**

Fully cellular container ship.

**Builder**

A. G. Weser of Bremen.

**Length Overall**

258.5 metres (848 feet).

**Breadth Extreme**

32.3 metres (106 feet).

**Draught**

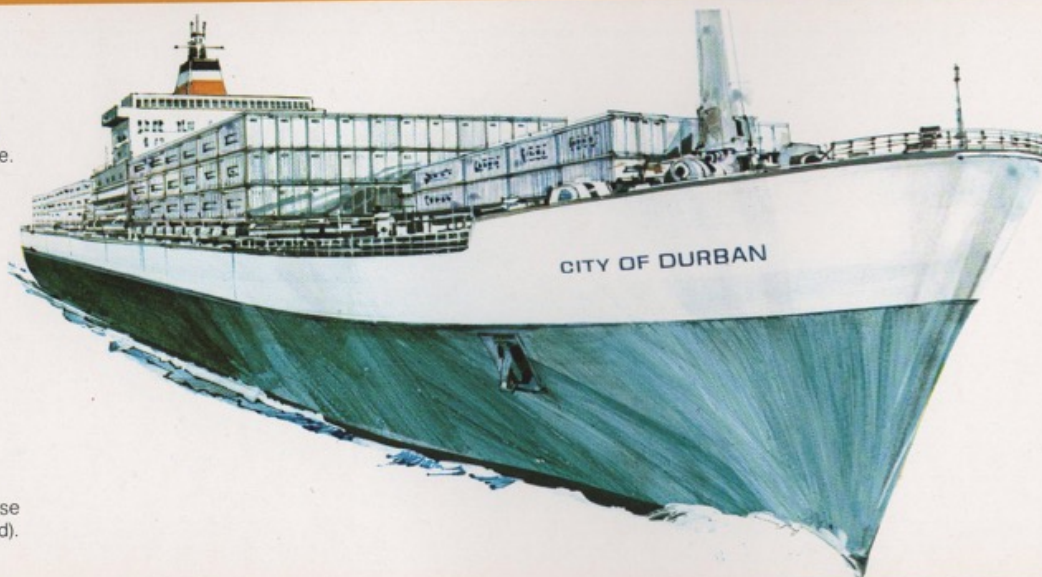
13 metres (42.7 feet).

**Service Speed**

21.5 knots.

**Container Capacity**

2430 TEU (1542 general purpose and 888 temperature controlled).





# TARIFF RULES AND CONDITIONS

The charges we make are determined by the South and South East Africa Conference Lines of which all SAECs Lines are members.

Our Salesmen or Booking Clerks at the ACTS Regional Offices will be pleased to explain the tariff rules and conditions. For detailed quotations you may telephone or telex any ACTS Regional Office.

The charges for the hire of equipment, inland transport, terminal handling, demurrage and supplementary charges are calculated in the currency of the country in which the service is provided.

The tariff for ocean freight and additional is expressed in US dollars.

However, it is not necessary for you to pay charges in the tariff currency in which it is calculated. Normally the exchange rate is calculated at the lowest bank buying rate of exchange ruling in

the country of payment, ten working days prior to the scheduled date of sailing of the vessel, from the first port of loading in the loading area concerned, (i.e. UK, Continent, Southern Africa).

## CHARGES FOR SHIPMENTS TO/FROM UK

### Full Container Loads

The charges for FCL shipments are made up as follows:—

#### 1 Transport (Export)

**1.1 Carrier Haulage.** As part of the Through Container Service offered by EHCL we provide a doorstep collection service anywhere in the UK or Ireland. We will deliver an empty container to your premises for packing and then transport it directly to the port. The Conference Tariff specifies charges for this inland haulage service.

**1.2 Merchant Haulage.** If you prefer to conduct your own haulage you may collect a container from a Containerbase, and when it has been packed, return it to the containerbase from which it was collected. (If required we will also hire you a trailer). A transfer charge will be levied to cover the costs of release and return of equipment. There is an allowance of free time for transporting your container and packing it. If the period of free time is exceeded, a charge for demurrage will be made. Acceptance at all Containerbases, except at the Southampton Terminal itself, will be subject to a 'delivered in' charge, which contributes towards the carrier's costs of moving the container between the Containerbase and the Southampton Terminal.

#### 2 Terminal Handling (Export and Import)

A charge will be made in respect of terminal handling at the port at which the container is loaded, and the port at which the container is discharged. These charges include all the costs normally borne directly by exporters and importers, such as port dues and wharfage. The Lines will absorb all these costs and levy a single charge per container in their place.

#### 3 Ocean Freight

A charge will be levied for ocean freight in accordance with the rates laid down by the Conference. These are based on commodity and assume a certain utilisation of the container in terms of volume or weight. To cover the varying costs of fuel for our vessels the ocean freight is presently subject to a 'Bunker Adjustment Factor' (BAF), expressed as a percentage of the ocean freight. (cont. overleaf)





#### 4 Transport (Import)

**4.1 Carrier Haulage.** As part of the Through Container Service offered by EHCL we provide a doorstep delivery service anywhere in the UK or Ireland. We will deliver a full container to your premises for unpacking and then transport it back to the base. The Conference Tariff specifies charges for this inland haulage service.

**4.2 Merchant Haulage.** If you wish, you may collect your container from any Containerbase facility or Southampton Terminal, unpack it and return it. A transfer charge will be levied to cover the costs of release and return of equipment. Movements via all Containerbases except Southampton Terminal itself will also be subject to a 'delivered in' charge, which contributes towards the carrier's costs of moving the container between Southampton and the Containerbase. There is an

allowance of free time for transporting your container and unpacking it. If the period of free time is exceeded, a charge for demurrage will be made. You will always be required to return the empty container to the location from which it was received.

#### 5 Supplementary Services

We are able to provide a wide variety of additional specialist services to shippers, and for some of these we are obliged to make a small charge. For example, if you require additional Bills of Lading or if we perform customs clearance work on your behalf, a small additional charge will be made. These will be itemised on your Freight Account.

*For all quotations please contact your nearest ACTS Regional Office. The Booking Department will be pleased to answer any enquiries about the charges.*

#### Less than Container Loads

The charges for LCL shipments are made up as follows:—

##### 1 Collection

If you wish, we will collect cargo from your premises and take it to the nearest containerbase for packing into a container. A charge will be made for this service.

##### 2 LCL Service Charge and 'Delivered In' Charges (Export)

An LCL Service Charge is made for the export of LCL cargo in respect of:

- a) Packing the cargo into the container.
- b) Moving the container through the terminal and associated terminal costs.

The actual charges are dependent on the costs associated with the port operation. A separate 'delivered in' charge will be made, per freight ton, for cargo delivered to Containerbases other than

Southampton Terminal. This charge is made irrespective of whether or not the local collection is performed by the carrier.

##### 3 Ocean Freight

A charge will be levied for ocean freight in accordance with the rates laid down by the Conference. These are based on commodity and are the same regardless of whether cargo is shipped FCL or LCL. To cover the varying costs of fuel for our vessels the ocean freight is subject to a Bunker Adjustment Factor (BAF), expressed as a percentage of the ocean freight.

##### 4 LCL Service Charge and 'Delivered In' Charges (Imports)

An LCL Service Charge is made for the import of LCL cargo in respect of:

- a) Discharging the container from the ship.
- b) Unpacking the container.

The Actual charges are also dependent on the costs associated with the port operation. A separate 'delivered in' charge will be made, per freight ton, for all LCL cargo collected from Containerbases other than Southampton Terminal, irrespective of whether the local delivery is performed by the carrier or the merchant.

#### 5 Supplementary Services

We are able to provide a wide variety of additional specialist services to shippers and for some of these we are obliged to make a small charge. For example, if you require additional Bills of Lading or if we perform customs clearance work on your behalf, a charge will be made. These will be itemised on your Freight Account.

*For all quotations please contact your nearest ACTS Regional Office. The Booking Department will be pleased to answer any enquiries about the charges.*





# UNITED KINGDOM EXPORTS

If you have cargo for export to Southern Africa, you may book space on any of the vessels in the SAECs service by telephoning your nearest ACTS Regional Office. A list of ACTS Regional Offices is included in this brochure.

The booking clerks at these offices will take your bookings and answer any queries you may have on the services provided by EHCL. For example, they can advise you on

- the freight rates for your cargo
- the alternative methods of shipping your cargo in Full Container Loads (FCL) or Less than Container Loads (LCL)
- the most suitable port of discharge for your cargo
- the form of U.K. inland haulage which best suits your requirements
- the type of container best suited to your cargo. (If your cargo is not containerable, the booking clerk

will advise you on how to ship it on alternative vessels).

If you have any technical queries about the packing of containers the booking clerks will put you in touch with the Regional Cargo Superintendents. The Regional Cargo Superintendents will advise you on any problems you may have and will be pleased to visit your premises to provide practical assistance.

When you telephone the booking clerk at the ACTS Regional Office to ask for a booking, you should, if possible, be able to provide the following information.

- the cargo commodity
- the number of packages
- the weight and cube of the cargo
- the destination
- the time, date and place the cargo is required to be loaded into the container
- if it is a bonded or licenced

cargo, the Customs category —if it is a dangerous or obnoxious cargo, the IMCO and/or UN number. (In this case there may be a short delay in accepting the cargo as it has to be ensured that the carriage of your cargo will not endanger the ship or other cargo being carried on the same vessel).

When the booking is accepted the Booking Clerk will issue you with a booking reference number. This number should be quoted on the shipping documents you subsequently prepare. (cont. overleaf)







**If you are shipping FCL**, an empty and clean container will be delivered to your premises at an agreed time. When you have packed the container you should complete and sign the Transport Note which will be provided by the ACTS driver. You should also complete, before the cargo is collected, one of our Shipping Instruction forms which is available from EHCL Marketing Representatives and ACTS Regional Offices. This document should quote your booking reference number and in-

forms us of your precise instructions for the transport of the cargo. If you wish ACTS to provide insurance cover or complete Customs entry, merely insert your requests on this form and we will do the rest. The Driver will also supply a seal and shippers should ensure that **their** representative fixes the seal when the container is loaded. A properly completed and signed packing certificate must accompany the loaded container for dangerous cargo.

**If you are shipping LCL** your cargo has to be brought to a Containerbase for packing into a container. There is a Containerbase at each of the ACTS Regional Offices. If you require us to provide transport, ACTS will send a vehicle to pick up the cargo at your premises. Alternatively, you may bring the cargo to the Containerbase yourself. The Containerbases have a vehicle booking scheme so that if you wish to deliver the cargo with your own transport, you may reserve a time and this will ensure the minimum of vehicle waiting when your cargo arrives at the base. All LCL consignments arriving at a Containerbase should be accompanied by a National Standard Shipping Note.

As in the case of FCL shipments, a "Shipping Instruction

Form" must be completed which informs us of your instructions on all aspects of the shipment.

In the case of Dangerous cargo you must supply a signed declaration before any such goods can be accepted.

**When cargo has been accepted**, ACTS will issue a Bill of Lading which, on your instructions, can be stamped "Shipped on Board" or "Freight Paid" provided that certain conditions are fulfilled. These can be returned to you or your agent or posted to an overseas destination according to your instructions.

As an alternative service, where the cargo is consigned to a specific consignee and location, a Waybill can be issued in place of a Bill of Lading.

In this case it is not necessary for the consignee to present any documents of title to the goods (Bills of Lading), merely to prove his identity.

*ACTS Regional Offices will be pleased to explain the Waybill system to you and advise whether the service would suit your particular requirements.*





# UNITED KINGDOM IMPORTS

When cargo has been consigned to you from Southern Africa on the container service, you will receive an Inward Cargo Notification (ICN). This shows the details of the shipment; for example, the nature and description of the goods, vessel name, arrival date, container number, container routing and the name of the ACTS Regional Office to contact for further information.

You should complete one copy of the ICN giving your delivery instructions and return it to the nominated ACTS Regional Office. (You may 'reroute' the cargo provided you give ACT Services notice of this 4 days before the arrival of the vessel). You may also wish ACT Services to prepare and lodge your Customs entry in which case the appropriate instructions should be entered on the ICN.

Although responsibility for clearing goods through Customs and Port Health rests with you, the importer, provided that full and accurate documentation is received by the relevant ACTS office at least two working days before the arrival of a ship, EHCL will delay the start of your free storage time until your goods are both physically available, and clear of all Customs and Port Health restraints. Customs clearance of FCL's can be performed either at the port of Southampton or at your local Containerbase, whichever is most convenient to you. A few commodities such as offal or carcass meat must be cleared at the port of entry and it is sometimes more convenient to clear multi-destination consignments at the terminal before

they are split for delivery to different regions. The specialist import staff at your local ACTS Regional Office will be pleased to advise you on all matters relating to clearance.

**If you receive cargo as FCL** you will be advised by ACTS when your cargo is available. Under the terms of the Tariff you then have another two clear working days in which to take delivery. ACTS will deliver the container to your doorstep for unpacking by you at a pre-arranged time or you may collect the container yourself from any regional Containerbase, returning it empty within 24 hours. Trailers are available for hire on request.

**If you receive cargo as LCL** it will be unpacked from a container at your regional Containerbase where it must be cleared through

Customs. ACTS import staff will advise you when your cargo is available for collection. A local delivery service is available or alternatively you may prefer to collect your cargo yourself. At all Containerbases a vehicle booking scheme is in operation in order to minimise waiting time. As with FCL cargo you will be allowed two clear working days free of storage charges following the day on which the cargo becomes available.





# CONTAINER SPECIFICATIONS

For advice on the type of container which is best suited to accommodate your cargo, please contact any ACTS Regional Office.

## 6M (20') GENERAL PURPOSE CONTAINER

6058 mm x 2438 mm x 2591 mm  
(20' x 8' x 8'6")

### Interior

All containers are provided with cargo lashing points with a minimum of three per side in the floor. Each has a working load of 2000 kg; loading through end-doors.

### Minimum Interior Dimensions

Length	5900 mm
Width	2330 mm
Height	2380 mm
Door width	2330 mm
Door height	2270 mm

### Capacity

Maximum gross	20320 kg
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Maximum tare*	2200 kg
Payload	18120 kg
Cubic capacity	32.7 m <sup>3</sup>

\*The tare for a 6 m (20') general purpose container can vary between 2000 and 2200 kg depending on materials used in construction.

## 12M (40') GENERAL PURPOSE CONTAINER

12192 mm x 2438 mm x 2591 mm  
(40' x 8' x 8'6")

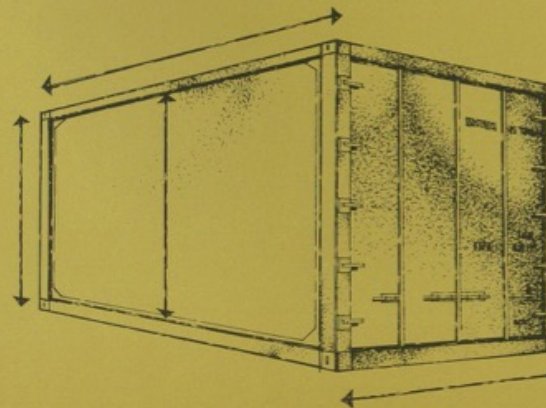
### Minimum Interior Dimensions

Length	12010 mm
Width	2330 mm
Height	2380 mm
Door width	2330 mm
Door height	2270 mm

### Capacity

Maximum gross	30480 kg
Maximum tare*	3900 kg
Payload	26580 kg
Cubic capacity	66.6 m <sup>3</sup>

\*The tare for a 12 m (40') general purpose container can vary between 3400 and 3900 kg depending on materials used in construction.  
(continued overleaf)





### 6 M (20') FRUIT CONTAINER

6058 mm x 2438 mm x 2591 mm  
(20' x 8' x 8'6")

Fruit containers play an important role in South Africa's exports of fresh fruit. They are specially designed to carry cargoes at temperatures down to +0.5°C.

Each container has two air openings in the front end wall, a bottom one for cold air delivery and a top one for exhaust. When in position in the vessel these openings are connected to the ship's refrigeration system by retractable couplings. These containers are fitted with air flow floors, giving an even distribution of cold air throughout the entire container.

They are designed with a durable interior so that they can be used for general cargo when not carrying fruit.

### Minimum Interior Dimensions

Length	5770 mm
Width	2300 mm
Height	2275 mm
Door width	2300 mm
Door height	2215 mm
<b>Capacity</b>	
Maximum gross	20320 kg
Maximum tare	2800 kg
Payload	17520 kg
Cubic capacity	30.2 m <sup>3</sup>

### 6 M (20') REEFER CONTAINER

6058 mm x 2438 mm x 2591 mm  
(20' x 8' x 8'6")

Reefer containers play an important role in South Africa exports of perishable products. They are designed to carry cargoes at temperatures down to -23°C.

Each container has two air openings in the front end wall, a bottom one for cold air delivery and a top one for exhaust. When in

position in the vessels these openings are connected to the ship's refrigeration system by retractable couplings. These containers are fitted with air flow floors, giving an even distribution of cold air throughout the entire container.

### Minimum Interior Dimensions

Length	5750 mm
Width	2260 mm
Height	2235 mm
Door width	2260 mm
Door height	2215 mm
<b>Capacity</b>	
Maximum gross	20320 kg
Maximum tare	2900 kg
Payload	17420 kg
Cubic capacity	29.0 m <sup>3</sup>

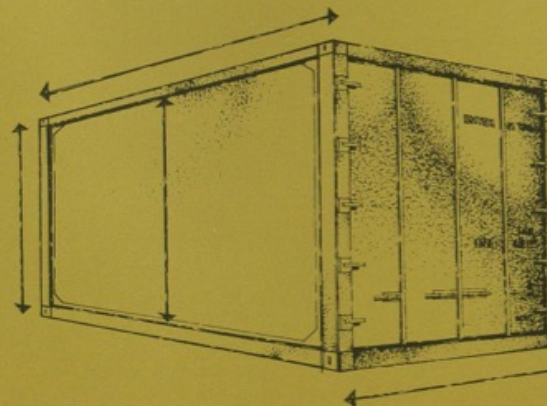
### 6 M (20') OPEN TOP CONTAINER WITH TILT COVER

6058 mm x 2438 mm x 2591 mm  
(20' x 8' x 8'6")

Designed for large, heavy, awkward and overheight cargoes for which the standard general cargo container is unsuitable. The tilt cover can be removed to allow such cargoes to be lowered through the top. Alternatively the header bar above the door can be swung to the side or removed, allowing cargoes to be loaded in through the door. Each container has a minimum of six lashing points in the floor, each having a working load of 2000 kg.

### Minimum Interior Dimension

Length	5900 mm
Width	2310 mm
Height	2300 mm
Door width	2310 mm
Door height	2210 mm
<b>Capacity</b>	
Maximum gross	20320 kg
Maximum tare	2600 kg
Payload	17720 kg
a) roof aperture width between rails	2175 mm
b) roof aperture width between gussets	1440 mm





# PACKING CONTAINERS

Anyone can put cargo into a container. However, to pack a container with cargo efficiently and safely, making the optimum use of the space available and ensuring a perfect outturn, requires planning and skill. Used properly a container service enables you to take full advantage of the short overall transit times and the safety with which your cargo moves. Amongst other benefits you will probably find that the cost of packing your goods will be considerably reduced compared with shipments on conventional vessels.



The following guidelines will help you plan the efficient packing of your container.

### 1 Centre of Gravity

Cargo should be evenly distributed throughout the container as far as is possible so that it does not tilt to one side or one end when lifted. The Centre of Gravity of the cargo should be as near as possible to the geometric centre of the container floor and it is advantageous to keep it as low as possible to maximise stability of the stow.

### 2 Banding

Steel or fabric bands may be used to secure goods together within the container.

### 3 Nailing

Nailing to the container floor should only be done in exceptional circumstances and only under supervision of ACT Services. If

nails are used remember floor thickness is approximately 1".

### 4 Cargo compatibility

Select cargoes that are to occupy the same container on the basis of compatibility. Damage can be caused by improper storage and inadequate securing and it is of paramount importance that due attention is given to the quality of packing materials. Special care must be taken with goods likely to suffer under conditions of condensation and those likely to give off moisture or raise the relative humidity; such differing commodities should not be stowed in the same container. Electrical goods should be protected with silica gel and bright metalwork with rust inhibitor.

### 5 Wet and Dry Cargo

The stowage of wet and dry cargo

in the same container should be avoided wherever possible. If both wet and dry cargo must be mixed in the same container, ensure that the dry cargo is placed on top of the wet, but remember that any leakage could affect the relative humidity. (continued overleaf)



**NO!**



**YES**



### 6 Distributing Loads

Closely spaced timber or hard-board between layers can be used to distribute loads over the lower tiers of the cargo and should assist the packaging to withstand strain and stresses imposed on the cargo during transit.

### 7 Doors

Do not forget that the container must be packed with sufficient care to ensure that when the container arrives at its destination and the doors are opened, the first tiers do not fall out as a result of becoming dislodged during transit.

### 8 Drums

Drums should be very thoroughly lashed or tommed within the container. Drums placed on their sides on top of drums on end should be supported on planks with chocks nailed to the planks.

### 9 Heavy Loads

Heavy loads must be distributed using wooden cradles and chocks. Large pieces of equipment must be positively located within the container. Lashings alone are not sufficient and should be supplemented by wooden shores. These should be at floor level against skids and cradles. In addition, extra shoring is required to be angled from the floor to the load. All shoring should be in a fore and aft or athwartships position.



### 10 Lashing

General cargo containers are provided with lashing points which should be used for securing loads by ropes or straps. Ensure that chafe to the lashing will not occur and, where possible, protect the lashing with parcelling.



### 11 Nets

Nets are useful for restraining fragile cargo and also to prevent the load falling out when the doors are opened.



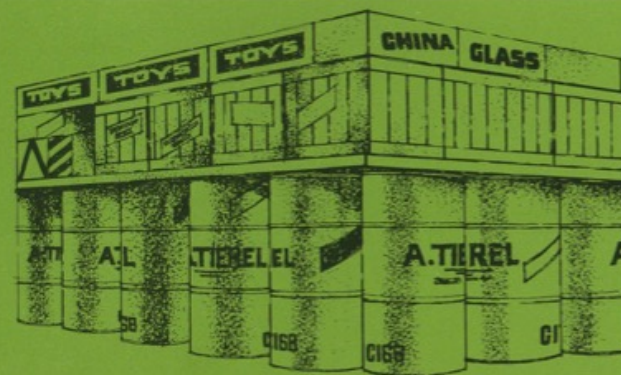
### 12 Pallets

If possible pallets should be selected for optimum space utilisation in the container. Loads must be effectively secured by strapping or glueing to the pallet so that movement does not take place.

*The Cargo Superintendents at ACTS Regional Offices will provide you with any advice you may require to enable you to pack your container quickly, efficiently and safely.*



**NO!**



**YES**



# TEMPERATURE CONTROLLED CONTAINERS

All the vessels in the SAECs Service have refrigeration facilities for carrying temperature controlled cargo.

There are two types of containers available for this purpose:

**Fully Insulated** for the carriage of cargoes at temperatures down to  $-23^{\circ}\text{C}$ .

**Semi Insulated** for the carriage of fruit and other cargoes at temperatures down to  $+0.5^{\circ}\text{C}$ .

Because of the additional insulation required, the internal dimensions of these containers are slightly less than those for carrying general cargo. The exact specifications are shown elsewhere in this brochure.

Cooling on the vessel is provided by blowing cold air through the containers, each of which has two ventilation apertures. These should be closed

when cooling is not taking place (for example during inland transport).

The procedure for booking temperature controlled cargo is the same as for general cargo except that you will be asked to nominate the temperature at which you wish the cargo to be maintained on the vessel. You will also be asked to complete a "Special Cargo booking Form".

The following tips are offered for



the loading of temperature controlled cargo into containers:

**Avoid** blocking the aluminium 'T' sections on the floors which allow a free flow of air.

**Avoid** blocking the ducting on the container sides for the same reason.

**Allow** for a temperature rise during loading. (Loading should be carried out as quickly as possible commensurate with a high standard of stowage and safety).



*Cargo Superintendents at the ACTS Regional Offices and the ACT Services Head Office Special Cargo Section will be pleased to advise you on any problems you may have relating to the shipment of temperature controlled cargo.*





# DANGEROUS AND OBNOXIOUS CARGO

It is our prime objective to ensure that all cargo is carried quickly and safely to its destination. We have an enviable record for both swift transit times and safety. We aim to keep it that way.

We therefore exercise great caution when shipping dangerous and obnoxious cargo and we ask shippers to co-operate with us in applying our strict safety procedures.

When booking dangerous or obnoxious goods you will be asked to provide additional information which will allow us to make all the special transport and stowage arrangements necessary for your particular cargo.

In particular we will ask you for:

- the correct technical name of the commodity
- the flash point if applicable
- description of packaging

—the IMCO class and UN number if available, and

—the completed relevant declaration on your shipping instructions.

Before your cargo can be accepted there may be a short delay as we have to ensure that the carriage of your cargo will not endanger the ship or other cargo being carried in the same vessel.

You will also be asked to complete a "Dangerous Goods Booking Form" which includes a declaration about the nature of the goods.

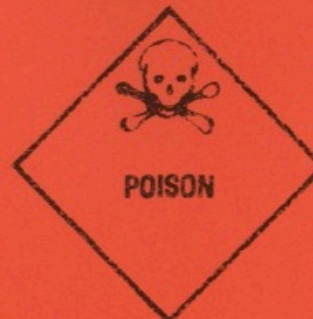
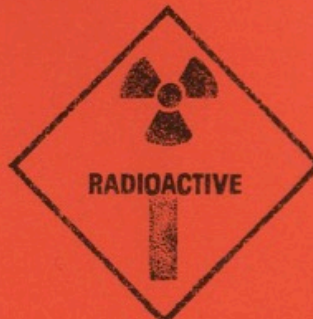
**If the shipment is an FCL** a "Dangerous Goods Packing Certificate" must be completed by the person responsible for packing the container.

**If the shipment is an LCL** the Containerbase which packs the

goods will prepare a "Dangerous Goods Packing Certificate".

The cargo Superintendents at ACTS Regions will advise you on any aspect of shipping dangerous or obnoxious cargo.

In addition the ACTS head office in Southampton has a special team of experts whose sole job it is to advise on all aspects of the shipment of dangerous and obnoxious cargo.





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