



## CONTAINER PACKING/VEHICLE LOADING CERTIFICATE (SEE BOX 'A' OVERLEAF)

THE SIGNATURE GIVEN OVERLEAF, IN BOX 'A', MUST BE THAT OF THE PERSON CONTROLLING THE CONTAINER PACKING/VEHICLE LOADING OPERATION.

It is certified that:

- 1 The container/vehicle was clean dry and apparently fit to receive goods
- 2 Packages which need to be segregated in accordance with applicable segregation requirements have not been packed together onto or into the container/vehicle (unless specially authorised by the Competent Authority in accordance with the I.M.D.G Code)
- 3 All packages have been externally inspected for damage, leakage or sifting and only sound packages have been packed/loaded
- 4 All packages have been properly loaded into the vehicle or container and adequately braced for voyages across the Solent
- 5 Drums have been stowed in an upright position unless otherwise authorised by the Competent Authority
- 6 The shipment offered for carriage is in a proper condition for carriage to minimise the hazard to the marine environment
- 7 The vehicle or freight container and the packages therein are properly marked, labelled, and placarded. Any irrelevant marks, labels, or placards have been removed
- 8 When dangerous goods are transported in bulk packagings, the cargo has been evenly distributed in the container/vehicle
- 9 Where the Dangerous Goods Note applies to a road tank vehicle, tank container or intermediate bulk container, closures and valves have been properly closed and the correct ullage space left
- 10 When solid carbon dioxide (dry ice) is used for cooling purposes, the vehicle or freight container is externally marked or labelled in a conspicuous place, e.g. at the door end with the words:  
**"DANGEROUS CO<sub>2</sub> - GAS (dry ice) INSIDE, VENTILATE THOROUGHLY BEFORE ENTERING"**
- 11 If the consignments include goods of Class 1, except division 1.4 the container or vehicle is structurally serviceable.
- 12 Where the Dangerous Goods Declaration is used as a Container/Vehicle Packing Certificate only, not a combined document, a Dangerous Goods Declaration signed by the shipper or Supplier has been issued/received to cover each dangerous goods consignment packed in the container/vehicle

## ADDITIONAL INFORMATION

The following information must also appear in association with the Proper Shipping Name, IMO Class/Division and UN Number:

- a) Packaging Group - for N.O.S and generic descriptions with more than one packaging group
- b) The words 'MARINE POLLUTANT' - for substances so designated in the I.M.D.G Code
- c) Any other hazards not specified in the Proper Shipping Name
- d) The minimum flashpoint (c.c) in °C (if +60°C or below)

## ADDITIONAL INFORMATION IS REQUIRED FOR:

- e) Substances and articles in Class 1
- f) For gasses, Class 2
- g) Certain substances in class 4.1
- h) Certain substances in Class 5.2 Also for new self reactive substances and organic peroxides, or new formulations of currently assigned self reactive substances and organic peroxides, a statement is required from the Competent Authority of the approved classification and conditions of carriage
- i) Infectious substances, Class 6.2
- j) Radioactive materials, Class 7. Transport Schedule number.
- k) Empty packagings/tanks containing residues
- l) Waste dangerous goods

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## FREIGHT CONDITIONS

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| <p>1 FREIGHT</p> <p>Vehicles including Trade Vehicles (and any goods loaded therein or thereon) whether accompanied, primarily concerned with the carriage of goods, are carried subject to the Conditions of Carriage of Goods by Sea by Wightlink Ltd, at Owner's Risk and to the additional conditions printed in the Declaration and Consignment Note</p>  | <p>(iii) The Athens Convention presumes that luggage has been delivered undamaged unless written notice is given to the carrier:</p> <p>(a) In the case of apparent damage, before or at the time of disembarkation or re-delivery or</p>   |
| <p>2 PASSENGERS, LUGGAGE AND ACCOMPANIED VEHICLES</p> <p>Any vehicle not referred to in (1) above and passengers (including drivers of freight vehicles), are carried subject to the Conditions of Carriage by Sea of Passengers, their luggage and accompanied vehicles by Wightlink Ltd</p> <p>Passengers' attention is drawn to the following:</p> <p>(i) The provisions of the Athens Convention may be applicable</p> <p>(ii) The Athens Convention in most cases limits the carrier's liability for death and personal injury or loss of, or damage to luggage (including vehicle) and makes special provision for valuables</p> | <p>(b) In the case of damage which is not apparent or of loss, within 15 days from the date of disembarkation or re-delivery, or from the time when such re-delivery should have taken place</p>  |
|  | <p>3 LIABILITY</p> <p>Wightlink Ltd accepts no liability for any inaccuracy in the information contained in this brochure, which may be altered at any time without notice, and also reserves the right to alter, amend, or cancel any of the arrangements shown in this brochure</p> |

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## DANGEROUS SUBSTANCES

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**The Dangerous Substances in Harbour Areas Regulations (1987) came into force on the 1st June, 1987, and as a consequence it is now a legal requirement for the haulier to advise in writing both the Harbour Authority and Wightlink, a minimum of 24 hours in advance, of all dangerous cargoes being presented for shipment.**