



## **NEW PORT REGULATIONS FOR SECOND-HAND VEHICLES**

# **NEW REGULATIONS IMPOSED BY AUTHORITY FOR ALL SHIPPING LINES**

**Applicable from 15/09/2019**

## **ANY VEHICLE THAT DOES NOT COMPLY WITH THE NEW REGULATIONS SET BY THE PORT WILL BE REFUSED ON QUAY**

- All unit will be checked at the Terminal
- Zero-tolerance on overweight.

For all vehicles, the Maximum Allowable Mass (MAM) must be strictly respected.  
Vehicles  $MAM \leq 3.5$  tonnes: Weighing or weight ticket required in case of anomalies.

Vehicles  $MAM > 3.5$  tonnes: Weight ticket is mandatory.

Weight ticket is maximum 4 hours old upon arrival at the terminal.

For transshipment cargo a stamped weight ticket is mandatory.

Information: Weighing company, date, time and location.

- The Terminal operator ensures that the vehicles with additional cargo are in possession of a correct packing list, placed folded up on the right lower corner of the front window of the vehicle.

### **IMPORTANT FOR LOADING / ADDITIONAL CARGO :**

Additional cargo shall comply with the Municipal Port Police Regulations and the Port Instructions. Apart from this, it was agreed that:

- Passenger cars ( $MAM \leq 3.5$  tonnes):

Cargo only allowed in trunk space.

In station wagons and mono volume cars, cargo only allowed in the cargo space, up to shoulder height of seats.

- Small and big vans (MAM  $\leq$  3.5 tonnes):

In open compartments, cargo allowed up to shoulder height of seats.

In closed compartments, cargo allowed in the cargo space, up to half of the height of the compartment.

- Vehicles (MAM  $>$  3.5 tonnes): The terminal must check the stacking and lashing to ensure seaworthiness.

- With open trunk: Visual control.

- With closed trunk: If loaded (based on weight ticket), it will be controlled. If the safety of own employees during control cannot be ensured, the terminal will block the truck and will seek for a specialized company that will do the control.

### **REASON FOR REJECTION ON QUAY :**

- NO LOAD SHEET / PACKING LIST
- LEAKS
- NON PERMISSIBLE ADDITIONAL CARGO
- CUT IN PIECES AND SUBSEQUENTLY WELDED TOGETHER
- REINFORCED BARS / STRAPS
- FIRE DAMAGE
- ADDITIONAL CARGO NOT FREELY ACCESSIBLE
- ADDITIONAL CARGO INTERFERES WITH DRIVING
- SOILED GOODS
- SAGGING CHASSIS PLATE
- TRUCKS +3.5 TONS NOT ACCOMPANIED BY WEIGH BILL
- EXCESS WEIGHT
- MISSING TRUNK / HOOD LID / DOORS
- BASIC UNITS +3.5 TONS ARE NOT SELF PROPELLED
- MISSING / DAMAGED TYRES
- LOOSE PARTS
- BOTH FRONT DOORS NOT IN WORKING ORDER / CANNOT BE OPENED MANUALLY
- DRIVER'S SEAT AND PASSENGER'S SEAT ARE NOT FULLY ACCESSIBLE
- DRIVER'S SEAT MISSING
- NON COMPLIANT CLEANING CERTIFICATE
- NO GAS FREE CERTIFICATE FOR REFRIGERATED VEHICLES CONTAINING CFCs
- SUBSTANTIAL DAMAGE TO THE BODYWORK

### **Goods prohibited as additional cargo inside vehicles :**

- IMDG goods, in any quantity whatsoever
- Used auto-parts in poor condition, dirty, no longer suitable to serve their original purpose. The components need to be clean and in a good condition. They must not be stacked loosely and there may not be any risk of leakage.
- Refrigerator and freezer units containing CFCs
- CFC-containing components such as compressor pots
- Used, non-functional electrical and/or electronic devices such as household apparatus, TV sets, computers, mobile telephones,....(not limitative)
- Oil residuals or waste products containing oil
- Discarded batteries
- Expired medicines

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