

DP WORLD CONSTANTA OOG TERMS AND CONDITIONS

Valid from January 1st, 2022

I. VESSEL AND YARD OPERATIONS

1.1 General overview

An Out of Gauge (OOG) unit is any full standard ISO container, flat rack or open top complying with ISO dimensional standards, with vertical lifting arrangements according to ISO requirement and consistent with the safety requirements of the Convention for Safe Container plates which can be handled by means of a spreader/specialized OOG frame and/or lifting gears.

Any deviation from the above will be considered by the terminal as handling of non-ISO container and will be treated by terminal Operations Department as special handling based on different terms, conditions and tariffs.

1.2 Parameters and conditions of handling acceptance for OOG containers:

- Container weight is the Gross Container weight – gross cargo mass plus empty container weight.
- Containers exceeding 2.00 meters in height (OH) require terminal acceptance.
- Containers exceeding 1.00 meters in width (OW) (left/right) require terminal acceptance.
- Containers exceeding length dimension (OL) requires terminal acceptance
- OL containers arriving by vessel require vessel stowage acceptance by the terminal prior vessel arrival
- FR containers side walls must be in vertical position (fig. 1), alternatively the up part of corners' casting must be available for vertical lifting.
- OOG containers bottom side handling is subject to terminal approval
- Cargo must be properly stowed/centered on the OOG container based on even weight distribution to avoid tilting during handling
- COG (center of gravity) properly marked on the cargo.
- Total weight (container + cargo + lashing materials) must not exceed 40,6 tones.



Fig. 1 Handling of FR – side walls in vertical positions



Fig. 2 Up part of corners casting available for lifting



Fig. 3 Bottom side handling

1.3 Remarks:

- The terminal preserves the right to apply OOG handling procedure to any damaged container.
- Requests to handle OOG container must be accompanied by relevant information clearly indicating dimensions.
- The terminal preserves the right to refuse to handle OOG containers should any of the information required, as outlined above, fail to be supplied.
- Lashing Certificate issued by an independent surveyor certifying that cargo lashing was performed in good order is required.



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- Weighing an OOG container is performed provided cargo specification and configuration allows using existing terminal weighing facility. For the avoidance of any doubt terminal weighing bridge allows for maximum 60 tone (container and vehicle)

1.4 Tariff rates:

The following tariffs and arrangements will be applied for handling OOG containers not capable of being handled by a spreader:

A. Vessel operations - OOG less than:

1.50 metres OH and/or

1.00 metres OW and/or

OL regardless of dimensions shall be invoiced as follows:

$$(\text{Tariff Rate} \times 1.50) \times 1.50 = \text{Tariff Rate} \times 2.25$$

B. Vessel operations: For OOG containers exceeding any of the limits set above (1.4 A), the following shall apply:

25 EUR/ton x container weight (gross cargo mass plus empty container weight), minimum EUR 300.00

C. Yard operations:

$$\text{Tariff rate} \times 2.25$$

Tariff rate applies for any yard operation (rail, truck, additional lifts in the yard).

II. DP World Constanta CRANES LIMITS AND TERMINAL ACCES LIMITS

Following cranes details and specifications apply at DP World Constanta Terminal:

Mobile Harbour Crane:

- Under Spreader:
 - 40.6 tonnes – single lift

Quay Cranes:

- Under Spreader:
 - 40.6 tonnes – single lift

RMG, RTG:

- 40.6 tonnes under spreader only

Reach Stacker:

- 45 tonnes under spreader only

Gate access in terminal:



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7.50m clearance - gate located in CFS area