



# PACKING GUIDE FOR GENERAL CARGO SHIPMENTS

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# INTRODUCTION

DP World Paramaribo is part of DP World group who exists to make the world's trade flow better, changing what's possible for the customers and communities we serve globally.

With a dedicated, diverse, and professional team of more than 103,000 employees spanning 75 countries on six continents, DP World is pushing trade further and faster towards a seamless supply chain that's fit for the future.

We're rapidly transforming and integrating our businesses -- Ports and Terminals, Marine Services, Logistics and Technology – and uniting our global infrastructure with local expertise to create stronger, more efficient end-to-end supply chain solutions that can change the way the world trades.

What's more, we're reshaping the future by investing in innovation. From intelligent delivery systems to automated warehouse stacking, we're at the cutting edge of disruptive technology, pushing the sector towards better ways to trade, minimizing disruptions from the factory floor to the customer's door.

DP World Paramaribo is a multi-Purpose terminal and aims to deliver operation excellence through efficient, secure and safe cargo handling. Therefore, it is essential that the shipper of the cargo ensures that the packing material is appropriate to ensure that the cargo is sufficiently protected during shipment overseas and handling within our premises.

Packing of cargo remains a responsibility of the customer to ensure adequate packing is used to safeguard the cargo during transportation and handling process. Failure to apply proper damages can result in cargo damages. DP World Paramaribo will not be held Liable for damaged caused due to defected protection of packing of the cargo in alignment with 4.2.6 and 4.2.7 of our General Terms and condition.

This document serves as a guide for our customers to support that cargo damage during cargo handling and movement during the logistics, transportation and handling process is minimized.

# 1. ASSESSING PACKING NEEDS

Quality packing is key when it comes to prevention of damage. As assessing your packing needs is an essential step to determine what's best for the type of goods you wish to transport. Your large or palletized pieces need to be suitable for express transportation where goods are handled through a uniform network of trucks, carriers, planes and automated and non-automated handling facilities. Listed below are the key handling requirements that you should consider when packing your items, in order to avoid damages during operation

## 1.1 Considerations that will help you determine your packing requirements.

<b>Weight</b>	Consider the strength and durability of the packing material and the container or pallet to be used.
<b>Height</b>	Pallet height again is not standard, but many companies have a max height you must adhere to.
<b>Size and Shape</b>	Items should not touch the outer wall of the packing material odd shaped or rounded packing may need extra attention
<b>Form of content</b>	Special packing materials and packing techniques are required for liquid shipments and powders
<b>Value of contents</b>	Extra cushioning and protection may be required for high value goods
<b>Fragility</b>	Extra cushioning and protection are required for fragile items. Apply special handling label
<b>Final Use</b>	Confirmation from customer if cargo is going to be retail ready and if it can be marked
<b>Regulations</b>	Some regulated items may require specialist packing

## 2. USING PALLETS

The following section will outline the DP World Paramaribo recommended standards for palletized shipments such as what pallet to use, how to stack your pallet, and how to protect and secure your goods. Strict weight and dimensional restrictions apply to pieces carried through the DP World Paramaribo facilities to ensure that all goods are handled safely and securely through our facilities. In order to minimize the risk of loss or damage during transport of goods between the supplier's facilities and consignees' warehouse, DP World Paramaribo recommends the use of standard-sized pallets to avoid incurring oversized piece surcharges. If in doubt about whether your pallet is considered standard-sized, please note that all standard pallet types have length and width measurements of less than 120cm.

### 2.1 DP World Paramaribo guidelines for stacking cargo on pallets

- Use standard sized pallets for shipments with a L x W below 1.2mts
- Do not stack the cargo higher than **1.5 mts** as it can collapse easily.
- Ensure that your pieces can be safely stacked
- Odd-shaped and non-stackable items will be charged with an additional fee
- All pallets should have sufficient support ( e.g.corner support etc) to ensure the stability of the pallets
- Ensure that the pallets are durable enough to carry loads of any kind. Also, check the pallets for any damage before stacking the goods
- As per the OSHA regulations, do not stack products with sharp corners or edges in pallets in a manner such that they face main aisles and injure any person coming near them
- Avoid keeping stacked pallets in high traffic areas
- Do not stack products only on one side of the pallet. The load must be evenly distributed.
- Always take care to stack the heaviest load at the bottom of the pallet
- Use strapping or banding to secure shipment to the pallet and stretch wrap (use a minimum of 60 gauge, five revolutions recommended) to prevent pieces from getting lost or separated from the load
- The illustration below shows the maximum dimensions, with max weight allowed for each **standard size pallet** .





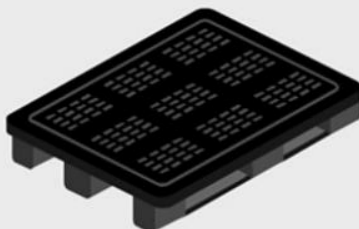
## 2.2 Selecting the right pallet

To make the right decision when choosing pallets, it is important to understand the implications. Wooden pallets at their very core can be divided into two main groups based on their construction material. This will either be hard or softwood. Typically, hardwood is more expensive yet stronger, but softwoods are usually readily available. Below you will find an overview of the common pallet types and the aspects to consider for cargo shipment.



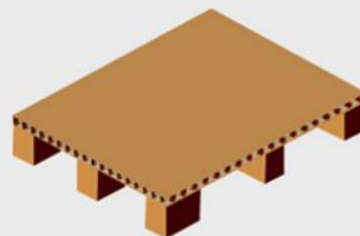
### Wooden

- Strong and suitable for heavy items
- Reusable
- Widely available & less expensive than plastic
- If shipping internationally, be sure the wood meets international treatment standards for the markets where it will be used
- Ensure the pallet has bottom bracing to increase stability |



### Plastic

- High loading capacity and anti-slip surface
- Low weight
- Resistant against humidity and corrosion
- More expensive compared to wooden pallets



### Cardboard

- Light weight
- 100% recyclable
- Single use only
- Not suitable for heavy items and in humid environments
- Low cost

## 2.3 Stacking of the pallets

Stacking pallets properly will not only save space in your shop but also helps eliminate hazards for tripping and collision. It also helps to categorize the goods, which in turn eases the material storage and transportation activities. If pallets are stacked carelessly or too high, it can result in collapsing causing material damage, injuries, or death to those in their direct surroundings. The following are the measures majorly suggested by OSHA when it comes to stacking pallets.

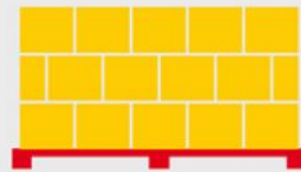
### Column Stack

- Column stacking boxes to a pallet is the best way to maintain the strength during transport and protect goods against compression.
- Stack boxes in columns, corner-to-corner and edge-to-edge, for the greatest stacking strength. The pallet can then be stabilized and secured with banding or stretch-wrap.



### Interlocking Stack

- If the goods inside a box are rigid, interlocking stacks will result in increased pallet stability.
- If the goods inside a box are not rigid, interlocking stacks can reduce compression strength by as much as 50%, leaving goods susceptible to damage.
- Stack boxes corner-to-corner and edge-to-edge, for better stacking strength.



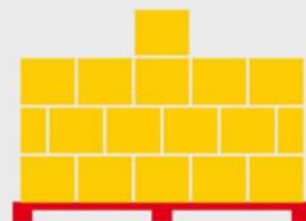
### Overhang Stack

- Boxes must not overhang the pallet edge as it unduly exposes the goods to damage during normal handling. Using an overhang pallet stacking method can also reduce individual box strength by more than 30%.



### Pyramid Stack

- Pyramid-shaped pallet loads do not provide a level top surface and expose goods to damage, risk of delay & additional surcharges.
- To create a level top surface with an odd number of boxes, consider how the boxes are stacked, using empty boxes to create a level top layer, or shipping the excess boxes as loose pieces.



## 2.4 Protecting your palletized goods

To prevent damage to your goods during transit you may use a variety of measures as outlined below. These methods are not exhaustive and other forms of protection may be employed, for example, foam cushioning and wooden crating.



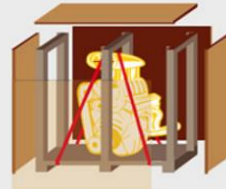
### Edge Protectors

Vertical edge protectors not only reduce damage to box edges during transport but also help to stabilize the load. Horizontal as well as vertical edge protection is advised.



### Paperboards

Paperboards positioned on the top, base and sides provide a protective barrier. They help to spread the weight of shipments placed on top of and against the base slats of the pallet.



### Bracing

When shipping outsize pieces such as cable reels or engines, ensure that the items are braced against the pallet with wood or metal. The bracing should prevent sideways movement that may occur during transportation.

## 2.5 Securing palletized cargo

Banding and shrink-wrap are the two primary methods of securing goods to a pallet and must be employed for outsize or palletized shipments. The types of banding to be used can include steel, nylon, polyester (PET) and polypropylene. Metal is more suited to heavier solid items whereas nylon and PET are recommended for boxes and lighter items. If using plastic strapping, ensure that it is highly durable and will create an unbreakable seal.



### Shrink Film / Shrink-wrap

- To apply shrink-wrap, secure the leading edge of 70 gauge stretch or shrink-wrap to the pallet or forkable base.
- Apply the shrink-wrap by tightly rotating the film horizontally around the goods.
- Continue applying the film upwards whilst ensuring a 50% overlap on the previous layer of film.
- At the top, diagonally crisscross the film from each corner until the top is fully covered.
- Finally, angle the film downwards and apply a tight overlap around the base of the pallet.



### Banding / Strapping

- When applied correctly, strapping is an ideal way to secure your shipment.
- If manually applying the strapping, loop the first piece underneath the pallet void and over the top of the goods to secure it vertically.
- Repeat the strapping in all directions so that at least four straps tightly secure the load.
- Use horizontal edge protectors to avoid bands cutting into edges of the top boxes.
- Use shrink-wrap to further protect the shipment from environmental damage during transportation.



## 2.6 Label placement palletized cargo

Precise placement of labels on pallet cargo depends on the shape and weight of the products on the shipping units and whether the products or on finished pallet are wrapped. The below pictograph illustrates the proposed heights on the label on the pallets.

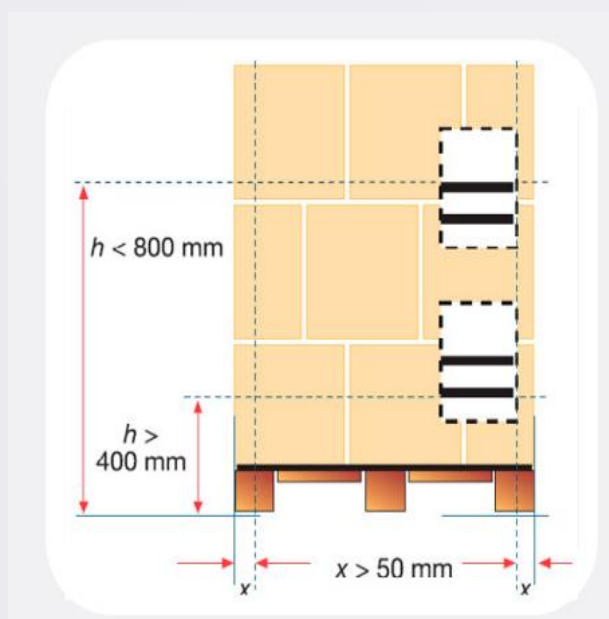
### Location of the label on the pallets



## 2.7 Marking palletized cargo

### Pallets less than 40 cm high:

As high as possible, without negatively affecting the height of the symbol, and more than 50 mm from the vertical edge, including the empty margins.



### Pallets less more than 40 cm high:

At a height of between 400 and 800 mm from the base of the pallet, and more than 50 mm from the vertical edge.

Markings **MUST** be placed at all sights of the pallets.

All cargo **MUST** be provided with the below information to ensure proper handling and correct delivery:

- Handling Marks
- Consignee name
- Cargo Number and Size Markings
- Weight Marks

## 3. COMMODITY SPECIFIC GUIDANCE

The following section provides commodity specific guidance for frequently shipped large and heavy items. This guidance will help ensure your item is safe, secure, and ready for Express transportation. If your goods are not packed correctly, DPWP/IPS will not pick up or process your shipment as it will pose a risk to other shipments, equipment, and personnel. If your goods are not packed optimally.

### 3.1 Handling labels

Although DP World Paramaribo cannot guarantee maintaining the stable orientation of shipments during transport, our team actively looks for visible handling label instructions on the cargo. Proper use of handling instruction labels can help ensure the appropriate transport, handling, and storage of your shipment during transit. Handling Labels are preprinted labels that identify proper handling directions and in some cases destination information. These labels may indicate contents of package such as Flammability or Fragile or they may indicate directions for handling.

Here are examples of commonly used labels:

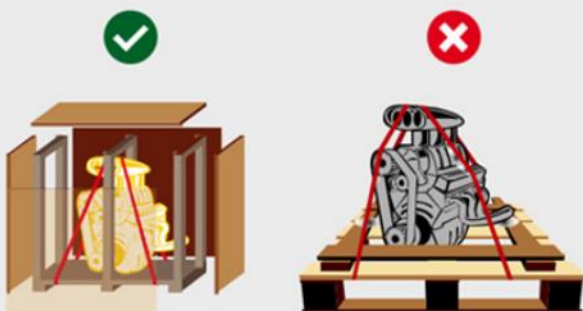


Displaying the cargo labels clearly is important in ensuring that your shipment moves swiftly through DP World Paramaribo's facilities. Below are a few key points to note:

- Fix the cargo label securely on the top surface of the shipment unit. This will help us keep your shipment in an upright position as much as possible during transit!
- Ensure the label is wholly visible on one surface and that the label does not cover any seams.
- Do not let other labels, tapes or paperwork cover the cargo label.
- We never recommend using an old box but if you do, ensure all outdated cargo labels are removed prior to use.
- Placing a spare label inside the package will help us identify your cargo if the original label becomes detached or damaged.
- If you need to apply other labels on your shipment, please avoid placing them on the same surface as the cargo label.
- Use a plastic self-adhesive clear window pouch to hold any loose documents that are required to be placed outside of the box.

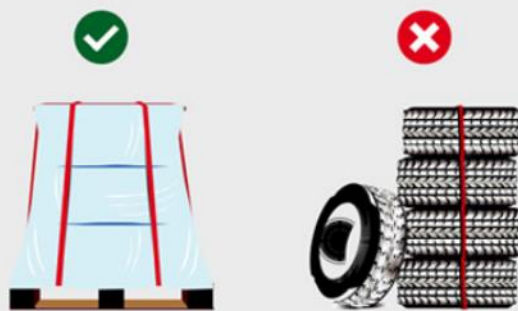
## 3.2 Securing Cargo

All cargo should be stowed and secured in a manner that will avoid unnecessary risks for injuries and damage. The following section will outline the DP World Paramaribo recommended cargo securing techniques for the various breakbulk cargo types.



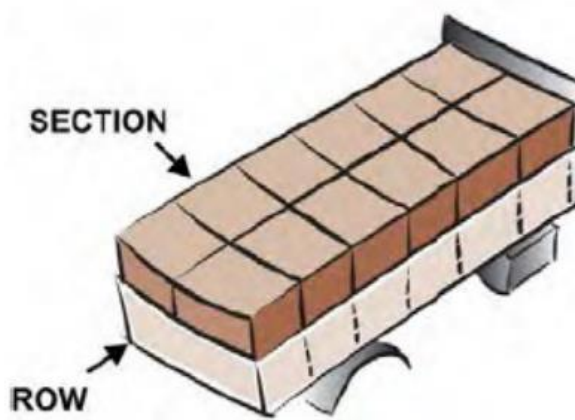
### Engines & Other Vehicle Parts

- Engines and other vehicle parts must be shipped in a crate or securely braced to a pallet and squarely covered with reinforced cardboard and edge protectors.
- All liquids/fuels must be drained from the engine or part prior to transportation.
- Parts must not overhang from the pallet itself, as this risks damage during handling. If parts do not squarely fit onto a pallet, they should be placed inside a crate or on an appropriately sized fork-movable base.



### Car & Other Vehicle Tires

- Car and other vehicle tires must be shrink-wrapped to a standard pallet and then secured using metal or unbreakable plastic banding.
- Cardboard, wooden or plastic protector boards must be placed on top of the tire wall to prevent damage to the tires and other shipments.
- If using customized car tire boxes, they should be suitable for the weight of the tire and have flat, non-rounded edges.





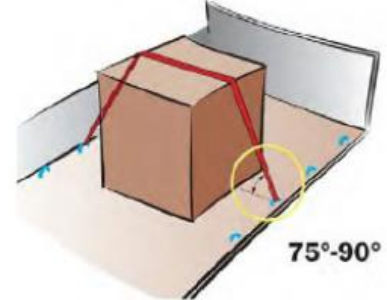
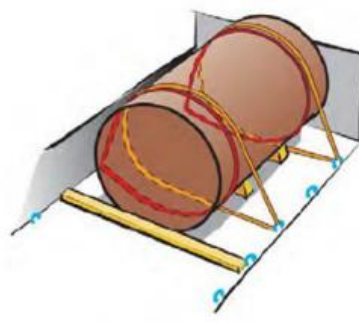
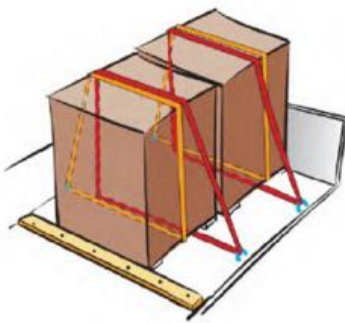
### Industrial Equipment

- Industrial equipment must be shipped in a crate or securely braced to a pallet and squarely covered with reinforced cardboard & edge protectors.
- All liquids/fuels must be completely drained from the equipment prior to transportation.
- Large top-heavy items should be loaded on a wide base to help prevent instability during transportation.
- Surcharges apply for shipments that cannot be safely stacked upon.



### Cable Reels & Spools

- Cable reels are not suitable for loose transportation and must be packed on a pallet.
- To avoid potential surcharges, load the cable reel sideways on an appropriately sized pallet so that items can be safely stacked on top.
- Heavy reels need to be braced to the pallet with wooden blocking (above 50kg).
- The reel and blocking must then be firmly secured to the pallet with 2 horizontal and 2 vertically placed metal or unbreakable plastic strapping.
- If cables wound to the reel are highly sensitive, we recommend crating the reel or covering the reel with a corrugated shell.







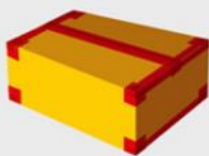
#### Panel Glass / Windscreens

- Panel glass and vehicle panels must always be packaged inside a box or wooden crate to ensure protection from torsional forces, other boxes, and material-handling equipment used during normal handling.
- Surround the panel or glass edge with Styrofoam piping and fully cover with bubble wrap.
- Specially molded Styrofoam inserts suitable for the size of the outer box should be placed around all edges of the glass or panel.
- The panel and molded inserts must then be placed inside a two-wall corrugated outer box.
- The Styrofoam inserts should prevent any movement of the panel or glass within the box and maintain a minimum separation distance of 6cm from the outer box wall.
- Affix 'GLASS' special handling labels on all sides of the box.



#### Oil Drums

- Oil drums must be shipped on a plastic or hardwood pallet with plank gaps of less than 2cm.
- Fiberboards must be placed on top of and between the oil drum(s) and pallet base to prevent movement and damage during transport.
- Secure drum to pallet using a minimum of two metal or unbreakable plastic straps. Use corner cleats/strap protectors between the drum and straps to prevent cosmetic strap damage during transit.
- When shipping multiple drums, band the drums together before securing to the pallet base.



#### Box It

Caution should be taken for structurally weak, long, and narrow cardboard packaging (>120cm). Reinforce the packaging or opt for crating.



#### Crate It

Heavier, larger items such as engines or industrial equipment should be crated.

Fully enclose your goods with quality hardwood and brace your crate diagonally to increase its strength. Ensure the wood is heat-or chemically treated prior to use.



#### Palletize It

For bulk shipping or heavily boxed pieces, place the items on a pallet and secure using the methods outlined in this guide.

Ensure a level and even surface on top of the pallet, and do not allow boxes to overhang the pallet's edge.





#### **STACKABLE**

Ensure your piece is packaged to enable it to be stacked or have items stacked upon it.



#### **FORKABLE**

Larger pieces will be handled by a forklift; the pieces must be loaded to a pallet or a fork-movable base to ensure safe and damage-free handling.



#### **TILTING**

Ensure your item is secure and stable both on a pallet and within the packaging. Goods will tilt during flight.



#### **SHOCK & VIBRATION**

Vibrations and minor shocks can occur while under mechanical handling. Ensure your items are sufficiently packaged.

### **3.2.1 Securing Cargo Wood products**

It is crucial to firmly strap and safeguard bundles of wood goods, such as lumber, plywood, and veneer, from potential harm from harsh handling, moisture, or exposure to the environment. The correct stabilization of the wood is one important factor in assuring the safety of wood cargo during travel. Effective blocking and bracing procedures minimize the chance of damage by preventing the wood from sliding or shifting. These precautions include using strong straps to provide a secure fit inside the box. Bundles of wood that have been properly stabilized may withstand the difficulties of transportation and storage without losing their strength or quality when they arrive.

For the delivery of lumber or sawn wood on pallets at DP World Paramaribo, we recommend that the below cargo packing requirements are taken into consideration:

- Cargo must be delivered by truck (1 truck, 1 container);
- Cargo must be sorted beforehand by the customer outside the port and if necessary, cut to size.
- Cargo must be sufficiently strapped.
- With sawn wood, the legs must be strapped separately to the package.
- The straps must be of good quality.
- The cargo must be provided with 1 or more clear, sturdy/durable labels with all relevant information (package number, weight, dimensions, etc.);
- If paint is used, the information must be clearly readable.



When your wood products arrive at the terminal, you will receive a Cargo Interchange Report (CIR). By signing this report, you confirm that the cargo was loaded, delivered, or handled according to your standards and instructions. This helps ensure everything meets your expectations.

### 3.2.2 Securing Steel products

These guidelines focus on steel products and aim to ensure consistency, simplicity, quality, and cost-effectiveness in their shipping. They set the basic standards for how steel products should be packaged. Once the products are delivered, buyers need to consider how to dispose of the packaging materials. Therefore, the simplest and most effective packaging is preferred. Keep in mind that the materials and methods described may change over time due to advancements in technology and evolving environmental regulations.

#### Marking

It's standard practice to stamp or paint the heat number on each loose piece of steel and to attach a tag with the heat number to each secured bundle of smaller billets. Each steel product should be marked with the following information:

1. Producer's name, brand, or trademark
2. Size
3. ASTM designation (the year is not needed)
4. Heat number
5. Weight (not required for coils)
6. Customer's name
7. Customer's order number.

This helps ensure clear identification and traceability for all steel products.

#### Color Marking

There isn't a standard color code for identifying steel grades. When needed, a color mark can be used to indicate the grade. For loose pieces, just a small dash of color on one end is enough. For secured bundles of smaller sizes, the grade can be shown on a tag attached to the bundle or with a dash of color on one end

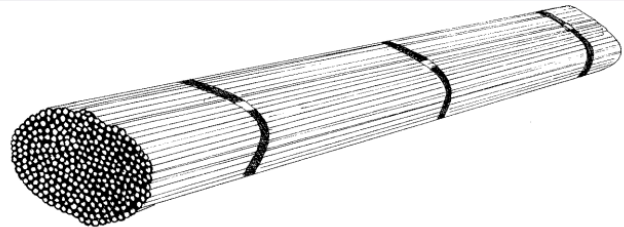


FIG. 42 Secured Lift of Wire, Bare

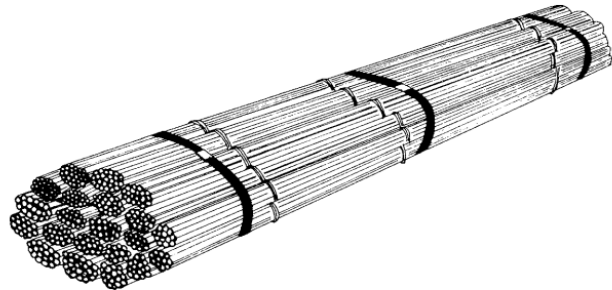


FIG. 43 Secured Lift of Hand Bundles of Wire, Bare

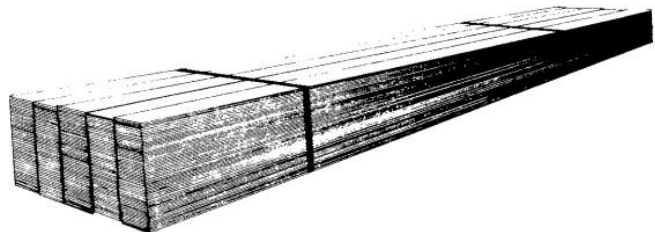


FIG. 4 Suitable Lift of Stack-Piled Straightened Flats

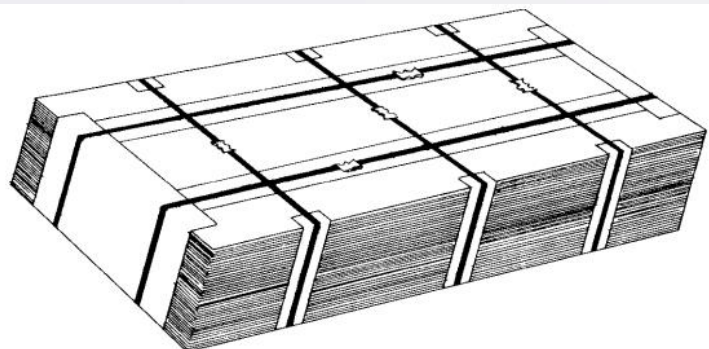


FIG. 89 Bare Package of Stainless Steel Strip on Crosswise Skids

### Packaging

Steel products are typically shipped loose. If requested, bundles of billets that are 9 inches (or 58 cm) or smaller can be secured into packages weighing 5 tons (or 4.5 Mg) or more. These packages are tied with soft wire or tensioned flat bands, and the number of ties used will depend on the shipper's experience.

### Loading

Semifinished steel products are typically shipped loose, with different sizes and weights kept separate. If you prefer them to be packaged together, please note that this will require extra labor and materials.

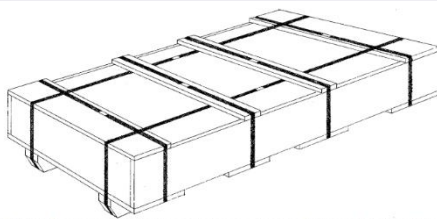


FIG. 74 Steel Sheets in a Fully Enclosed Package on a Skeleton Platform, Using Wood Materials

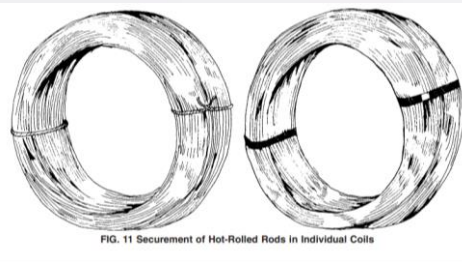


FIG. 11 Securement of Hot-Rolled Rods in Individual Coils

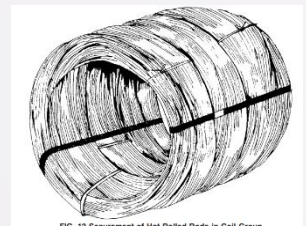


FIG. 12 Securement of Hot-Rolled Rods in Coil Group

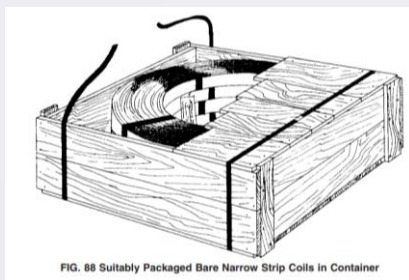


FIG. 88 Suitably Packaged Bare Narrow Strip Coils in Container

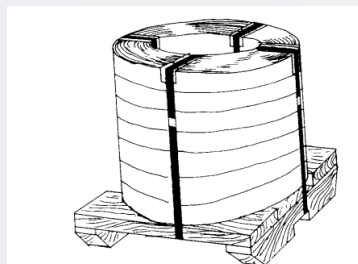


FIG. 85 Coil Group Package

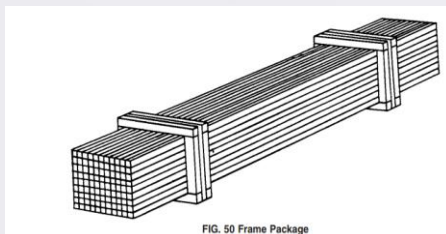


FIG. 50 Frame Package

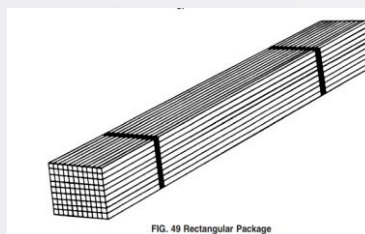


FIG. 49 Rectangular Package



### 3.2.3 Secured Lifts

Bars are typically packaged into secure bundles, with the recommended weight for hot-rolled bars being 10,000 lbs (4.5 Mg). If a lift weighs less than 10,000 lbs, it may require extra materials and handling. We recommend that you specify the maximum weight you prefer for the bundles, as heavier units handle transportation better and can be more cost-effective for both you and the producer.

For secure packaging, we use ties made of soft wire or tensioned flat bands, with ties recommended every two meters. This level of securement is sufficient for normal handling and transit. However, we advise against handling the bundles by the ties or using magnets, as it can be unsafe. If you have any questions or preferences, feel free to let us know!

### 3.2.4 Packaging Materials Tips

For materials not covered by specific guidelines, we ensure they meet a quality suitable for their intended use. The specifications provided are the minimum requirements for packaging steel products. Once your products are delivered, you'll need to consider how to dispose of the packaging materials. That's why we recommend simple and effective packaging solutions.

Please note that the packaging materials may change over time due to advancements in technology and new environmental regulations. If you have any questions or need further clarification, feel free to ask!

- **Lumber:** Choosing the right lumber for packaging steel products is crucial. Consider factors like how it will be used, its strength, hardness, moisture content, and how well it holds nails.
- **Protective Wrapping Material:** These materials help keep moisture out, reduce oil loss, and protect from dirt.
- **Paper:** The weight of paper is measured by the weight of 500 sheets sized 24 by 36 inches. For example, 50-lb kraft paper means 50 pounds per 500 sheets of this size. Various tests can check the paper's physical properties.
- **Oil-Resistant Paper:** This paper is specially treated to resist oil absorption, keeping your products clean.
- **Waterproof Paper:** Laminated, coated, or impregnated with a moisture barrier, this paper keeps water out.
- **Protective Coatings:** When selecting materials to prevent corrosion during shipping and storage, think about how easy they are to apply, the coverage you need, and the conditions they'll face. Invoice weights for steel products are based on the number of pieces or linear feet shipped.
- **Packaging Lists or Tally:** These lists are provided as needed and are as accurate as possible, pending confirmation by the official shipping notice or invoice.
- **Loss or Damage:** If you notice any loss or damage upon delivery, make a note on the freight bill and have the carrier's representative inspect the goods before unloading.



## 4. CONSEQUENCES OF INSUFFICIENT SECURING

Cargo which is insufficiently packed and secured in a transport unit may move inside the unit when it is exposed to acceleration, e.g. by hard braking of a vehicle on the road or by heavy ship motions at sea. Moving cargo resulting from improper securing may cause accidents, damage to the cargo, to other cargo or to the cargo transport unit. Heavy cargo items may develop inertia forces under such traffic accelerations, which may let them break through the unit's boundaries, menacing persons, environment, or property of third parties.



Figure 4.1 Lack of proper securing during movement



Figure 4.2 Cargo damage due to vehicle accident

Cargo breaking out of a unit is of danger on board RO/RO vessels, where shifting cargo and containers may affect safe operations on the vehicle deck or the stability of the ship (Figure 4.3 and Figure 4.4).

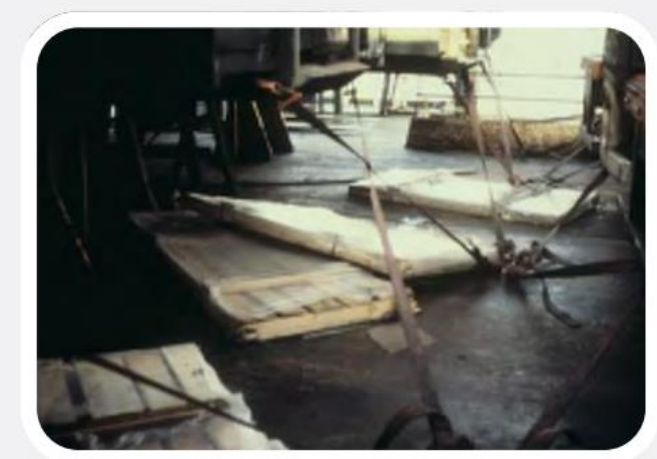


Figure 4.3



Figure 4.4

Damage to the cargo is always an economic loss. Additionally, in case of dangerous goods, any damage to a receptacle may impair its containment capability and cause spillage of the contents (see Figure 4.6), thus endangering persons and affecting the safety of the transport vehicle or ship.





Figure 4.6



Figure 4.7

Spilled cargo may also endanger the environment. Cargo from road or rail transport may cause contamination of the soil and/or water, and marine pollution when released at sea.



Figure 4.8



Figure 4.9

## 4.2 Consequences of insufficient control of humidity

Some units present a closed box with a specific microclimate. During **long**-distance transport, the humidity contained in the goods and in the packing, material including timber used for blocking and protection may condensate on the inner boundaries of the unit or on the cargo or even within the cargo. If sensible goods are packed carelessly into such a closed unit, mainly box containers for sea transport, metal parts, if not properly protected, may corrode, clean surfaces may be stained, and organic materials may suffer from mould or rot or other degradation. To protect cargo against water from condensed humidity, it is recommended that shippers and/or suppliers use some form of dunnage material. Dunnage materials should be used as appropriate, by:

- Timber planks against water collecting at the bottom of the Cargo Transport Unit (CTU).
- Gunny cloth, paperboard or natural fiber mats against water dropping from the ceiling; and
- Timber planks or plywood against sweat water running down the sides of the CTU.



Figure 4.10



Figure 4.11

Hygroscopic cargoes have variable water content. In ambient air of high relative humidity, they absorb water vapors, while in ambient air of low relative humidity, they release water vapors.

If packed into a unit in a climate of high relative humidity they would bring a considerable amount of water into the container, providing for an internal high relative humidity.

This water may be released from the goods during temperature changes and may condensate with the above-mentioned consequences. If this threat has not been averted by pre-drying the cargo to a so-called “container-dry” state, the high-water content may result in mold, rot and biochemical changes. For some products, these phenomena are also associated with self-heating, which may go as far as spontaneous combustion, for example with oil seeds, oil seed expellers and fish meal.

## 4.3 Consequences of the use of unsuitable shipment units

Climatically sensitive cargoes may require ventilated containers with controlled atmosphere (reefer or heated container). Heavy packages or packages with small footprints may require shipment units capable of carrying concentrated loads. Dry bulk powders and granules may require packing units with stronger end walls to avoid structural failure, overloading, serious damage or cargo losses.

Shipment units showing structural deficiencies may fail under normal transport conditions, e.g. the bottom of a damaged container may collapse when the container is lifted, the front wall of a damaged road vehicle may give way upon hard braking or goods in a unit with leaking roof may suffer from entering water. This makes a thorough pre-check of each unit indispensable before packing may commence.



Figure 4.12



Figure 4.13

## 4.4 Consequences of overloading/over stacking

Overloading or over stacking by excess mass presents a serious threat to the safety of work of the various persons along the chain of transport, who oversee handling, lifting, or transporting the cargo. This applies to all modes of transport on road, rail and sea.

There are many hazards associated with an overloaded or over stacked cargo: When loading or unloading cargo on or off a ship, vehicle or railcar and handling by mobile lifting equipment in a terminal area may result in a failure of the lifting equipment. While attempting to lift an overloaded or over stacked shipment unit from a ship, vehicle or railcar, the lifting equipment may have inadequate lifting capacity, and the lift fails (see Figure 4.14). An unacceptable delay will occur while a replacement device with greater capacity is sourced or to re-wrap the collapsed pallet.



Figure 4.14



## 5. FEES

In case additional or special services during loading, unloading, handling within the terminal which are not covered by our regular tariff scheme, are required additional fees may apply.

Release of cargo requires specific time windows based on opening, closing hours and availability of customs. It is customary that customers through the agents will book a specific time window to take release of the cargo. In case the customer is delayed or does not show up additional fees may apply as well

DP World Paramaribo applies two types of fees mainly, Penalty fees and Special Service request fees. These fees are defined on a case-to-case basis as depicted in the below section.

### 5.1 Penalty Fees

#### 5.1.1. Cancellation/ No-Show fee

It is essential that we make best use of resources across the supply chain, and it has unfortunately become necessary to apply penalty fees in amendments, cancellations or “no shows”. An amendment is considered when there is a change to transport plan such as destination, vessel, and voyage, after the booking confirmation has been received.

If the client cancels a stripping or stuffing appointment for part of or all the Goods under the booking confirmation after this has been issued, then a cancellation notice must be provided by no less 24 hours (before 14pm, one day prior to appointment scheduling). The client or agent will be charged a fee per container cancelled if the notification is not sent within the indicated timeframe.

No Shows can be considered as bookings made where no vehicle arrives at the terminal. This causes a waste of time and resources in operational preparation and effectively blocks capacity for other clients.

If the agent or client representative fails to notify the operator of cancellation of part or all Goods, within 24 hours (before 14 pm, one day before the appointment), then the client shall be charged with a no-show fee.

#### 5.1.2. Re-palletizing & Repacking fee

If the cargo packing is not in compliance with the cargo packing guide and if repacking is needed or requested by the client, a fee will be applied for re-palletizing or repacking of the cargo.

#### 5.1.3. Re-handled cargo fee

In both cases, cancellation or no-show after timeframe informed, a fee will be applied to rehandle the container to the container's storage.

### 5.2 Special Request fees

In case the client requests special services for cargo handling not covered under the contract or not specified under the general terms and conditions, a fee will be applied. Unless specified otherwise in writing, such as additional terms and conditions, the operator will apply the normal tariff in respect of the services and these Conditions shall continue to apply to the extent, they are applicable.

## 6. LIABILITY

The terminal operator and customer liabilities are defined in the general terms and conditions in chapter 8. Based on clause **8.1 Operator's** liability for any loss or damage to the Cargo, Equipment and/or Vessel shall be determined and limited in accordance with the provisions of clauses 3, 8 and 9.4

Based on clause **8.3** in our general terms and conditions, the terminal operator shall not be held liable for any loss, damage, delay, non-performance, error or omission whatsoever (including for any loss or damage to Cargo, Equipment and/or Vessel) arising directly or indirectly from the following categories of event: -

- 8.3.1 acts of God including storm, tempest, flood, lightning strike or extreme adverse weather conditions;
- 8.3.2 nuclear explosion, radioactive, biological or chemical contamination.
- 8.3.3 landslides, earthquakes and tsunamis;
- 8.3.4 epidemic, pandemic, plague or quarantine;
- 8.3.5 blockade or closure of the port;
- 8.3.6 the nature of the Cargo and/or Equipment and/or Vessel exposing them to total or partial loss or damage due to breakage, rust, decay, desiccation, leakage, wastage, inherent or latent defect or vice or natural deterioration;
- 8.3.7 insufficiency or inadequacy of marks or numbers on the Cargo and/or Equipment and/or Vessel or the packaging of the Cargo or Equipment;
- 8.3.8 shortage of berth space, labor, plant deficiency, fuel or power or insufficient depth of water at any berth or the approaches thereto, other than those caused by or directly attributable to the Operator;
- 8.3.9 strikes, lock-out or other industrial action affecting the Terminal and/or the Terminal Services, other than those caused by or directly attributable to the Operator; 8.3.10 lack of or defective condition of packaging;
- 8.3.11 war (whether declared or not), civil war, rebellion, invasion, embargo, military coup, revolution or armed conflict on a national scale;
- 8.3.12 sabotage, criminal damage, terrorism, piracy but only when any of the Services are directly affected;
- 8.3.13 riot, civil commotion, insurrection on a massive or national scale; 8.3.14 compliance with any law, order, rule or regulation of any Competent Authority, acts of any governmental or super-national authority;
- 8.3.15 expropriation or nationalization of Operator's assets;
- 8.3.16 power outage at the Terminal other than those caused by or directly attributable to the Operator;
- 8.3.17 catastrophic impact on the Operator's information technology ecosystem (software and hardware), including malicious cyber-attacks or cyber terrorism; and
- 8.3.18 any other cause or event which is outside the control of Operator, could not be avoided, prevented or overcome with reasonable foresight, prudence and diligence and materially prevents, hinders or delays performance of all or a material part of Operator's obligations under these Conditions.

For more detailed information regarding our general terms and conditions please visit our website by clicking on the following link [General Terms and Conditions | DP World Paramaribo](#)



**PLEASE CONTACT OUR  
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