







PACKAGING AND SHIPPING GUIDE

GENERAL CARGO

Packaging standards for Arctic Re-Supply of dry cargo

REVISED EDITION
February 2026

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DESGAGNÉS TRANSARCTIK INC.

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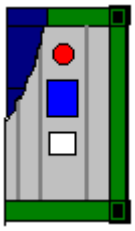
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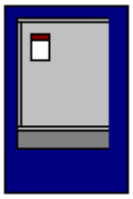
PACKAGING AND SHIPPING GUIDE

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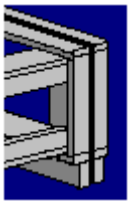
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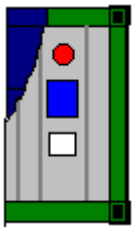


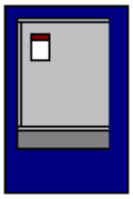
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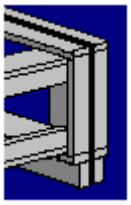
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INTRODUCTION









The main objective of this guide is to raise client's awareness on the required sealift packaging standards, for the various commodities they ship to or from the North, or from a village to another (lateral). Compliance to these standards from the sealift users and shippers will ultimately make packaging an investment, rather than just a sealift expense.

Our extended Northern sealift experience has indicated that adequate packaging is the first important element to consider for safe and successful shipping of various types of cargo. From the moment it is packaged until it reaches its final destination, an average cargo unit will have to sustain the stress of being handled an average of 8 to 10 times. A crate or parcel must be built to sustain all types of weather conditions, as well as to endure the many handling stages during the loading and offloading of vessels and barges. Hence, a suitable and adequate packaging will not only make handling more secure for the included commodities but will also be safer during the loading of vessels and barges, as well as during the unloading of cargo at destination.

Shipping procedures and the accuracy of the information and instructions contained in the accompanying documents are also essential and mandatory for the success of sealift operations.

For additional information on the subject, do not hesitate to contact us; it will be our pleasure to assist you.

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STE-CATHERINE'S TERMINAL

FOR CARGO DELIVERY AND PICK UP

APPOINTMENT SCHEDULING PRIOR TO DELIVERY

Ste-Catherine's Terminal

6565 Hébert Boulevard
Sainte-Catherine, Quebec J5C 1B5

Cargo can be delivered to the Sainte-Catherine terminal starting Monday, April 28, 2025.

Delivery Instructions

An appointment is mandatory for the delivery of your cargo to the terminal. You should make an appointment by emailing rdv@desgagnes.com or by phone at (4450) 635-7700. To ensure smooth operations, please make an appointment at least 24-48 hours in advance. An appointment number will be provided to you as reference.

OPENING HOURS

Monday to Friday, from 8:00 AM to 12:00 PM and from 1:00 PM to 4:30 PM.

Please provide the following information in your request:

- Client Name
- Booking number
- Cargo description (dimension and weight)
- Completed Shipping Notice (Vehicle, equipment or general cargo)
- Date and hour requested
- Final destination
- Road carrier

Once all information has been gathered, an appointment number will be provided.

Cargo Pick Up Instructions

4 business days after the cargo has been offloaded and entered in the system, a Dock Receipt will be issued and sent to the client along with the invoice. It is mandatory to have the Dock Receipt when making your appointment and picking up the cargo.

Cargo will be stored for a period of 30 days free of charge. After that, storage fees may apply.

Links to Forms:

General Caro Shipping Notice : Shipping notice general cargo - Desgagnés Transarctik Inc.
Vehicle and Heavy Machinery Shipping Notice Shipping notice for vehicles and heavy machinery - Desgagnés Transarctik Inc.
Dangerous Good Declaration : Dangerous Goods Forms - Desgagnés Transarctik Inc.

Personal Protective Equipment (PPE) is mandatory.



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PORT OF BECANCOUR

FOR CARGO DELIVERY AND PICK UP

APPOINTMENT SCHEDULING PRIOR TO DELIVERY

ADDRESS :

Port of Becancour
355, Blvd Alphonse-Deshaies
Becancour, (Quebec) G9H 2Y7

Cargo can be delivered to the Port of Becancour starting Monday, April 28, 2025.

Delivery Instructions

To avoid waiting periods for an offload

Truckers and brokers must schedule an appointment 24 to 48 hours in advance by email only at the following email address: becancour@qsl.com

- Unloading appointments will be either in the morning or afternoon.
- Truckers without an appointment will not be prioritised.
- Truckers will not be admitted to the terminal after 3:00 PM.

OPENING HOURS

Opening hours are from 8:00 to 12:00 and 1:00 to 4:00 pm.

Please include the following information in your appointment request:

- Client Name
- Booking number
- Cargo description (dimension and weight)
- Completed Shipping Notice (Vehicle, equipment or general cargo)
- Date and hour requested
- Final destination
- Road carrier

Once all information has been gathered, an appointment number will be provided.

Upon the Truckers' arrival at the Port of Becancour, the drivers must present the following documents:

- Show the appointment number.
- Completed Shipping Notice.
- Completed Dangerous Goods Declaration.

Cargo Pick up Instructions

4 business days after the cargo has been offloaded and entered in the system, a Dock Receipt will be issued and sent to the client along with the invoice. It is mandatory to have the Dock Receipt when making your appointment and picking up the cargo.

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Links to Forms:

- General Cargo Shipping Notice : Shipping notice general cargo - Desgagnés Transarctik Inc.
- Vehicle and Heavy Machinery Shipping Notice Shipping notice for vehicles and heavy machinery - Desgagnés Transarctik Inc.
- Dangerous Good Declaration : Dangerous Goods Forms - Desgagnés Transarctik Inc.

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PORT OF VALLEYFIELD

FOR CARGO DELIVERY AND PICK UP

APPOINTMENT SCHEDULING PRIOR TO DELIVERY

ADDRESS

Port of Valleyfield
Desgagnés Logistik Inc.
950, boul. Gérard-Cadieux
Salaberry-de-Valleyfield (Québec) QC J6T 6L4

Cargo can be delivered to the Valleyfield terminal starting Monday, April 28, 2025.

Delivery Instructions :

An appointment must be scheduled 24 to 48 hours in advance by email only at the following email address:operations@logistik.desgagnes.com. Anyone arriving without an appointment will be refused.

OPENING HOURS

- Unloading appointments will be either in the morning or afternoon.
- The terminal's operating hours are from 8:00 AM to 12:00 PM and from 1:00 PM to 4:00 PM.
- Truckers will not be admitted to the terminal after 3:00 PM.

Please include the following information in your appointment request:

- Client Name
- Booking number
- Cargo description (dimension and weight)
- Completed Shipping Notice (Vehicle, equipment or general cargo)
- Date and hour requested
- Final destination
- Road carrier

Once all information has been gathered, an appointment number will be provided.

Additional and important instructions once you have an appointment number

Notice for drivers arriving at the Port on the Appointment Day:

- Drivers must report to the gatehouse with their appointment number and a valid photo ID to access the port.
- They will then be directed to the main office where they will check in with our shipping/receiving department.
- Our shipping/receiving department will inform drivers of where to wait for a checker to come and handle the loading/unloading.
- Drivers must then return to the shipping/receiving office to collect their bills of lading.

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Cargo Pick up Instructions

4 business days after the cargo has been offloaded and entered in the system, a Dock Receipt will be issued and sent to the client along with the invoice. It is mandatory to have the Dock Receipt when making your appointment and picking up the cargo.

Cargo will be stored for a period of 30 days free of charge. After that, storage fees may apply.

If you are delivering a vehicle, please arrange for transportation when scheduling your appointment, as Valleyfield Port is very large, and walking in the terminal is not permitted.

Links to Forms:

General Cargo Shipping Notice : Shipping notice general cargo - Desgagnés Transarctik Inc.
Vehicle and Heavy Machinery Shipping Notice Shipping notice for vehicles and heavy machinery - Desgagnés Transarctik Inc.
Dangerous Good Declaration : Dangerous Goods Forms - Desgagnés Transarctik Inc.

Personal Protective Equipment (PPE) is mandatory.



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LABELLING & SHIPPING

It is important for shippers to respect the cut-off date at all times, for operational planning purposes.
Sealift schedule - Desgagnés Transarctik Inc.

The following information must appear on opposite sides of each cargo unit: weight in kilograms, volume in cubic meters, destination, name of customer and name of consignee, as well as the name of the project if one exists. Please use large labels so that stevedores, forklift and loader operators can handle the cargo.

Example :

DESTINATION: _____
BOOKING : _____
CONSIGNEE:_____
WEIGHT: _____ Kg
VOLUME: _____ M^3
PROJECT: _____

Containers

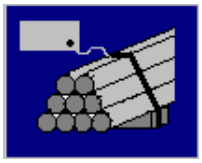
1) A shipping label including the above information must be affixed to the container. The precise weight of the container must be indicated (such as the official weighing receipt given at the time of delivery).
2) Indications (on 2 sides but preferably on 4 sides) are required. In the case of “Dangerous Goods”, the placards and labels must also appear on the container to identify the type of contents.
3) Labeling and shipping are mandatory for northbound, retrograde (backhaul) and lateral (port-to-port) movements.

Crane Boom

Ideally on a metal tag attached with a pin or affixed to the base.

Pipe

A minimum of two labels should be attached to the steel pipe bundle. Ideally, a tag attached with wire will withstand handling and weathering. (See illustration # 3 in part 17).



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LABELLING & SHIPPING

Truss

Shipping labels attached with a staple are the only labels that can withstand the transport and handling of this type of cargo.

Closed and Open Crates

A label (on all 4 sides) is required.

If the contents are "Hazardous Material", labels on all 4 sides should be affixed identifying the type of hazardous materials.

Shippers must ensure that the documentation is compliant and that it is duly completed and accompanied with the cargo delivered to the terminal, as well as the shipping notice.

Dangerous Goods Forms - Desgagnés Transarctik Inc.
Shipping notice general cargo - Desgagnés Transarctik Inc.

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PACKAGING AND SHIPPING GUIDE

PART 1 — SHIPPING
NORTH, RETROGRADE (BACKHAUL), LATERAL

NOTICE

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SPACE RESERVATION

1.- Space Reservation

The first step in the maritime transportation process is to reserve space on one of our ships. This reservation will enable us to confirm the space required for each of your shipments, for the voyage in question. You'll receive confirmation of your reservation and can then plan the delivery of your goods.

Customers must reserve online, and all fields must be completed as accurately as possible. Make sure the information on the reservation form is up to date and make any necessary changes (your cell phone number first, e-mail address, container numbers, insurance values, delivery details). We'll save time and the checkers' manifests will be more accurate. To obtain a confirmation, the document must be complete.

Here are the steps to follow for shipping retrograde (backhaul) or lateral cargo:

- Complete the online space reservation Reservations - Desgagnés Transarctik Inc.
- If you are shipping a vehicle or machinery, you must also complete a Shipping Notice: Shipping notice for vehicles and heavy machinery - Desgagnés Transarctik Inc.)
- If the vehicle is not functional, a waiver must be signed. Charges will apply and we will need further information.
- In the case of dangerous goods, we will need to receive the dangerous good declaration along with your space reservation. Dangerous Goods Forms - Desgagnés Transarctik Inc.
- In the case of contaminated soil or materials, you will need to forward a waste movement manifest in order for the reservation to be processed.
- We will also ask you for a soil analysis test.
- For lateral transport movements, you will be required to pay the shipping costs at the time of booking.

For retrograde (backhaul) movements, you'll need to prepare your cargo for the ship's arrival in the community.

- Check the ship's arrival dates, the schedule is updated online every morning.
- Make sure your cargo is ready for pick-up.
- Cargo is packaged according to the packaging guide standards.
- Cargo is properly identified (destination, reservation number, customer name).
- The cargo to be picked up is identical to the space reservation.
- A representative must be on site to hand over the keys.

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PACKAGING AND SHIPPING GUIDE

PART 1 — SHIPPING

NORTH, RETROGRADE (BACKHAUL), LATERAL

NOTICE

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Once the retrograde cargo has arrived at the terminal:

- The cargo is unloaded and checked.
- You will then receive a Dock Receipt.
- Upon receipt, you will have 30 days to retrieve your cargo free of charge.
- After the 30-day period, storage charges may apply.
- Freight charges must be paid prior to taking possession of the cargo.

Please note:

1) We will not transport cargo that has not been reserved or does not comply with dangerous goods regulations.
2) We will not take any cargo that is leaking or may cause an environmental incident.

2.- Deposit required ($)

A deposit is required to validate a light/heavy vehicle reservation. Upon receipt of a space reservation, the customer must complete the credit card billing authorization form. Once the form has been returned, we will be able to approve the reservation and process it electronically.

- A deposit of $500.00 is required per vehicle due to the limited space for this category of cargo on each vessel. The amount of $500.00 must be paid at the time of reservation, and the remaining balance must be paid in full upon receipt of the vehicle(s) at the terminal.

- In the event of cancellation before May 23 (1st sailing) June 27 (2nd sailing) and August 22 (3rd sailing), the amount paid will be refunded in full. The deposit is non-refundable after these dates. Dates shown are for the 2025 season.

3.- Delivery to Site

a) Nunavik

- Delivery requires a name, address, and telephone number (ideally a cell phone).
- No ground deliveries are accepted for vehicles, machinery, boats.
- Transferring a container from one location to another is not accepted (for moving purposes)

b) Nunavut

- Delivery in Nunavut is only available for containers within the village boundaries.
- Delivery requires a name, address, and telephone number (ideally a cell phone).
- No ground deliveries are accepted for vehicles, machinery, boats.
- Transferring a container from one location to another is not accepted (for moving purposes)

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PACKAGING AND SHIPPING GUIDE

PART 1 — SHIPPING

NORTH, RETROGRADE, (BACKHAUL) LATERAL

NOTICE

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4. Insurance

For your information

Customers taking out cargo insurance are only insured for maritime transportation and are not insured during receipt at the terminal or during storage. The customer must have personal insurance for this purpose. Cargo Insurance - Desgagnés Transarctik Inc.)

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PACKAGING AND SHIPPING GUIDE

PART 2 — RECEIVING - NORTH

NOTICE

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SHIP'S ARRIVAL AT DESTINATION

Once the ship has reached a destination, customers (consignees) must present themselves at the landing beach/dock and contact their maritime carrier representative (sealift company), who will provide them with a copy of their respective manifest, describing their cargo. This document contains all pertinent information necessary for cargo verification and inspection. Should the customer not be able to present himself at the beach, he must appoint a representative for the pick up. The customer can track the ship's arrival date on our website at Sealift schedule - Desgagnés Transarctik Inc.

CUSTOMER'S PRESENCE

The customer, or representative, must be present at the dock site or landing beach, or for the least can be reached at all times and remain available upon a very short notice, for the duration of the unloading operations, in order to verify each of his or her cargo units once these are offloaded. If the customer is not present, the parcel will be left on the beach/dock at the sender's risk.

CARGO INSPECTION

At the dock site or landing beach, cargo units are verified and accepted by the customer (consignee) or representative, before he or she can declare repossession of said cargo. Responsibility for the transported goods is transferred from the carrier to the customer once he or she has declared ownership by signing the manifest. Annotations are added for damages if any.

ACCEPTANCE OF CARGO

It is important to note that the maritime carrier is not responsible for damages incurred during ground transportation delivered by the local cartage, and beyond the high-water mark or in the absence of the customer. This is why cargo must be verified, inspected and accepted, with any necessary annotations, before leaving the dock site or the landing beach area.

MANIFEST SIGNATURE

Manifests are distributed to consignees at the time of the ship's arrival at destination. Given the nature of sealift operations and unpredictable changes in weather conditions, and other factors surrounding these operations, customers must sign the manifest upon receiving their cargo or at the end of the unloading operations, and prior to the ship's departure. Annotations, if necessary, must be added on the manifest before signing and acceptance of the cargo.

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PACKAGING AND SHIPPING GUIDE

PART 3 — CONTAINERS

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SAFETY STANDARDS AND OTHER CRITERIA FOR STUFFING A CONTAINER ARE APPRECIABLY THE SAME AS THOSE CONSIDERED DURING THE LOADING OF A VESSEL:

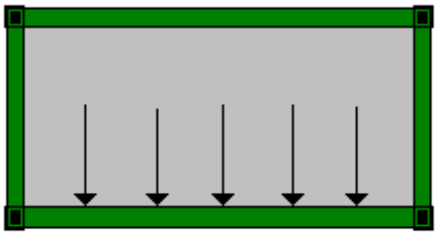


ILLUSTRATION # 1

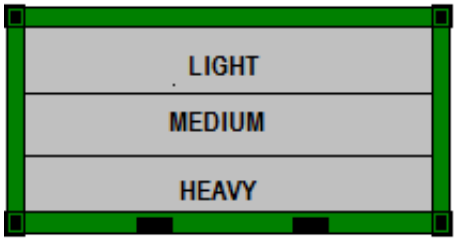


ILLUSTRATION # 2

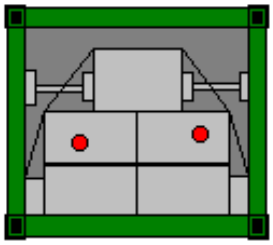


ILLUSTRATION # 3

1) Inspect the container for conformity. It should be water-tight, in good condition and safe to be manipulated. It must also have side pockets for forklift handling.

2) Ensure that cargo is evenly distributed in the container, so to maintain the center of gravity in the middle. (See ILLUSTRATION # 1)

3) Adequate stowing of the cargo, strapping and blocking of the contents will prevent sliding and shifting, therefore reducing the risk of damage and ensuring safe handling (SEE ILLUSTRATION # 3). THE INDICATION OF THE CENTER OF GRAVITY IS MANDATORY.

4) In order to reach balance and stability in the container, and therefore facilitate handling, begin by loading and stowing heavier cargo first, ending with the lightest at the top (see ILLUSTRATION # 2).

5) Whether you use a 20' or a 40' container, the container's total weight, including cargo, must not exceed 14.3 metric tons (14,300 Kg), and this is for handling and safety purposes. An official weight receipt could be requested upon delivery if the weight seems to surpass 14,300 kilos.

6) A label with the shipper's identification must appear on at least 2 of the 4 sides of the container, preferably all 4 sides. (see ILLUSTRATION # 4). IMPORTANT – REMOVE ALL PREVIOUS STICKERS TO AVOID ANY CONFUSION.

7) A label with Hazardous Material symbol must be affixed on at least 2 of the 4 sides of the container, preferably all 4 sides identifying the type of hazardous material (dangerous goods) included therein, if such is the case.

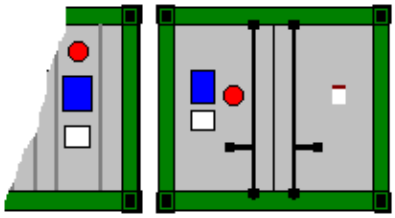


ILLUSTRATION # 4



ILLUSTRATION # 5



ILLUSTRATION # 6

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PACKAGING AND SHIPPING GUIDE

PART 4 – DANGEROUS GOODS

AVIS

Les informations contenues dans ce document n'engagent en rien la responsabilité de la compagnie de transport maritime.

Under the laws governing the transportation of dangerous goods, we cannot, at any time, accept to carry dangerous goods if the shipment does not meet requirements. Maritime transport is governed by Canada's TDG "Transportation of Dangerous Goods Act", and we must also follow the IMDG code. (*International Maritime Dangerous Goods* for the segregation of goods during loading.

REGULATIONS

The Transportation of Dangerous Goods 'Regulations applies to the handling of all modes of dangerous goods transportation . Transport Canada inspectors may, at any time, verify the conformity of the shipment, seize or take samples and reproduce documents relating to the shipment. A carrier or customer who fails to comply with this law is liable to a fine.

TRAINING

The person handling, transporting or requesting the transport of hazardous materials and completing a declaration must be adequately trained according to his or her duties, or must be in the presence or under the direct supervision of a person with appropriate training. Training must be kept up to date with the relevant regulations and must be completed to the employer's satisfaction.

JOINT RESPONSIBILITIES OF THE PARTIES INVOLVED

The joint responsibilities of shippers, carriers and handlers are to ensure that all requirements are met, and to prohibit the handling of non-compliant goods.

SHIPPER'S RESPONSIBILITY

The shipper must:

- Classify, pack and identify goods;
- Check the quantity limits, special provisions and exemptions applicable to the goods being shipped;
- Affix required placards and/or labels;
- Prepare shipping documents;
- Register Emergency Response Plan (ERP) when required;
- Request certificates of equivalence or exemption if required.

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PACKAGING AND SHIPPING GUIDE

PART 4 – DANGEROUS GOODS

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Over the seasons, we have kept a close eye on the various problems associated with transporting dangerous goods by ship. It's essential to pay special attention to avoid them. Here are some common mistakes we've noticed that you should check out.

Dangerous goods declarations:

- The shipper's and consignee's addresses are incomplete.
- The person signing the form is not trained.
- The emergency number is wrong.
- You must be registered with Canutec to use the emergency number.
- Right order in description, unit of measurement missing.
- The space reservation and dangerous goods declaration are completely different from the cargo to be picked up.

Identification :

- Overpack labels are missing.
- Label incomplete or missing.
- Labels or placards are faded.
- Old labels are still on the package.

For the Southbound cargo, please note that if there are any errors, the cargo will not be picked up.

Containers, crates, cylinders, batteries, propane tanks:

Empty containers should not have old dangerous goods labels. It's forbidden and confusing. If you transport dangerous goods in containers, the goods must be secured and must not leak. Furthermore, not all dangerous goods can be placed in containers. If the container is leaking, it won't be shippe. If the container leaks once on the ship, clean-up fee will be charged.

Cylinders must be properly secured, with good quality labels and banana tags. The valve cap must be in place, and if you have several suppliers, be sure to separate the packages by supplier. If the Packaging Facilities have to unpack the crates to give the cylinders to the suppliers, you will automatically be charged a fee.

Customers returning batteries should find out how to proceed, protect the poles of the batteries and stack in the correct standard. Batteries should be placed on a pallet with plywood on top if you wish to return them and make several rows on your pallet. An equivalence certificate may be required; if you have one, the number should be entered on the declaration.

Large propane tanks must have a unique (PIU) number, which must be requested and indicated on the dangerous goods declaration.

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PACKAGING AND SHIPPING GUIDE

PART 4 – DANGEROUS GOODS

AVIS

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Here are a few examples.

Before



After



Dangerous Goods labels added
Designation added

Before



After



Crated batteries
Battery terminals must not touch
A 2 x 4 added on top to avoid contact

Before



After



Placards added on 2 sides
Banana labels added on each cylinder

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PACKAGING AND SHIPPING GUIDE

PART 5 — BARRELS

NOTICE

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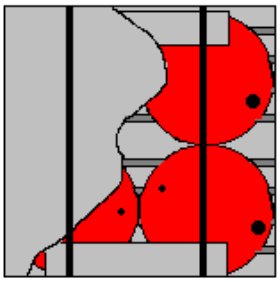


ILLUSTRATION # 1

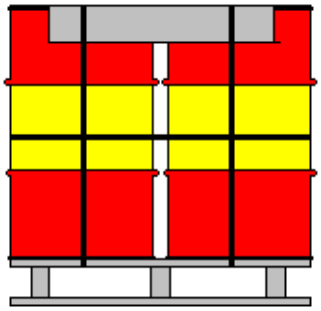


ILLUSTRATION # 2

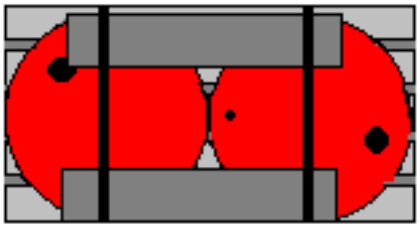


ILLUSTRATION # 3

Barrels and drums containing different liquids must be segregated and packaged separately, especially if they are bearing dangerous goods.

Barrels and drums must be packaged in a way to facilitate handling, stacking, and make safe the manipulation and handling of this type of cargo throughout the sealift process, barrels with leaks and possibility of leaks will not be accepted.

A cargo unit meeting requirements including barrels will contain the characteristics shown in illustration # 1, as well as the following components:

1) Use one pallet for 4 barrels, ½ pallet for 2 or 1 barrel. A complete pallet should withstand 2,270 kg (5 000 lbs).
2) Wooden right angles minimum width of 4" to 6".
3) Metal straps measuring ¾" wide; (2 vertical strappings and one horizontal in the center).
4) An additional sheet of plywood may be used to facilitate the stacking.
5) If required, the dangerous goods declaration (Dangerous Goods Forms - Desgagnés Transarctik Inc.) must accompany the shipping notice.

Plastic drums should not be used for liquid due to outdoor storage. They expand in the sun and the cap cannot withhold the volume.





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PACKAGING AND SHIPPING GUIDE

PART 6 — GAS CYLINDERS

NOTICE

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ILLUSTRATION # 1

RECOMMANDÉ



ILLUSTRATION # 2

NON RECOMMANDÉ

A northbound, backhaul or lateral standard package (cargo unit) of cylinders that is acceptable by the Carrier will include the illustrated features and the following components:

1) Regardless of the type of packaging in use, cylinders must be of the same class and category number and all gas cylinders must be positioned vertically.
2) No matter whether cylinders are full or empty, or if they are shipped as northbound, backhaul or lateral cargo, all cylinders must have the safety cap on.
3) Packages or crates must be secured with ¾" metal straps and raised with 4" wooden skids for forklift handling.
4) The length and width of the pallet will be 4'.
5) Please ensure that the cylinders have not expired, otherwise they will be refused.
6) Attach your hazardous materials declaration with your shipping notice.

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PACKAGING AND SHIPPING GUIDE

PART 7 — TANKS

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TANK ON SKID

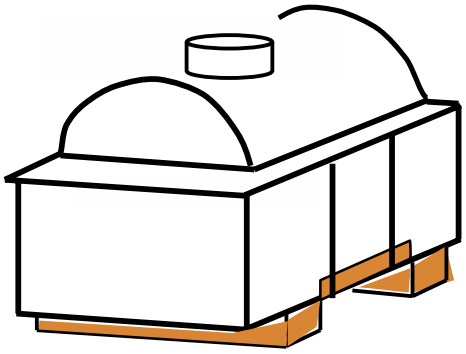


ILLUSTRATION # 1

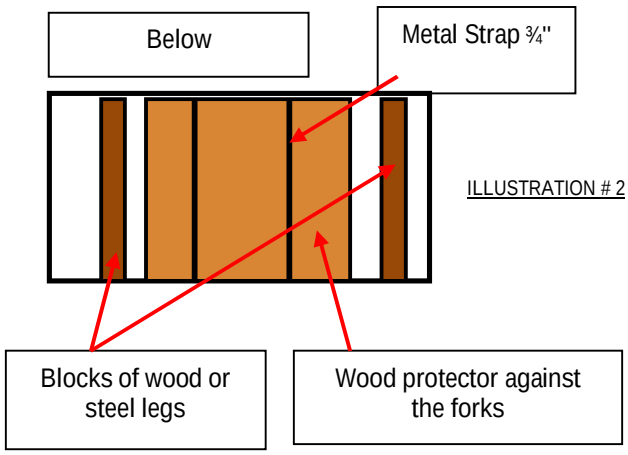


ILLUSTRATION # 2

OIL TANK



OPEN CRATE TANK

If the tank is dangerous, it must meet Transport Canada's regulations whether empty, new or purged, a purge certificate must be provided.

If the tank is empty and not purged, it is considered dangerous goods for transportation and will necessitate an official declaration form. Dangerous Goods Forms - Desgagnés Transarctik Inc. A wooden base (plywood, aspenite) must be installed under the tank to protect it when it is being manipulated with forklifts

For cylindrical tanks, wooden boards must cover at least one third of the height to protect it while manipulating the tank's rack. In addition, the lower part must be raised from the ground by at least 4**"**, otherwise 4**"** wooden blocks will have to be affixed under the legs in order to respect the distance

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PART 7 A— PICTURES OF TANKS

NOTICE

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TANK MOUNTED ON A STEEL-FRAMED PALLET "TOTE"



ILLUSTRATION # 1

GAS TANK WITH OPENINGS FOR FORKLIFT AND HANDLES FOR LIFTING



ILLUSTRATION # 2



ILLUSTRATION # 3

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PACKAGING AND SHIPPING GUIDE

PART 8 — LIGHT VEHICLES, SIDE BY SIDE, MOTORIZED EQUIPMENT & TIRES

NOTICE

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DELIVERY OF LIGHT AND HEAVY EQUIPMENT





1) All vehicles delivered to the shipping terminal, whether heavy equipment or light, new or used, must be accompanied by a shipping notice Shipping notice for vehicles and heavy machinery - Desgagnés Transarctik Inc.. In order to have a proper inspection, the vehicle or the heavy equipment should be sufficiently clean.
2) The maritime carrier will tolerate a maximum of one hundred fifty (150) kilograms of belongings within a standard vehicle or truck. The latter will not be held responsible for the loss or theft of items and/or accessories; this practice is at the sender's risk.
3) In addition, the carrier may refuse to accept a vehicle that appears to be overloaded, as this could cause suspension damage, and more importantly, represent a dangerous situation during loading or unloading operations. If the vehicle's weight is not indicated on the registration form, an official weighing certificate will be required.
4) Under no circumstances may goods obstruct windows or be placed on front seats. Goods in the trunk must not exceed the maximum weight permitted, and the trunk must be locked.
5) Non-functional vehicles. The customer will take full responsibility for the shipping of the non-operational vehicle to be shipped, and the shipping carrier will not be held responsible at any time for any damage that may occur during the shipping of the vehicle. Furthermore, the customer will also sign a waiver stating that the vehicle has no leaks that could harm the environment and will have an additional charge ($) for the non-functional vehicle.
6) The fuel level should be filled to ¼ of the tank only, and sufficient to be moved when loading and unloading.
7) If the battery is flat when the vehicle is transferred to the ship for loading, or if it is necessary to inflate tires during loading or unloading, you will be charged for both a boost and tire inflation, without prior notice.

ADDITIONAL TIRES: Tires should be stacked on a pallet or wooden base and should be covered with a plastic wrap to prevent water accumulation inside. The maximum height is 5 feet high, and 1" straps will need to hold the tires in place on the pallet.

HEAVY MACHINERY:

1) All heavy machinery/equipment must have lifting points identified. In addition, the lifting plan must be attached to the reservation.
2) All accessories and / or spare parts such as bucket, forks must be packed separately and clearly identified. (See Part 9)
3) It is also necessary to include the operating instructions for any anti-theft device or other special system or control that may be fitted to the vehicle and/or heavy machinery.

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PACKAGING AND SHIPPING GUIDE

PART 9 — MECHANICAL COMPONENTS

NOTICE

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PACKAGING

SPARE PARTS

ILLUSTRATION # 1: Closed crates are suitable for spare parts or small and medium sized equipment.

Example : Transformers

A polyethylene vapour barrier lining is usually recommended for protecting contents against humidity and possible water infiltration.

The crate should be built sturdy to support the usually heavier-than-average weight contents (3 times its weight). The type of metal straps should also be proportional to the weight. Items smaller than ½ pallet (1 m³) will not be transported.

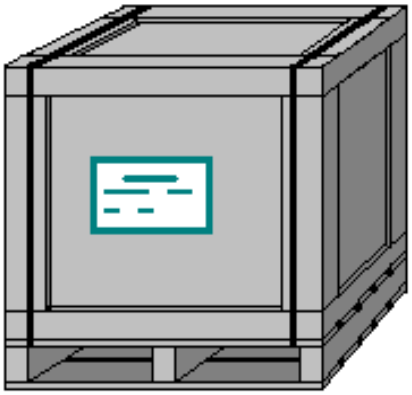
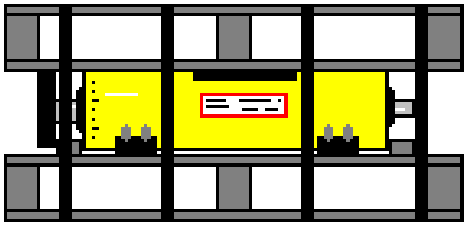


ILLUSTRATION # 2

EQUIPMENT

ILLUSTRATION # 2: Larger, bulkier equipment can be positioned between two standard sized wooden pallets or pallets which have been modified to fit the size of the part. Multiple strapping is used to fasten the whole, using ¾" or 1¼" metal strap for pallets weighing over 1,360 kg (3,000 lbs). Finally, it is strongly recommended to protect weather-sensitive parts by greasing them.



1) Closed crates that are used for packaging mechanical parts and equipment can be assembled and mounted on a standard sized wooden pallet. Crates must be sturdy to sustain the cargo weight and possible shifting pressure. Larger sized crates will have a reinforced top (lid) to resist stacking weight stress. It is important to use sturdy material for crating and to make sure not to have a gap between the contents to avoid any type of crushing.
Cargo in cardboard boxes or very small crates will be refused. ½ pallet is our minimum standard size.

2) Outer structures will be made of fir or equivalent, and the thickness of the wood structure pieces will be proportionally compatible with the weight of the crate. "Reels" will be mounted on a standard sized wooden pallet and ¾" metal strapping is recommened.

3) For increased sturdiness, spiral nails of proper size are used, whenever possible, for the assembling of the crate. The ¾" metal straps are strongly recommended for fastening and securing the walls, 1" and 1¼" inch are recommended for larger and heavier crates. 1,360 kg (3,000 lbs)

4) Ensure that the cargo is evenly distributed in the crate and identify if the center of gravity is not in the middle or if your crate is longer or taller than 10 feet.

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PACKAGING AND SHIPPING GUIDE

PART 9A — CRANE BOOM

NOTICE

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PACKAGING

1) Wooden blocks must be installed so that the complete section of the crane boom is elevated from the ground.

2) Nylon straps should be used instead of metal straps, so as not to damage the boom's paint.

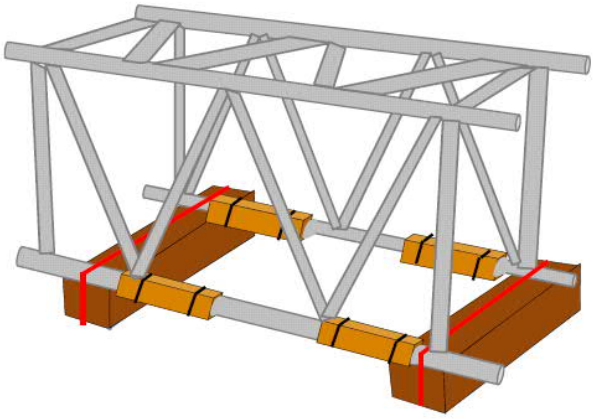


ILLUSTRATION # 1

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PACKAGING AND SHIPPING GUIDE

PART 10 — STRUCTURAL STEEL

NOTICE

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For acceptance by the Carrier, steel structure must be packaged in a way to facilitate handling, stacking and ensure a safe manipulation and handling of this type of Cargo throughout the sealift process. An acceptable standard package (cargo unit) of steel structure metal will include the illustrated features and the following components:

1) Steel structure parts of different lengths should be packaged separately for economic reasons relating to the cost of sealift carriage.

2) Wooden skids, made of 4" x 4" pieces in length corresponding to the depth of the bundle are used to facilitate forklift handling.

3) To ensure that the package remains intact, the metal straps used to assemble the steel bundles are secured with appropriately sized pieces of wood between each row of stacked steel, to prevent the metal from slipping.

4) The maximum weight of a bundle of steel should be 14 tons and the width cannot exceed 8'.

5) Secure a first pair of heavy-duty 1"or 1¼" industrial-capacity metal straps around the bundle and wooden runners (blocks). A second pair of straps will be used to secure the bundle.

6) Additional straps and skids will be used depending on the length of the steel pieces, in proportion to the length and weight of the bundle (see ILLUSTRATIONS # 1 and # 2).

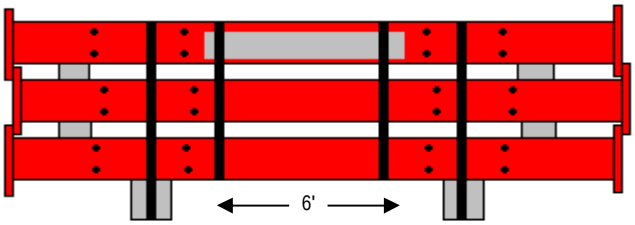


ILLUSTRATION # 1



ILLUSTRATION # 2

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PACKAGING AND SHIPPING GUIDE

PART 10A — REBAR

NOTICE

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PACKAGING

1) Wooden skids (blocks) made with 4**"** X 4**"** pieces corresponding in length to the depth of the bundle are used to allow better handling by forklifts. The maximum weight of a bundle is 14 tons and must not exceed 8' wide and 2' high.

2) Secure a first pair of heavy-duty metal straps of 1**"** or 1¼**"** around the bundle and the wooden skids (blocks).

3) A second pair of straps will be used to secure the bundle. Additional straps and skids will be used depending on the length of the steel pieces, and in proportion to the length and weight of the bundle.

4) Bundles must be of the same length. Rebars of different lengths should be pacakged in a closed crate.



ILLUSTRATION # 1



ILLUSTRATION # 2

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PACKAGING AND SHIPPING GUIDE

PART 11 — BIG BAGS SHIPPED TO THE NORTH

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PACKAGING

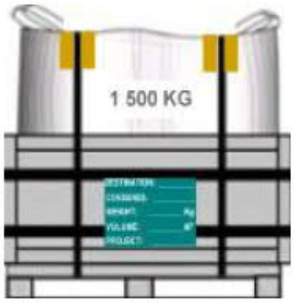


ILLUSTRATION # 1



ILLUSTRATION # 2



ILLUSTRATION # 3

Through previous experience, it has been noticed that a relatively high percentage of inadequately packaged big bags containing cement or other products, end up damaged, with part of their content lost due to perforation, before reaching their final destination. Considering the nature and weight of this type of cargo, the resulting losses can be very costly.

1) The weight of the bag cannot at any time exceed the recommended weight of the big bag manufacturer. The acceptance of the cargo by the shipping carrier will be conditional upon compliance with the packaging criteria as outlined above. Pay close attention to the quality of the bag. Consequent losses and replacement of this particular cargo are very costly due to its nature and weight.

2) The big bag must be placed on a base with a sturdy upper and lower board in order to avoid any breakage of the bag during stacking. The base should be slightly larger and must exceed the big bag capacity. Pallet must be resistant 2,270 kg (5,000 lbs);

3) Four plywood sheets (one on each side) with upright pieces of wood to solidify the panels must surround the base of the bag. These panels are screwed or nailed to the crate base. They must be secured with 2 x ⅜" metal straps fixed horizontally. (Illustration # 1 and # 2)

4) Finally, four more ¾" inch metal straps will firmly fix the bag onto the crate base. These metal straps are fixed vertically.



ILLUSTRATION # 4



ILLUSTRATION # 5



ILLUSTRATION # 6

Despite all the precautions taken during the handling, transport and stowage processes, the fact remains that the cargo transported will be handled an average of 8 to 10 times before reaching its final destination.

During maritime transport, big bags will also be affected by the vibration of the ship's engines, combined with the stress of stacking, causing compression of the contents and stretching of the bottom edges, creating an obstruction for the loader during handling.

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PACKAGING AND SHIPPING GUIDE

PART 11A — BIG BAGS & CONTAMINATED SOILS SOUTHBOUND CARGO (RETROGRADE)

NOTICE

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PACKAGING

Despite all the precautions taken during the handling, transport and securing processes, the fact remains that the cargo transported will be handled an average of 8 to 10 times before reaching its final destination. During shipping, big bags will experience stress resulting in compaction of contents and stretching of the big bag sides. Our experience over the past seasons states that a relatively high percentage of improperly packaged big bags will be damaged or punctured before reaching their final destination. Considering the nature and weight of this type of cargo, the result can be very costly. Acceptance of the shipment by the maritime carrier will be conditional on compliance with the packaging specifications.

1) Big bags must never be overloaded. At no time should the load capacity of big bags be exceeded.
2) Big bags must not be dried out or weakened by prolonged exposure to the elements, including the sun.
3) Big bags must be of good quality. We recommend “Quatrex” quality or equivalent. They must be either UN or TC certified.
4) Big bags must be brought to the beach by the shipper.
5) If the contents of the big bags is considered dangerous goods, all regulations applicable to the transport of goods must be respected.
6) If the soil is contaminated, whether or not it is regulated in terms of hazardous goods transportation, a waste manifest is required for shipments upon reservation.
7) A soil analysis will be requested.

For 50 bags or less:

- These must be placed on sturdy pallets.
- These must be secured to the pallets using nylon or metal straps positioned lengthwise and of sufficient capacity for the weight of the big bag.
- The base of the big bags must not extend beyond the perimeter of the pallets.

For 51 bags and more:

Please contact one of our representatives to work in collaboration to establish a good packaging method.

Depending on the specifics of your project and the schedule of our vessels, a decision will be made regarding which type of packaging will be required.

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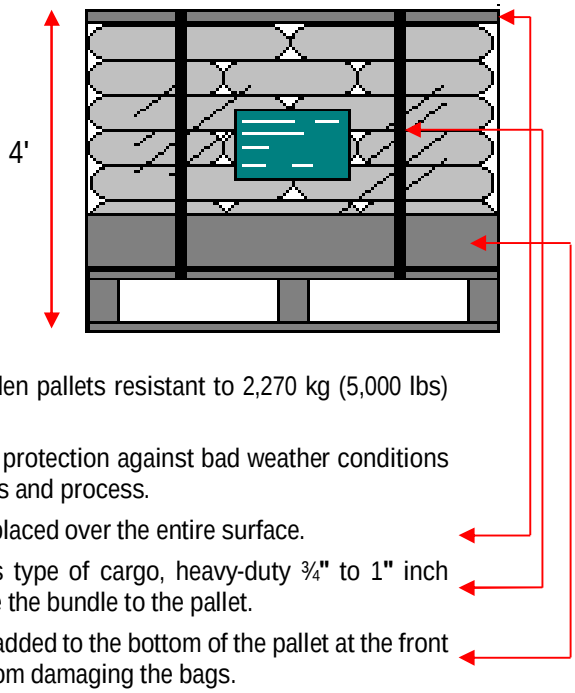
PACKAGING AND SHIPPING GUIDE

PART 12 — CEMENT OR SANDBAGS AND SHINGLES

NOTICE

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A properly packed cargo unit will include the following features and components, as illustrated:



1) The bags are stacked on wooden pallets resistant to 2,270 kg (5,000 lbs) and not exceeding 4' in height.
2) Plastic film is required to offer protection against bad weather conditions during the various sealift stages and process.
3) A sheet of plywood should be placed over the entire surface.
4) Considering the weight of this type of cargo, heavy-duty ¾" to 1" inch metal straps are used to secure the bundle to the pallet.
5) An additional board should be added to the bottom of the pallet at the front and rear to prevent the forks from damaging the bags.
6) It is important that the bags match the length and height of the pallet as closely as possible.





Depending on the type and weight of the bags, transportation costs are relatively high compared with the purchase value. Damage and loss attributed to non-compliant packaging, and the resulting replacement costs, can be onerous. It is therefore clear that proper packaging for this type of cargo is essential. The same packaging criteria can be used for similar materials.

As cement is one of the first types of cargo to be loaded aboard ship, it is of utmost importance that shippers respect the delivery deadline at all times for operational planning.

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PART 13 — CLOSED CRATES

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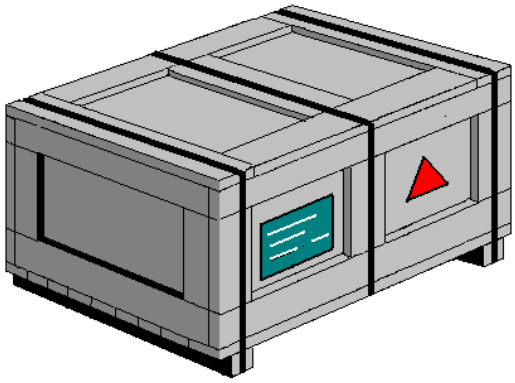


ILLUSTRATION # 1



ILLUSTRATION # 2



ILLUSTRATION # 3

COMPONENTS & SPECIFICATIONS

An acceptable standard closed crate (cargo unit) will include the illustrated features and the following components:

STANDARD CLOSED CRATE:

1) Floor: Made with 2" X 4" or 2" X 6" hardwood, and ½" plywood surface, and secured on 4" X 4" wooden blocks.
2) Structure & walls: Made with 1" X 4" or 2" X 3" spruce, and ⅜" plywood. The cover (lid) surface is enforced with wooden pieces of the same type, to sustain the pressure of stacking 3 times its weight.
3) Straps: ¾" metal straps are required. The nails used to assemble the crate must be of proper size and type.
4) The minimum size of a crate must represent ½ of a pallet.
5) For safety reason, handling and protection of your merchandise, cargo must be well secured in the crate.
6) Ensure that the cargo is evenly distributed in the crate, and identify if the center of gravity is not in the middle or if your crate is longer or taller than 10 feet.
7) A polyethylene liner should be wrapped around the contents of the crate to protect from water infiltration and humidity.

Closed crates are used for a variety of packaging applications, including personal household effects, office supplies, certain types of furniture, building supplies and others.

The construction and specifications of a crate may vary, mainly depending on the type and weight of the cargo included. Thus, heavier crates should normally be built with heavier material for the floor, structure, walls and the choice of heavier metal strap and size. It is important to use sturdy material for crating and to make sure not to have a gap between the contents and the crate to avoid any type of crushing.

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PACKAGING AND SHIPPING GUIDE

PART 14 — OPEN CRATES

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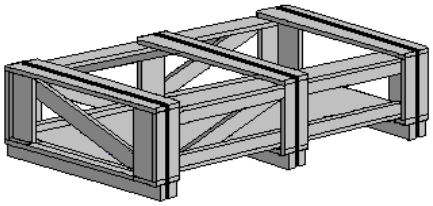


ILLUSTRATION # 1



ILLUSTRATION # 2



ILLUSTRATION # 3

GENERAL APPLICATIONS

An open crate (cargo unit) will include the following features and components:

STANDARD OPEN CRATE:

1) Floor: ½" plywood on hardwood frames 2" X 4" or 2" X 6", secured on 4" X 4" wooden blocks every 4 feet along the length of the box.

2) Walls & top structure: Built with 1" X 4" or 1" X 6" wood, and reinforced as needed with stronger wood pieces;

3) Straps: 3/4" metal straps and nails used for assembly will be of proper size and type;

4) A plastic film is required for goods such as gypsum to protect them throughout the various stages of handling.

Open crates are used for a variety of goods, mainly construction materials such as insulation bags, gypsum, water tanks, and resin tanks. They also include tires, certain types of piping, and others.

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PART 15 — RIGID INSULATION MATERIAL

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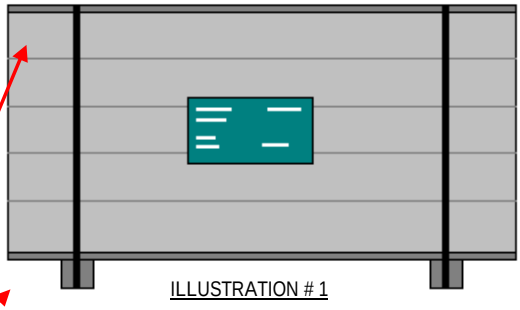


ILLUSTRATION # 1



ILLUSTRATION # 2

The packaging for rigid insulation (cargo unit) will include the following features and components:

1) Plywood or pressed wood sheets are placed at the bottom and on top of the bundle, to the full extent of the surface. The base is secured on a pair of 4" X 4" wooden skid with 4**"** blocks.

2) The top surface could be replaced with 1" X 6" wooden brackets secured along the full length of the front and the back, thereby reducing the risk of damage during storage or transport.

3) A pair of ¾" metal straps will firmly secure the bundle of rigid insulation to the base.

4) It is strongly recommended to protect the corners as shown in illustration # 4.

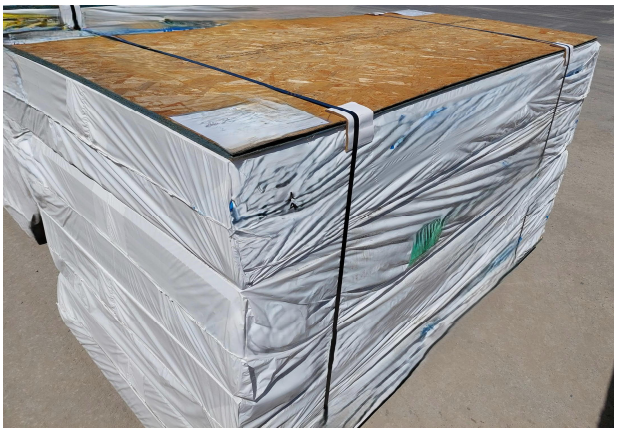


ILLUSTRATION # 3



ILLUSTRATION # 4

Compliant packaging for rigid insulation is essential and is more of an investment than just a shipping requirement.

This information represents the minimum requirements. Although more costly, the use of crates is the best option for greater protection, while facilitating storage and handling during the shipping stages, as well as at construction sites at destination. Further information on open crates is provided in Part 14 of this guide.

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PACKAGING AND SHIPPING GUIDE

PART 15A — NON-RIGID INSULATION MATERIAL

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ILLUSTRATION # 1



ILLUSTRATION # 2



ILLUSTRATION # 3

An acceptable standard package (cargo unit) of non-rigid insulation material will include the illustrated features and the following components:

1) Floor: Made with 2" X 4" or 2" X 6" fir wood st and ½" plywood surface and secured on a pair of 4" X 4" wooden blocks. More blocks are added as needed, depending on the size of the crate.
2) Bags should be compressed and pre-bundled in packages of two or more, to reduce the volume of cargo, hence reducing the sealift transportation cost.
3) Polyethylene wrapping of cargo before assembling the crate walls is strongly recommended, to add protection from water infiltration into the insulation bags, and this, despite the fact that the material has been originally bagged by the manufacturer.
4) Walls & top structure: made with 1" X 6" spruce, and reinforced as necessary with stronger wooden pieces.
5) Straps: The ¾"metal straps are recommended.

Non rigid insulation is a weather-sensitive material that requires regular open crate type packaging, with additional precautions to better protect it from rain and water infiltration, resulting from accidental tears to its manufacturer's original polyethylene bags.

Additionally, it is advisable if the non-rigid insulation further compressed by the supplier, or sometimes as an additional service at the Marshalling & Packaging facility. This helps reduce sealift costs, since transport cost calculation for this type of cargo is based on volume.

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FASCICULE 16 — ASPHALT SHINGLES AND REELS

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The asphalt shingles should be secured on a pallet, protected above with a sheet of plywood and then fastened with several 2" straps.

Packaging as shown in illustration # 1 is ideal. Make sure we are able to handle everything with forklifts without damaging the shingles. A minimum of 4'' blocks are required underneath. These packages must be sturdy since they are very heavy.

ILLUSTRATION # 1



The reels (**"**reel**"**) should be protected with sheets of plywood on top and on the bottom. 4**"** blocks underneath will allow handling with forklifts; several straps secure everything.

If the **"**reel**"** cable is fragile (fiber optic in illustration # 2), the whole thing will need to be further protected; we recommend a closed crate (illustration # 3).

ILLUSTRATION # 2



Suggested packaging: Reels with boards

ILLUSTRATION # 3

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PART 17 — PIPING

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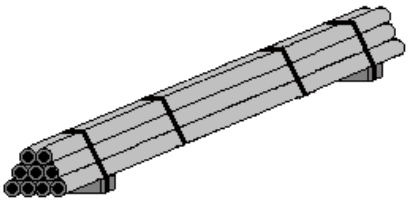
STEEL PIPING



An acceptable standard package (cargo unit) of piping will include the appropriate illustrated features and related components:

1) Steel pipes of 10, 20 and 30 feet long are placed on wooden skids and bundled.
2) Two pairs of 1" or 1¼" metal straps are used to fasten the bundle: one pair to secure the bundle on the skids, and the other to firmly hold the bundle together. Straps and skids are added every 4' as needed proportionally to the bundle.
3) Preferably, pipes are loaded in a pyramid shape.

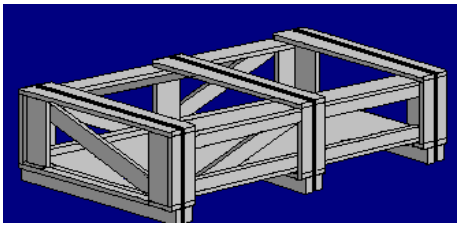
ILLUSTRATION # 1



OTHER TYPES OF PIPING

Insulated PVC and copper piping used mainly in residential construction must be packaged up to the end of the pipe in closed or open crates, in accordance with sections 13 and 14 of this guide.

ILLUSTRATION # 2



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PART 18 — WOOD, PLYWOOD & LUMBER

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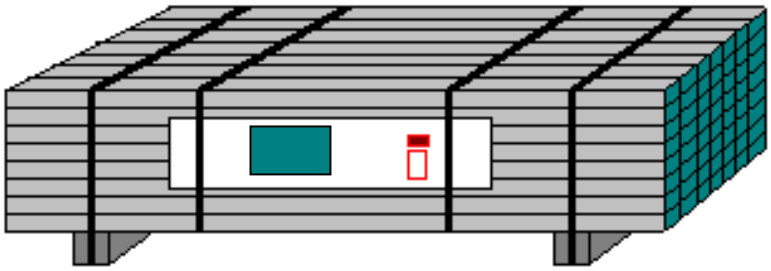


ILLUSTRATION # 1

An acceptable bundle of lumber or plywood (cargo unit) should include the illustrated features and the following components:

1) It is strongly suggested that the wood bundle be covered with polyethylene film or a vapour barrier before installing the straps.

2) A pair of 4' X 4' skids, or a pallet raised at least 4" off the ground, will be used to allow handling by forklifts. Additional skids and metal straps will be required every 4 feet to reinforce longer bundles.

3) For bundles up to 10 feet, two pairs of ¾" metal straps are recommended. One pair to secure the bundle to the skids and the other pair to hold the bundle itself.

4) For oversized bundles, additional skids and metal straps will be used, and in proportion to the size and weight of the bundle.

5) Ideally, a wood bundle should only include pieces of the same dimensions, in order to eliminate any empty space inside the bundle and thus optimize transportation costs.

6) Mouldings, doorstops and/or all types of wood used for finishing, floor coverings and/or other similar products must be carefully packed. Closed crates and, in some cases, open crates are strongly recommended for these types of products. Relevant information is provided in Parts 13 and 14 of this guide.

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PACKAGING AND SHIPPING GUIDE

PART 18A — TRUSSES

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PACKAGING

FLOOR TRUSSES

In general, "truss floor" from a supplier is suitable for shipping.

For optimal packaging, make sure to reinforce the straps and protect vertical walls of the truss with a sheet of plywood. You also need to have 4'' blocks for proper handling.



ILLUSTRATION # 1

Plywood protection should be at the center of the pile, where it will be handled by the forks of the loader.

Plywood should be a minimum of 8' long.



ILLUSTRATION # 2

ROOF TRUSSES



A pair of 4' X 4' skids will be used to allow handling by forklifts. Additional skids and metal straps will be required every 6' to reinforce longer bundles.

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PART 19 — WINDOWS AND GLASS PANES

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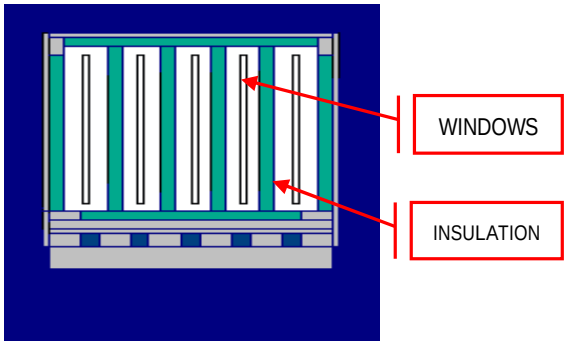


ILLUSTRATION # 1

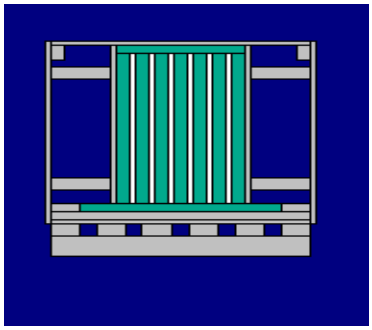


ILLUSTRATION # 2

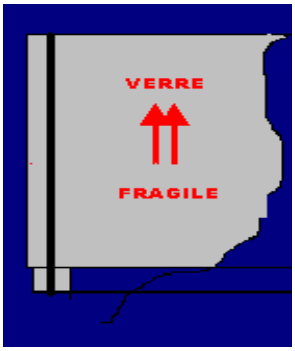


ILLUSTRATION # 3

Windows, windowpanes and doors with glass panels should be crated in closed-type crates, which are especially made to include certain features and precautions to protect this extremely fragile cargo.

1) Windows must be set-up and crated in a vertical position and protected with foam chips filling all the gaps inside the crate, or with rigid insulating material between units (ILLUSTRATION # 1).

2) The crate must be clearly identified with the «FRAGILE» symbol, with the indication to be maintained in the vertical position; symbol must represent 25% of the surface!

3) The packaging for glass is similar to the one for windows, and includes styrofoam chips

4) The minimum depth of the closed crate will be 3 feet or more, depending on the height, and will be maintained in a vertical position. For small quantities of glass, reinforcing supports will be installed.

MISSING INFO:

A PARTICULAR ATTENTION SHOULD BE GIVEN TO THE MARKINGS THAT WILL REPRESENT APPROXIMATELY 25% OF THE SURFACE AREA OF THE BOX. THE IDENTIFICATION WILL BE IN A BRIGHT COLOR.

THE WEIGHT AND CENTER OF GRAVITY MUST BE INDICATED ON ALL FOUR SIDES. (SEE ILLUSTRATION #3).

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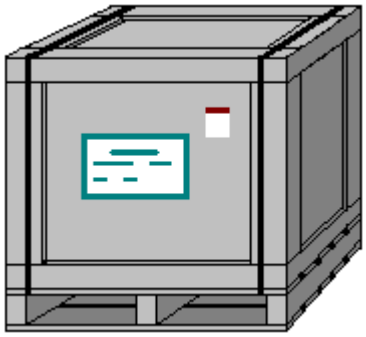
PART 20— CARBONATED BEVERAGES

NOTICE

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COMPONENTS & SPECIFICATIONS

1) Floor: made sturdy with ½" or ⅝" plywood on studs and secured on 4' X 4' wooden skids or a standard sized pallet. The floor will be sized to receive the palletized canned carbonated product as delivered by the supplier. Furthermore, floors could also be sized to receive the palletized product in pairs, for a better cost efficiency in the case of high volumes requiring packaging.
2) Structure & walls made with 2" X 4" or 2" X 3" plywood, and ⅜" or ½" plywood.
3) Fastening: The use of ¾" metal straps is recommended. An additional pair of horizontal strapping is necessary if ½" straps are used. Nails used to assemble the crate must be of proper size and type, to tightly hold the crate structure in place.
4) A polyethylene liner wrapping is recommended to hold tight the carbonated water individual packages (flats) together inside the crate.





IMPORTANT NOTE:

Soft drink cans shipped in large quantities must be packed in prefabricated closed crates or stuffed in 20-foot containers. In the case of containers, the individual packages are stacked four rows above the ground, due to their heavy weight, while the lighter cargo is stacked on top.

Soft drinks can also be shipped on pallets; the pallet must be able to withstand 3 times its weight (package + pallet). The indication C° (risk of freezing) is also recommended, but the carrier will not be held responsible.

When closed crates are chosen for soft drinks, they must be built sturdily on a base wider than the height, to keep the center of gravity lower and enable the crate to retain its stability.

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PACKAGING AND SHIPPING GUIDE

PART 21 — SNOWMOBILE, ATV, MOTORCYCLE, SCOOTER, SEA-DOO, ZAMBONI, BOAT, TRAILER, CANOE, OUTBOARD MOTOR

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ILLUSTRATION # 1



ILLUSTRATION # 2



ILLUSTRATION # 3

In most cases, snowmobiles, ATVs, motorcycles and scooters are packaged by the manufacturers in polyethylene-coated metal structures or wooden crates, mainly adapted to road and rail transport. This type of packaging is inadequate for maritime transportation. Upon delivery of a new snowmobile, from the manufacturer, 4" blocks must be added in order for the loader to be able to lift. Suitable packaging corresponds to ILLUSTRATION # 2, the box must be stackable and fitted with straps.

Contrary to vehicles and heavy equipment, we do not require keys for the above-mentioned items; it would be the client's responsibility to keep the keys.

BOATS



ILLUSTRATION # 4



ILLUSTRATION # 5

A boat shall be delivered on its trailer or on a wooden base having 4**"** blocks and straps to secure the boat to the base. We recommend an 8' wide base to protect the side of the boat. Upon receipt of the goods at the terminal, the boat must be able to be safely handled with a loader. The outboard motor and motor base must also be well protected; if they aren't, it's at the shipper's risk.

The canoe should also be placed on a wooden base with 4**"** blocks or crated to prevent damages and scratches.

Trailers stacked on top of each other should be secured with several straps, and wheel guards should be packed with styrofoam. If the trailer underneath is on wheels, the wooden support will not be necessary if the wheels and accessories are in a crate. The trailer should be placed on a wooden support of sufficient width and with 4**"** blocks to facilitate handling. Protect fenders with plastic or fiberglass to prevent breakage during handling or stacking; if they are not, it's at the shipper's risk.

We accept a stack of 4 boat trailers and 6 canoe trailers strapped together.

IMPORTANT

For lifting reasons, ice resurfacers (ZAMBONIS) must be placed in a container and additional charges will apply (contact customer service).

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PACKAGING AND SHIPPING GUIDE

PART 22 — PREFAB UNITS

NOTICE

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When reserving prefab modules or house trailers, please make sure to answer the following questions:

Conditions may vary depending on the number of modules to be transported.

1) The roof must be strong enough to allow our crew members to walk on and attach the slings.
2) It is important to know whether the modules can be stacked on top of each other.
3) The overall dimensions must be precise (length X width X height) as well as the total certified weight (the module + the material inside).
4) The module will be delivered on wheels, tri-piers.
5) The weight (weighing certificate) will be required as of the 2025 season.
6) Manufacturer, year of manufacture.
7) Steel or wood structure.

BASIC INFORMATION

- Lifting points must be clearly identified.
- If there are no lifting points, the shipper must provide adequate slings for safe lifting.
- The shipper must provide a lifting plan for the crane.
- The center of gravity must be clearly indicated, taking into account the material inside.
- The underside of the module, unless it is on wheels, should ideally be adapted so that it can be lifted by 1 or 2 loaders with 8-foot forks.
- The shipper must supply and install tri-piers (or blocks) upon delivering of the modules.
- Door handles, lights or any other components protruding beyond the exterior walls must be removed.
- Modules may be transported on the ship's deck, so they must be able to withstand the weather conditions.
- Modules must have attachment points to secure them to the ship's deck. These must be sufficiently strong and designed for the weight of the module. The four (4) attachment points should be located at both ends of the modules, ideally at the top.
- If the roof exceeds the width of the module, protections must be installed so that the lifting straps do not exert too much pressure on the module.
- Interior material, if any, must be properly secured.
- Windows must be boarded.

*Do not shrink wrap the modules with plastic film. Northern weather conditions bring considerable risks of falls and accidents.
If the modules are protected with film, provide anti-slip strips on the roof to ensure a certain level of safety to avoid the skating rink effect.

PLEASE NOTE THAT THE MODULES ARE NOT A MEANS OF TRANSPORT; NO ADDITIONAL CARGO CAN BE ADDED INSIDE THE MODULES.

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PART 22 — PREFAB UNITS

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TRAILER ON WHEELS



TRAILER ON TRI-PIERS





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PACKAGING AND SHIPPING GUIDE

PART 22A — PREFAB WALL PANELS

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EXAMPLE OF WALL PANELS



ILLUSTRATION # 1



ILLUSTRATION # 2

The height of the prefab wall must not exceed 8' for loading purposes.

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PACKAGING AND SHIPPING GUIDE

PART 23 — OVERSIZED TIRES

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PACKAGING



ILLUSTRATION # 1



ILLUSTRATION # 2

Oversized tires must be placed proportionally to the pallet. The top must also be protected by a sheet of plywood to prevent water filling up in the event of rain. In addition, straps must be added to keep the tires securely in place on the pallet.

As the forks of our lifts are 2" thick, make sure there are 4" blocks placed underneath the pallet to handle safely and to avoid damages.

We suggest using the flatrack for heavy machinery tires and large quantities. Ask our terminal reception staff for more information.



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PACKAGING AND SHIPPING GUIDE

PART 24 — CONCRETE STRUCTURES OR CONCRETE SUMPS

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ILLUSTRATION # 1



ILLUSTRATION # 2

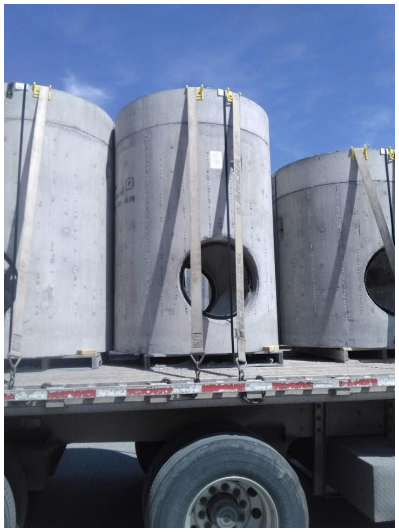


ILLUSTRATION # 3

Concrete structures or concrete sumps must be fixed in a secure manner for handling purposes during the sealift operations. A concrete sump cargo unit to be shipped Northbound will be considered acceptable only if it meets the following guidelines and components:

1) A resistant wooden pallet or a 4" X 4" wooden runner supporting the concrete or the concrete sump.
2) A few stoppers must be placed at the ends to prevent the concrete from moving on the pallet when being handled with the forklift.
3) Four (4) metal strappings must be securely attached from the top of the concrete structure or sump to the base of the wooden pallet.
4) Protective paddings must be placed under the metal straps.