

## GENERAL PROVISIONS



IMO code	
1	This policy is applicable to all vessels which are operated by COSCO SHIPPING LINES unless otherwise stated in below specific UN entry. Vessel operated by COSCO SHIPPING LINES' include those owned by COSCO and CSCL and those chartered by the two companies.
1,1	The dangerous goods to be loaded on chartered vessel shall qualify all the requirements by the lease
1,2	the dangerous goods, with B/L issued by COSCO SHIPPING LINES, to be loaded on vessels operated by other shipping lines than COSCO SHIPPING, shall qualify all the requirements by DG Policy of the Vessel Operator.
2	COSCO SHIPPING LINES reserves the right to decline any dangerous goods for safety concerns.
3	Booking agents' responsibility
3,1	All booking agents shall send their dangerous goods details via DG application form to COSCO SHIPPING LINES HQ before the cargo is loaded on the first leg vessel for approval. COSCO SHIPPING LINES HQ has the right to reject the application with ground reasons. If the dangerous goods are scheduled to be loaded on partner's vessel, application shall also be sent to the Vessel Operator for confirmation.
3,2	If there is rejection by any of above mentioned parties, the booking agent shall not allow the cargo to be loaded onboard in order to avoid problems and/or delays.
3,3	Any extra expense arising from, directly and/or indirectly, the shipment of dangerous cargoes due to negligence of above procedure shall be the booking agents' responsibility and on their account.
4	All packaging, labelling, stowage and any other related information must be strictly in accordance with relevant requirement by government of export country/import country and IMDG Code.
5	Certain groups of cargo generally prohibited as follows:
5,1	All kinds of industrial hazardous waste cargo (including all waste cargo covered by Basel Convention)
5,2	Arms/Weapons/Military goods used for military purpose, except goods used for sports or hunting.
5,3	All substances with IMDG Code SP76/SP900/SP349/SP350/SP351/SP352/SP353.
5,4	Dangerous goods to be carried in flexitank.
5,5	Dangerous goods to be carried in containers as bulk.
6	General restriction policy
6,1	The packaging type of dangerous goods in Solid with melting point below 50 Degrees Celsius shall meet the requirement of IMDG Code 4.1.3.4, The application will be reviewed on a case-by-case basis by COSCO SHIPPING LINES HQ.

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6,2	Dangerous goods to be loaded on chartered vessel are restricted by charter party.
6,3	The weight restriction by respective terminal shall be shared in accordance with the Slot Entitlement.
7	Dangerous goods in reefer container:
7,1	Prohibit any dangerous goods in reefer container whose vapour forms an ignitable mixture with air.
7,2	Prohibit any dangerous goods in reefer container which requires temperature control by IMDG Code except that it has been approved by COSCO SHIPPING LINES HQ specially for specific VIP cargos.
7,3	Accept dangerous goods in reefer container for commercial/quality control purpose only.
7,4	Accept IMO Class 2.2, 3 (FP $\geq$ 23°C), 4.1, 4.2, 4.3, 5.1,8 and 9 only.
7,5	Prohibit IMO Class 2.1, 3(FP < 23°C) & 6.1, irrespective of Main Risk or Subsidiary Risk.
8	Vanning Survey
8,1	Vanning Survey should be required for following packing hazardous cargos.
8.1.1	All IMO DG which originated from Mainland China with PG I, exemption for below,
8.1.1.1	For VIP customers, need vanning photos only.
8.1.1.2	DG in limited quantities.
8.1.2	All class 1 cargoes (except firework cargoes)
8.1.3	All class 7 cargoes.
8.1.4	All DG cargos requiring temperature control by IMDG Code.
8.1.5	All hazardous goods specified in the list.

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8,2	Vanning survey should be done by a competent marine surveyor as a third party.
8,3	Vanning survey should be including but not limited to certify following points:
8.3.1	Describe condition of stuffing and condition of cargo prior stuffing.
8.3.2	Certify that the container is clean, dry and apparently fit for the goods.
8.3.3	Certify that no incompatible goods has been packed into the container.
8.3.4	Certify that the container and packages there in are properly marked, labelled, placarded and in all respects in good condition for transport by sea. Any irrelevant marks and placards have been removed.
8.3.5	Applicant/shipper/consignee/inspection date&place/container number/details of commodity such as IMO Class/UN number/packing code,etc/photos should be clearly indicated.
8.4	Vanning survey report should be submitted to COSCO SHIPPING LINES HQ for final approval before loading on board.
8.5	Any expense incurred should be on consignor's account.
8.6	If the DG cargo is loaded in IMO Tank, no vanning survey needed.

For any further information please contact sales department at [sales.can@cos-vas.com](mailto:sales.can@cos-vas.com)