

Updates

All pages updated: September 2005

Following pages updated: September 2006

Loading page 12, 14, 20, 28

Sea page 2-3

Equipment page 1, 5, 22-23, 25, 29

Vehicle Information page 1-39

Following pages updated: June 2007

Terminal page 1-39

Preload page 3

Loading page 1-38

Discharging page 3, 7

Equipment page 1, 11, 14, 22a-24, 27, 31a

Vehicle Information page 1-41

Following pages updated: June 2009

Intro page 1-2

Terminal page 1-40

Vessel Readiness page 7

Preload page 3

Loading page 1-5, 10-11, 13, 15, 19-21, 28-40

Vessel Readiness page 7

Discharging page 2-4, 6

Terminal page 4

Equipment page 1, 22a-25, 27-29

Vehicle Information All pages



The Höegh Autoliners Cargo Quality Manual is based on Rules and regulations for cargo stowage and securing on board ships. The manual is in compliance with:

- SOLAS chapter VI and VII.
- Codes of safe practice for Cargo Stowage and Securing
- 1994/1995 amendments to CSS Code (Annex 13).

A motor vehicle, High & Heavy cargo (HH) or Non-containerised cargo (NCC) are expensive commodities. Cargoes of this type are highly sensitive to damage while in transit.

Our experience tells us that the main concern of any shipper is that the cargo is received in good condition and on time.

In co-operation with our customers, we have through the years built up procedures for the best possible way of handling the above mentioned cargo including a detailed quality programme.

The ships have been designed for safe and efficient handling of vehicles, HH and NCC.

Wide ramps, ample height and easy access to all decks with absolute minimum of stanchions, enabling easy driving and parking conditions throughout the whole vessel. Substantial efforts are continuously made to equip the vessel with adequate modern lashing and securing devices for efficient protection of the cargo.

The philosophy behind all this is simple:

**YOUR CARGO IS OUR MAIN
CONCERN**



No Smoking



Smoking is not allowed in any Cargo Compartment where Höegh Autoliners cargo is present. This includes in any taxi, service car or cargo units.

Fire Fighting on board.

Master of the vessel has the full responsibility for the fire fighting equipment and training on board his vessel.

Fire Fighting in the Port.

Port Authority has the full responsibility for the fire fighting equipment and the training in the port it self.

Höegh Autoliners area of responsibility

Receiving cargo • Terminal at load port



Loading • Sea voyage • Discharging



Terminal at discharge port • Delivery of cargo

LOADING:

Receiving procedures

Pre-load meeting

Loading plan step by step

Quay and terminal condition

Loading procedures step by step

STOWAGE:

Höegh Autoliners standards and other makes

Principle method of stowage

Lashings

DISCHARGING:

Pre-discharging meeting

Quay and terminal condition

Discharging plan step by step

Discharging procedures step by step

Delivery

TRAINING PROGRAMMES:

Stevedores

Vessel officers and crew