

Transport Quality Manual

Chapter 5. Ocean Shipment

Issue 13 – January 7th 2014



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5.1. Ocean Transport

JLR Vehicles may only be transported on vessels, which have been assessed for suitability (supported by loading trials) by contracted party and are fit for purpose.

All Vessels should meet international shipping quality standards.

JLR reserve the right to inspect/audit any vessel/port contracted in carrying JLR product and to refuse carriage on any vessel that does not meet the contracted terms within the (SL) Service Level or JLR Transport Quality Standards.

5.2. Vessel Equipment

- Vessels should be in good condition painted and rust free.
- Contracted party must ensure there is a routine maintenance program in place for lighting, cleaning, painting and repairs/servicing.
- Vessels should not have any structural damage, mechanical deck faults or protruding obstacles that can hinder quality during the loading or unloading of JLR product.
- Loading/unloading vessel ramps must be well maintained and fit for purpose.
- Each vessel should have a sufficient quantity of vehicle lashing in equipment that is in good working order suitable for the model type being transported.
- Vessels should have no excessive oil or contamination.
- Loading compartments should be clean and well ventilated.
- Ramps and decks must be well lit.(Maximum ramp angle 8°)
- All stanchions, obstacles and potential hazards need to be clearly marked and painted with high visible paint
- All vehicle routings, direction is to be clearly controlled, by signs, traffic cones and personnel to ensure safe activities

5.3. Preparation of Vessel Prior to Loading/Unloading



- Set Ramp into correct position
- Ramps should permit easy access with no under body contact occurring at any time
- Decks and ramps must be free from all hazards
- Loose lashings or equipment must be stowed away prior to departure from the port.

5.4. Loading Vehicles on Vessel

5.4.1. Product Familiarisation

- The following is to be used in conjunction with chapter 1 (Transport Quality)
- The service provider/consigner must undertake suitable product familiarisation training for all personnel loading or unloading JLR products.
- Third party sub contracted providers must operate to the same standard as the principal SP.
- All vehicles must be loaded and unloaded at a slow controlled speed at all times.
- Loading and discharge of vehicles must be supervised and co-ordinated by experienced load superintendents or supervisor, who should be present during the whole period of the loading

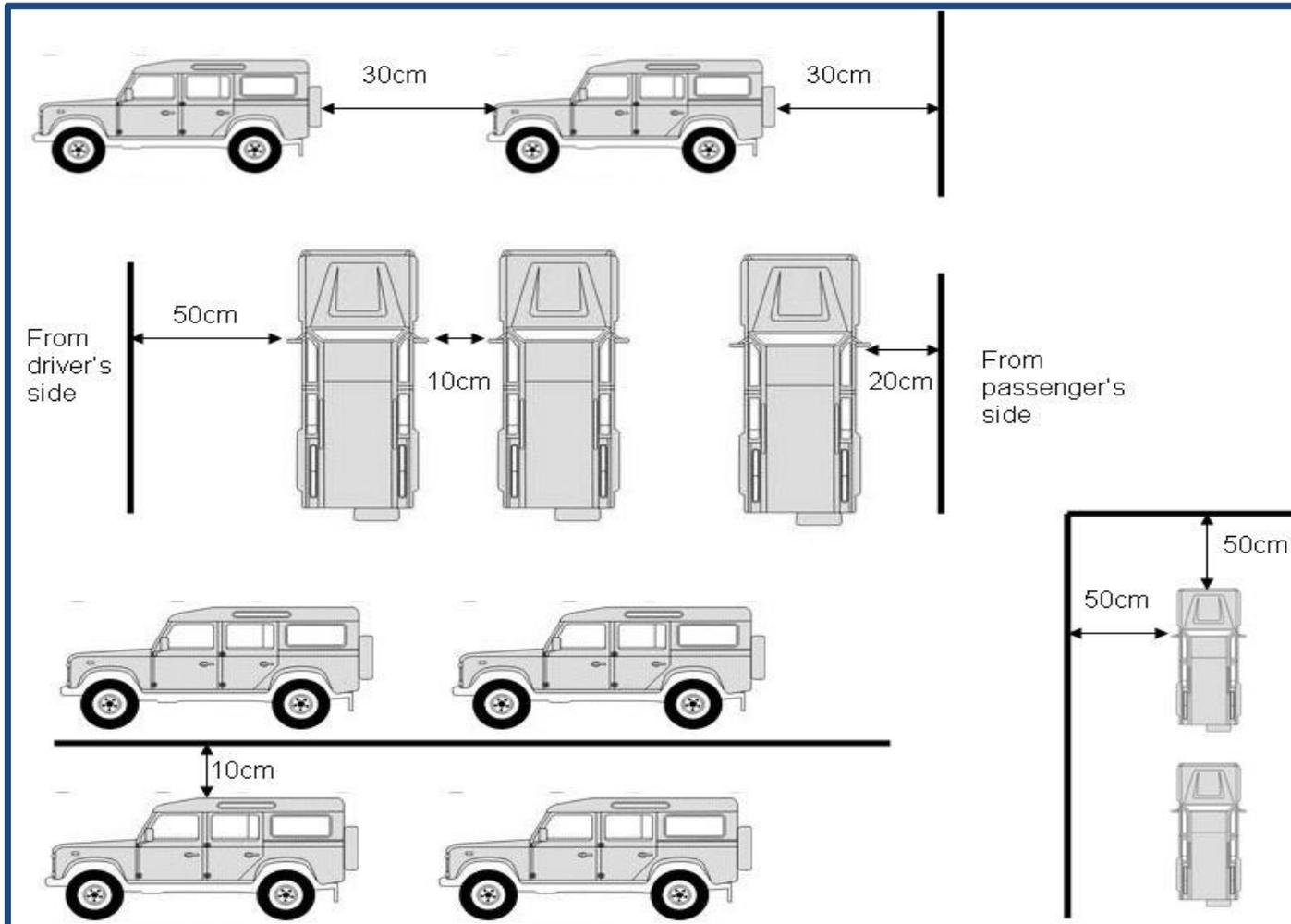
5.4.2. Vehicle Loading

- Vehicles should not be loaded if contaminated or have excessive dirt/bird lime, if found in this condition they should be diverted for a wash (Cold water high pressure wash no detergents) and loaded when wash process has been completed.
- Drive onto ramps carefully, at crawl speed in a controlled manner (speed not to exceed 5mph) (excessive speed causes dynamic suspension bounce and may cause damage to under-body and lower front bumper areas)
- All cars must be stowed below deck
- Always load ships in accordance with the ship stowage plan approved by Loading Manager/Superintendent
- Right and Left hand drive products to be segregated at all times.
- A minimum safety distance – at closest point of contact must be maintained at all times:
 - 30cm from bumper to bumper
 - 30cm from bumper to ship structure
 - 10cm to the sides of adjacent vehicles
 - 20cm to bulkheads in deck at closest point on vehicle (Passenger Side)
 - 50cm to bulkheads in deck at closest point on vehicle (Drivers Side)
 - 50cm to deck ladders, hatches, ramps and other non-automotive items of Cargo
- Ensure that a walkway stem to stern across the entire deck of at least 80cm is always retained
- If there is no way to avoid stowing the vehicles athwart ships (port to starboard), all vehicles must be surrounded by a gap of at least 50cm on all sides at closest point of contact
- If ramp stowage is required, each vehicle must have a gap of at least 30cm side to side
- For this, walkways/gangways of at least 80cm in width must be kept free
- All non-standard loading must be verified by load superintendent responsible

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Once loaded:

- Close all doors, windows and sunroofs.
- Turn off ignition
- Secure vehicles by engaging 1st gear or by placing gear selector lever of automatic transmission in "P" position and applying the parking brake
- Remove all keys from ignitions and place in drivers' side door pocket or on centre console for Defender
- All vehicle protection must be returned to position i.e. reposition seat covers etc..

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5.5. Securing the Vehicles on Vessel

See Chapter 3.2 Vessel Lashing for details of vehicle specific lashing

- Use only lashing points as authorised, correct to model (Please refer to relevant model Vehicle Handling Guide in the TQM Appendices for guidance and Chapter 3.2)
- **Lashing through alloy wheels is not allowed**
- All vehicles must be lashed before the ship sails at Captain's discretion/risk



Ensure lashings are fit for purpose lashings, hooks protected and in good condition no exposed metal/rust

Lash as follows:

- If stowed stem to stern, each vehicle should have 2 lashings at the front and 2 lashings at the rear
- If stowed transversely on a ramp, each vehicle should have 3 lashings at the front and 3 lashings at the rear plus 2 wheel chocks at the front and 2 heel chocks at the rear

Only use lashings, in full serviceable condition, that are approved by JLR.

- Lashings should be fitted at angles of approx. 30° to 45° to longitudinal axis of vehicles
- If stowed athwart ship or on ramps, additional lashings should be fitted at a larger lateral angle, 40° to 60°
- Where possible lashing restraint angles should be symmetrical at front or rear of vehicle
- Wheels must be chocked on ramps and athwart ship positions
- Always use fixed lashing points, e.g. welded lashing eyes, rings, screw mounted eye bolts/ring bolts as designated to model variant (see Chapter 3.2 Vessel Lashing and relevant TQM Model Handling Guides)
- Lashings must be kept clear of bodywork at all times
- During the voyage, all lashings should be inspected at regular intervals, and retightened periodically as required

N.B. The cars should not be over tightened down onto their springs.
The load supervisor must confirm the presence of the vehicle keys prior to sailing

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If stowed transversely or on a ramp, each vehicle should have 3 lashings plus wheel two chocks at the front and two at the rear



Ensure care is taken when lashing to a towing eye



If vehicles are stowed stern to stern, each vehicle should have two lashinas at the front and two at the rear



5.6. Removing Lashings and Unloading the Vehicles

Lashings should be removed with care and attention and stowed away before vehicles are carefully offloaded in a slow controlled manner under supervision of supervisor/superintendent.