



Subject: Advisory on Handling Over-Capacity, Overweight, Unbalanced and damaged units

Dear Valued Customers,

This advisory serves to inform our customers of the procedures in place at **Tanger Alliance Terminal (TAT)** regarding the handling of **over-capacity / Exceeded weight, overweight, and unbalanced cargo**. These measures have been in effect since the beginning of operations to ensure the **safety, efficiency, and regulatory compliance** of our terminal's activities.

To maintain safe handling standards, the following procedures apply:

Overweight / Over-Capacity Units

Terminal yard equipment is designed to handle cargo up to a maximum safe working load of 45 tons. Any unit exceeding this limit cannot be safely handled by standard yard equipment and therefore must be placed directly onto a low-bed (MAFI) trailer immediately after discharge from the ship-to-shore (STS) crane.

Such units shall remain on the MAFI trailer until final delivery, as the terminal's yard equipment is not designed to operate beyond its certified load capacity.

In cases where the unit is special, damaged or requires special handling—such as the use of over-height frames, slings, or chains—the combined weight of the cargo and handling accessories must not exceed the Safe Working Load (SWL) of the terminal equipment (45tons).

• Overweight Units

Any unit that exceeds the maximum container payload poses a risk during handling, as excessive weight can cause structural failure, leading to cargo falling through the bottom of the container. Additionally, overweight cargo can create serious stability issues onboard the vessel, increasing the risk of cargo shifting, stack collapses, or container failures at sea. To prevent such risks, these units will be placed on a low-bed (MAFI trailer) immediately after discharge, where they will remain until the issue is resolved.

• Unbalanced Cargo

Any unit found to have an unbalanced cargo that could pose a risk to terminal equipment, handling operations, or the cargo itself will also be placed on a low-bed (MAFI trailer). Unbalanced cargo increases the risk of damage to equipment and may cause the cargo inside the container to shift or fall out during handling. Additionally, unbalanced cargo can create instability onboard the vessel, increasing the risk of containers toppling over or falling due to improper weight distribution. These units will remain on the trailer until they have been inspected and the issue has been resolved.

Charges and Liability Disclaimer:

- Storage charges under **item 10.11** (from valid STPL) for low-bed usage will apply from the discharge date until the issue is resolved.
- In the event that no viable solution can be found for the affected unit, the customer might be requested to sign a **Disclaimer of Liability** to release **Tanger Alliance Terminal (TAT)** from any responsibility related to its handling or while being under TAT custody.

Regulatory Compliance:

Failure to properly handle overweight, over-capacity, and unbalanced cargo could result in violations of international maritime safety regulations, including SOLAS (Safety of Life at Sea). Adhering to these procedures ensures that our operations remain in compliance with these important regulations, preventing any risks on terminal assets or personnel.

We thank you for your cooperation in adhering to these procedures, which are essential for the smooth and safe operation of our terminal. Should you have any questions or require further assistance, please contact our Customer Service Team at customerservice@tangeralliance.com.

Best regards,
Customer Service Team
Tanger Alliance Terminal

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