



21<sup>st</sup> January 2022

### Ship Crane Cargo Operation – Maximum Gross Cargo Weight Allowed

Dear Customers,

This circular issued as guidance for Gross Cargo Weight<sup>1</sup> restriction for Port which using PIL Ship Crane for cargo operation. Please refer to Appendix 1 which listed Port which using Ship Crane for Cargo Operation.

Definition of Terms used in Circular

*Gross Cargo Weight<sup>1</sup>* meaning Total Weight of Cargo and Equipment (Container, Flat Rack etc). Ship Spreader weight excluded from above weight calculation.

*Working Range<sup>2</sup>* meaning Ship Specific Crane Outreach please get email confirmation from ship master before proceeding.

*Weigh Bridge Ticket<sup>3</sup>* meaning Record of Document indicates Total weight of cargo and equipment (Container, Flat Rack etc), date and time of measurement.

For ship's age 20 years and above, fitted with crane of SWL 40mt, the maximum *Gross Cargo Weight<sup>1</sup>* allowed is 33T for any crane outreach. If the *Gross Cargo Weight<sup>1</sup>* is equal or more than 31T, local booking agent to ensure obtain *Weigh Bridge Ticket<sup>3</sup>* as evidence of actual weight. The *Weigh Bridge Ticket<sup>3</sup>* to be shared to Stowage Planner and Ship Command when submitting booking forecast.

For ship's age below 20 years old, fitted with crane of SWL 40mt, the maximum *Gross Cargo Weight<sup>1</sup>* allowed is 33T. If the ship crane is operated within *Working Range<sup>2</sup>* less than ship specific crane outreach for 40t Safe Working Load, then maximum gross cargo weight allowed is 36T. If the *Gross Cargo Weight<sup>1</sup>* is equal or more than 31T, local booking agent to ensure obtain *Weigh Bridge Ticket<sup>3</sup>* as evidence of actual weight. The *Weigh Bridge Ticket<sup>3</sup>* to be shared to Stowage Planner and Ship Command when submitting booking forecast.

Agent Responsibility (For Cargo Nominated to be discharge using Ship Crane Operation)

Booking Agent at Port of loading to provide *Weigh Bridge Ticket<sup>3</sup>* together with booking forecast for Stowage Planner reference when *Gross Cargo Weight<sup>1</sup>* is 31T or more. If no *Weigh Bridge Ticket<sup>3</sup>* available than said cargo shall not be allowed to load onboard nominated ship. Agent to ensure to upload to LMS once *Weigh Bridge Ticket<sup>3</sup>* is available.

Special Cargo and Stowage Team Responsibility

The above guidance and requirement for *Weigh Bridge Ticket<sup>3</sup>* is applicable for both discharge and transshipment units where the final POD will use ship crane for cargo operation. Cargo Booking Agent at the port of loading shall upload Weigh Bridge Ticket to LMS as soon as available.

Special Cargo Team need to identify which Port's using Ship Crane for Cargo Operation. They also to implement weight restriction and *Weigh Bridge Ticket<sup>3</sup>* requirement as prerequisite for carriage approval for cargo weight 31t or more.

Transam New Zealand Ltd is agent for Mariana Express Lines Pte Ltd, Singapore

Transam New Zealand Ltd  
P O Box 137085  
Parnell, Auckland 1151  
Level One, 29 Heather Street  
Parnell, Auckland New Zealand  
Phone: +64 9 308 3939  
[www.npdl.co.nz](http://www.npdl.co.nz)

Stowage Team need to monitor booking forecast and ensure to sight *Weigh Bridge Ticket3* for cargo weight 31t or more for Port which using Ship Crane for Cargo operation. They also must ensure the maximum *Gross Cargo Weight1* do not exceed the above guideline given (as per Para 2 and 3). If the *Weigh Bridge Ticket3* not available, then Stowage Planner to request said document from Local Agent and consult with HQ Stowage Team on next course of action.

UNLOCODE	Port /Terminal Name	Port Using Ship Crane Yes / Both	Maximum Gross Cargo Weight allowed as per local Authority (Cargo + CTU Tare)
BDCGP	Chittagong Port Authority	BOTH <sup>4</sup>	20ft CTU :24.0MT 40ft CTU :30.4MT
BDMGL	Mongla Container Terminal	YES	As per Circular No: OPPC 01 – 2022 Guideline
INCCU	Calcutta Port Trust	BOTH <sup>4</sup>	As per Circular No: OPPC 01 – 2022 Guideline
PHGES	General Santos	YES	As per Circular No: OPPC 01 – 2022 Guideline
MZMNC	Nacala Terminal	YES	As per Circular No: OPPC 01 – 2022 Guideline
MZPOL	Pemba Terminal	YES	As per Circular No: OPPC 01 – 2022 Guideline
ZARCB	Richard Bay	YES	As per Circular No: OPPC 01 – 2022 Guideline
TLDIL	DILI PORT TERMINAL	YES	As per Circular No: OPPC 01 – 2022 Guideline
SBHIR	Honiara	YES	As per Circular No: OPPC 01 – 2022 Guideline
PWROR	KOROR	YES	As per Circular No: OPPC 01 – 2022 Guideline
FMKSA	<b>Kosrae</b>	YES	As per Circular No: OPPC 01 – 2022 Guideline
FJLTK	Lautoka	YES	As per Circular No: OPPC 01 – 2022 Guideline
MHMAJ	Majuro	YES	As per Circular No: OPPC 01 – 2022 Guideline
FMPNI	Pohn Pei	YES	As per Circular No: OPPC 01 – 2022 Guideline
PGMTK/PGPOM	Port Moresby	YES	As per Circular No: OPPC 01 – 2022 Guideline
PGLAE	Lae	YES	As per Circular No: OPPC 01 – 2022 Guideline
MPSPN	Saipan	YES	As per Circular No: OPPC 01 – 2022 Guideline
FJSUV	SUVA	YES	As per Circular No: OPPC 01 – 2022 Guideline
KITRW	Tarawa	YES	As per Circular No: OPPC 01 – 2022 Guideline
FMYAP	Yap Container Terminal	YES	As per Circular No: OPPC 01 – 2022 Guideline
<b>BOTH<sup>4</sup> indicate Terminal might use Gantry even for ship with Cargo Crane. Cargo Weight control as ship crane SWL for geared ships.</b>			

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Thank you for your continued support.

Yours sincerely,

**Transam New Zealand**

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