

SMC used unit shipping terms and conditions

1/ for the purposes of the Freight rate payable, all unit dimensions are taken on full dimensions ie.the longest/widest/highest part of the unit (including trailers), unless specifically agreed otherwise. All dimensions are subject to confirmation by SMC staff or our representatives.

2/ SMC reserve the right to refuse shipment of any units that have had their dimensions and/or weight inaccurately reported.

3/ Units accepted for shipment must be :-

AAA) Self-propelled and self-driveable. This means they are able to move independently and as a self-contained unit. This includes both up and down the vessel's ramp and within the vessel including up and down internal ramps if required. They must also be able to move both forward and backwards allowing stowage on the vessel. Units moving at less than 1mph are not considered to be acceptable.

BBB) In good working order. For the entire duration of a shipment, until received by the shipper (including trans-shipments) units must:-

- .. be free of oil and fluid leaks including engine oil, hydraulic oil, brake fluids etc
- .. be capable of starting without outside assistance
- .. have working and adequate brakes
- .. have operational steering

In the event of a unit not meeting these conditions SMC reserve the right to refuse shipment of the unit. SMC staff or our representative have the final decision if a unit can be shipped. In the event a unit fails to meet the above conditions during trans-shipment or during discharge, SMC reserve the right to order 3rd party assistance in fixing the unit at the shipper's cost. If a non-working unit cannot be made workable during the normal discharge period of the vessel, SMC reserve the right to sail with the unit still on board. In such a scenario the shipper is responsible to ensure the unit can be made workable and safe to discharge at the next port of discharge. Furthermore the shipper is responsible for all costs involved with the fixing of the unit, extra discharge costs and transport back to the original port of discharge.

4/ The vehicles must be free of any personal effects, spare parts, used tyres or other undeclared items within them. Vehicles may be rejected if such items are present.

5/ No towed items are acceptable unless previously agreed. This includes trailers, boats etc

6/ Fuel tank's should be 25% full. Vehicles running out of fuel are no longer self-propelled and will be rejected for shipment, or if already loaded then the shipper becomes liable for all costs incurred to discharge the unit. Full fuel tanks are a fire hazard and may be rejected for shipment.