



BELLA DESGAGNÉS

PROVISIONING EXPLORING

LABELING AND PACKAGING GUIDE



**Relais
Nordik inc.**

GOODS LABELING

As per labeling standards in the IMO (International Maritime Organization) code, every package must bear a label attached in such a way that it will not come off during the trip and legibly indicating the name, phone number, and address of the consignee in indelible ink.

The shipper must remove any old labels or previous markings to ensure that the labels and markings correspond exactly to the dock receipt and/or sea waybill and, where possible, the shipper must use paint to identify goods that are not securely packaged. If this is not possible, the goods must be identified with a distinctive mark or sign that must also appear on the waybill. This is applicable in particular for shipments of iron, steel, pipes, bars, and framing materials.

GOODS PREPARATION AND PACKAGING

All goods delivered to the Carrier must be properly wrapped, labelled, and packed as per maritime transport standards to protect them against the handling and carriage risks inherent in the operations of the Carrier. In this regard, Canadian legislation and Canadian and IMO standards regarding packing and labeling shall apply. Consequently, the manufacturer's original packaging does not necessarily meet the above-mentioned requirements.

The Carrier has the right to refuse to carry any goods that are not labeled or packaged according to these standards. If the shipper nevertheless insists that the goods be carried, he or she shall bear the risk for any loss or damage to the shipped goods, and the Carrier shall refuse any claim whatsoever with regard to these goods.

Without limiting the generality of the foregoing, the following standards, conditions, and limitations of liability shall apply:

a) Packing of paper or cardboard bundles

Unless they are properly packed and/or securely bound with metal straps, paper or cardboard bundles are carried at the shipper's risk with regard to loss or damage.

b) Carrying capacity

The shipper must clearly indicate on every case, container, pallet, or other packaging material its carrying capacity. The Carrier assumes no liability where carrying capacity is not correctly marked.

c) Previously used or insufficient packaging

The Carrier may refuse any goods with packaging that is previously used and/or insufficient for maritime carriage. In such an event, shippers who insist nevertheless that their goods be accepted for transport shall bear the risk for any loss of or damage to the shipped goods, and the Carrier shall refuse any claim whatsoever with regard to these goods.

d) Fragile goods and precious objects

All packages requiring special handling must be properly packaged, bear the mention "FRAGILE," and specify any special handling conditions. Furthermore, glassware, dishes, artwork, gold, silver, jewels, precious stones, coins, cash, and any other similar precious objects are carried at the risk of the shipper.

e) Powders and dry foodstuffs

Cement, hydrated lime, flour, rice, sugar, or any other product shipped in paper bags are carried at the risk of the shipper, who undertakes to bear any loss or damage resulting from bags that tear during the normal handling of the product.

f) Galvanized iron and cladding

Unless packed in crates or on long pallets, galvanized iron and cladding (plain or corrugated) are carried at the risk of the shipper.

g) Empty barrels

Before being accepted for carriage, empty barrels, kegs, or casks must be completely dried. If they previously contained chemical or oil products, they must be filled with fresh water in order to avoid the formation of gases that could cause an explosion. Moreover, these containers must clearly bear the consignee's initials in paint as well as the appropriate conventional symbols or codes (UN number). The Carrier assumes no liability as to disposal of resulting contaminated water.

h) Surfacing and covering materials

Tiles, bricks, concrete blocks and flagstones, and any other covering materials can be carried provided they are packed on pallets and bound with metal strapping. Pallet size must be in compliance with the usual standards of palletization.

i) Batteries, accumulators and engines

All batteries, accumulators, engines, and similar products must be emptied and drained of any oil and chemicals to meet the transport standards of these kinds of goods. Unless they are packed in crates, these items are carried at the risk of the shipper.

j) Porcelain, pottery, and fiberglass accessories

Baths, showers, sinks, tanks, bidets, urinals, toilets, and any other stoneware products are carried at the risk of the shipper, unless they are packed in crates.

k) Used furniture, household effects, and personal belongings

Used furniture, household effects, and personal belongings are carried at the risk of the shipper only.

l) Mattresses and futons

Mattresses and futons must be packed in multi-ply cardboard, solidly bound, clearly identified, and wrapped in a waterproof plastic film adequate to protect against water and humidity.

m) Live animals

The Carrier assumes no liability for the animals' health. The shipper must take all appropriate steps to ensure the health and prevention of infection of the animals during transport.

Live animals are carried outside on deck at the risk of the shipper. Maritime transport tariffs do not include animal care or food. No live animals will be carried if not accompanied by a responsible adult passenger. The fare of the accompanying passenger is not included in the animal transportation tariff. In no case shall the Carrier be liable for the death or any subsequent health problems of animals.

n) Glass and plastic

Windshields, windows, mirrors, and any other glass or plastic items are carried at the risk of the shipper, unless they are packed in crates.

o) New furniture of all types

Furniture must be packed in wooden cases, crates, or multi-ply corrugated cardboard boxes wrapped in waterproof plastic film adequate to protect against water and humidity, failing which it may be refused for shipping or carried only at the risk of the shipper.

p) Hay and straw

The condition of hay and straw is not guaranteed at the port of discharge. Consequently, it is carried at the risk of the shipper. Bales must be firmly strapped with rope, wire or encased in plastic film of the appropriate grade.

q) Building materials

All building materials, including gyproc; sheets of pressed, engineered, plywood, or laminated wood, melamine, fiberboard (Tentest, Aspenite, Masonite, etc.), acrylic sheet or polycarbonate, insulating products, doors and windows as well as exterior cladding must be packed as per the conditions mentioned in the preamble and wrapped in waterproof plastic film adequate to protect against water and humidity. In the event the building materials fail to meet the packing standards hereby described, they are carried at the risk of the shipper.

r) Dangerous goods

The shipper is solely responsible for packing dangerous goods in accordance with the Transportation of Dangerous Goods Act of 1992 and the Canada Shipping Act, 2001.

In all the above articles, the list of goods is not exhaustive and therefore not restrictive.



**UN MONDE
SAISSANT**



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