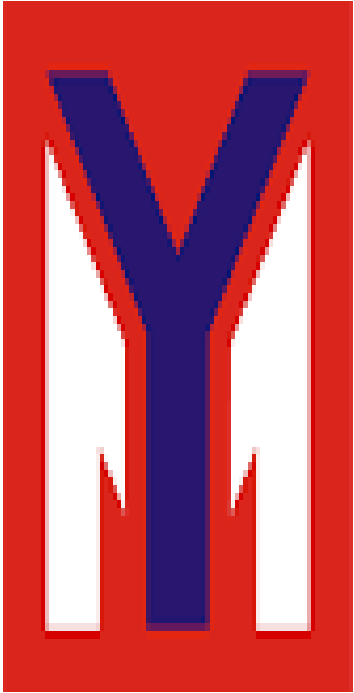


|  |   |                       |
|--|---|-----------------------|
|  | <b>STANDARD<br/>OPERATING<br/>PROCEDURE</b> | <b>SCRAP SHIPMENT</b> |
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## PURPOSE/SCOPE

- To increase the **life of container**
- Save/Reduce damage cost** due to nature of cargo.
- To **protect YML & its valued customers** against any damage, risk, cost & loss for loading scrap shipment

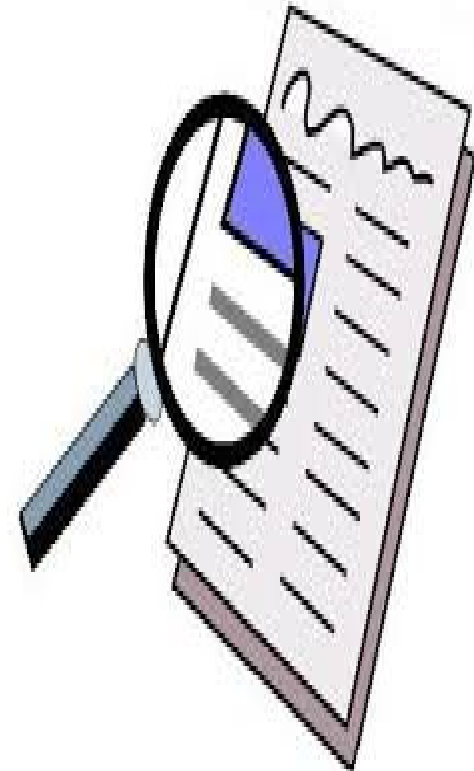


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## PRE-REQUISITES

- Preferably YM old units which are HD (Heavy duty) containers to be used.
- Protect side panels & floorboard by covering with plywood/any packing material (**Refer Appendix 1**)
- Preferably scrap should be compressed & bundled instead of loose scrap
- If any residue (oil), it should be drained before stuffing cargo to protect floorboard.
- Avoid any sharp edges of scrap shipments.
- Cargo should not be stuff/de-stuff by pushing/pulling in/out.
- **No Radiation** – all the scrap metal should be checked & ensure radioactivity free before stuffing.



# PROCESS

- At the stage of **booking**, port of loading to seek approval from YM Taipei for space confirmation.
- **Older series & heavy duty** containers should be picked up.
- Get **approval** from Marketing department before accepting scrap shipment.
- **Letter of Indemnity** to be taken from shipper prior stuffing cargo stating he will be solely responsible for damage to container.



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## PROCESS CONT...

- Cargo to be stuff in with **protection to container. (Refer Appendix 2)**
- Shipper/Port of loading to ensure any **mandatory requirement at Port of Discharge.** For Eg. In some countries it is mandatory for the shipping line to collect Pre-Shipment Inspection Certificate(PSIC) before acceptance of metal scrap in unshredded, compressed or loose form.



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## TENTATIVE DAMAGE COST FOR REPAIR

|   |                                 |
|---|---------------------------------|
| <ul style="list-style-type: none"><li>In the event no proper protection/packing used, estimated repair cost for side panels</li></ul> | 350 USD per TEU'S               |
| <ul style="list-style-type: none"><li>In the event floorboard is buckled/damaged, replacement cost</li></ul>                          | 825 USD per TEU's               |
| <ul style="list-style-type: none"><li>Approximate repair cost for scrap shipment</li></ul>  | 350 USD + 825 USD = 1175<br>USD |

**Remark:** Hence, it is crucial that proper packing is done to the cargo to prevent any claims/protect container.



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## CAUTIONARY MEASURES

- Port of loading to ensure shipper is educated on packing.
- For such commodity, to protect YM interest prior issuing delivery order, deposit should/if possible be collected from consignee.
- In the event, consignee does refuse, we still hold port of loading responsible for any damage/loss to cargo/container.



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# WAYS TO AVOID DAMAGE TO CONTAINER

- Proper packaging (**Refer Appendix 1**)
- Prior stuffing cargo, pictures to be taken.



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# LIABILITIES / RESPONSIBILITIES

- Any dispute in accepting damage cost at Port of Discharge by consignee , POL /shipper needs to be held responsible for any damage repair cost.
- In the event there is any dispute, we seek **LQTB team guidance to resolve the container damage recovery claim .**



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## APPENDIX 1.

Container – **with loose scrap** – likely to damage side walls & floorboard – Without proper side packing to panels



**DO NOT** load scrap in  
this condition



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## APPENDIX 1 CONT...

Protection to the container:

Container floor/sides and end wall are lined with protective materials  
e.g. plywood (thickness 4 mm)



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## APPENDIX 2

Scrap cargo to be preferably load in compressed form after side panels and floor board are protected with packing material :



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**We look forward to your kind  
support to protect YM  
containers**

**THANK YOU**



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