



SPECIAL CARGO

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1. IMO CARGO

Prior to accepting the Booking, shipper must request the booking (intrtra or MyMSC) and forward the following documentation for < Bra-br.csvip@msc.com > so the proper approvals can be requested.

- [Dangerous Cargo Application \(DCA\)](#);
- Material Safety Data Sheet (MSDS);
- Certificado de Homologação (not appliable for vehicles, batteries, cylinders or tank containers);

After it is confirmed and the booking confirmation is sent, shipper must send the final documentation until the deadline to < BR241-imoexport.doc@msc.com >.

- Multimodal Dangerous Goods Form (MDGF);
- Annex VII;
- Ficha de Emergência;
- Ficha de Informação de Segurança de Produtos Químicos (FISPQ);
- Tank certificate;
- Draft;
- Verified Gross Mass (VGM);

2. FISH MEAL

This cargo can be both IMO or non-IMO.

2.1 IMO FISH MEAL

For fish meal cargo IMO, shipper must follow the same steps from chapter 1.

***Note: Accepted only on MSC vessels.*

2.2 NON-IMO FISH MEAL

Shipper can proceed with a fish meal cargo as non-IMO if it follows any of below conditions + send us proper Declaration assure it: '[Declaration for Non- Dangerous FishMeal](#)'

2. FISHMEAL IS HARMLESS when below conditions are met:				
2.1 IMDG AMDT 35-10 - SPECIAL PROVISION 928				
<table><tr><th>The provisions of this code shall not apply to:</th></tr><tr><td>Fishmeal when acidified and wetted with more than 40% water, by mass, irrespective of other factors;</td></tr><tr><td>Consignments of fishmeal which are accompanied by a certificate issued by a recognized competent authority of the country of shipment or other recognized authority stating that the product has no self-heating properties when transported in packaged form; or</td></tr><tr><td>Fishmeal manufactured from "white" fish with a moisture content of not more than 12% and a fat content of not more than 5% by mass.</td></tr></table>	The provisions of this code shall not apply to:	Fishmeal when acidified and wetted with more than 40% water, by mass, irrespective of other factors;	Consignments of fishmeal which are accompanied by a certificate issued by a recognized competent authority of the country of shipment or other recognized authority stating that the product has no self-heating properties when transported in packaged form; or	Fishmeal manufactured from "white" fish with a moisture content of not more than 12% and a fat content of not more than 5% by mass.
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Fishmeal manufactured from "white" fish with a moisture content of not more than 12% and a fat content of not more than 5% by mass.				

3. VEHICLE

A vehicle can be both IMO or non-IMO.

3.1 IMO VEHICLE

For IMO vehicle, shipper must follow the same steps from chapter 1.

3.2 NON-IMO VEHICLE

Shipper can proceed with a vehicle as non-IMO if it follows any of below conditions;

- Without residue;
- Unplugged battery;
- Special Provision 961.

4. SPECIAL EQUIPMENT

All type of containers below need to follow special procedures before being confirmed.

- 20' Open Top;
- 40' Open Top;
- 20' Flat Rack;
- 40' Flat Rack;

These containers are subject to availability. This query should be made with the logistic team < BR241-mscbrazil.specialcontainer@msc.com >.

If no equipments are available at the port of loading, the loading can proceed through an acceptance by shipper for addition of the repositioning fee (500 USD/cntr).

4.1 IN GAUGE

The booking will be automatically confirmed by our Customer Service after the confirmation of availability.

4.2 OUT OF GAUGE // BREAKBULK CARGO // PROJECT CARGO

This cargo and dimensions are subject to approvals by vessel's planner and liner after the confirmation of availability.

****Note:** *BBULK and Project Cargo are accepted only on MSC vessels.*

5. CHARCOAL

Charcoal cargo can be IMO or non-IMO.

****Note:** *charcoal should be packed in BAGS.*

5.1 CHARCOAL IMO

If the charcoal is IMO, it will follow the steps from chapter 1.

5.2 CHARCOAL NON-IMO

If the charcoal is non-IMO the following documentation should be surrendered to < Br-br.csvip@msc.com > to be analyzed.

- Self-heating Certificate;
- Material Safety Data Sheet (MSDS).

If both documents are in conformity with the cargo, it will be subject to approvals by vessel's planner and liner.

***Note: Accepted only on MSC vessels.*

6. WASTE CARGO/SCRAP METAL

This cargo can be both IMO or non-IMO/harmless/green waste.

6.1 WASTE CARGO/IMO

If the cargo is considered waste, it will follow the steps in the chapter 1. The same documentation will be needed with the addition of the document that authorizes this cargo to call all the ports involved in this exportation (port of loading, destination and maintenance).

***Note: Accepted only on MSC vessels.*

6.2 GREEN WASTE NON-IMO/HARMLESS

The green waste cargo will follow the same steps of IMO cargo from chapter 1.

6.3 SCRAP METAL NON-IMO/HARMLESS

The loading of this cargo is subjected to the following information below, plus the surrender of the specific documents:

Radioactivity Certificate, cargo fotos and Letter of Indemnity (LOI)

- Is this hazardous waste/IMO cargo?;
- What's shipment/cargo purpose at POD?;
- Pictures showing the product itself unpackaged;
- Is there any component that could negatively impact the environment?;
- According to the shipper, is cargo subject of being classified as waste under
 - the Basel convention or
 - the OECD (Organization for Economic Co-operation and development) or
 - another applicable waste regulation?

- If so, pls advise the proper OECD / BASEL code / EWC (European Waste Catalogue) code;
- MSDS of the substance;
- NCM (with 8 digits);
- CNEE & NOTIFY full details.

7. SANCTION

Some countries have special procedures before a booking is confirmed. For the countries below a scan of all booking parties and cargo will be required in order to accept the load.

POD	COUNTRY
BANDAR KHOMEINI*	IRAN
BUSHEHR*	IRAN
KHORRAMSHAHR*	IRAN
BINGAZI	LIBYA
KHOMS	LIBYA
MISURATA	LIBYA
TRIPOLI	LIBYA
ARKHANGELSK	RUSSIA
KALININGRAD*	RUSSIA
MAGADAN	RUSSIA
NOVOROSSIYSK	RUSSIA
SAINT PETERSBURG	RUSSIA
VLADIVOSTOK	RUSSIA
VOSTOCHNIY, PORT	RUSSIA
LATTAKIA	SYRIA
TARTUS	SYRIA
LA GUAIRA	VENEZUELA
PUERTO CABELLO	VENEZUELA

*Suspended Shipments

- [LOI - SYRIA](#)
- [LOI - RUSSIA](#)
- [LOI - IN TRANSIT VIA RUSSIA OR BELARUS](#)
- [BEF - VENEZUELA](#)
- [BEF - SYRIA](#)
- [BEF - RUSSIA](#)
- [BEF - LIBYA](#)
- [BEF - IN TRANSIT VIA RUSSIA OR BELARUS](#)

Each of this ports shipper needs to send to our Special Cargo Customer Service < Bra-br.csvip@msc.com > the *Booking Evaluation Form (BEF)* + the *Letter of Indemnity (LOI)*, except Venezuela and Lybia that needs only BEF.

The documents will be checked by our Compliance team, which will give a green light to proceed if all documentation are duly filled.

Shipper's bylaw and *power of attorney* are also needed in order to confirm the LOI's signature.

Other countries have no restriction, but certain information needs to be provided by shipper in the booking request. All this information needs to be sent to our Special Cargo Customer Service < Br-br.csvip@msc.com >.

- Cnee:
- Notify:
- HS Code:
- Cargo Description:
- Freight Payer:
- In Transit: YES* or NO (*which place)
- Cargo purpose:

POD	COUNTRY
YANGON	MYANMAR
PORT SUDAN	SUDAN
TALLINN	ESTONIA
KOTKA	FINLAND
HELSINKI	FINLAND
RAUMA	FINLAND
TORNIO (TORNEA)	FINLAND
RIGA	LATVIA
JEBEL ALI	UAE
CHORNOMORSK*	UKRAINE
ODESSA*	UKRAINE
*Suspended Shipments	

This information will be analyzed accordingly and if no restrictions are found, the shipment will be allowed to proceed.

8. CONDEMNED WOOD/RE-EXPORT

In order to proceed with a re-export or a condemned wood (or wooden pallets return), shipper will need to provide specific documents so Customer Service can proceed.

- MAPA (Brazilian Ministry of Agriculture) certificate;
- Customs notification;
- Letter of Indemnity (LOI) of [shipper](#) and [consignee](#).

Shipper's LOI needs to be signed and notarized. Shipper's bylaw and power of attorney need to be sent with these documents ;

- Security deposit of 5000 USD per container.

After all topics being followed, MSC Brazil will obtain the confirmation to proceed with collect acceptance with destination MSC agency.

Shipper needs to pay all previous import demurrage, stock, Terminal Handling Charge (if it is a re-export) before loading a new booking.

All the documents, followed by answering below questions, need to be sent to < Bra-br.csvip@msc.com >.

- 1) Number of import BL and the containers type and quantity.
- 2) Was the import made by MSC or another carrier?
- 3) Will the containers used in the import be returned or re-export? Were they opened for inspection? Was the seal changed?
- 4) Please inform the container numbers that will be returned or re-export.
- 5) What is the port of loading x port of discharge of the re-export/return?
- 6) Please inform HS Code.
- 7) Please inform the freight payment mode and the payer.
- 8) Please inform the rate agreement number.
- 9) Was the export booking requested already? Please inform booking reference (Inttra / MyMSC)
- 10) What is the reason of this re-export?
- 11) Who will be the payer of the import BL charges/demurrage?
- 12) Were the original BLs returned ? If not, please return them in any MSC agency and inform once they are returned.

9. LITHIUM BATTERY

Before confirming bookings with Lithium Batteries, it is necessary to forward the following documents to < bra-br.csvip@msc.com > and < br241-imoexport.doc@msc.com >.

- Self-heating certificate
- MSDS;
- UN38.3 Test Report

All documentation will be checked and the proper procedures will be followed (IMO or non-IMO).

10. BREAKBULK

How to identify Break Bulk cargo ?

Out of Gauge : Length 11,60 meters X Width 4 meters x Height 4m or over it.

Máximum Weight or over : 44 tons

A) Break Bulk Booking

Shipment Method must be chosen as BREAK BULK which will validate system and retrieve tool to bring proper agreed freight and charges for this kind of shipment.

B) Break Bulk Booking Clause

All involved cntrs for it (rows as base for BBULK cargo) must be mentioned, registering "DTX Stuffed for Ship Convenience"

C) Liner and Planner Approval

All Break Bulk booking and its accessory must have planner and liner approval, before sending booking confirmation to client.

D) Logistic Team – Special CNTR

Verify with Logistic team about special equipment availability, which will perform as "bed"; base, for break bulk cargo. Most of time 40FLAT RACK is used, but there are some cases stowed athwartship on equipment 20FLAT RACK. Group in charge for checking: BR241-Msc Brazil Special Container (MSC Brasil Ltda) bra-br.csvip@msc.com

E) TMS and FREIGHT Crosscheck

It is important to crosscheck TMS contract reference against manifested freight and charges. If MFTC tool does not read as green match, commercial in charge should be approached to amend/revise contract and its agreed charges/conditions. Besides, Freight is higher than useful for daily dry shipment basis, so if needed, Doc team shall approve it manually for DTX purpose.

F) Special Route

Special route agreed for some negotiations, especially those ones from MSC INDIA. This way new route must be registered on MSC LINK by liner and be flagged by customer service while editing break bulk booking and accessory.

After having all above points confirmed by department in charge, booking confirmation can be sent.