

## BEST PRACTICE TO TRANSPORT

### Purpose:

Maersk is committed to ensuring the overall safety of maritime transportation. Therefore, we have created this easy reference document as a step-by-step guide to book certain commodities, which is intended to support the safety of our crew at sea and shoreside, as well as safety of cargo, environment, vessels, and facilities. This Best Practice gives you the needed guidance on correct stuffing.

### Commodity:

#### Steel Coils > 2.0 mt

### Maersk.com commodity description:

*Steel & other metal Coils, Sheets, Pipes, Bars, Tube articles with per unit weight more than 2 tons*

### Booking via other channels:

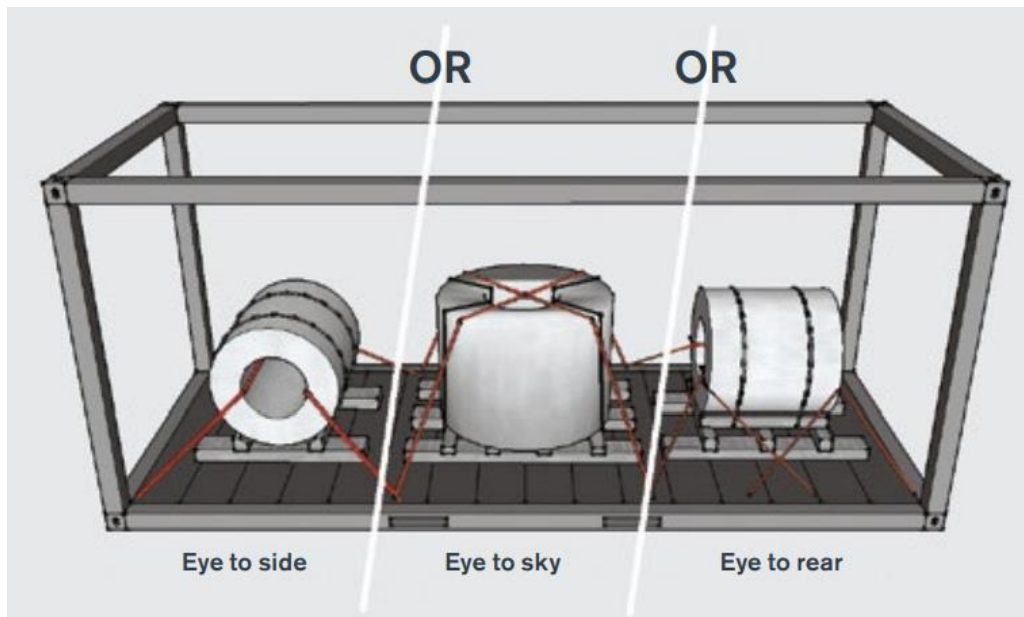
*002317 Steel & other metal Coils, Sheets, Pipes, Bars, Tube articles with per unit weight more than 2 tons*

### Description and Definition:

Steel Coils falls under the category of High Density commodity, as the weight is relatively high compared to cargo volume. This condition requires special handling and stuffing.

Steel Coils can be stuffed in special cradles, special stuffing applications (e.g accepted Styrofoam products) or on-site constructed securing arrangement.

We categorize stuffing of coils as follows: eye-to-sky, eye-to-side or eye-to-rear.



Courtesy of TT Club / CINS

**Synonyms:**

Coiled metal sheets, wire coils, electric steel sheets, tin- or galvanized plates.

**Risk:**

Main risk is steel coils breaking loose from its securing arrangement and exit the unit through walls or flooring. Condensation and damage to cargo is also an associated risk.

**Stuffing Q&A:**

1. *What Transportation Unit can be used?*

We accept this cargo in 20" and 40" standard units, and Flatracks.  
SOC may be used if accepted as per MSK internal procedures.

2. *What Transportation Unit cannot be used?*

Non-operating reefers, Refrigerated units and 45" standard or HC.

3. *How are coils safely secured for ocean voyage?*

Cargo shall be stuffed in accordance with CTU code. This includes securing for tipping and sliding in longitudinal and transverse direction. Forces towards side- and end-wall shall be distributed evenly throughout the full length/width.

Forces towards door-end shall be arrested by a bulkhead/barrier anchored in the corner posts.

Coils shall be lashed to avoid crippling during the voyage.

Additionally, point load per running mtr or m<sup>2</sup> cannot be exceeded.

4. *How to calculate allowable point load?*

This is calculated by using unit payload divided by internal length or loadable area.

Example of 8,0 tn coil in 20" standard dry: Payload / internal length = 28300kg/5,90mtr = 4.796 kg/mtr.

Calculation of bedding: Coil weight / allowable point load = 8.000kg/4.796 kg/mtr = 1,67mtr

Weight must be distributed on bedding being minimum 1,67mtr

5. *Can dunnage bags be used for securing?*

Maersk have decided NOT to accept dunnage bags due to the variety of application and quality of dunnage bags.

**Mandatory Documentation:**

After booking, customers will receive a request for documentation that shows the following:

- Coil(s) weight and dimension.
- Stuffing methodology.
- Coil weight is distributed on sufficient bedding to avoid exceeding point load.
- Sufficient securing for longitudinal and transverse movements.
- Coil(s) is prevented from tipping.
- Coil(s) is lifted from floorboards.
- Forces towards door end is arrested in corner post by a bulkhead.

**Links to Additional Information & Industry Standards:**

[Code of Practice for Packing of Cargo Transport Units \(CTU Code\)](#)

[Informative Material Related to the IMO/ILO/UNECE Code Of Practice For Packing Of Cargo Transport Units \(CTU Code\)](#)

[CINS / TT Club Transport of Coiled Materials in Containers](#)

**Last revision date: 21-04-2023**

**Revision History**

Version	Date	Changes	UID
1	21-04-2023	Transfer to new template. Simplified text.	ONB003