



# UECC SECOND-HAND CARGO POLICY

Title:				
<b>Second-Hand Cargo Policy</b>				
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## 1 PURPOSE

This policy establishes UECC's requirements for the acceptance and shipment of second-hand vehicles and machinery, including privately owned vehicles (POV's). The purpose is to ensure safe maritime transport, compliance with applicable regulations, and clear allocation of responsibilities between UECC and the shipper.

Shipment of cargo with UECC remains subject to the applicable Bill of Lading terms and conditions and any applicable international conventions governing the carriage of goods by sea, including the Hague-Visby Rules where applicable.

This policy establishes operational acceptance requirements for second-hand cargo and does not alter UECC's liability under the applicable terms of carriage.

## 2 SCOPE

This policy applies to the shipment of second-hand vehicles, machinery, and equipment transported by UECC.

The policy applies to:

- all customers booking second-hand cargo with UECC
- freight forwarders and agents acting on behalf of customers
- privately owned vehicles and used vehicles shipped by commercial entities
- second-hand cargo transported on UECC vessels or handled through UECC-controlled terminals.

The requirements set out in this policy apply to all second-hand cargo presented for shipment and must be complied with prior to loading.

## 3 DEFINITIONS

### **Used Vehicle / Second-Hand Vehicle**

Any vehicle that does not meet the definition of new cargo, including vehicles that have been previously registered, owned, operated, damaged, or driven more than 100 km.

**Privately Owned Vehicle (POV)** shall mean a vehicle that is currently owned and registered exclusively to a private individual or to any commercial entity, fleet operator, rental agency, or organization. A POV may include a vehicle that is the first registration following the OEM, distributor, or authorized dealer, or a vehicle that has prior private or commercial owners, provided that legal title and registration are held solely by a private individual or organization at the relevant time.

## **Dangerous Goods (DG)**

Substances or materials classified as dangerous under the IMDG Code.

## **4 GENERAL ACCEPTANCE CRITERIA - CONDITION OF CARGO**

All second-hand cargo must meet the following requirements.

- a) Units must be fully operational unless otherwise agreed with UECC.
- b) Vehicles must start using the standard ignition system (key or button) and without external assistance, unless otherwise agreed with UECC. Starting a vehicle by bypassing the ignition system is prohibited.
- c) Battery cables must not be physically disconnected. Where fitted, electrical isolation may only be effected by use of the vehicle's master cutoff or kill switch.
- d) Units must be structurally sound and safe to drive or tow.
- e) Brakes, steering, and mechanical systems must be functional.
- f) Tyres must be inflated and wheels free-rolling.
- g) No oil, fuel, hydraulic, or other fluid leaks are permitted.
- h) Interiors must be clean and free from contamination.
- i) Doors and windows must be properly secured.

No personal effects, loose cargo, or prohibited items are permitted inside any unit. Only standard equipment delivered with the vehicle when new (e.g., tool kit, manuals) may remain onboard.

Gas bottles inside units are prohibited.

Adequate designated lashing or securing points must be available. Shipper-supplied lashing gear must be marked with SWL/BL, clean, and undamaged.

Combined or piggyback configurations must not exceed load limits or negatively affect stability or center of gravity.

UECC reserves the right to refuse any unit considered unsuitable for safe maritime transportation.

## **5 CARGO INFORMATION REQUIREMENTS**

The shipper is responsible for providing accurate cargo information including:

- a) dimensions
- b) weight
- c) technical specifications

d) dangerous goods status.

UECC reserves the right to re-measure or re-weigh cargo where discrepancies are suspected. Any costs arising from incorrect or incomplete cargo information shall be for the account of the shipper.

Advance photo review or technical approval may be required for complex or unusual units.

Loaded welded-door vans must be declared at booking and must be accompanied by a contents declaration and certified weight.

## 6 CLEAN CARGO REQUIREMENTS

All second-hand cargo must be thoroughly inspected and cleaned prior to shipment.

Cargo must be free from:

- a) soil or mud
- b) plant material
- c) oil or grease contamination
- d) pests or insects
- e) loose debris or garbage.

Engines, hydraulic components, tracks, and concealed spaces must be cleaned where necessary.

Tracked machinery may require dismantling of tracks to ensure proper cleaning.

Cargo not meeting the cleanliness standards may be refused for shipment. Examples of unacceptable contamination include mold, pests, loose or wet dirt or mud, garbage, heavy grease, oil leaks, or plant or animal material.

## 7 DANGEROUS GOODS (IMDG)

Cargo containing Dangerous Goods must be classified, packaged, marked, and declared in full compliance with the IMDG Code.

Required documentation must be submitted to UECC at the time of booking and includes:

- Dangerous Goods Declaration
- Safety Data Sheet (SDS / MSDS)

- any required supporting certification.

Cargo that is undeclared, misdeclared, damaged, or improperly documented may be refused.

The shipper shall be responsible for the correct classification and declaration of dangerous goods and shall indemnify and hold UECC harmless against any loss, damage, delay, penalties, or expenses arising from undeclared or misdeclared dangerous goods.

## 8 ELECTRIC VEHICLES

All second-hand electric vehicles must comply with UECC EV Guideline. Requirements include:

- battery safety verification
- required documentation
- HV battery state of charge between 20% and 50%.

EV units subject to battery damage, recall notices, or other safety concerns may be refused for shipment.

## 9 FUEL LEVELS

Internal Combustion Engine (ICE) vehicles must not have fuel exceeding 25% of tank capacity at the time of loading.

## 10 HANDLING OF NON-OPERATIONAL UNITS

UECC accepts no liability for units failing the Acceptance Criteria, Cleanliness Requirements, or IMDG requirements set out in this policy, nor for any resulting quarantine actions, delays, additional services, costs, or consequences arising from unit failure or leakage during loading, shipment, or discharge.

Towing of used units onboard or within terminals requires prior approval from UECC.

If a unit becomes non-operational during shipment:

- UECC may arrange third-party technical assistance at the shipper's cost and risk

- If the unit cannot be discharged, it may remain onboard until the next suitable port.

The shipper shall be responsible for any resulting costs, including:

- towing costs
- round-trip freight where applicable
- technical assistance required to restore operability.

UECC reserves the right to reject any unit unfit for safe maritime transportation due to condition, health and safety concerns, or technical issues.

## 11 ENVIRONMENTAL LIABILITY

The shipper shall be responsible for and indemnify UECC against all loss, damage, costs, penalties, or liabilities arising from leakage, contamination, pollution, or environmental damage caused by the cargo.

This includes damage to:

- vessels
- other cargo
- ports
- terminals
- third parties
- environmental cleanup operations.

## 12 PHYTOSANITARY REQUIREMENTS (EU)

Second-hand agricultural or forestry machinery entering the EU may require a phytosanitary certificate issued by the country of origin. This requirement applies to certain CN codes including:

- ex 8432
- ex 8433 53
- ex 8436 80 10
- ex 8701 20 90
- ex 8701 91 10

Failure to comply may result in cargo rejection or quarantine measures at the destination port.

### 13 MANDATORY CONDITION SURVEY

All second-hand cargo must undergo a *mandatory condition survey at the load port*, conducted by a UECC-appointed agent prior to loading.

The survey confirms:

- the observable condition of the unit
- compliance with safety requirements
- absence of personal effects or prohibited items.

The survey records the visible condition only and does not constitute a full mechanical or structural inspection.

A survey fee applies and must be paid as part of the booking process.

By booking cargo with UECC, the shipper acknowledges and accepts this survey requirement and associated fee.

### 14 INSURANCE

Due to the nature of second-hand equipment, UECC strongly recommends that shippers obtain marine cargo insurance.

### 15 CLAIMS AND EVIDENCE REQUIREMENTS

UECC will only consider claims for damage that can be demonstrated to have occurred while the cargo was in UECC's custody in accordance with the applicable terms of carriage.

Claims must include:

- a valid pre-load condition survey
- time-stamped photographs taken at the load port prior to shipment clearly documenting the condition of the cargo.

Photographs taken outside the load port will not be accepted as valid evidence.

UECC will reject claims where damage cannot be demonstrated to have occurred during UECC's custody.

Any settlement, where accepted, will reflect the actual value of the cargo at the time of shipment and will not be calculated on a new-for-old basis.

## 16 PRE-EXISTING DAMAGE AND INHERENT DEFECTS

Second-hand cargo is transported in its existing condition.

UECC shall not be liable for loss or damage arising from:

- a) pre-existing damage
- b) Damage not proven to have been caused by UECC during Marine Transport
- c) corrosion
- d) deterioration
- e) inherent defects
- f) mechanical failure
- g) electrical malfunction
- h) battery failure
- i) normal wear and tear associated with used cargo

Damage noted in the pre-load condition survey shall be considered pre-existing and shall not give rise to a claim against UECC. Major Damage noted in the pre-load condition survey shall be considered pre-existing as will all other Minor Damage not noted (scratch, dent etc.), none of which shall give rise to a claim against UECC.

## 17 APPLICABLE TERMS OF CARRIAGE

Transportation of cargo by UECC is subject to the applicable terms and conditions of carriage contained in the relevant Bill of Lading and any applicable international conventions governing the carriage of goods by sea, including the Hague-Visby Rules where applicable.

## 18 FINAL NOTE

Compliance with this policy is mandatory.

Failure to comply may result in:

- refusal of shipment
- delays
- additional operational charges
- liability for damages or cleanup costs.

For further assistance, customers should contact their UECC representative.

## 19 RESPONSIBILITIES

UECC Legal & Compliance Department is responsible for maintaining this policy. UECC operational departments and agents are responsible for ensuring compliance with the acceptance requirements defined in this policy.

## 20 COMPLIANCE & REVIEW

This policy shall be reviewed periodically or when significant changes occur in operational practices, regulatory requirements, or risk exposure.

## 21 REFERENCES

- UECC EV Guideline
- IMDG Code
- UECC Bill of Lading Terms and Conditions

## 22 DOCUMENT REVISION HISTORY

Version	Date	Description of Change	Prepared by	Approved by