

ACCEPTANCE AND HANDLING OF OUT-OF-GAUGE (OOG) CARGO

1. Shipping Line sends an email to OOG Inquiry Group (ooginquiry@ictsi.com) with their intent to import/export OOG cargo indicating the following:
 - a. OOG Dimensions (container and cargo) in length, width, and height
 - b. OOG Weight in metric tons/Kilograms (cargo and container weight)
 - c. Photos of the cargo and if available, photos of the cargo stowed in a flat rack or open top container
 - d. If available (not required) photos of the cargo illustrating its lifting points. This is needed should there be a need to strip the cargo on board
 - e. Special Instructions, if any, such as special lashing/shoring of cargo, how the cargo is stored if regular stowage or athwartship, and if cargo requires special lifting gears
2. Once abovementioned email is received, the OOG Inquiry Authorized Person (OP Shift Manager) will review the cargo details such as weight, dimension, and photos of cargo and will consider the following when making the decision to accept/reject the OOG:
 - a. If the terminal has the necessary equipment to handle the OOG, while considering the safe working load (SWL) of Quay Cranes and Lifting Gears
 - b. Height and Width restrictions inside the terminal and Access Road, if the cargo is passable or not
 - c. If the terminal can provide recommendations to ensure the safe handling of the OOG, including but not limited to the recommended vessel stowage positions (e.g. stowed on deck/below deck, away from ship's crane, not passing over a certain container tier to avoid obstructions, as well as the particular berth assignment of the vessel it is being discharged from/loaded to)
 - d. For Import: The terminal requires Direct-to-Truck-Discharging. It is within the discretion of MICT Operations to waive this requirement as deemed appropriate.

The terminal will coordinate with the Shipping Line to arrange for the truck to be at the terminal at least 4 hours prior to discharging. If the truck does not have a Gate Pass yet, trucker may secure a Truck Pass from our Special Services Team, located at the Admin Building (Open from Mon-Sat, 08:00-17:00 only). Truck Pass shall then be presented to Central Gate Security/Gate Personnel so that the truck may be allowed to enter without a Gate Pass.

- e. For Export: The terminal requires Direct-to-Vessel-Loading. It is within the discretion of MICT Operations to waive this requirement as deemed appropriate.
 - The terminal will coordinate with the pertinent Shipping Line as to when the truck should be at the terminal (at least 4 hours prior loading) to ensure that the cargo is inspected (lashing/shoring) for safe handling.
 - Container should also be Pre-Advised by Shipping Line
 - Truck can enter the Terminal at least 4 hours prior to expected loading time

If everything is in order, OP Shift Manager will confirm acceptance of OOG. The Shipping Line will be advised that the acceptance is approved (provided that the container will be discharged/loaded direct-to-truck). If the truck is not available, the OOG will not be discharged/loaded.

In case the terminal does not have the proper lifting gears to safely handle the OOG, MICT will inquire if the Shipping Line can provide the special lifting gears (spreader bar, special hooks, shackles, etc). If the Shipping Line cannot provide, MICT reserves the right to decline acceptance of the OOG cargo.

Before the vessel arrives, a follow-up advisory is required from the Shipping Lines to MICT of incoming OOG. MICT will also remind Shipping Lines regarding Direct-to-Truck discharging or Direct-to-Vessel Loading to ensure smooth operations.

Terminal will prepare necessary lifting gears to handle the OOG.