

WEIGHT LIMITATION

1. Road Regulations

- The below "Weight Limitation Table" is a collection of local road regulations for your reference. If the weight is over below figures, then you have to contact destination office to get more info.
- But when you receive a cargo, its weight must be under container's max-payload. Each container's max-payload is also shown on the next page.

● Asia

* Including Tare Weight

Nation	20ft	40ft	Remarks
Australia	29 ton	29 ton	Weight Limitation is 42.5 tons including Truck, chassis and cargo, tare weight.
Banglaesh	24 ton	30 ton	* LCL container = maximum 5 ton per package
China / Shanghai	24 ton	30 ton	As per max container's payload
/ Qingdao	24 ton	30 ton	As per max container's payload
/ Tianjin	24 ton	30 ton	As per max container's payload
Hong Kong	24 ton	26 ton	
	28 ton	30 ton	With special chassis
Yantian	24 ton	30 ton	
Huangpu	20 ton	20 ton	
India	21 ton	26 ton	As per max container's payload
Indonesia	24 ton	30.48 ton	
Iran	21 ton	21 ton	
	40 ton		With special chassis
Japan	20.32 ton	24 ton	JB is forbidden by road regulations.
	24 ton	30.48 ton	With special chassis
Korea	See the 'KOREA intensified restriction on weight limitation' in 'Special Guideline'		
Kuwait	24 ton	30 ton	
Malaysia / Pasir Gudang	18.5 ton	20 ton	
/ Penang	18.5 ton	26.5 ton	
/ Port Kelang	21 ton	26 ton	
Philippines	20.2 ton	21.7 ton	There is no restriction and penalty regarding the over-weight cargo.
Russia	17 ton	17 ton	9 tons per 1 axle
Saudi Arabia	20.5 ton	26 ton	
Singapore	24 ton	30 ton	
Sriranka	30 ton	35 ton	No local regulations
Taiwan	24 ton	24 ton	
Thailand	23.4 ton	23.4 ton	Weight Limitation is 37.4 tons including truck, chassis and cargo, tare weight
U.A.E.	31 ton	31 ton	As per max container's payload In case that OOG is over 30 tons, check the details with the destination office
Oman	24 ton	31 ton	As per max container's payload
Bahrain	24 ton	31 ton	As per max container's payload
Qatar	24 ton	31 ton	As per max container's payload
Vietnam	21.5 ton	26.5 ton	City's limit
	14 ton	10.5 ton	Out of city's limit

● **North America**

* Cargo Weight Only

Area	20ft	40ft	Remarks
USA	See the 'U.S.A. Road Weight Limitation' in 'Special Guideline'		
Canada	17 ton	20 ton	

- For the U.S.A. area, see the 'U.S.A. Road Weight Limitation' in 'Special Guideline'.
- Cost caused by overweight (any re-stuffing fee or penalties) will be charged to consignee as per rebilling procedure.
- If in doubt when you get over-weight cargo booking, contact HMM MKTG without fail.

● **Europe**

* Cargo Weight Only

Area	20ft	40ft	40ftHC	20ftRF	40ftRF	Remarks
Europe	23.5 ton	22 ton	21.7 ton	22.5 ton	21 ton	For 40 ton MPW (MPW : Maximum Permissible Weight)

- Maximum weight for transportation purposes are mentioned on "Tariff Information System(TIS : <http://transport.hmm21.com>) for all transport modes. The information is available directly on the "policy" guideline page per country according to EHQ Logistics. If in doubt, contact EHQ logistics & Intermodal at Hi-office.

Description			U.K TARIFF I/B (GBSOU) V.10 Policy Enquiry									
Base Port			POD = SOUTHAMPTON									
Mode of Transport			FEEDER TRUCK			RAIL TRUCK				TRUCK		
Type / Size			DC20	DC40	DC4H	DC20	DC40	DC4H	DC20	DC40	DC4H	
Weight condition			26 Tonne (GROSS)	26 Tonne (GROSS)	26 Tonne (GROSS)	< 20 Tonne (GROSS)	26 Tonne (GROSS)	26 Tonne (GROSS)	26 Tonne (GROSS)	26 Tonne (GROSS)	26 Tonne (GROSS)	
Location	Province/Region	ZipCode	GBP	GBP	GBP	GBP	GBP	GBP	GBP	GBP	GBP	
LONDON	GREATER LONDON	E***	EHQ	EHQ	EHQ	EHQ	EHQ	EHQ	EHQ	322	322	322

2. **Loading Heavier Cargo**

- When you are requested to load heavier cargo than above standard figure, you should contact destination office to obtain accurate local rules. Local regulations might have the way to load heavier cargo under special condition and additional payment.
- But cargo weight should not exceed container's maximum payload.

3. **Violation of Weight Limits**

- Violation of weight limits might lead to big calamities and all the responsibilities of overweight on the shipper's account.

4. **HMM Container's Max-Payload**

Type/Size	Height (ft)	Tare Weight(kg)	Max-Payload(kg)	Interior Dimensions			Interior Cubic(c.ft)
				Length(ft)	Width(ft)	Height(ft)	
20'DC	8'6"	2,200	21,800	19'4"	7'8"	7'10"	33.2
40'DC	8'6"	3,700	26,780	39'5"	7'8"	7'10"	67.7
40'HC	9'6"	3,970	26,510	39'5"	7'8"	8'10"	76.3
45'JB	9'6"	4,480	26,000	44'5"	7'8"	8'10"	85.9
20'RF	8'6"	2,940	21,060	17'10"	7'5"	7'5"	28
40'RF	8'6"	4,360	26,120	37'11"	7'5"	7'2"	57.8
40'HCRF	9'6"	4,400	26,080	38'	7'5"	8'3"	66.7
20'OT	8'6"	2,250	21,750	19'4"	7'8"	7'8"	32.6
40'OT	8'6"	3,850	26,630	39'5"	7'8"	7'8"	65.5
20'FR	8'6"	2,710	27,770	19'6"	6'10"	7'1"	27.1
40'FR	8'6"	5,050	39,950	39'7"	6'10"	6'5"	49.7

U.S.A. ROAD WEIGHT LIMITATION

The maximum allowable total gross weight per vehicle (including tractor, chassis, container, cargo) is 80,000 lbs (36,288 Kgs) according to U.S. road weight regulation. If any cargo that exceeds weight limitation, responsible party will face serious consequences including legal responsibility, fines, citation, Etc.

In order to comply with the local/federal laws of U.S, please see detailed information below and adhere it to your business.

1. Standard Weight Limitation by container type & size

(1 Kgs = 2.20459 Pound)

TP / SZ		Weight Limitation		Remarks
		Kilogram (kgs)	Pound (lbs)	
DC	20'	17,250	38,029	Triaxle Chassis : 20,000 kgs / 44,092 lbs
	40'	19,959	44,000	Super Chassis : 25,629 kgs / 56,500 lbs
	HC	19,959	44,000	Super Chassis : 25,629 kgs / 56,500 lbs
	45'	19,959	44,000	Super Chassis : 25,629 kgs / 56,500 lbs
RF	20'	15,890	35,029	
	40'	18,825	41,500	
	HC	18,825	41,500	
OT	20'	17,250	38,029	
	40'	19,959	44,000	
FR	20'	16,688	36,790	
	40'	18,852	41,560	

- * Above weight limitation is applicable for cargos destined for only U.S.
- * Above weight limitation is based on cargo weight including only cargo item weight & packing weight to make easy understanding of HMM staffs & customers.
- * Tri-axle chassis is utilized for only 20' overweight container with maximum cargo weight 20,000 kgs.
- * Super chassis also can be arranged for 40' overweight container with maximum cargo weight 25,629 kgs.

2. Application of Weight Limitation

1) Local Door Cargos of PS & PN, Inland Door Cargos, Inland CY cargos via PS Gate (LBH/LA, OAK)

Above weight limitation should be applied to all Local Door cargos of PS/PN gate, Inland Door cargos, Inland CY cargos via PS gate without exception. So, please ask customer to stuff cargo within required weight limitation to avoid serious result.

If overweight booking is inevitable, you must obtain a Letter of Indemnity.

2) Port CY Cargos of PS & PN Gate, Inland CY cargos via PN gate (STL, TCM)

The cargos discharging/releasing at Port CY of PS/PN gate, or Inland rail ramp CY of PN gate has more room than Inland door move cargos because of cnee's direct cargo pick-up & on-dock facility. So, you can load overweight cargos as before, but please make sure that carrier still exposes to serious legal responsibility & bad reputation.

In fact cnee moves the unit to door delivery point at its own risk for any incident or citation, but "bad publicity" goes to the carrier whose name is the equipment and some legal liability could be placed to carrier. if carrier knew overweight situation in advance and the problem is in accident during cnee's cargo transportation. Thus, you are strongly requested to let customers know reality correctly and hold all responsibilities to them when incident happens.

3) East Coast

Basically you need to adhere to the standard weight limitation of said mentioned chart to reduce overweight cargoes. If overweight cargo booking is necessary, please obtain a letter of indemnity for Local Door cargoes, Inland CY cargoes, Inland Door cargoes without fail, but U.S. East port CY cargo is not required to get a Letter of Indemnity from customer like above 2.-2)

4) Special Arrangement

(1) Tri-axle Chassis

In case that 20' container exceeds the said weight limitation, tri-axle chassis is available within allowable maximum weight limitation (20,000 Kgs) & permitted locations. First attachment shows you possible service points, but please make sure Tri-axle chassis service is possible subject to trucker's chassis availability in destination.

(2) Super Chassis

The super chassis service is also allowable in very limited locations up to maximum gross weight 25,629 Kgs, but this service is acceptable subject to chassis availability in destination (See first attachment).

(3) Motorbridge Carriage (MTC)

The main reason that motorbridge carriage requires less weight limits than normal move is due to the additional weight of the flatbed/stepdeck trailer. The flatbed/stepdeck weight is 7,000 ~ 8,000 lbs and for this reason, gross weight must be reduced in order to comply with different weight limitation of each state. The second attachment is the table of gross weight limitation you have to remember.

3. Handling Procedure

1) Origin Office

- Recognize weight limitation of U.S & handling procedure then have all valuable customers know it correctly.
- Make a filtering overweight cargoes by installed program (#2875) before cargo loading.
- Inform customers of overweight cargo immediately and ask them to adjust cargo within weight limitation.
- If overweight cargo booking/loading is necessary, Please obtain a Letter of Indemnity.
- In case that S/C contains overweight clause already, you can accept overweight cargo booking as it is.
- Send a pre-notification to HII MKTG & RCSC when tri-axle & super chassis are required but, you have to know that service is available subject to special chassis availability & additional charge.
- List-up regular customers who load overweight cargoes then report it to HQ (SEL T&D, BKG, PRC) on monthly base.

2) Destination Office

- If any overweight cargoes which violate said mentioned procedure, Please hold cargo and notify it to origin office & HQ.
- Change service term from DR to CY (Port/Rail ramp) when DR arrangement is impossible.
- Door delivery is impossible, Please transload cargo into new van after consignee's confirmation.
- Collect all generated charges from cnee as a "collect base" before cargo moving/arrangement to avoid outstanding.
- Make a black list of customers who misdeclare gross weight of B/L then report it to origin office & HQ
- RCSC's list-up all overweight cases then report it to HQ (SEL T&D, BKG, PRC) on monthly base.

4. Others

1) Collection of Letter of Indemnity

In relation to 1) Local Door Cargoes of PS & PN, Inland Door Cargoes, Inland CY cargoes via PS Gate (LBH/LA, OAK) 2. application of weight limitation, you must obtain a Letter of Indemnity from Customer if overweight cargo booking is necessary.

Here are two Letter of Indemnity formats you can use according to customer type.

- For spot case overweight booking customers - Use short term format of attachment.
(Form # 13-1) L/I of overweight cargo(Short Term)
- For regular overweight booking customers - Use long term format of attachment
(Form # 13-2) L/I of overweight cargo(Long Term)

2) Generated Charges & Payment

For overweight cargo, several charges such as tri-axle chassis charge, super chassis charge, cargo transloading, demurrage, citation, fines, etc would be incurred and they are governed by HMM general rule tariff. Also these charges should be settled at destination before cargo moving to avoid outstanding. Tariff is being reviewed by SEL TPS PRC and it will be announced to you sooner or later.

3) Misdeclaration of Gross Weight

If customers misdeclare gross weight of shipping request intentionally to pass HMM's filtering before loading, all responsibilities including legal & monetary portion are on customer without argument as per HMM rule tariff & shipping document.

4) Terms

- Net Weight : Weight of cargo items itself excluding packing.
- Cargo Weight : Weight of cargo item & packing and this is the same as "Gross Weight" of Bill of Lading.
- Tare Weight : Weight of container.
- Gross Weight : Cargo weight plus Tare weight
- Total Weight : Total weight of tractor, chassis, container and cargo.

KOREA INTENSIFIED RESTRICTION ON WEIGHT LIMITATION

1. Overview

No Booking with 25 ton over can be accepted.

All figures are on Gross Weight basis. *Gross Weight = Tare Weight not included.

This guide is applicable to All types of container & effective immediately.

2. Details of New enforcement & effects

A. Announced by Ministry of Construction & Transportation : Whoever request a overweight transportation is subject to "penalty USD 2,000 or 1 year imprisonment".

(In case of CY Term, It is consignee who requests transportation(Merchant Haulage) of container & must accept consequences described above, While Carrier is supposed to take the same consequences for Door Term biz.)

B. Announced by Korea Customs Service : Cargo with weight in excess of 25 ton is not allowed to use bonded transportation & False entry of manifest against actual weight should be subject to penalty of USD.

(With the effect of above, No shipment over 25 ton will leave the Terminal in Korean except Transshipment)

3. Complete Guideline on weight limitation

A. Door Term shipment : Under 19 ton/20', 23 ton/40' can be loaded.

B. CY Term shipment : Under 25 ton can be loaded.

4. Additional (Official Announcement to Customers)

A. Failure to comply with the captioned regulation(2-A&B, 3-B) may result in heavy penalty on the consignee.

B. It is the responsibility of the shipper to make the proper(EVEN) stuffing in the container. More importantly, All shippers should assure that accurate Gross weight should be provided to us.

Such a result as cost/penalty imposed by Korea Government authorities to HMM related to non-compliance with the just above would be taken care of by Shipper.

You should put a notice on all shippers on the above facts. There is no safety in making assumptions about penalty for the Consignee's violation of road regulation.

Your attention & cooperation are greatly appreciated.