



## Specific restrictions in different ports

### GOTHENBURG

Inspection report / Certificate is required for all used vehicles exported from Sweden  
This is required by booking together with chassis number and YOM.

Our agent is required by Swedish law to present these documents if required. This is so clarify that no waste or scrap is exported out of Sweden.

Final destination needs to be known – If final destination is a third world country and units are deemed too old or as scrap. We cannot accept these units to be exported from Sweden.

### TANGIER

Cargo limitation, settled by Port Authority and Car Carrier terminal operator, that should be respected in H&H units destined for discharge at Tangier Med:

- No units with oil leak.
- No accessories or parts loaded on the main unit or in the bucket.
- No units with lack of fuel.

Furthermore the Port of Tangier is also refusing units which contain other non declared cargo such as luggage, personal effects, bicycles...

All the statics that hasn't **a clear label marks / Chasis number** will not be discharged. We suggest either sticking the labels on the Statics or writing the serial number with unremovable bold paint. Also, these Labels should have the Machine's Serial/Vin Number for a smooth identification.

For example :

1 Caterpillar 320 S/N: CAT320XXX

1 Static S\N: CAT320XXX-01

### SETUBAL

HH Self-propelled machinery, such as crawlers, as track machines, etc are allowed taking in consideration the rules stated by the port authority the weight of **8 tons by axle cannot be exceeded**.

When exceeding the weight the discharge or loading of this kind of machinery must be direct to lorry truck or vice-versa.

Terminal Roro only has a customs status for light new vehicles, all other kind of self-propelled cargo, even used light vehicles, which is considered general cargo are always subject to port authority / customs approval.