

Malta Freeport Terminals Stowage Guidelines

MALTA FREEPORT TERMINALS

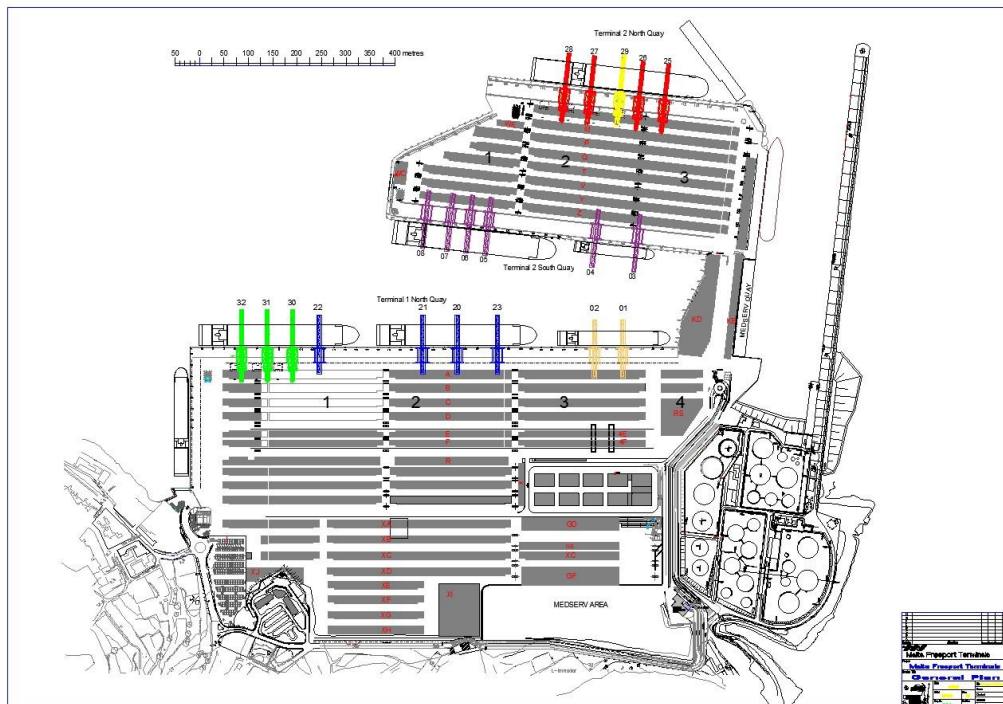
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Communication

1. Arrival Baplie file should be made available at least 24 hours prior vessel arrival. On short transit calls, Baplie file is to be sent at least 2 hours, upon departure from last port of call.
2. Bundles are to be correctly grouped in the Baplie EDI file.
3. Discharge Coprar files should have correct second carriers for all transshipment units, in order to avoid extra yard shifting.
4. Loading information (Lists, Coprar, and Movins file), should be provided at least 24 hours prior vessel arrival.
5. Movins file should reflect the container weight as per load list and not the average weight of a group of containers.
6. Hot connections are to be discussed and agreed with the Terminal Operations. In case this is accepted, a separate top stow plan must be provided. In this situation, provisional files cannot be provided, and vessel command are to be advised in advance that they will not be receiving a complete Baplie EDI files upon arrival.
7. Deadline for minor changes to the load plan is 12 hours prior vessel arrival. Once this limit expires, no changes will be accepted.
8. For optimal operations, stowage plan should reflect Terminal configuration requirements, whilst also taking in consideration the Quay Cranes restrictions and limitations

Terminal Layout



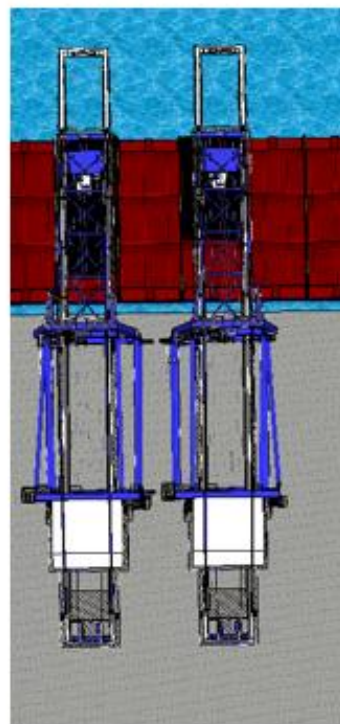
Quay Cranes Details

QC	Make	Year	Location	Height Above Rail	Outreach Fender-Max	Cont. Rows on Vessel	SWL (Tonnes)	Lift Load (Tonnes)
1	OMG	1997	T1N	34.50	48.80	19.0	40.5	45.0
2	OMG	1997	T1N	34.50	48.80	19.0	40.5	45.0
20	ZPMC	2006	T1N	39.00	60.30	23.0	65.0	85.0
21	ZPMC	2006	T1N	39.00	60.30	23.0	65.0	85.0
22	ZPMC	2006	T1N	39.00	60.30	23.0	65.0	85.0
23	ZPMC	2006	T1N	39.00	60.30	23.0	65.0	85.0
30	ZPMC	2015	T1N	54.00	66.80	26.0	65.0	85.0
31	ZPMC	2015	T1N	54.00	66.80	26.0	65.0	85.0
32	ZPMC	2015	T1N	54.00	66.80	26.0	65.0	85.0
25	ZPMC	2009	T2N	43.00	56.54	22.0	61.0	85.0
26	ZPMC	2009	T2N	43.00	56.54	22.0	61.0	85.0
27	ZPMC	2009	T2N	43.00	56.54	22.0	61.0	85.0
28	ZPMC	2009	T2N	43.00	56.54	22.0	61.0	85.0
29	ZPMC	2015	T2N	54.00	63.04	24.0	65.0	85.0
3	OMG	1997	T2S	34.50	45.04	17.0	40.5	45.0
4	OMG	1997	T2S	34.50	45.04	17.0	40.5	45.0
5	OMG	1997	T2S	34.50	45.04	17.0	40.5	45.0
6	OMG	1997	T2S	34.50	45.04	17.0	40.5	45.0
7	OMG	1997	T2S	34.50	45.04	17.0	40.5	45.0
8	OMG	1997	T2S	34.50	45.04	17.0	40.5	45.0

All Quay Cranes at Malta Freeport Terminals can handle Twinlift

Quay Cranes Restrictions

When working 40 Feet or Twinlift the minimum required gap is that of one bay. (One some of the feeder vessels this might not be possible, due to the space between bays).

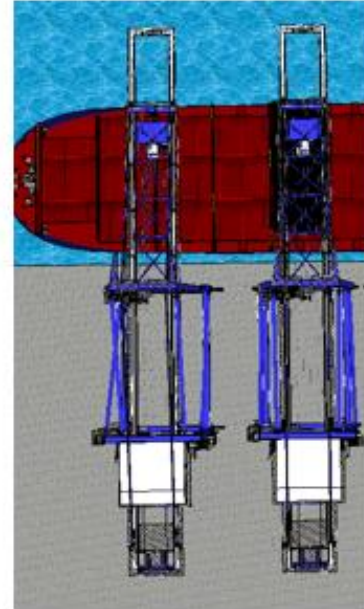


Same applies if working single 20 foot units , the required gap is that of one bay. It is recommended that such crane positioning is used only on emergency cases. (One some of the feeder vessels this might not be possible, due to the space between bays).



Quay Cranes Restrictions (continued)

This crane setup gives more manoeuvrability space for tug drivers to proceed to/from yard. This setup is the minimum required when having ZPMC performing twin lifts and QC 2 loading 20 units by single lift. (One some of the feeder vessels this might not be possible, due to the space between bays).



Stowage

- Vessel Berthing at Malta Freeport is normally done Starboard side alongside, except on the Terminal 2 South Quay, where vessels are berthed Portside Alongside. In order to improve vessel operations performances, it is beneficial to plan vessels in such a way that towering, or funnel stowage is avoided. It is also recommended that the cranes slow down speed is taken in consideration when preparing the stowage layout.
- The maximum number of tiers on deck depend on the distance between the vessel keel to hatch cover less the vessel arrival draft. The below tables are for guidance purposes where a sample calculation on one ULC vessel with an arrival draft of 13.5 and a keel to deck of 32.6 m was taken in consideration

North Quay Terminal One (Standard Containers)

QC	31
Vessel	Test Vessel
LOA	400 metres

Arrival Draft	13.5
Hatch Coaming	.

	High Cubes	Standards	High Cube Height	Standard Height	Stack Height	Hatch Coaming	Twistlocks	Keel to Deck	Total Height (Vessel)	Draft	Air Draft	QC Height*	Quay to Water Level (HAT)	Total Height (QC)	Clearance	Use of Safety Cage	Slowdown Mode	Outreach Rows	Vessel Rows	Full Row Outreach
Tier	0	14	0.00	2.59	36.26	.	0.52	32.6	69.38	13.5	55.88	54	2.5	56.5	0.62	No	Yes	26	19	Yes
	0	13	0.00	2.59	33.67	.	0.48	32.6	66.75	13.5	53.25	54	2.5	56.5	3.25	Yes	Yes	26	19	Yes
	0	12	0.00	2.59	31.08	.	0.44	32.6	64.12	13.5	50.62	54	2.5	56.5	5.88	Yes	Yes	26	19	Yes
	0	11	0.00	2.59	28.49	.	0.40	32.6	61.49	13.5	47.99	54	2.5	56.5	8.51	Yes	No	26	19	Yes
	0	10	0.00	2.59	25.90	.	0.36	32.6	58.86	13.5	45.36	54	2.5	56.5	11.14	Yes	No	26	19	Yes
	0	9	0.00	2.59	23.31	.	0.32	32.6	56.23	13.5	42.73	54	2.5	56.5	13.77	Yes	No	26	19	Yes

QC	22
Vessel	Test Vessel
LOA	400 metres

Arrival Draft	13.5
Hatch Coaming	.

	High Cubes	Standards	High Cube Height	Standard Height	Stack Height	Hatch Coaming	Twistlocks	Keel to Deck	Total Height (Vessel)	Draft	Air Draft	QC Height*	Quay to Water Level (HAT)	Total Height (QC)	Clearance	Use of Safety Cage	Slowdown Mode	Outreach Rows	Vessel Rows	Full Row Outreach
Tier	0	10	0.00	2.59	25.90	.	0.36	32.6	58.86	13.5	45.36	39	2.5	41.5	-3.86	No	Yes	24	19	Yes
	0	9	0.00	2.59	23.31	.	0.32	32.6	56.23	13.5	42.73	39	2.5	41.5	-1.23	No	Yes	24	19	Yes
	0	8	0.00	2.59	20.72	.	0.28	32.6	53.60	13.5	40.10	39	2.5	41.5	1.40	No	Yes	24	19	Yes
	0	7	0.00	2.59	18.13	.	0.24	32.6	50.97	13.5	37.47	39	2.5	41.5	4.03	Yes	Yes	24	19	Yes
	0	6	0.00	2.59	15.54	.	0.20	32.6	48.34	13.5	34.84	39	2.5	41.5	6.66	Yes	Yes	24	19	Yes
	0	5	0.00	2.59	12.95	.	0.16	32.6	45.71	13.5	32.21	39	2.5	41.5	9.29	Yes	No	24	19	Yes

South Quay Terminal Two (Standard Containers)

QC	8
Vessel	Test Vessel
LOA	400 metres

Arrival Draft	13.5
Hatch Coaming	.

	High Cubes	Standards	High Cube Height	Standard Height	Stack Height	Hatch Coaming	Twistlocks	Keel to Deck	Total Height (Vessel)	Draft	Air Draft	QC Height*	Quay to Water Level (HAT)	Total Height (QC)	Clearance	Use of Safety Cage	Slowdown Mode	Outreach Rows	Vessel Rows	Full Row Outreach
Tier	0	10	0.00	2.59	25.90	.	0.36	32.6	58.86	13.5	45.36	34.5	2.4	36.9	-8.46	No	Yes	18	19	No
	0	9	0.00	2.59	23.31	.	0.32	32.6	56.23	13.5	42.73	34.5	2.4	36.9	-5.83	No	Yes	18	19	No
	0	8	0.00	2.59	20.72	.	0.28	32.6	53.60	13.5	40.10	34.5	2.4	36.9	-3.20	No	Yes	18	19	No
	0	7	0.00	2.59	18.13	.	0.24	32.6	50.97	13.5	37.47	34.5	2.4	36.9	-0.57	No	Yes	18	19	No
	0	6	0.00	2.59	15.54	.	0.20	32.6	48.34	13.5	34.84	34.5	2.4	36.9	2.06	No	Yes	18	19	No
	0	5	0.00	2.59	12.95	.	0.16	32.6	45.71	13.5	32.21	34.5	2.4	36.9	4.69	Yes	Yes	18	19	No

Stowage (continued)

North Quay Terminal Two (Standard Containers)

QC	26	Arrival Draft	13.5
Vessel	Test Vessel	Hatch Coaming	.
LOA	400 metres		

	High Cubes	Standards	High Cube Height	Standard Height	Stack Height	Hatch Coaming	Twistlocks	Keel to Deck	Total Height (Vessel)	Draft	Air Draft	QC Height*	Quay to Water Level (HAT)	Total Height (QC)	Clearance	Use of Safety Cage	Slowdown Mode	Outreach Rows	Vessel Rows	Full Row Outreach
Tier	0	10	0.00	2.59	25.90	.	0.36	32.6	58.86	13.5	45.36	43	2.9	45.9	0.54	No	Yes	22	19	Yes
	0	9	0.00	2.59	23.31	.	0.32	32.6	56.23	13.5	42.73	43	2.9	45.9	3.17	Yes	Yes	22	19	Yes
	0	8	0.00	2.59	20.72	.	0.28	32.6	53.60	13.5	40.10	43	2.9	45.9	5.80	Yes	Yes	22	19	Yes
	0	7	0.00	2.59	18.13	.	0.24	32.6	50.97	13.5	37.47	43	2.9	45.9	8.43	Yes	No	22	19	Yes
	0	6	0.00	2.59	15.54	.	0.20	32.6	48.34	13.5	34.84	43	2.9	45.9	11.06	Yes	No	22	19	Yes
	0	5	0.00	2.59	12.95	.	0.16	32.6	45.71	13.5	32.21	43	2.9	45.9	13.69	Yes	No	22	19	Yes

QC	29	Arrival Draft	13.5
Vessel	Test Vessel	Hatch Coaming	.
LOA	400 metres		

	High Cubes	Standards	High Cube Height	Standard Height	Stack Height	Hatch Coaming	Twistlocks	Keel to Deck	Total Height (Vessel)	Draft	Air Draft	QC Height*	Quay to Water Level (HAT)	Total Height (QC)	Clearance	Use of Safety Cage	Slowdown Mode	Outreach Rows	Vessel Rows	Full Row Outreach
Tier	0	14	0.00	2.59	36.26	.	0.52	32.6	69.38	13.5	55.88	54	2.9	56.9	1.02	No	Yes	25	19	Yes
	0	13	0.00	2.59	33.67	.	0.48	32.6	66.75	13.5	53.25	54	2.9	56.9	3.65	Yes	Yes	25	19	Yes
	0	12	0.00	2.59	31.08	.	0.44	32.6	64.12	13.5	50.62	54	2.9	56.9	6.28	Yes	Yes	25	19	Yes
	0	11	0.00	2.59	28.49	.	0.40	32.6	61.49	13.5	47.99	54	2.9	56.9	8.91	Yes	No	25	19	Yes
	0	10	0.00	2.59	25.90	.	0.36	32.6	58.86	13.5	45.36	54	2.9	56.9	11.54	Yes	No	25	19	Yes
	0	9	0.00	2.59	23.31	.	0.32	32.6	56.23	13.5	42.73	54	2.9	56.9	14.17	Yes	No	25	19	Yes

North Quay Terminal One (High Cube Containers)

QC	31	Arrival Draft	13.5
Vessel	Test Vessel	Hatch Coaming	.
LOA	400 metres		

	High Cubes	Standards	High Cube Height	Standard Height	Stack Height	Hatch Coaming	Twistlocks	Keel to Deck	Total Height (Vessel)	Draft	Air Draft	QC Height*	Quay to Water Level (HAT)	Total Height (QC)	Clearance	Use of Safety Cage	Slowdown Mode	Outreach Rows	Vessel Rows	Full Row Outreach
Tier	12	0	2.90	0.00	34.75	.	0.44	32.6	67.79	13.5	54.29	54	2.5	56.5	2.21	No	Yes	26	19	Yes
	11	0	2.90	0.00	31.85	.	0.40	32.6	64.85	13.5	51.35	54	2.5	56.5	5.15	Yes	Yes	26	19	Yes
	10	0	2.90	0.00	28.96	.	0.36	32.6	61.92	13.5	48.42	54	2.5	56.5	8.08	Yes	No	26	19	Yes
	9	0	2.90	0.00	26.06	.	0.32	32.6	58.98	13.5	45.48	54	2.5	56.5	11.02	Yes	No	26	19	Yes
	8	0	2.90	0.00	23.16	.	0.28	32.6	56.04	13.5	42.54	54	2.5	56.5	13.96	Yes	No	26	19	Yes
	7	0	2.90	0.00	20.27	.	0.24	32.6	53.11	13.5	39.61	54	2.5	56.5	16.89	Yes	No	26	19	Yes

QC	22	Arrival Draft	13.5
Vessel	Test Vessel	Hatch Coaming	.
LOA	400 metres		

	High Cubes	Standards	High Cube Height	Standard Height	Stack Height	Hatch Coaming	Twistlocks	Keel to Deck	Total Height (Vessel)	Draft	Air Draft	QC Height*	Quay to Water Level (HAT)	Total Height (QC)	Clearance	Use of Safety Cage	Slowdown Mode	Outreach Rows	Vessel Rows	Full Row Outreach
Tier	10	0	2.90	0.00	28.96	.	0.36	32.6	61.92	13.5	48.42	39	2.5	415	-6.92	No	Yes	24	19	Yes
	9	0	2.90	0.00	26.06	.	0.32	32.6	58.98	13.5	45.48	39	2.5	415	-3.98	No	Yes	24	19	Yes
	8	0	2.90	0.00	23.16	.	0.28	32.6	56.04	13.5	42.54	39	2.5	415	-1.04	No	Yes	24	19	Yes
	7	0	2.90	0.00	20.27	.	0.24	32.6	53.11	13.5	39.61	39	2.5	415	1.89	No	Yes	24	19	Yes
	6	0	2.90	0.00	17.37	.	0.20	32.6	50.17	13.5	36.67	39	2.5	415	4.83	Yes	Yes	24	19	Yes
	5	0	2.90	0.00	14.48	.	0.16	32.6	47.24	13.5	33.74	39	2.5	415	7.76	Yes	Yes	24	19	Yes

Stowage (continued)

South Quay Terminal Two (High Cube Containers)

QC	8	Arrival Draft	13.5
Vessel	Test Vessel	Hatch Coaming	.
LOA	400 metres		

Tier	High Cubes	Standards	High Cube Height	Standard Height	Stack Height	Hatch Coaming	Twistlocks	Keel to Deck	Total Height (Vessel)	Draft	Air Draft	QC Height*	Quay to Water Level (HAT)	Total Height (QC)	Clearance	Use of Safety Cage	Slowdown Mode	Outreach Rows	Vessel Rows	Full Row Outreach
10	0	0	2.90	0.00	28.96	.	0.36	32.6	61.92	13.5	48.42	34.5	2.4	36.9	-11.52	No	Yes	18	19	No
9	0	0	2.90	0.00	26.06	.	0.32	32.6	58.98	13.5	45.48	34.5	2.4	36.9	-8.58	No	Yes	18	19	No
8	0	0	2.90	0.00	23.16	.	0.28	32.6	56.04	13.5	42.54	34.5	2.4	36.9	-5.64	No	Yes	18	19	No
7	0	0	2.90	0.00	20.27	.	0.24	32.6	53.11	13.5	39.61	34.5	2.4	36.9	-2.71	No	Yes	18	19	No
6	0	0	2.90	0.00	17.37	.	0.20	32.6	50.17	13.5	36.67	34.5	2.4	36.9	0.23	No	Yes	18	19	No
5	0	0	2.90	0.00	14.48	.	0.16	32.6	47.24	13.5	33.74	34.5	2.4	36.9	3.16	Yes	Yes	18	19	No

North Quay Terminal Two (High Cube Containers)

QC	26	Arrival Draft	13.5
Vessel	Test Vessel	Hatch Coaming	.
LOA	400 metres		

Tier	High Cubes	Standards	High Cube Height	Standard Height	Stack Height	Hatch Coaming	Twistlocks	Keel to Deck	Total Height (Vessel)	Draft	Air Draft	QC Height*	Quay to Water Level (HAT)	Total Height (QC)	Clearance	Use of Safety Cage	Slowdown Mode	Outreach Rows	Vessel Rows	Full Row Outreach
10	0	0	2.90	0.00	28.96	.	0.36	32.6	61.92	13.5	48.42	43	2.9	45.9	-2.52	No	Yes	22	19	Yes
9	0	0	2.90	0.00	26.06	.	0.32	32.6	58.98	13.5	45.48	43	2.9	45.9	0.42	No	Yes	22	19	Yes
8	0	0	2.90	0.00	23.16	.	0.28	32.6	56.04	13.5	42.54	43	2.9	45.9	3.36	Yes	Yes	22	19	Yes
7	0	0	2.90	0.00	20.27	.	0.24	32.6	53.11	13.5	39.61	43	2.9	45.9	6.29	Yes	Yes	22	19	Yes
6	0	0	2.90	0.00	17.37	.	0.20	32.6	50.17	13.5	36.67	43	2.9	45.9	9.23	Yes	No	22	19	Yes
5	0	0	2.90	0.00	14.48	.	0.16	32.6	47.24	13.5	33.74	43	2.9	45.9	12.16	Yes	No	22	19	Yes

QC	29	Arrival Draft	13.5
Vessel	Test Vessel	Hatch Coaming	.
LOA	400 metres		

Tier	High Cubes	Standards	High Cube Height	Standard Height	Stack Height	Hatch Coaming	Twistlocks	Keel to Deck	Total Height (Vessel)	Draft	Air Draft	QC Height*	Quay to Water Level (HAT)	Total Height (QC)	Clearance	Use of Safety Cage	Slowdown Mode	Outreach Rows	Vessel Rows	Full Row Outreach
10	0	0	2.90	0.00	28.96	.	0.36	32.6	61.92	13.5	48.42	54	2.9	56.9	8.48	Yes	No	25	19	Yes
9	0	0	2.90	0.00	26.06	.	0.32	32.6	58.98	13.5	45.48	54	2.9	56.9	11.42	Yes	No	25	19	Yes
8	0	0	2.90	0.00	23.16	.	0.28	32.6	56.04	13.5	42.54	54	2.9	56.9	14.36	Yes	No	25	19	Yes
7	0	0	2.90	0.00	20.27	.	0.24	32.6	53.11	13.5	39.61	54	2.9	56.9	17.29	Yes	No	25	19	Yes
6	0	0	2.90	0.00	17.37	.	0.20	32.6	50.17	13.5	36.67	54	2.9	56.9	20.23	Yes	No	25	19	Yes
5	0	0	2.90	0.00	14.48	.	0.16	32.6	47.24	13.5	33.74	54	2.9	56.9	23.16	Yes	No	25	19	Yes

- For better cargo distribution, it is recommended that discussions between the respective Shipmanager and Malta Freeport’s Vessel Planning Section.
- Empties are loaded by request. The request is to be submitted at least 72 hours prior arrival of the respective vessel. This will enable Malta Freeport Yard Planning Section to prepare and distribute the cargo in the stacks for a more balanced workload. Partner’s Empty requests are also to be sent as a separate request. Shipmanager is then to provide a complete summary of empties to be loaded, segregating by Port of Discharge and Line.

5. At Malta Freeport there are currently the following weight classes. Vessels are to be planned as per these weight classes.

Weight Class categories:	0.0 – 9.4
	9.5 – 14.4
	14.5 – 19.4
	19.5 – 24.5
	24.6 – 33.0
	33.1 And over

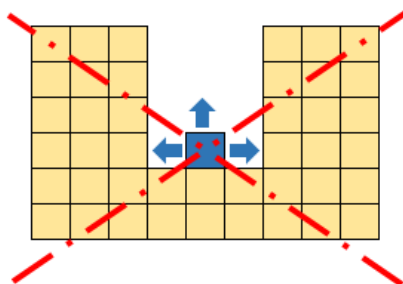
General Stow Requirements

Break-Bulk Operations

1. Avoid planning break bulk cargo on the heavy hook.
2. Communication is to be done with Terminal prior loading operation takes place at the operational port of loading.
3. When planning break bulk cargo at Malta, the remaining loading volumes are to be kept limited in the respective vessel bay.
4. Lashing requirements are to be considered i.e., additional time shall be considered
5. Max height of ROB stacks, between stowage position and quay, shall not exceed 3 standard units on deck. This would allow safe load handling.
6. A fall protection must be arranged without causing extra moves, leaving enough space for lashers to move freely. Lashers are also required to have manholes available for a safe working condition on board.
7. A survey report is to be provide survey from the port of loading indicating all the necessary details.

Out of Gauge units loaded on Flat racks or platforms.

1. For Loading or Discharging an OOG on deck, 2 void slots on each side are required, so that lashing personnel can have a safe area. Therefore, please avoid planning OOG units inside a funnel stow as per the below diagram:



2. When loading flat racks in the hold, these are to have both sides open so that OOG frames can handle unit without problem. Refer below.



Loading of Damages

Whenever damaged units are requested to be loaded the following procedure is to be followed:

1. Logistics should inspect unit/s and take relevant pictures
2. Send pictures to the stowage coordinator
3. Stowage coordinator will coordinate with vessel command and plan units in a suitable position*
4. Once positions are confirmed and accepted by vessel command the stowage coordinator will include the units to the specials to be loaded.

**Clear pictures of the damaged units are essential as they will be the only indicator to establish if we can:*

- Occupy adjacent slot (Right) - is it possible?
 - Occupy adjacent slot (Left) - is it possible?
 - Load cargo on top of it - is it possible?
 - Load it in hold - is it possible?
 - Will it lock on all four corners?
-
- The most important thing is that a suitable loading position is identified prior to loading and that vessel command is aware of the same damaged units.
 - Once units are accepted for loading from vessel command units will be prepared for loading.
 - Also, since handling of such units is complex and time wasting it is recommended that not more than five units at a time are planned.
 - Preferably on the same crane since special gear will be required and not on the heavy hook.