



T.EN Loading Systems S.A.S.

Route des Clérimois

CS10705

8910

France

www.technipenergies.com

Loading Systems

Job Specifications for Supply

HOW TO TRANSPORT LOADING ARMS, BASE RISERS AND BOXES?

STANDARD

How to transport loading arms, base risers and boxes?

TABLE OF CONTENTS

1. INTRODUCTION	4
1.1. Scope and objectives	4
1.2. Reference documents.....	4
2. PROCÉDURE	4
2.1. Packaging.....	4
2.2. Handling	6
2.3. Trucks	6
2.4. Lashing on Trucks	7
2.5. Pick-up schedule and requirements.....	9
2.6. Unloading at the port of departure / destination	9
2.7. Loading and lashing on board the vessel.....	9
3. APPENDICES.....	9

LIST OF FIGURES

Figure 1: Example of packaging for a Loading Arm	5
Figure 2: Example of a packaging drawing for a Loading arm	5
Figure 3: Example of packaging for a Base Riser	5
Figure 4: Example of handling operation	6
Figure 5: Example of extendable truck with perpendicular bar.....	6
Figure 6: Example of lashing for a Loading Arm	7
Figure 7: Examples of lashing for a Base Riser	8

LIST OF TABLES

Table 1: Loading hours	9
------------------------------	---

How to transport loading arms, base risers and boxes?

REVISION HISTORY

Revision	Summary of change	Reason for the change	By	ECN
0	Creation.	LWI0708 became Job Specifications for Supply to be communicate with Suppliers	C.MOHAMED SEYDI	N/A
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				

How to transport loading arms, base risers and boxes?

1. INTRODUCTION

1.1. SCOPE AND OBJECTIVES

The purpose of this Job Specifications for Supply is to describe to T.EN forwarding agents how to ensure compliance with T.EN requirements for the transportation and protection of the Loading Arms and Base Risers (hereafter referred to as the EQUIPMENT).

This document is intended for the use of forwarding agents, transport company (hereafter referred to as the CARRIERS), responsible, by contract or order, for the transportation of the EQUIPMENT.

CARRIERS have to follow the minimum recommendations described here in for:

- The loading/unloading of the EQUIPMENT onto / out to the truck and,
- The loading and unloading of the vessel at the port of departure / destination.

The last but not the least, CARRIERS are liable to respect these minimum recommendations, their own responsibilities will be engaged in case of damage to the EQUIPMENT caused by them during the transport.

1.2. REFERENCE DOCUMENTS

Code	Description (Edition)	Year
EN / ISO:		
Ref. [A] EN-12195-2	Load restraint assemblies on road vehicles - Safety - Part 2 : web lashing made from man-made fibres <i>Dispositifs d'arrimage des charges sur véhicules routiers - Sécurité - Partie 2 : sangles en fibres synthétiques</i>	2001
Legislation		
Ref. [B] Code de la route français	French Highway Code	-

2. PROCEDURE

2.1. PACKAGING

The packaging of EQUIPMENT is made of wooden belts (or metal frame on a very specific basis) to ensure good stability of the EQUIPMENT during transportation.

The lifting points are indicated on the EQUIPMENT with blue bands with lifting symbols are marked on them.

A transport drawing will be issued by the Packaging/Boxing Department indicating final dimensions and weight, dimensions between each wooden belt and center of gravity.

How to transport loading arms, base risers and boxes?



Figure 1: Example of packaging for a Loading Arm

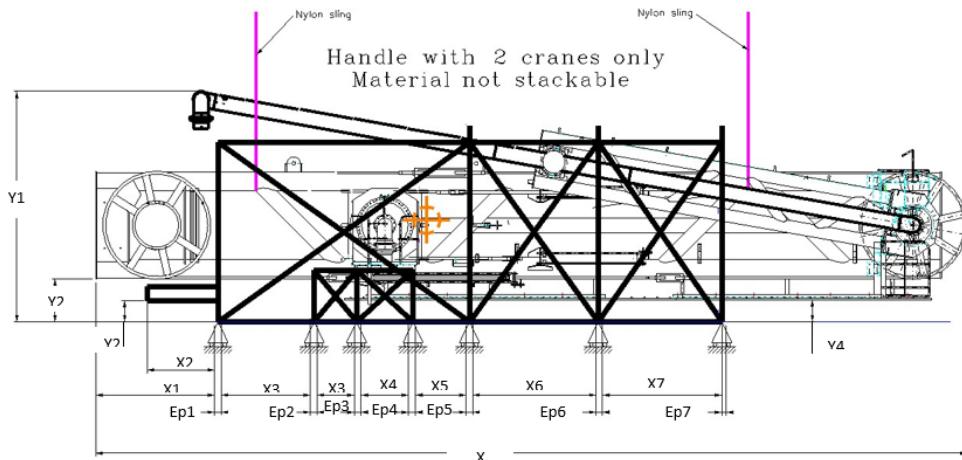


Figure 2: Example of a packaging drawing for a Loading arm



Figure 3: Example of packaging for a Base Riser

How to transport loading arms, base risers and boxes?

2.2. HANDLING

EQUIPMENT will be loaded using a lifting bridge inside the workshops, with a gantry crane outside the workshop or with two cranes at the yard.

Slings in nylon are mandatory and must be placed on the lifting points indicating on the EQUIPMENT.



Handling on the wooden package is strictly forbidden.



Figure 4: Example of handling operation

2.3. TRUCKS

1. For the Loading Arms: trucks shall be extendable platform type with minimum two removable metal perpendicular bars to the extension between the tractor and the trailer, so that each wooden belt rests on a fixed part of the truck.



Low-loader trucks or gooseneck trucks are not suitable for our EQUIPMENT.

2. For Base Riser and Counterweights beam: flatbed trucks are required.
3. For wooden boxes: tautliner is required to ensure the loading of the boxes by the sides as there is no loading dock.



Figure 5: Example of extendable truck with perpendicular bar

How to transport loading arms, base risers and boxes?

2.4. LASHING ON TRUCKS

The EQUIPMENT shall be lashed using nylon straps (for light packages) and metal chains. In this case, a protective device will be placed between the chains and the EQUIPMENT to avoid damage to the paint.

The chains and straps must be crossed on the side of the EQUIPMENT and on the extremity of the EQUIPMENT to avoid any pendulum movement during change in the direction or braking/speed increasing.



Lashing on the wooden package is strictly forbidden.

In accordance with Article R312-9 of Ref. [B] Code de la route français, the driver must lash all packages to secure the load and avoid any damage nor danger on the road.

Packages must be secured in accordance with the guidelines of the European lashing standard Ref. [A] EN-12195-2.

The driver must have:

- lashing straps according to Ref. [A] EN-12195-2 in good condition, with sufficient capacity to allow the lashing of packages.
It must also be equipped with protections for straps (Angles, protective corners...) to protect the straps and protect the goods, avoid any friction of the straps and finally ensure maximum distribution of the lashing forces.
- anti-slip mats 3 to 8 mm thick.



Please prefer 8 mm thick mats.



Figure 6: Example of lashing for a Loading Arm

How to transport loading arms, base risers and boxes?



Figure 7: Examples of lashing for a Base Riser

How to transport loading arms, base risers and boxes?

2.5. PICK-UP SCHEDULE AND REQUIREMENTS

1. The loading planning (with dates and hours, trucks identification plates) will be issued by the Transport Company one week before and must be approved by Traffic Department.
2. The Traffic Department will issue shipping documents according to this schedule.
3. Trucks must respect the dates and hours provided.

Table 1: Loading hours

Loading hours at T. EN Loading Systems (unless otherwise specified):	
Monday to Thursday	8:00am to noon 01:30pm to 04:00pm
Friday	8:00am to noon

Each driver must respect our rules and must wear PPE:



- Yellow jacket (high visibility) and safety shoes in the yard,
- Papers/Identification at guard post,
- Respect the driving code and traffic plan.

2.6. UNLOADING AT THE PORT OF DEPARTURE / DESTINATION

The EQUIPMENT will be handled by 2 cranes only at the lifting points indicated on the EQUIPMENT.

The team responsible for handling must ensure that a protective device is placed between the chains and the EQUIPMENT to avoid any damage.



Nylon slings are preferable.

2.7. LOADING AND LASHING ON BOARD THE VESSEL

The EQUIPMENT will be protected under the same conditions.



The chains shall not be placed on the EQUIPMENT.



The structure type loading arms (such as RCMAS, DCMAS type) shall not be lashed on the product pipe, but on their support structure.

3. APPENDICES

N/A