

## CHARCOAL INDONESIA

**Charcoal** is carbon from vegetable origin, produced from raw material such as, but not limited as, wood, coconut shells or bamboo and **shall be classified as UN1361 class 4.2**.

Other trade names under which Charcoal / Carbon may be presented for shipment include, but are not limited to, those listed below.

- Bamboo charcoal
- Carbon briquettes
- Carbon of vegetable origin
- Carbon shell
- BBQ
- Coal vegetable packages
- Coconut shell
- Hardwood
- Tablets for water-pipes, Nargila, Shisha, Hookah
- Magnesia carbon brick.

**To be accepted on board vessels operated only by the Group, Charcoal/Carbon from Indonesia origin shall be declared as DG and application of special provisions of the IMDG Code 223 (\*) and/or 925 (\*) will not be accepted.**

**In addition, only shippers approved by QSSE Cargo Department are allowed to book with CMA CGM Group.**

### 1. Weathering period

After production, the unpackaged /loose material shall be subject to a minimum weathering period (stored under cover, but in the open air) of at least 14 days before being packaged in preparation for transport.

This weathering period starts from the conclusion of the pyrolysis process and the packaging process may not commence until after the end of this stipulated period.

To allow efficient and homogeneous cooling process of the charcoal, it is recommended to maximize the surfaces of contact of the charcoal with the air.

The 'Weathering Report' should be compiled by the DCO in relation to the cargo and packaging, to include the following information:

1. A description of the whole cooling process;
2. Date of production;
3. Date of packaging;
4. Type of packaging used;
5. Mean temperature of the material on the day of packaging expressed in °C; and
6. Ambient temperature on the day of packaging expressed in °C.

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### **2. Packaging**

Charcoal/Carbon shall only be shipped in packaged form and so bulk is not allowed.

The temperature of cargo prior to packaging should not be more than 5°C above the ambient temperature (temperature of the place of the packing) without ever exceeding 50°C. One of the two limits reached, prevails.

The use of a thermal camera to check the temperature of every full packaging is strongly recommended.

The IMDG Code defines what packaging can be used for Charcoal / Carbon classified as dangerous goods. This is currently set out in Part 4 of the IMDG Code, Chapters 4.1, for UN number 1361.

Packaging should be in good condition and must not be torn.

### **3. Packing**

The shipper shall follow the CTU Code<sup>1</sup> recommendations.

Packing into a container may only commence after the weathering period has concluded.

The cargo should be properly packed and secured. However, packing should take account of the weight of the bags so as not to cause those at the bottom to be crushed or to split because of too much weight on top of them.

The use of a thermal camera to check the temperature of every packaging at the point of packing into the CTU is strongly recommended.

The use of a thermal blanket could help to remove the oxygen within the charcoal/carbon in packaged form but, even if strongly recommended, this is not mandatory.

However, a free headspace of minimum 30cm between the cargo and the roof of the container shall be respected.

### **4. Vanning survey.**

A vanning survey should confirm that:

- Cargo is packed and secured in a proper manner, consistent with the recommendations of the CTU Code.
- Packaging is in good condition and not torn.
- The Weathering Report is available, properly documented and then trustable.

<sup>1</sup> IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units  
([https://unece.org/DAM/trans/doc/2014/wp24/CTU\\_Code\\_January\\_2014.pdf](https://unece.org/DAM/trans/doc/2014/wp24/CTU_Code_January_2014.pdf))

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- The temperature of the cargo when packed into the CTU is not more than 5°C above the ambient temperature (temperature of cargo in packaging to be measured at different external points of the container)
- The packaging and interior atmosphere is clean and odourless, with no presence of fumes or smoke.
- A photo story of the stuffing is provided with temperature reading (At least 3 pictures 1/3, 2/3 of the stuffing and before closing the doors with container ID).

**5. Container Stowage and Segregation**

Charcoal / Carbon shall be transported in compliance with the stowage and segregation requirements set out in the IMDG Code.

<b>Stowage Code</b>	
SW1	Protected from sources of heat
H2	Keep as cool as reasonably practicable

In addition, containers of charcoal/carbon shall be stowed ON DECK and ACCESSIBLE.

Containers with Charcoal/Carbon shall be protected from a direct sunlight.

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<b>IMDG Code Special Provision</b>	
223	If the chemical or physical properties of a substance covered by this description are such that, when tested, it does not meet the established defining criteria for the class or division listed in column 3, or any other class or division, it is not subject to the provisions of this Code except in the case of a marine pollutant where 2.10.3 applies.

<b>IMDG Code Special Provision</b>	
925	<p>The provisions of this Code do not apply to:</p> <ul style="list-style-type: none"><li>- non-activated carbon blacks of mineral origin;</li><li>- a consignment of carbon if it passes the tests for self-heating substances as reflected in the United Nations Manual of Tests and Criteria (see 33.4.3.3), and is accompanied by a certificate from a laboratory accredited by the competent authority, stating that the product to be loaded has been correctly sampled by trained staff from that laboratory and that the sample was correctly tested and has passed the test; and</li><li>- carbons made by a steam activation process.</li></ul>

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Name of the shipper or the packer....

Containers: ....

- A description of the whole cooling process;
- Date of production;
- Date of packaging;
- Type of packaging used;
- Mean temperature of the material on the day of packaging expressed in °C; and
- Ambient temperature on the day of packaging expressed in °C.

I hereby confirm that the cargo at the time of packaging was not more than 5°C above the ambient temperature (temperature of the place of the packing) without ever exceeding 50°C. One of the two limits reached, prevails.

- Cargo is packed and secured in a proper manner, consistent with the recommendations of the CTU Code.
- Packaging is in good condition and not torn.
- a free headspace of minimum 30cm between the cargo and the roof of the container shall be respected.
- The packaging and interior atmosphere is clean and odourless, with no presence of fumes or smoke.
- A photo story of the stuffing is provided with temperature reading (At least 3 pictures 1/3, 2/3 of the stuffing and before closing the doors with container ID).

Date

Signature/Stamp