

## **General Blocking/Bracing Requirements:**

**A.** Shipments of concentrated weight cargo i.e. Metal Coils, Rolls, Reels, or Spools must be palletized or on a prescribed Load Weight Equalizing Pallet, or an equivalent weight distribution device that distributes the weight over the floor with no more than 310 pounds (140 KG) per square foot and evenly within the container. Additionally no more than 25,000lbs may be placed within 10 liner feet.

**B.** Maximum weight of Metal Coils, Rolls, Reels, or Spools permitted is no more than 14,000lbs per coil (including bracing & support material) and total of 38,000 lbs; (17,236 KG) per container, with no more than 19,000lbs (8,618 KG) in nose half of container and weight must be uniformly distributed within the container.

**C.** All products must be blocked and braced with a bracing system approved by CPR's Damage Prevention & Claim Services Group and must meet all AAR loading rules. As a minimum the requirement will be: lumber of sufficient strength and structure to support the weight of the lading; runners must be placed on a longitudinal axis to spread weight over sufficient floor cross members. A sufficient number of approved rated cables, chains, or banding equal to load weight must affix cargo, tightly tensioned to container anchors, to prevent cargo shifting under environmental dynamic forces.

- In some instances (such as tube and pipe configuration) nose protection may be required, and in all instances doorway protection is required.

**D.** Maximum gross weight must not exceed 75% of the rated capacity of the Intermodal unit. Additionally the maximum total weight of any and all cargo in the container must not exceed the manufacturer's recommended specifications, railway recommendations and government regulations.

**E.** Coil strips (Slits) must be unitized in stacks not to exceed 45 inches high (114 CM) and secured to the pallet.

**F.** All items described above must be shipped in a container that has been inspected suitable for the shipment of concentrated loads. Recommend unit is not more than 5 years old.

**G.** It is the responsibility of the party tendering the shipment to inspect the shipment to ensure that Blocking/Bracing requirements have been met and if there are any questions to contact [HMPCANADA@hlag.com](mailto:HMPCANADA@hlag.com) prior to allowing the shipment to go forward.

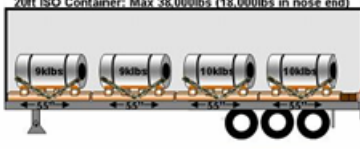
**H.** Shipper shall permit Canadian Pacific Railway at its option to perform random inspections of shipments. Shipper shall be responsible for the cost of any such inspections carried out at our Terminals or on Port property and the responsibility for ensuring compliance with these rules shall remain with the shipper.

**I.** International shipments must comply with ISPM 15 for solid wood materials, stenciled with Country of origin IPPC; and container must also be secured with an ISO 17712 approved seal as minimum security against unauthorized entry.

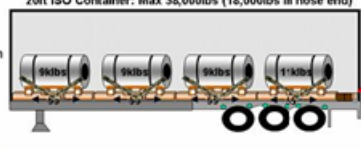
## CP Railway Approved Loading Methods Images:

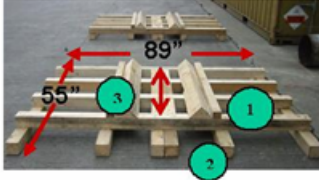
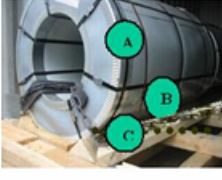
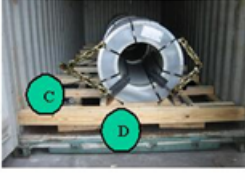
### Approved Loading Method for coiled wire in 20'

20ft ISO Container: Max 38,000lbs (18,000lbs in nose end)



20ft ISO Container: Max 38,000lbs (18,000lbs in nose end)



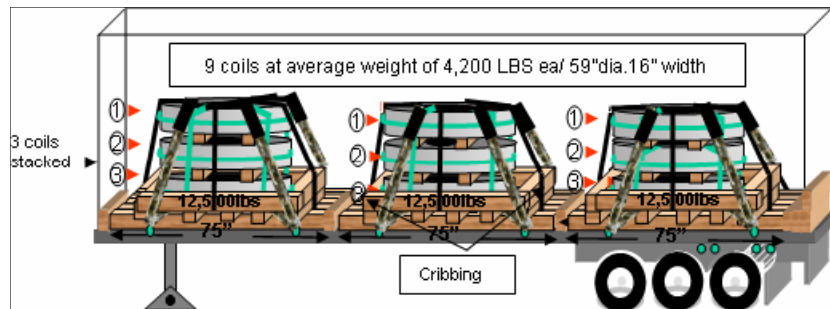




1. Four weight bearing lateral runners positioned to suit web width of coil.
2. Six longitudinal weight bearing runners spread to disburse load.
3. Cradle wedges must be affixed at a width to include minus 1/4" fit for diameter nesting of coil be adequately secured and have back up cleats abutted to.

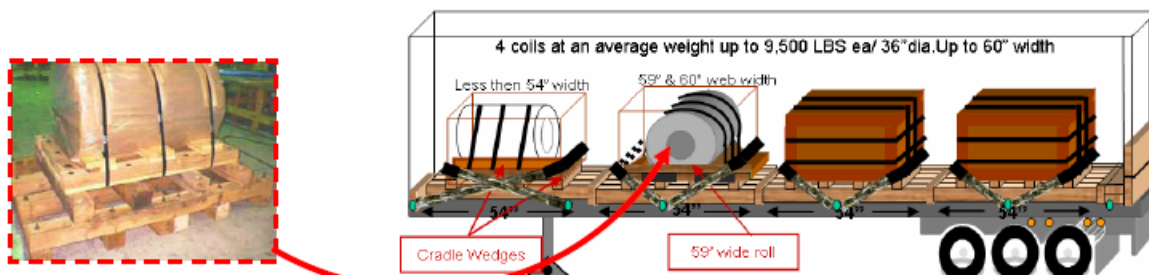
A. Band coil integrity to prevent unwinding.  
 B. Band coil to pallet around cradle wedges.  
 C. Band or chain coil to container anchor lashings.  
 D. Sound wood of adequate strength extending full width and into container wall channels at doorway with full width wood filling void and secured with fasteners such as nailing.

- Each pallet is assembled with sufficient nailing or bolting to maintain manufacturing integrity.
- Each cradle wedge is nailed or bolted with sufficient nails or bolts to resist spreading apart during dynamic rocking.
- Pallet for 8,000 to 10,000 lbs coil to have 55" longitudinal runners.
- Each coil is secured to pallet with AAR approved banding of sufficient strength to equal coil static weight.
- Each pallet is secured to container anchor lashings with AAR approved banding or chain of sufficient strength and numbers to equal coil static weight.
- Loading must comply with CPR Tariff 7800 item 295 and every load is subject a shippers inspection.

## CP Railway Suggested Stowage Configurations



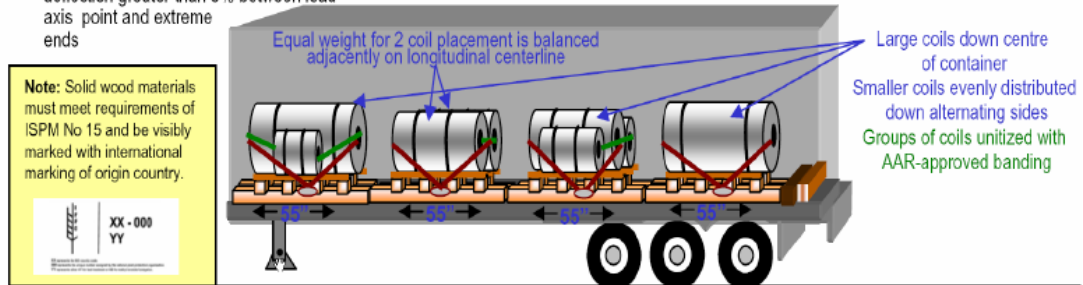
### Longitudinal Bracing of Coil



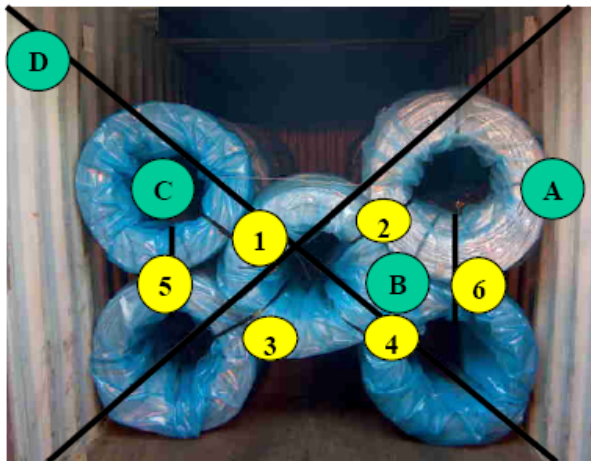
### Vertical Shoring of the Coil

**NOTE:** Weight bearing runners must be of sound wood and flex resistant to inhibit deflection greater than 5% between load axis point and extreme ends

**20ft container, structurally sound, in proper condition for transport of coiled metal product, and inspected by shipper**

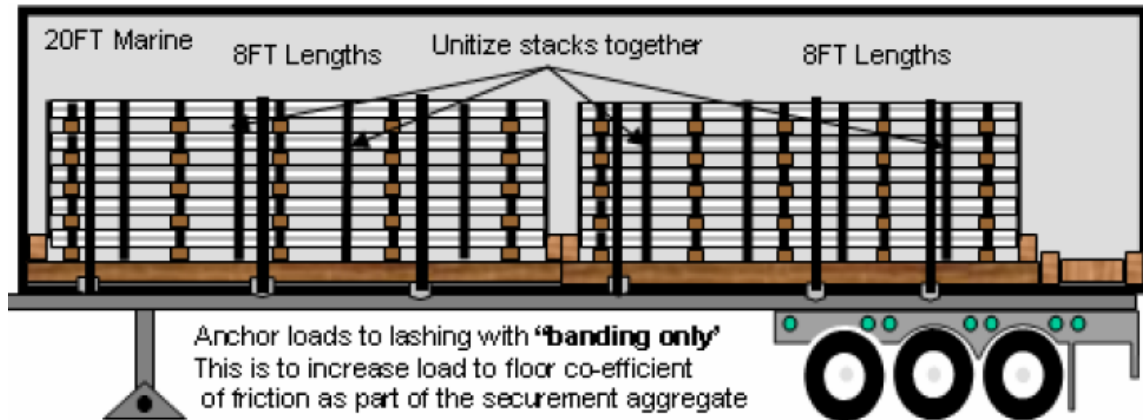
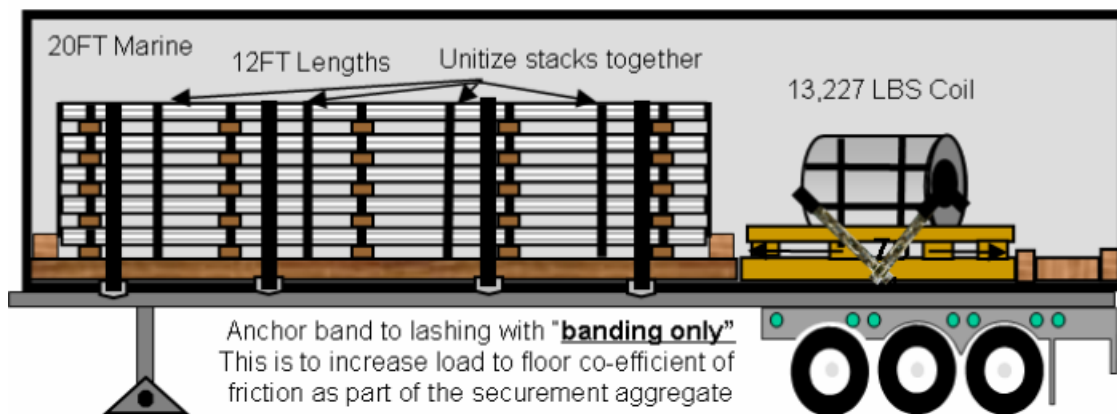
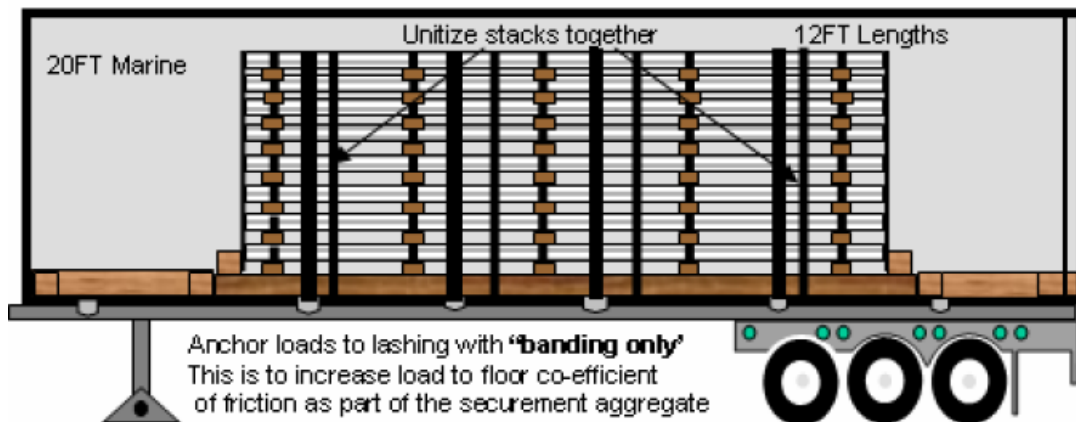


### General Securement & Doorway Protection

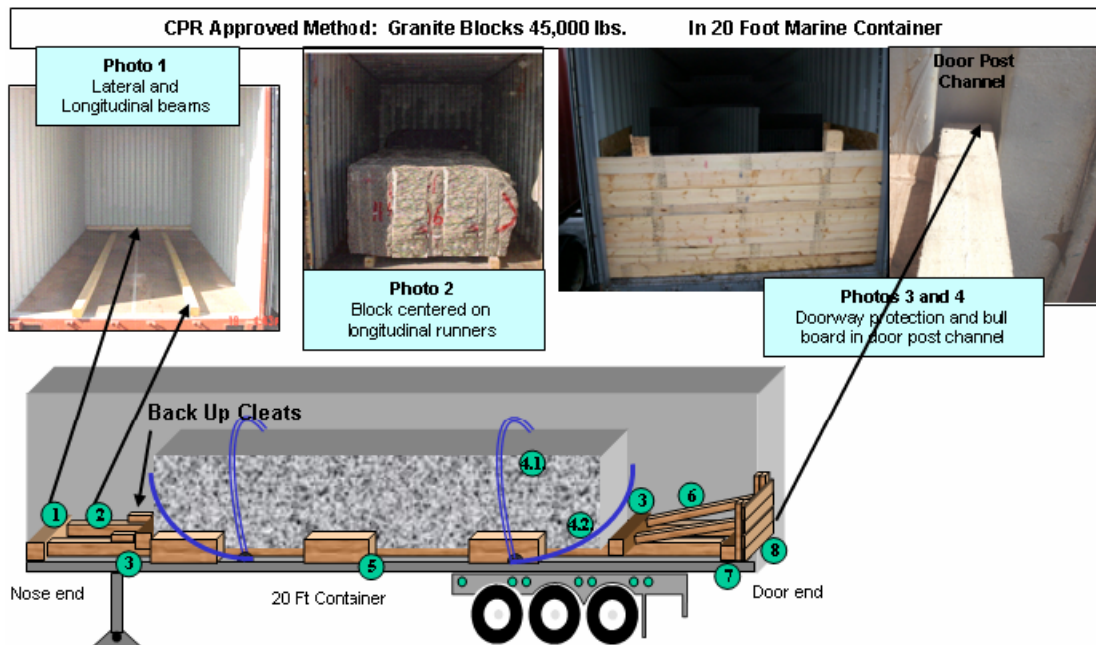
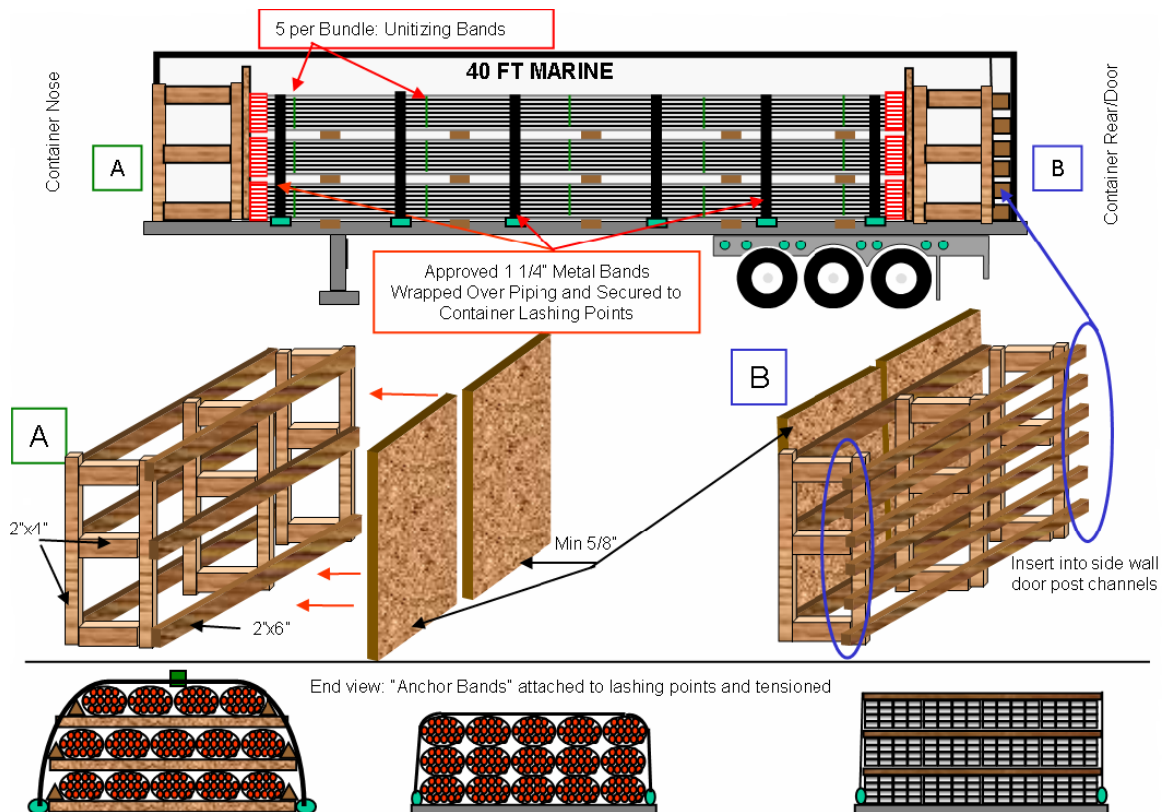


- A. Band wire coils to prevent telescoping or unraveling.
- B. Load wire coils stacked in a 2-1-2 pattern.
- C. Unitize groups of five wire coils by using approved steel banding 1 1/4" (or equivalent), bottom spools to top spools, top and bottom spools to center spool.
- D. Doorway securement to be provided as shown in photo; by using steel approved banding 1 1/4" (or equivalent) attached to the top and bottom anchor lashing points and crossing in the middle.

● 1 through 6 indicates location of unitizing bands

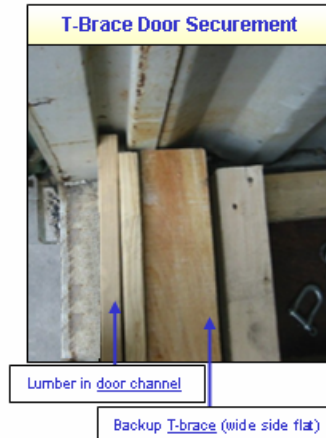
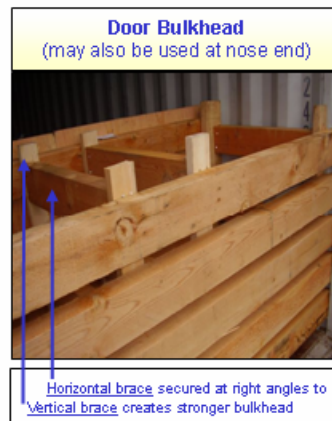
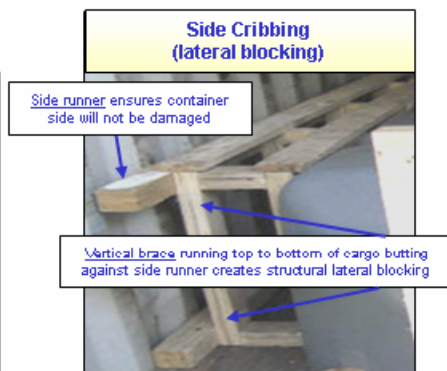
**Securement for Metal sheets****Longitudinal securement combined metals****Longitudinal Lashing metal sheets**

### Steel tubing/pipe Securement & Doorway Protection



2. Place two 18' long 6" X 6" hardwood beams lengthwise on the floor, spaced evenly based on the width of the block to bear the weight of the granite block Photo 1. Block must be centered on the longitudinal beams Photo 2.
4. Granite block must be secured in place with 1 1/4" AAR – approved steel banding looped over the granite in two places, secured to the side lashing rings of the container and tensioned intended to utilize high friction securement to counteract slide on floor see #4.1. A further two bands must be placed front and back of the granite, secured to the side lashing rings of the container and tensioned see #4.2.
5. Wood block/laminated must be nailed in place along the sides of the granite block to fill the void and laterally secure the load.

**CP Railway Bulkhead, Cribbing and Door Securement Images**





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## **International Policy to Ship Metal Coils, Concentrated Heavy Products, Pipe and Restricted Commodities on CPR**

### **Definition:**

A. All metal coils regardless of how loaded, any cargo that is listed in a CPR tariff as restricted commodity, but not limited to a tariff 7800 item 295 if such cargo places concentrated weight on any area of floor, cargo that is high in value, and machinery (new or otherwise), and cargo that easily slides (such as pipe).

B. Shipper refers to party whom tenders cargo to CPR (i.e. Ocean Carrier not Ocean Carrier customer).

### **Procedure:**

- 1) Shipper is required to follow the CPR Coiled Metal & Concentrated Weight Policy before any cargo within the definition description above, is offered to a CP Railway facility.
- 2) All shipments described in accordance with this policy require CPR approval prior to offering for rail movement. Office of CPR DPCS SOP will be the contact for approvals.
- 3) In most instances a detailed shipper load plan or a CPR SOP (Standard Operating Procedure), prepared by a technically qualified department, will be required.
- 4) Shipper (Ocean Carrier) is responsible to obtain loading information from their customer shipper and provide pertinent information to [HMPCANADA@hlag.com](mailto:HMPCANADA@hlag.com) prior to allowing the shipment to go forward. The information must satisfy the necessary information of CPR's SOP requisition form. It may be necessary for shipper to complete SOP requisition form when shipper approved load plans are not included with the request.
- 5) CPR, DPCS SOP group will assist the tendering shipper (Ocean Carrier) with loading instructions and may provide an SOP where recurring shipments are involved. In all instances CPR requires shipper to be responsible for the integrity and safety of their shipment.
- 6) CPR, DPCS SOP requires (real time) digital photos of any shipment that a shipper requests approval for movement over rail. The SOP desk will review photo along with related pertinent details and advise as per step 4 & 5 of this policy.
- 7) CPR holds the right to cancel or amend this policy without notice or explanation.

## ROUTING INFORMATION

### Port of Halifax

All traffic is to be routed via Canadian National Railroad (CNR). *Please ensure to contact prior as [HMPCANADA@hlag.com](mailto:HMPCANADA@hlag.com) CNR has a different policy towards the acceptance of metal products.*

### Port of Montreal

All traffic is to be routed via Canadian Pacific Railroad (CPR)

### Port of Vancouver

Traffic moving to Alberta (Calgary & Edmonton) moves via Canadian National Railroad (CNR). All other traffic through Vancouver is routed via Canadian Pacific Railroad (CPR)

## Canada Geographical Map

