

U.S. Department  
of Transportation

United States  
Coast Guard



Commander  
Eighth Coast Guard District  
Hale Boggs Federal Building

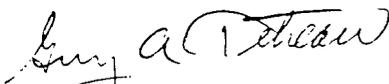
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16703  
19 December 1997

From: Commander, Eighth Coast Guard District  
To: Distribution

Subj: SHIPMENT OF AUTOMOBILES ABOARD VESSELS

1. Enclosure (1) is forwarded for your information.

  
G. A. TETREAU  
By direction

Encl: (1) First Coast Guard District ltr 16703 dtd 25 Nov 97

Copy: LANTAREA (Am)  
CGDONE (m)

Dist: All Eighth District MSOs, MSU and MSDs  
DWRO

U.S. Department  
of Transportation

United States  
Coast Guard



Commander  
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16703  
CGDONE Policy Letter  
2-97

NOV 25 1997

From: Commander, First Coast Guard District (m)  
To: Distribution

Subj: SHIPMENT OF AUTOMOBILES ABOARD VESSELS

Ref: (a) Federal Register, Vol. 61, No. 187 of 25 Sep 1996  
(b) Federal Register, Vol. 62, No. 87 of 6 May 1997

1. Recently, the ports in the First District have experienced a surge in the number of small freight vessels exporting automobiles to various developing Caribbean nations such as Haiti. However, many of these foreign coastal freighters are unfamiliar with U.S. regulations regarding shipment of motor vehicles. Subsequently, motor vehicles are being loaded aboard vessels in unsafe conditions resulting in significant delays and costs to the shippers for violations of 49 CFR. However, until July 1996 the requirement for advance notification of arrival (33 CFR 160) did not apply to vessels of less than 1,600 gross tons, which limited boardings to those vessels discovered in port. Because the requirement for advance arrival notification was amended by reference (a) and now includes vessels greater than 300 gross tons, each COTP should be aware of these activities and schedule cargo monitors and vessel boardings as appropriate.

2. Additionally, Activities New York has compiled a list of freight vessels which are known to carry automobiles for export. Though not inclusive, enclosure (1) may be used as guidance for future boardings in your port. Enclosure (2) is a summary of the requirements for the shipment of motor vehicles aboard vessels. First issued as a Marine Safety Information Bulletin by MSO Boston in 1995, this information contains the revised requirements included in reference (b). This enclosure may be used as guidance by boarding teams and may be distributed to vessel owners, operators, and shipping agents to educate them on the regulatory requirements.

A handwritten signature in black ink, appearing to read "T. M. Daley".  
T. M. DALEY

Encl: (1) List of foreign freight vessels  
(2) Guidance for shipment of motor vehicles aboard vessels

Copy: LANTAREA (Am)

Dist: All CGDONE MSOs  
Activities New York

<u>VESSEL NAME</u>	<u>FLAG</u>	<u>VIN</u>
KIS SOEBYE	DA	L8214205
PACIFIC MAKO	CJ	L7124271
AKADEMIC GUBER	UP	L7359826
PRAMS KUNTI	MT	L7524866
JEANIE BROWN	CY	L8116130
MED RECORD	AC	L7812892
SOUTHGATE	BF	L8503486
NARVA	EO	L7831018
RAINBOW HOPE	NO	L7710733
OSV ALMA ATA II	PN	L7422300
JYTTE DANIELSEN	BF	L7702944
VILJANDI	EO	L7740465
PHOENIX SPIRIT	HO	L6617025
CARIB SEA	BF	L7409102
HIND	PN	L7430369
ILHA DO FOGO	PN	L6915611

## SHIPMENT OF AUTOMOBILES ABOARD VESSELS

The regulations governing the shipment of motor vehicles on board vessels are contained in Title 49 Code of Federal Regulations (CFR) Parts 171, 172, 173 and 176. These regulations present the shipper with three options when shipping *any* motor vehicle or mechanized equipment powered by an internal combustion engine using liquid fuel:

### OPTION ONE:

The first option is to ship the vehicles as general cargo. A vehicle which fits into any of the following categories is not considered hazardous and are therefore is exempt from these regulations:

1. Vehicles with an internal combustion engine which uses liquid fuel with a flashpoint of less than 38 degrees C (100 degrees F), the fuel tank is empty, and the engine is run until it stalls for lack of fuel.
2. Vehicles with an internal combustion engine which uses liquid fuel with a flashpoint greater than 38 degrees C (100 degrees F), the fuel tank contains less than 110 gallons of fuel and the fuel system does not leak.
3. Vehicles which are stowed in a hold or compartment designated by the administration of the country in which the vessel is registered to be specially suited for vehicles (see 46 CFR 70.10-44 and 46 CFR 90.10-38 for U.S. vessels).

### OPTION TWO:

The second option is to ship the vehicles as hazardous material and comply with the regulations in 49 CFR 176.905. In addition to the below listed requirements, Shipping Papers for each vehicle and a Dangerous Cargo Manifest for the vessel must be prepared. The following requirements apply:

- a) The vehicle must be inspected for fuel leaks and electrical faults prior to loading;
- b) The fuel tank must be less than one quarter tank full;
- c) Whenever possible, each vehicle must be stowed to allow access for inspection during transit;
- d) Those vehicles with fuel in their tanks and stowed in a closed freight container must contain the following warning affixed to the door: "WARNING-MAY CONTAIN EXPLOSIVE MIXTURES WITH AIR-KEEP IGNITION SOURCES AWAY WHEN OPENING."
- e) The vehicle's key must be removed from the ignition;
- f) Two portable dry chemical fire extinguishers of at least ten pounds capacity must be separately located in a space accessible to the hold or compartment;
- g) "NO SMOKING" signs must be conspicuously posted at each access opening to the hold or compartment;

- h) Each portable electrical light used in the stowage area must be explosion proof. In addition, electrical connections for portable lights must be made to outlets outside the stowage space:
- i) Each hold or compartment must be ventilated and fitted with an overhead water sprinkler system or fixed fire extinguishing system:
- j) Each hold or compartment must be fitted with a smoke or fire detection system capable of alerting bridge personnel:
- k) All non-explosion proof electrical equipment must be disconnected from the power source outside the hold. Further, the switch or circuit breaker must be locked in the open position:

#### OPTION THREE:

In lieu of shipping in accordance with U.S. regulations, the vehicles may be transported under the International Maritime Dangerous Goods Code (IMDG) Code which essentially contains the same requirements as 49 CFR. Contact the Coast Guard Captain of the Port for additional information to avoid costly delays.

NOTE: Special precaution should be taken to avoid the shipment of gasoline, liquid propane and other hazardous materials which are not permitted to be stored in containers placed inside vehicles. Shippers must be certain that these materials are removed prior to transit.