

Shipping of Second-Hand Cargo

Owing to the used condition of second-hand cargo, damage claims are not accepted.

Condition disputes may be considered if damage is clearly proven to have occurred in UECC marine transit.

Customers are advised to self-insure second-hand units to fully protect their interests.

Cargo including secondhand units, to be presented for shipment in clean condition free of any oil, soil, dust, grease or other contamination.

In addition, second-hand units must:

- be in good and full working order, free from oil and fluid leaks, including engine, hydraulic, and brake fluid
- be capable of starting without outside assistance
- have adequate and working brakes and operational steering

No personal effects are allowed in the vehicle or in the baggage compartment. Only equipment defined as standard equipment of the vehicle when delivered new (e.g. vehicle toolbox, spare tire, manuals, etc.) will be allowed. Please note this is a security requirement as a result of the tightening of global security measures effective July 1st, 2004. UECC accepts no liability for any goods placed in the vehicle in contravention with this policy.

In the event of a unit not meeting these conditions, UECC reserve the right to refuse shipment. UECC staff or representative has the final decision if a unit can be shipped.

In the event a unit fails to meet the above conditions during loading, shipment, transshipment and discharge, UECC reserve the right to order 3rd party assistance in fixing the unit at the shipper's cost.

If a non-working unit cannot be made workable during the normal discharge period of a vessel, UECC also reserves the right to sail with the unit still on board. In such a scenario, the shipper is responsible to ensure the unit can be made workable and safe to discharge at the next port of discharge at their own cost. In such a scenario, the unit will remain on board until next call to the POD, the shipper is responsible for the roundtrip sea-freight charges and must arrange technical assistance upon next arrival to the POD.

Where a unit, whether workable or not has sustained any leakage of any description on to the vessel deck, or surrounding cargo, the Shipper is responsible for all costs incurred for whatever process is required in order to return the vessel and/or cargo to its original condition.

For below listed second-hand machinery, which are imported into the European Union as from 01.09.2019, a phytosanitary certificate of the country of origin / consignment will be required:

Cargo Customs Nomenclature (CN) codes:

- ex 8432 (Agricultural, horticultural or forestry machinery for soil preparation or cultivation; lawn or sports-ground rollers)
- ex 8433 53 (Root or tuber harvesting machines)
- ex 8436 80 10 (Forestry machinery)
- ex 8701 20 90 (Tractors (other than tractors of heading 8709): Road tractors for semi-trailers used)
- ex 8701 91 10 (Agricultural tractors and forestry tractors, wheeled, of an engine power not exceeding 18 kW)