

“Höegh Autoliners” Break Bulk Workshop

Stay connected.

Presented by:

Höegh Autoliners México Team

- Jose María Pantoja – [Inside Sales](#)
- Karla Maya – [Sales Executive](#)
- Pamela Castro – [RoRo Manager](#)
- Antonio Gonzalez- [Sales Manager](#)
- Ulises Hernandez – [Port Captain](#)
- Leonardo del Angel– [Port Captain](#)

OBJETIVO DEL WORKSHOP

- Conocer el segmento de carga Proyecto.
- Conocer la operación, datos técnicos y ventajas de un buque RoRo
- Identificar carga que puede subirse a buques RoRo
- Identificar que información necesito tener para recibir una cotización acertada.
- Conocer rutas de nuestros servicios.
- Promover el movimiento de carga proyecto en nuestros buques.



How does a Ro/Ro vessel look like inside?



Key facts

SINCE

1927

WE SHIP CARGO

≡ 400 PEOPLE ≡



97%

of customers say
CUSTOMER SATISFACTION
is
GOOD to EXCELLENT

12
TRADES

20 OFFICES



CAR EQUIVALENT UNITS
2 000 000
shipped each year

50
VESSELS

PORT CALLS 3 000 ANNUALLY



HÖEGH AUTOLINERS

Höegh Americas Region - LATAM



Mexico City

Norton Lilly Shipping Mexico S.A. de C.V.

Agent

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Höegh Autoliners Panama S.A.

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P.A.P.A. People Are #1 Priority Always - 2021 STAYING CONNECTED



What is a RoRo?

PHOTO OF THE DAY



What is Ro/Ro?

Roll-on/roll-off (RORO or ro-ro) ships are vessels designed to carry wheeled cargo, such as automobiles, trucks, semi-trailer trucks, trailers, and railroad cars, that are driven on and off the ship on their own wheels or using a platform vehicle, such as a self-propelled modular transporter. This is in contrast to lift-on/lift-off (LoLo) vessels, which use a crane to load and unload cargo.

RORO vessels have built-in ramps that allow the cargo to be efficiently rolled on and off the vessel when in port.

Source: Wikipedia

Types of Ro/Ro vessels:

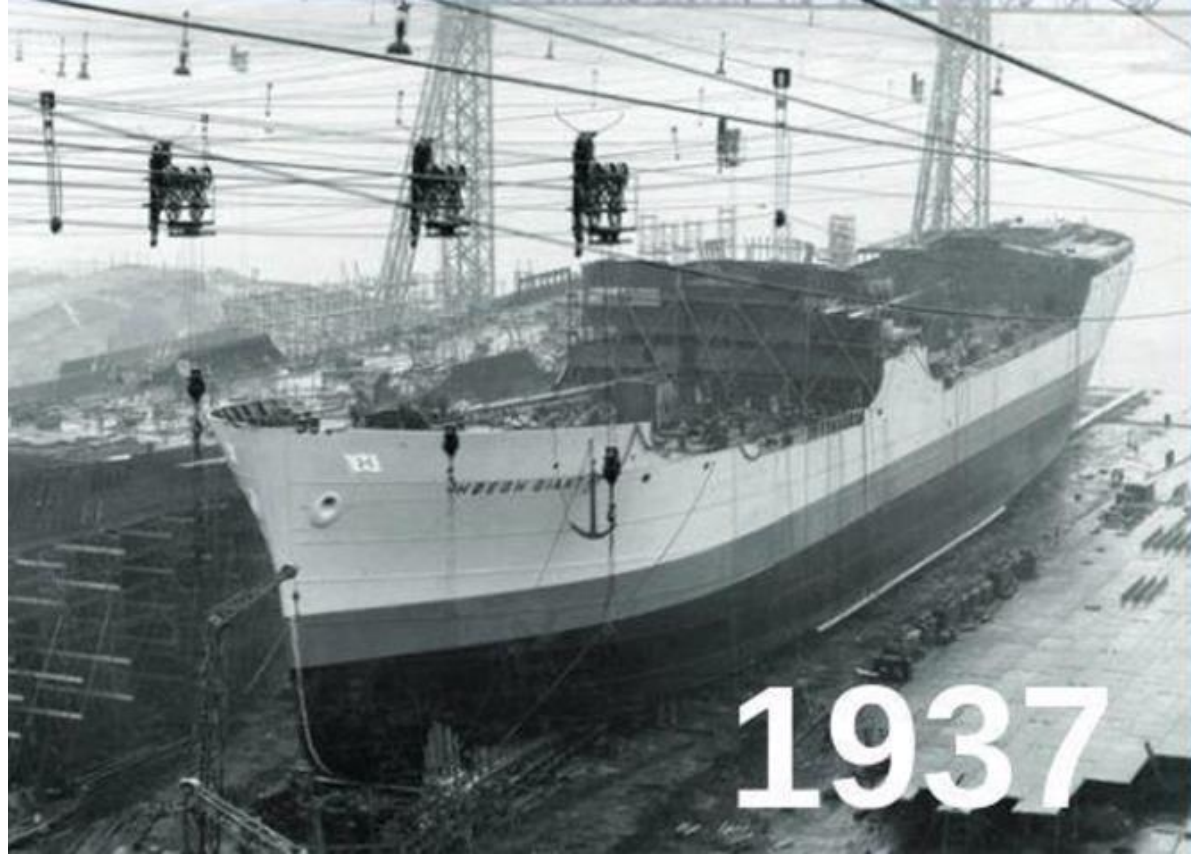
PCC – Pure Car Carriers – capable of carrying only cars and light trucks

PCTC – Pure Car Truck Carriers – universal type of vessels

Ro/Ro – Heavy ramp capacity vessels with few decks only



Evolution of the RoRo Vessel





Aurora Class Vessel – Zero Emissions (Video)



OEM Customer references (Car, Truck, High & Heavy)



LIEBHERR



DAIMLER

SIEMENS



HONDA



HITACHI

KOBELCO



CATERPILLAR®



KOMATSU



BOMBARDIER

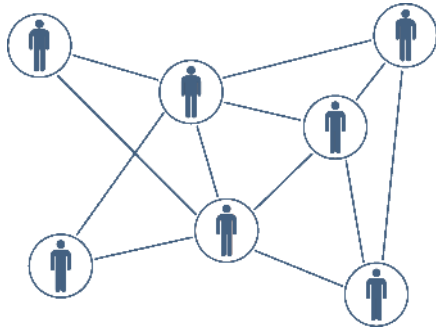


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Cual es la función de un Port Captain?



One global segment account responsible, coordinating a global breakbulk team



Global team of dedicated sales people with long experience of handling Breakbulk



Port Captains planning and attending breakbulk load/discharge operations



3) How does a Ro/Ro vessel look like inside? Cut Through Model (deck layout and cargo types)



91 Statues of Liberty

The deadweight of the vessel equals the weight of 91 Statues of Liberty (20 500 tonnes).

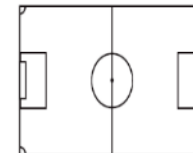
75 elephants

You can easily crowd 75 elephants on the stern ramp which takes 375 tonnes of cargo weight.



10 football fields

The total deck area is equal to the size of 10 football fields (71 400 sqm).



Place the maximum amount of cars on board the New Horizon (8 500 cars) in a row and they will form a line equivalent the length of a marathon.

1 marathon long



What are vessel types we use?

Optimal fleet for carrying oversized cargo



PCTC Fleet – Panamax fleet

50 RoRo vessels designed for carrying break bulk cargo on multiple decks

Main deck height:	5.3 meters
Ramp capacity:	150 tonnes
Ramp width:	7 meters



New Horizon Class – NeoPanamax fleet

The world's largest PCTC vessels are introduced

Main deck height:	6.5 meters
Ramp capacity:	375 tonnes
Ramp width:	12 meters
71 400 m ² / abt. 8 500 car units	
14 car decks (5 liftable), 2 pillar structure	



4) What are the limitations?

Ramp capacity and door opening – Panamax





What are the limitations?

Ramp capacity and door opening– NeoPanamax



12

METERS WIDE

6,5

METERS HIGH

375

TONNES



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What are the limitations?

Inside Vessel view of the Entrance & Ramp



5) What is Höegh Cargo Handling Quality?





Höegh Equipment - Rolltrailer / Mafi



Höegh Equipment – What types of Roll Trailers (Mafis) do we operate?



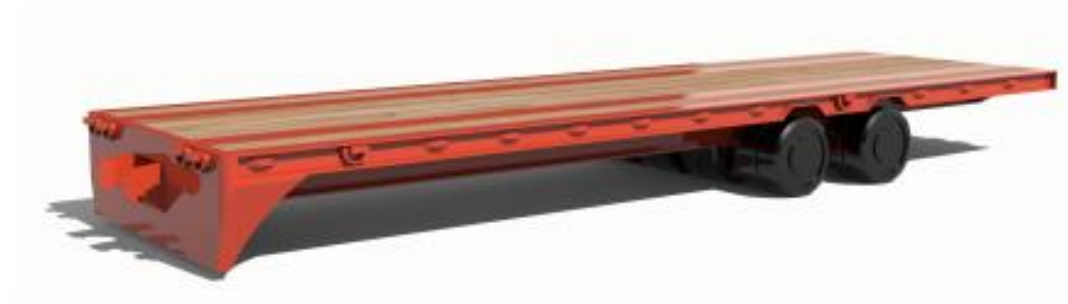
Handling Equipment for Breakbulk Cargo

Höegh Autoliners' fleet of rolltrailers are specially designed for smooth and safe transportation of breakbulk and project cargo. By rolling cargo on board the vessel, it reduces the risk of damage compared to lifting it. Furthermore, stowing your cargo underdeck means no seawater will reach it during the transportation, so you can rely on less costly packing solutions. We can transport almost any type of cargo and our professional cargo operations team will find the most suitable equipment and way of handling your cargo safely on board our vessels.



20' rolltrailer

Rolltrailer length: 6.10 m
Rolltrailer width: 2.50 m
Rolltrailer height: 0.60 m
Max. cargo weight: 25 MT



30' rolltrailer

Rolltrailer length: 9.20 m
Rolltrailer width: 2.80 m
Rolltrailer height: 0.90 m
Max. cargo weight: 160 MT



32' Superlow rolltrailer

Rolltrailer length: 9.80 m
Rolltrailer width: 2.80 m
Rolltrailer height: 0.47 m
Max. cargo weight: 75 MT



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Höegh Equipment – What types of Roll Trailers (Mafis) do we operate?



40' rolltrailer

Rolltrailer length: 12.20 m

Rolltrailer width: 2.60 m

Rolltrailer height: 0.70 - 0.80 m (100 MT) 0.84 m (120MT)

Max. cargo weight: 100 MT and 120 MT

** Can be made Double-wide upon request



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Double Mafi



Höegh Equipment – What types of Roll Trailers (Mafis) do we operate?



62', 72' and 80' rolltrailer

Rolltrailer length: 18.90 m - 22.00 m - 24.40 m

Rolltrailer width: 2.55 m - 2.80 m

Rolltrailer height: 0.85 m - 0.86m

Max. cargo weight: 90 MT - 100 MT

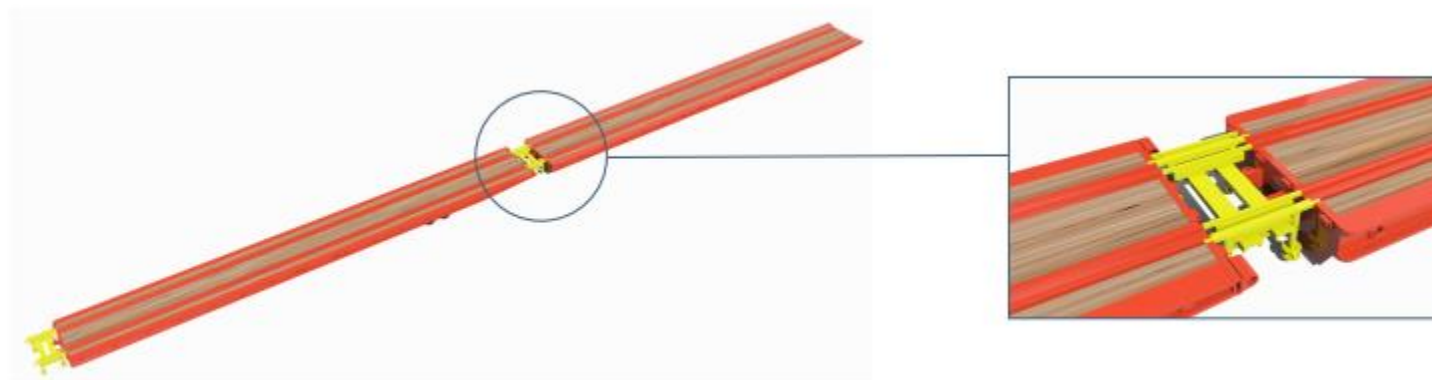
* Available with rails (1435 mm and 1067 mm gauge)



Höegh bridge

With the use of the Höegh bridge we can easily transfer the railcars from truck trailer they were transported on to the railed rolltrailer. This process eliminates the need for crane lifting in both load and discharge port, making the operation safer and less costly than with crane lifts.

For single trams up to 60 m, two or more railed rolltrailers are placed in front of each other and connected with a Höegh bridge. Transfer from road truck to Extended rolltrailer is performed in the vessel's cargo hold.



The Höegh Bridge

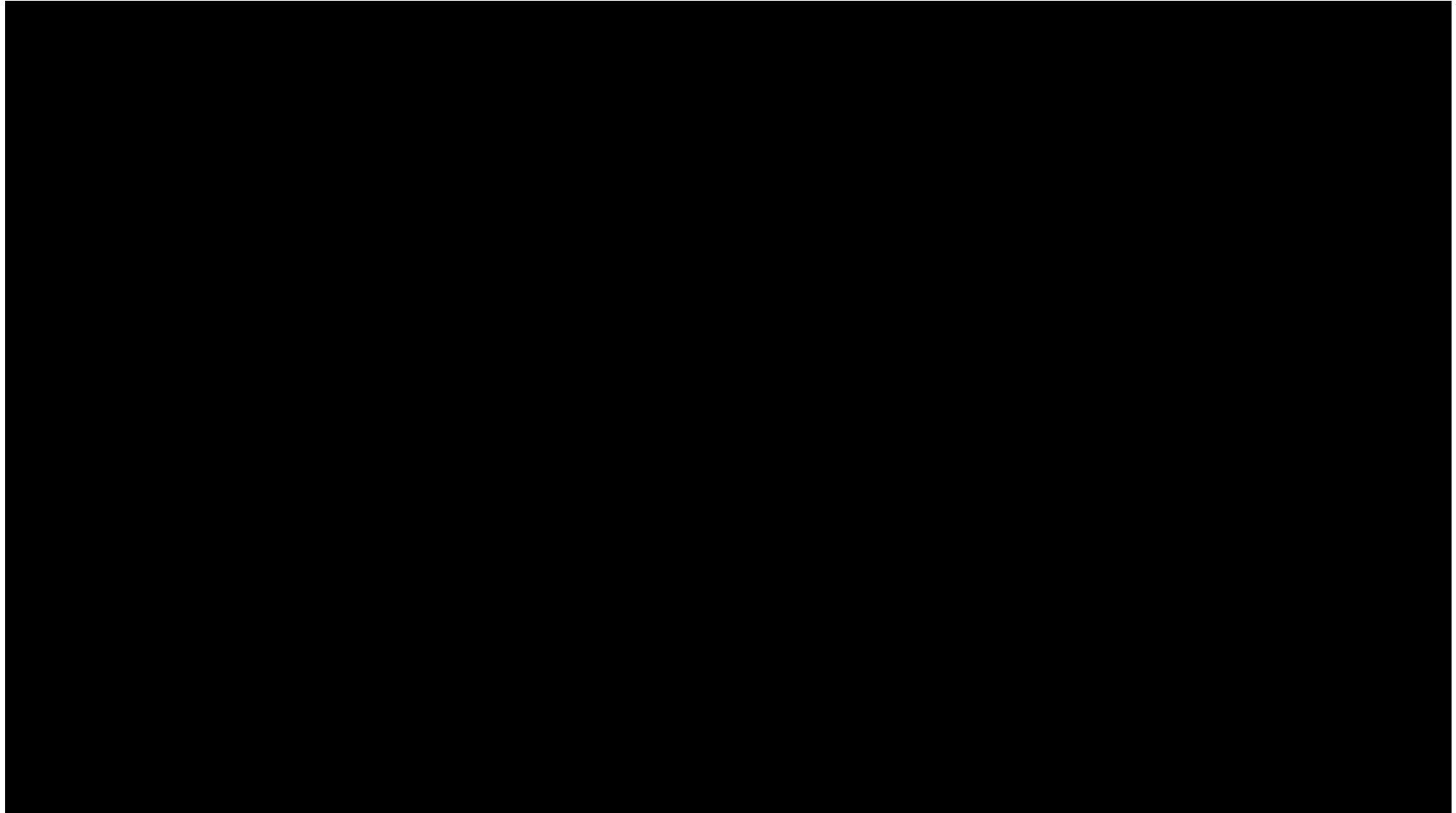




Rail



How do we handle rail wagons using our mafi bridge? (Video)





Höegh Equipment – What equipment do we use?

Deck Lifter





Höegh Equipment – What equipment do we use?



Tugmaster Capacity: Veracruz = 100tons, Altamira = 95tons



“Goose Neck”

Cargo segments

70%



CARS

30%



HIGH AND HEAVY



BREKBUK AND PROJECT
CARGO



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Cars





High and Heavy





Breakbulk and project cargo



Why is RoRo the clear choice for your breakbulk shipment.(Video)



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What are the differences between Roll Trailers (Mafi) and Flat Racks?



- Max weight of cargo 100tons
- We don't ask for a lashing certificate.
- Mafi is pulled by a tugmaster (low risk and cost included in the rate)
- 10 demurrage days
- Cargo on mafi is inside ship's hold
- Oversized cargo pays for space taken only
- Wide range of mafi types available from 20ft to 80ft
- We will not left your cargo at port due to technical issues.
(Cargo has been previously authorized by CH to be shipped)



Quotation – What will we ask for?

Please check that before you send inquiry to the party quoting, as they will ask for same information from you before they can provide you with rates.

A) Rolling cargo (both wheeled and tracked)

- If cargo is new or used
- If cargo is self propelled or towable (if towable what is the king pin size)
- What is the brand of cargo (for new cargo only)
- LWH and weight of each model to be shipped.
- If all cargo is to be shipped in 1 lot or split into few lots.
- If cargo will be split, how many units of each model are to be shipped per each shipment.



Self Propelled & Wheeled HH Unit



Towable & Wheeled HH Unit

Quotation – What will we ask for?

B) Rolling Cargo (wheeled only)

- If it is a heavy unit, how many axles does it have?



Self Propelled & Wheeled Used Car –
POV



Self Propelled & Wheeled –
Factory New HH



Self Propelled & Wheeled –
Used HH

Quotation – What will we ask for?

C) Rolling Cargo (tracked only)

- What is the track length, counting from center of the front to center of the rear wheel. (the length of the track is to be understood, as the surface that actually touches the ground)



Self Propelled & Tracked HH Unit



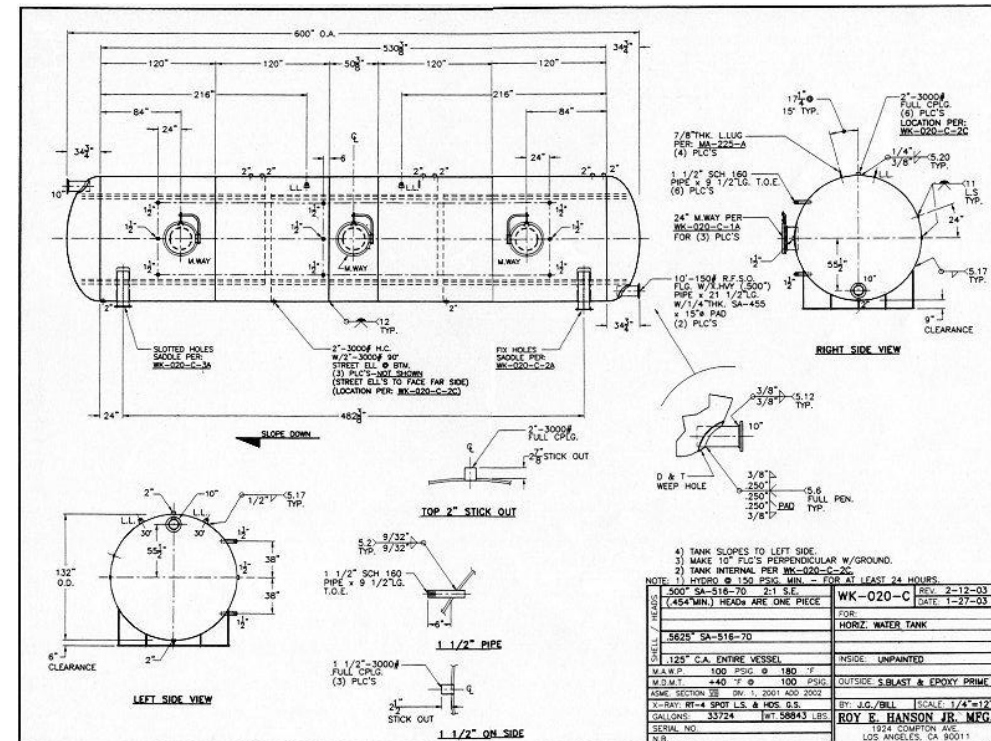
Quotation – What will we ask for?

D) Static Cargo

- Is it **fork-liftable or not?** (less than 12,5tons, 10m length, 2,5m width, 3,7m height and approved by Port Captain for fork-liftable handling)
- Is it **stackable or not?** (if yes in how many layers?)
- For heavy pieces a **“cargo technical drawing”** or **“transportation drawing”** is required preferably with lashing points marked on it, or at least **“cargo picture”** showing cargo in the way it is going to be shipped



Static Cargo loaded on a MAFI
– without Box



Höegh Guidelines – How does cargo need to be prepared for shipment (crated / boxed cargo) and how to measure it?



Static Cargo over 10tons with openings for lashing



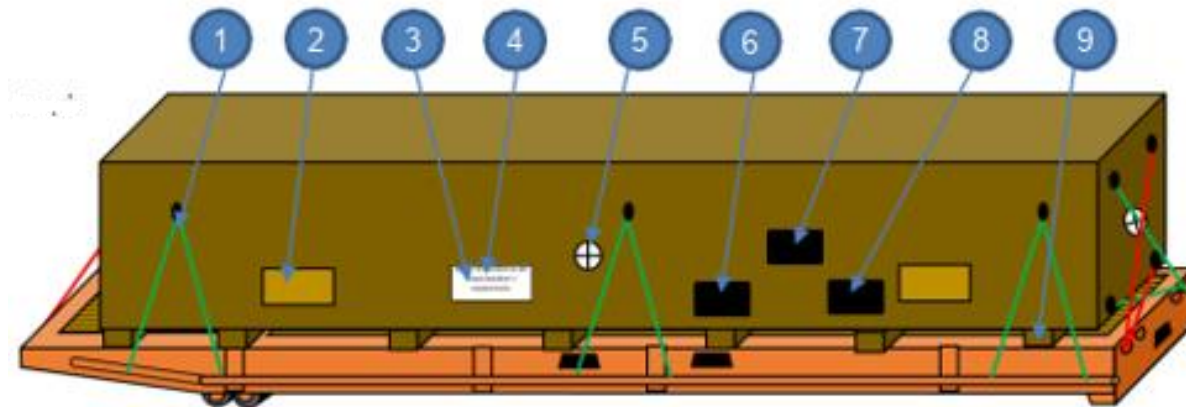
Static Cargo below 10 tons lashed directly to the floor on Main Deck

Marking, labeling and layout of the crate

To ensure that the transportation complies with international standards and regulations it is important that the cargo is labeled. Labels must be waterproof and secured in such a manner that they cannot be blown off. All information on the cargo is crucial to ensure safe handling and securing.

- (1) lashing, sling, and lifting points on cargo greater than 1 MT
- (2) Inspection hatchets
- (3) Port of load, port of discharge and final destination
- (4) Length, width, height and weight on each breakbulk piece
- (5) Center of gravity on all four sides of cargo greater than 1 MT
- (6) Safe stacking loads/layer on cargo greater than 1 MT
- (7) Marking if fragile; keep dry; or side up, if applicable
- (8) Marking "No forklift" if not able to be lifted with forklift
- (9) Marking of ISPM* treatment, if applicable

Any Other relevant handling/securing information



Break Bulk - Static Cargo on Mafies with no Crate / Box.



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Break Bulk -Static Cargo on Mafies with no Crate / Box.



Quotation – How our reply will look like?

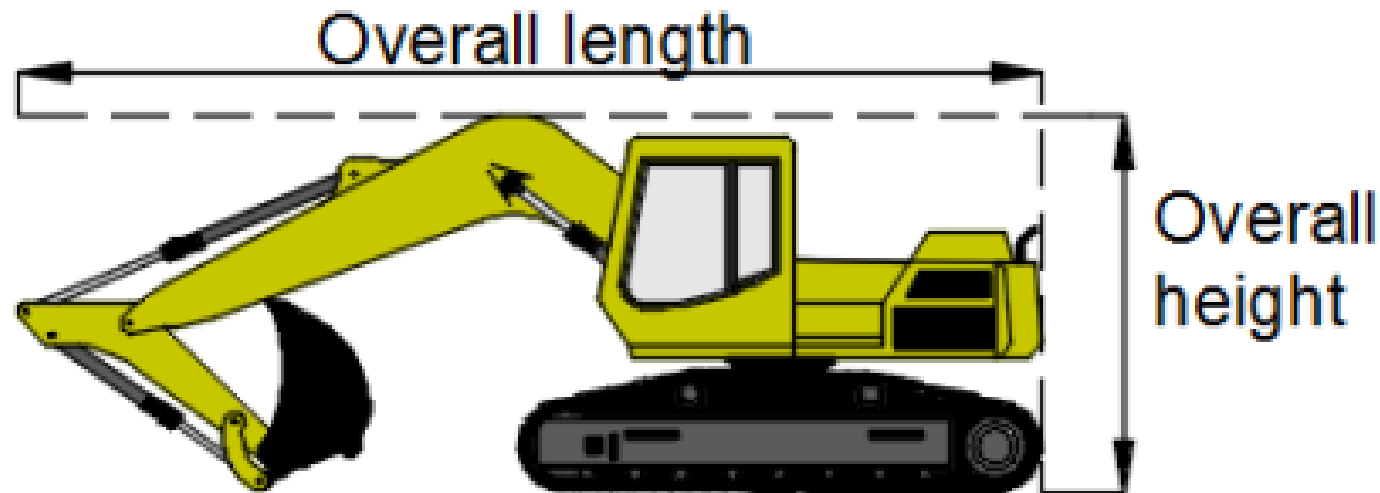
(Quotation format sample)

Date: Cotation Reference: Customer: Contact: Cargo Description: Cargo Dimensions: Port of Load: Transshipment Port: Port of Discharge: Frequency: Average Transit time:	 HÖEGH AUTOLINERS 25.01.2049 MX5983 ← Reference Sea Rail Fernando de la Rosa Selfpropelled - VAN ← Cargo Description & Dimensions 2.67 m x 1.86 m x 1.66 m 25.00 Tons 8.26 Cbm Veracruz - MEXICO Direct call Baltimore or Jacksonville, USA / No from Altamira 1 vessel every 15 days in average 5 days in average (pure time)	General Comments Comments: GENERAL COMMENTS: - Cargo to be delivered at carrier's terminal - Local charges (THC, documentation etc) for account of cargo - T/S in carrier's option - No firearms, ammunition or other imo cargo - All self-propelled units must have sufficient fuel for Ro/Ro load/discharge, but not more than one-fourth (25%) of tank volume for petrol or diesel vehicles. - Hydrogen, Compressed Natural Gas, Electrical or Hybrid powered vehicles need to follow carrier's specific requirements - Quotation is based on above given cargo details - Carrier reserves the right to adjust the freight rate using higher w/m base in case there are any changes in the cargo description, cargo type, weight and/or dimensions - Any BL corrections after BL draft being already accepted will result in BL correction fee of 25 USD for each time correction is requested (BL draft to be confirmed before vessel's departure)
Liner terms: Ocean freight rate: Baf 1st Quarter 2019: Additional Charges:	Ramp - Ramp \$ 20.00 USD per w/m for RoRo cargo ← Freight \$ 8.95 USD per w/m in Q1 2019 adjusted quarterly, charged at the time of shipper ← BAF adjusted quarterly	
BL fee Export freetime: Validity: Payment terms / Credit terms:	\$ 50.00 USD per set 15 days if shipped current month + 1 ← Validity Freight prepaid only / Original BL sent at payment reception	
Not included:	Manouever 2 and 3 for account of cargo Contact: SSA CTC: Diana E. Paredes Sandoval Office Ph.: (229) 9892930 ext. 8083 or; CICE: Daniel Roque Morales phone: 229 161 1426 jcomercial@grupocice.com FOB, transit & customs formalities ← Terminal contacts	Disclaimer: - Quote provided is valid 30 days from issuance, unless otherwise stated, and must be confirmed at the time of booking. - Höegh Autoliners reserves the right to correct any omission or clerical error made in the quotation process. - The preceding rate quote is not considered a binding agreement. - A booking confirmation is provided based on space and equipment availability, and is based on acceptance of Höegh Autoliners' terms and conditions, which are available upon request. - Please note cargo is freighted on actual dimensions recorded at the terminal upon delivery, which may result in a higher rate than quoted. SELF PROPELLED CARGO: - Simple start-up, stop, driving and handling instruction to be supplied in English for sophisticated units such as high-tech, remote controlled, special equipped, and computer controlled machinery or vehicles which require specific operation procedures outside the norm of everyday equipment - In addition a 24 hour phone number for technical support should be provided - If self-propelled units are non-starting, arising charges (towing on/off board, start up assistance, etc.) will be for the account of the shipper, charged at costs - Towable units need to be equipped with proper equipment (towing hook, towing ring, brake), batteries on towable units must be disconnected and protected from short circuit
Subject to:	Quote provided is valid 30 days from issuance, unless otherwise stated, and must be confirmed at the time of booking. Höegh Autoliners reserves the right to correct any omission or clerical error made in the quotation process. The preceding rate quote is not considered a binding agreement. A booking confirmation is provided based on space and equipment . availability, and is based on acceptance of Höegh Autoliners' terms and conditions, which are available upon request. Please note cargo is freighted on actual dimensions recorded at the terminal upon delivery, which may result in a higher rate than quoted. BAF charge is per carrier's tariff, and is subject to change without notice. SUBJECT TO: schedule change, space and equipment availability and operational acceptance Cargo being clean and in good working condition with no oil leaks etc. the terms and conditions of the covering Höegh Autoliners bill of lading. GENERAL COMMENTS: - Cargo to be delivered at carrier's terminal	Booking request: Karla Maya, karla.maya@nortonlilly.com.mx Phone: 52625915 BL instructions: Hoegh Docs. Hoeghdcs@nortonlilly.com Delivery address: Veracruz: SSA / CICE Altamira: ATP

Delivery Address

Höegh Guidelines – How does cargo need to be prepared for shipment (crated / boxed cargo) and how to measure it?

- All cargo to be measured as per "in-stow" position (the position it will be stowed in once loaded onboard the vessel) - Unless otherwise agreed, any bucket, boom, crane arm, mirrors etc, are to be pulled in.



Höegh Guidelines – Survey before loading cargo to the vessel.



Höegh Guidelines – Gas Free Certificate

9.10.5. Dangerous goods (IMDG cargo) and gas free tanks (Last modified 09.01.2017)

For booking procedures see chapter 3.8

IMDG cargo:

No dangerous or polluting (IMDG) goods shall be loaded onboard any vessel before the dangerous goods manifest and the dangerous goods note (DGN) has been presented to the Master.

When IMDG cargo has been accepted and loaded, the Local Agent in the load port is responsible for:

1. Complete the IMDG reporting at the Höegh Autoliners Business web (a copy of the dangerous goods manifest and the dangerous goods note (DGN) to be attached)
2. Send an e-mail to all agents in any transit port and discharge port if IMDG cargo has been loaded.

The e-mail shall contain:

Load & discharge port
Numbers and kind of packages
Gross weight in kilos
Proper shipping name and UN number and IMO class
Flash point (if any)
Type of label
Stowage onboard (deck/hold/area)

The Local agent in transit port and discharge port shall inform the local competent authorities.

Portable tanks and road tank vehicles:

When a gas free tank has been loaded, a gas-free certificate shall be presented to the master. A copy of the gas-free certificate shall also be posted on the Höegh Autoliners Business web.

		GASES FREE CERTIFICATE No. 02/2020 PAGE 1 de 1	
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Inspection requested by:	Racingcargo	Agent:	Racingcargo	Date:	08/JULIO/2020
equipment / facility:	Cylinder Rack			Location:	ATP Altamira
Last loads:	nitrogen	Performed Test:	O ₂ L.E. L.	Start-End time	14:00 – 15:00
			H ₂ S y CO ₂		

DESIGNATION:

S.T	SAFE FOR WORKERS	S.R.D.	SAFE TO REPAIR DAMAGES
N.S.T.	NOT SAFE FOR WORKERS	S.T.C.	SAFE FOR HOT PROCEDURES
E.R.	ENTRY WITH RESTRICTIONS	N.S.	NOT SAFE

COMPARTMENT	L.E.L %	CO2 ppm	H2S ppm	O ₂ %	DESIGNATION	REMARK
CYLINDER RACK 12-96-246	0	0	0	20.9	SRD	CLEAN, NO INERT GAS RESIDUE
CYLINDER RACK 12-94-190	0	0	0	20.8	ER	CLEAN, NO INERT GAS RESIDUE

SECURITY DESIGNATIONS:

SAFE TO REPAIR DAMAGES

IT MEANS THAT THE INDICATED AREA:

- a) Meets the safety requirements for workers
- b) In chemical aspect, the residual combustible materials are not capable of producing fire that cannot be extinguished with hand-held equipment.
- c) All adjacent areas or compartments meet fire safety requirements.

Chemical Engineer commitment:

This document certifies that I have personally determined that the areas are in accordance with the established safety standards and have found the conditions of each of them according to the assigned safety designation
This certificate is issued based on the conditions existing at the time of inspection and its validity is subject to compliance with its instructions and requirements.

INSPECTOR

RUBEN SANCHEZ MACIAS, P.Eng
ID: 1521028

Höegh Guidelines – Used High & Heavy

Procedure for accepting **Used High & Heavy (UHH)**

Objective:

To ensure that acceptance of Used High & Heavy is done in accordance with Höegh Autoliners cargo acceptance policy, to mitigate the following identified risks involved in handling and transporting UHH:

- Vehicles leaking dangerous substances.
- **Vehicles overheating or electrical malfunctions.**
- Unwanted, illegal and/or dangerous items within vehicles.
- Committed to transport vehicles in a condition we cannot accept.
- Personal injuries and/or vehicles damaged due to technical failure.



Höegh Guidelines – Accepting Personal Effects

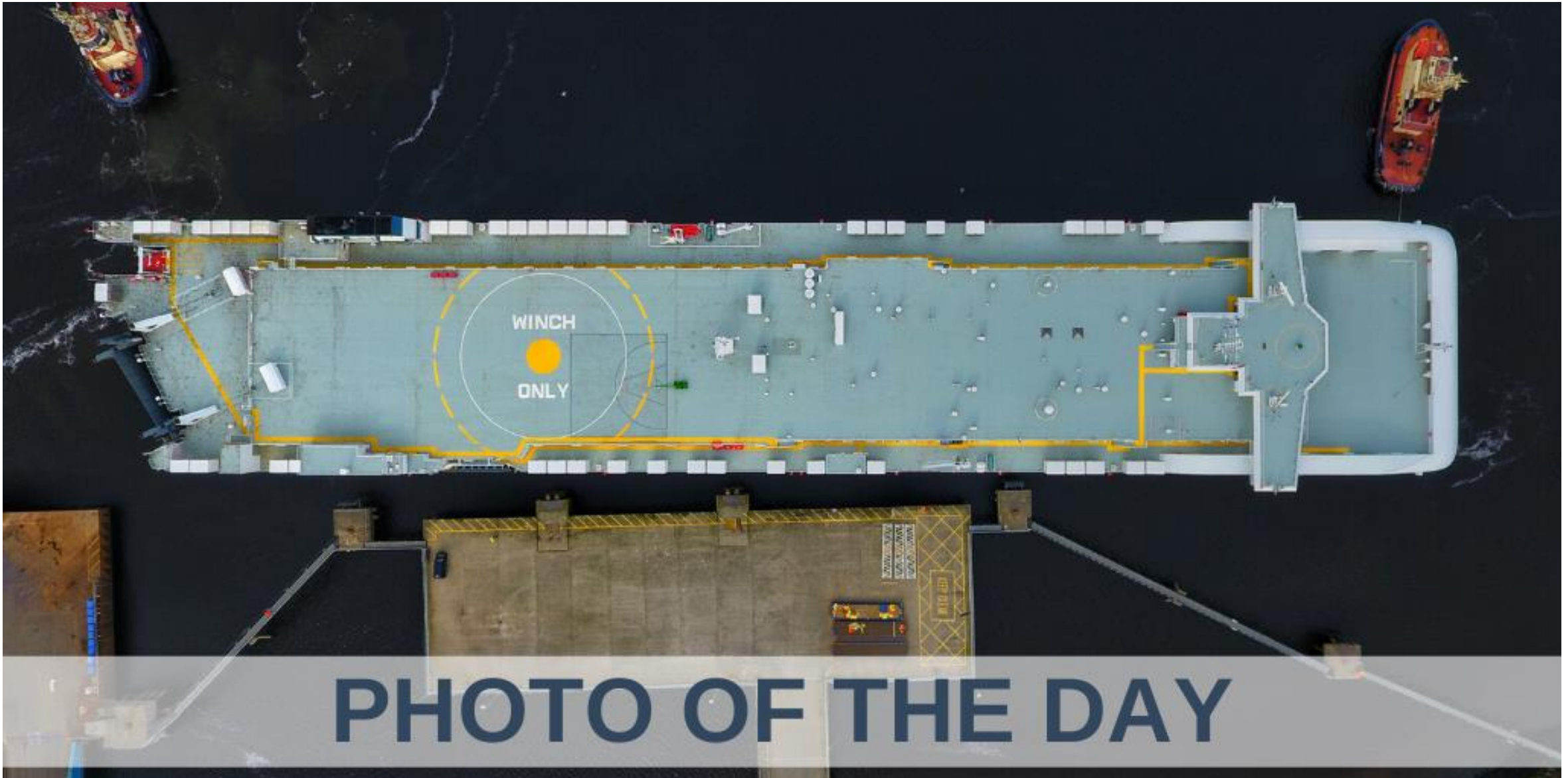
Accepting personal effects & household goods:

Cargo containing personal effects, household goods and/or other material not part of the unit is NOT to be accepted by Höegh Autoliners unless it complies with the following policies:

- That the cargo is to be loaded at the trunk of the unit, properly secured in order to avoid shifting of the cargo and that not obstruct the rear visibility
- Waste, weapons, illicit substances as per the US regulations, animal's remains
- Vehicle emergency flares or any other kind of pyrotechnic equipment and/or any flammable element in vehicles are not accepted.
- Manifest and B/L to read: "Cargo parts shipped at Shipper's risk, Shipper's load, stow and count. No claims accepted."



Which cargo segments do we specialize in?



Which cargo segments do we specialize in?



MINING



POWER



MACHINERY



CONSTRUCTION



BOATS



STEEL



AGRICULTURE



RAIL



ART & SCULPTURE





Static cargo on mafi – 7mts width – Mining Industry





Construction Industry



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Static cargo on super low mafi – Very Tall Piece – 4.3 mts high



Eolic Tower on mafi – 24 mts long





Break Bulk - Static Cargo on Mafies with no Crate / Box.





Rail





Steel Pipes – 40 tons per mafi





Steel Industry – Steel Tanks





Cable / Reels drums on mafies



Record loading of 43m long breakbulk unit on single rolltrailer



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Art on the waves with Höegh



“Transporting fragile cargo requires dependable equipment and expert cargo handling. Our rolltrailers are especially designed for smooth and safe transportation of non-rolling cargo. By rolling the cargo onboard it reduces the risk of damage as there is no lifting required at both load and discharge port.”

“Art pieces are not the usual cargo you would think of transporting on RoRo vessels. However, Noatum Logistics are familiar with our extensive experience in transporting various sensitive breakbulk cargoes and knew the pieces would be in safe hands. With the partnership with Noatum Logistics, Americans will be able to admire Manolo Valdés' masterpieces in the coming years.”

”



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Sculptures / Art – La Puerta del Infierno by Rodin Soumaya Museum

- Long version
- <https://www.youtube.com/watch?v=8HUaQFNpvD4>
- Short version
- <https://www.youtube.com/watch?v=rkM67wBd20U>



HØEGH AUTOLINERS

Hoegh Autoliners Mexico



Hoegh Autoliners Mexico

SAMX Trade / Shortsea Americas Mexico



2 sailings per month

4 vessels in the loop

Hoegh Yokohama
Hoegh Singapore
Hoegh Manila
Hoegh Maputo



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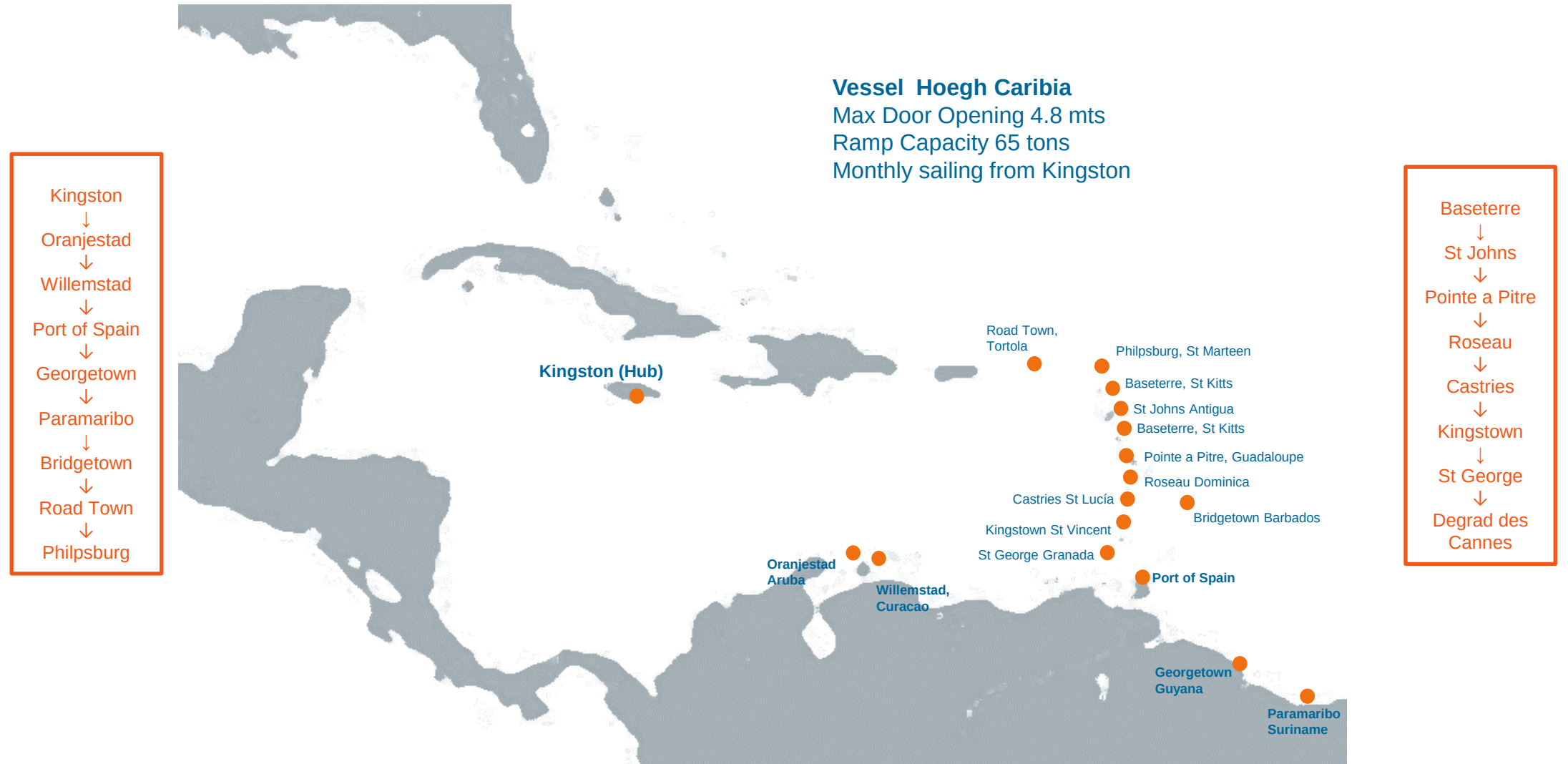
Hoegh Autoliners Mexico

SAUS Trade / Shortsea Americas Mexico



Hoegh Autoliners Mexico

SACA Trade / Shortsea Americas Mexico



Höegh Autoliners Mexico

EUCA Trade – Europe to Caribbean & Mexico



Hoegh Autoliners Mexico

East Coast Brochure – USME service

Load ports:
Veracruz, Mexico

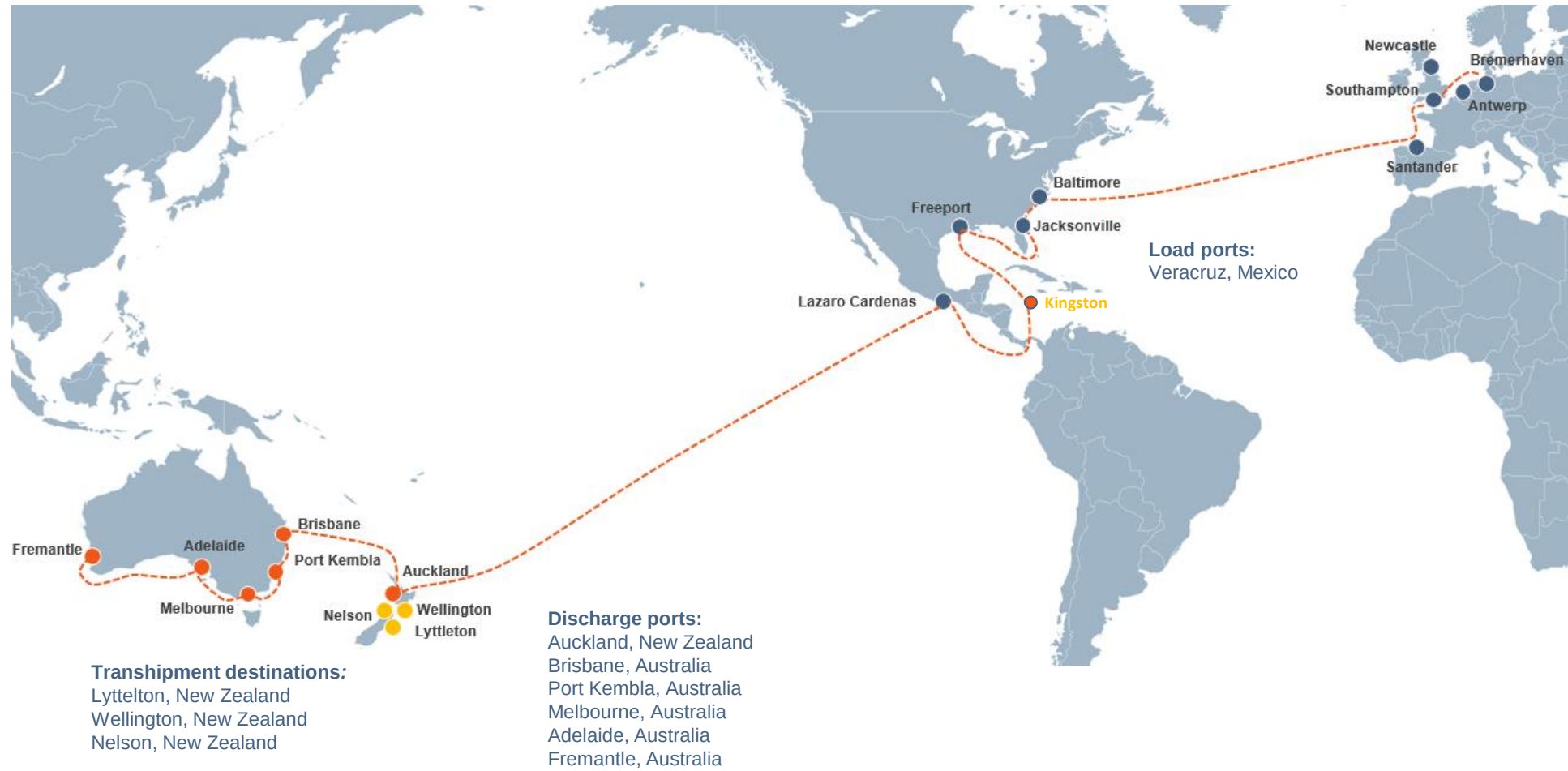


Mexico to East Africa & South Africa (via Bremerhaven/Tangier)



Hoegh Autoliners Mexico

East Coast Brochure – Oceania via Kingston



Hoegh Autoliners Sailing Schedule



HÖEGH AUTOLINERS
SHORTSEA AMERICAS

SHORTSEA AMERICAS RO/RO SCHEDULE
SAILING SCHEDULE - WEEK 25 / 21
SAMX TRADE - SHORTSEA AMERICAS MEXICO (EX-MEXICO)

Updated: 25/6/21
Page 2of2

VESSEL NAME/ VOY. NO.	Höegh Manila/126		Höegh Maputo/125		Höegh Yokohama/92		Höegh Singapore/65		Höegh Manila/128		Höegh Maputo/127	
VESSEL CODE	MANI/126		MAPU/125		YOKO/92		SING/65		MANI/128		MAPU/127	
IMO NO.	9368912		9431850		9185451		9431862		9368912		9431850	
BUILD YEAR / FLAG	2007/NO		2011/NO		2000/SG		2011/NO		2007/NO		2011/NO	
DOOR OPENING	5.1 m		5.3 m		5.1 m		5.3 m		5.1 m		5.3 m	
RAMP CAPACITY (MT)	100		120		100		120		100		120	
PORT	ETA	CUT-OFF	ETA	CUT-OFF	ETA	CUT-OFF	ETA	CUT-OFF	ETA	CUT-OFF	ETA	CUT-OFF
VERACRUZ, Mexico	17-jun	15-jun	26-jun	24-jun	12-jul	8-jul	26-jul	22-jul	16-ago	12-ago	25-ago	23-ago
ALTAMIRA, Mexico	-	-	28-jun	24-jun	-	-	28-jul	26-jul	-	-	27-ago	25-ago
FREEPORT, Texas	-	-	30-jun	24-jun	15-jul	9-jul	31-jul	27-jul	-	-	31-ago	25-ago
KINGSTON, Jamaica	21-jun	-	5-jul	-	19-jul	-	5-ago	-	22-ago	-	6-sep	-
CARTAGENA, Colombia	24-jun	-	7-jul	-	22-jul	-	7-ago	-	-	-	8-sep	-
SAN JUAN, Puerto Rico (U.S.)	2-jul	-	12-jul	-	29-jul	-	10-ago	-	31-ago	-	10-sep	-
ANTWERP, Belgium	14-jul	-	-	-	10-ago	-	22-ago	-	15-sep	-	26-sep	-
BREMERHAVEN, Germany	16-jul	-	26-jul	-	9-ago	-	24-ago	-	13-sep	-	24-sep	-
SOUTHAMPTON, United Kingdom	12-jul	-	-	-	12-ago	-	-	-	-	-	-	-
LE HAVRE, France	18-jul	-	28-jul	-	14-ago	-	26-ago	-	18-sep	-	26-sep	-
VIGO, Spain	-	-	31-jul	-	-	-	29-ago	-	-	-	29-sep	-
TRANSHIPMENT DESTINATIONS VIA KINGSTON ON MV HOEGH BEIJING (MAX DOOR OPENING 5.1m - Ramp Capacity 100 mt)												
KINGSTON, Jamaica	28-jun	-	19-jul	-	19-jul	-	23-ago	-	23-ago	-	10-sep	-
PORT-AU-PRINCE, Haiti	-	-	21-jul	-	21-jul	-	25-ago	-	25-ago	-	-	-
SANTO DOMINGO, DomRep	1-jul	-	23-jul	-	23-jul	-	27-ago	-	27-ago	-	12-sep	-
MANZANILLO, Panama	9-jul	-	27-jul	-	27-jul	-	31-ago	-	31-ago	-	16-sep	-
SANTO TOMAS DE CASTILLA, GT	12-jul	-	-	-	-	-	-	-	-	-	20-sep	-
PORT EVERGLADES, U.S.	15-jul	-	2-ago	-	2-ago	-	6-sep	-	6-sep	-	25-sep	-
NASSAU, Bahamas	16-jul	-	3-ago	-	3-ago	-	7-sep	-	7-sep	-	26-sep	-
TRANSHIPMENT DESTINATIONS VIA KINGSTON ON MV HOEGH CARIBIA (MAX DOOR OPENING 4.8m - Ramp Capacity 75 mt*)												
KINGSTON, Jamaica	11-jul	v.289 CAR	11-jul	v.289 CAR	8-ago	v.291 CAR	8-ago	v.291 CAR	4-sep	v.293 CAR	3-oct	v.295 CAR
ORANJESTAD, Aruba*	27-jun	-	24-jul	-	24-jul	-	26-ago	-	26-ago	-	20-sep	-
WILLEMSTAD, Curacao	27-jun	-	24-jul	-	24-jul	-	26-ago	-	26-ago	-	20-sep	-
PORT OF SPAIN, Trinidad	15-jul	-	15-jul	-	12-ago	-	12-ago	-	8-sep	-	7-oct	-
GEORGETOWN, Guyana*	16-jul	-	16-jul	-	13-ago	-	13-ago	-	9-sep	-	8-oct	-
PARAMARIBO, Suriname*	18-jul	-	18-jul	-	15-ago	-	15-ago	-	11-sep	-	10-oct	-
BRIDGETOWN, Barbados	21-jul	-	21-jul	-	18-ago	-	18-ago	-	14-sep	-	13-oct	-
ROAD TOWN, Tortola	23-jul	-	23-jul	-	20-ago	-	20-ago	-	16-sep	-	15-oct	-
PHILIPSBURG, St. Marteen	23-jul	-	23-jul	-	20-ago	-	20-ago	-	16-sep	-	15-oct	-
BASSETERRE, St. Kitts	24-jul	-	24-jul	-	21-ago	-	21-ago	-	17-sep	-	16-oct	-
ST. JOHNS, Antigua	25-jul	-	25-jul	-	22-ago	-	22-ago	-	18-sep	-	17-oct	-
POINTE-A-PITRE, Guadeloupe	26-jul	-	26-jul	-	23-ago	-	23-ago	-	19-sep	-	18-oct	-
ROSEAU, Dominica *	27-jul	-	27-jul	-	24-ago	-	24-ago	-	20-sep	-	19-oct	-
CASTRIES, St. Lucia	28-jul	-	28-jul	-	25-ago	-	25-ago	-	21-sep	-	20-oct	-
KINGSTOWN, St. Vincent	3-ago	-	3-ago	-	31-ago	-	31-ago	-	27-sep	-	26-oct	-
ST. GEORGES, Grenada*	2-ago	-	2-ago	-	30-ago	-	30-ago	-	26-sep	-	25-oct	-
DEGRAD DES CANNES , F.G.	30-jul	-	30-jul	-	27-ago	-	27-ago	-	23-sep	-	22-oct	-
PORT OF SPAIN, Trinidad	-	-	-	-	-	-	-	-	-	-	-	-

* Vessel can only operate Qtr Ramp capacity 50Tons / For Georgetown, Guyana please Check with Hoegh Autoliners.

Please visit our global website <http://www.hoeghautoliners.com> where you can find updated schedules.

Bookings/Documentation

customerservice.hasa@hoegh.com

Rate Request sales.hasa@hoegh.com

Phone Number 1(305) 767 1900

Please note that this schedule (including transhipment connections) is subject to change with or without notice





Glossary

Roll trailer (mafi):	Specialized platform used on Ro/Ro vessels for carrying static cargo (Höegh equipment used only inside ports)
Tugmaster:	Pulling tractor for handling of roll trailers (Höegh equipment used only inside ports)
Gooseneck:	Steel element connecting a tugmaster with a mafi (Höegh equipment used only inside ports)
Terminal tractor:	Pulling tractor with less capacity than a tugmaster (Port equipment)
Self propelled unit:	Unit that can be driven by a driver
Tracked unit:	Unit which has tracks instead of wheels (ie. Excavator)
Static cargo:	Cargo that does not have wheels or tracks and needs to be handled by a forklift or crane
SWL:	Safe working Load (Maximum weight permitted)
IMDG:	International Maritime Dangerous Goods
ISPM:	Rules regarding treatment of wood packaging / dunnage
Flow stow:	Stowage system of cars ensuring smooth and effective discharge
CEU:	Car Equivalent Unit, unit of measurement, approx. 10 cbm, mid size car
POL:	Port of Loading
POD:	Port of Discharge
w/m:	weight / measurement – freight in tons or volume in cbm is used as a base for calculation, whichever is bigger
Lump sum:	Total amount (of freight) per unit or piece
CBM:	Cubic meters
SQM:	Square meters
LWH:	Length, Width, Height
Port Captain:	Höegh employee trained in cargo handling and cargo load/discharge planning. Responsible for cargo acceptance, present during cargo operations in the port, supervising stevedoring companies

Links

Gigantic Overseas Autoliner | Mega Transports | Free Documentary

<https://youtu.be/ahdhk1rZZrU>

Hoegh Autoliners Web Page – Video Gallery

<https://www.hoeghautoliners.com/news-and-media/video-gallery>

Hoegh Autoliners Web Page – Schedule

<https://www.hoeghautoliners.com/sailing-schedule#?schedule=port>

Hoegh Autoliners Web Page – Tracking your cargo

<https://www.hoeghautoliners.com/my-cargo>

Hoegh Autoliners Web Page – Offices and Agents

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