CARGO SAFETY

PRESENTATION PORTFOLIO

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ABOUT US

CARGO SAFETY

Since 2015, our journey has been marked by an entrepreneurial spirit and a constant pursuit of innovation over the past 10 years. we have built a solid history, offering solutions with quality, trust, and security in every operation.

We have a highly qualified team, committed to exceeding expectations and delivering excellence to clients throughout Brazil.

More than just delivering services, we deliver peace of mind, results, and lasting partnerships.

We specialize in transforming challenges into opportunities, always aligned with the highest market standards.

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Member of CISQ Federation

CERTIFIED MANAGEMENT SYSTEM
ISO 9001

MWS

MARINE WARRANTY SURVEY

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MARINE WARRANTY SURVEY

THE MARINE WARRANTY SURVEY (MWS) MAS is an independent process of technical verification that ensures that maritime and offshore operations, such as transportation, lifting, installation, and loading of complex, non-standard, and large-sized cargoes, are carried out in accordance with nternational safety, engineering, and navigation standards.

Regulated by guidelines in entities such as IMO (International Maritime Organization) / LOF Joint Rig Committee, in addition to codes and standards of DNV, ABS, and Lloyd's Register. The MWS aims ultimately to protect the interests of insurance companies, shipowners, and logistics operators, ensuring that each step and relevant plan, as the Lashing (Lashing lans), Projected (Stowage Plans), and the Lifting (Rigging plans), are adequately designed and validated by qualified professionals.

The inspection involves a preliminary document analysis, review of structural calculations (when necessary), approval of operational plans, and on-site supervision of each critical stage, from preparation to execution. For clients, this service represents the elimination of operational risks and contractual compliance with legal insurers in the execution of complex projects. By conducting the Marine Warranty Survey, the operation benefits from a technical certification that attests not only to the integrity of the cargo and the vessel but also to compliance with the highest standards of maritime safety, conferring greater reliability and credibility throughout the entire logistics and port process.

MWS MARINE WARRANTY SURVEY

Technical validation of lifting equipment based on the approved plan.

Monitoring to ensure that safety and planning procedures are followed accordingly.

CARGO CONDITIONS SURVEY

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CARGO CONDITIONS SURVEY

The cargo condition survey and technical inspection are intended to assess the physical, quantitative, and qualitative state of the cargo at different stages of the logistics chain, whether before shipment, during transport, or at the time of unloading/handling, as needed. This thorough verification is fundamental to ascertain whether the goods were received or delivered in accordance with the contractual documentation and in adequate condition.

The procedure follows standards recognized internationally by entities such as. International Maritime Organization (IMO), International Chamber of Commerce (ICC) ISO, and ABNT standards, encompassing everything from the visual analysis of the cargo, identification of any damage, deformations, corrosion, moisture, or contamination, to photographic and documentary recording that proves its actual condition. For the client, this service represents a legal and commercial protection tool, as it provides impartial reports that can be used in insurance claims, disputes, or audits, in addition to guaranteeing greater transparency in negotiations between shippers, logistics operators, shipowners, and consignees.

By conducting a cargo condition inspection, the logistics operation gains robust technical evidence that reduces the risk of disputes, preserves the asset value of the goods, and ensures greater credibility in all phases of transportation.

CARGO CONDITIONS SURVEY

Technical analysis of cargo handling conditions

Qualitative and quantitative inspection of volumes

CARGO MEASUREMENT

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CARGO MEASUREMENT

Cargo measurement is an essential technical process throughout the entire logistics chain, aimed at accurately determining the dimensions, volume, and weight of goods, equipment, and transport units. Performed with calibrated instruments and following international standards such as ISO 3877, ISO 668, IMO/SOLAS, and ABNT guidelines, this activity ensures conformity between the physical cargo and the documentation presented in import, export, and multimodal transport operations. Its application is essential to avoid commercial disputes, prevent freight overcharges due to measurement errors, guarantee the correct preparation of stowage plans, support customs procedures, and provide a technical basis for insurers and Marine Warranty Survey (MWS) inspections. In addition to metrological accuracy, load measurement adds strategic value to the client by offering reliability, traceability, and detailed technical reports that can be used in audits, insurance claims, and contractual negotiations.

By conducting this service, shippers, shipowners, and freight forwarders (logistics operators) are guaranteed a transparent and documented process aligned with the best international practices, ensuring greater operational efficiency and security in all stages of the transportation of general cargo and special projects.

CARGO MEASUREMENT

Physical measurement of equipment for validation of official dimensions.

Dimensional analysis for cargo handling

DISCHARGE SURVEY

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DISCHARGE SURVEY

The discharge survey and specialized technical monitoring of cargo unloading operations on board vessels when berthed at port terminals, inland ports, or Destination ports, ensuring that the entire process occurs in accordance with international transport standards, safety, and integrity of the goods.

During the activity, the surveyor verifies that the unloading procedures are aligned with the contractual documentation (Bill of Lading, packing list, and manifests). They inspect the physical condition of the cargo upon arrival and record photographic evidence that confirms its integrity or any damage before or during the operation.

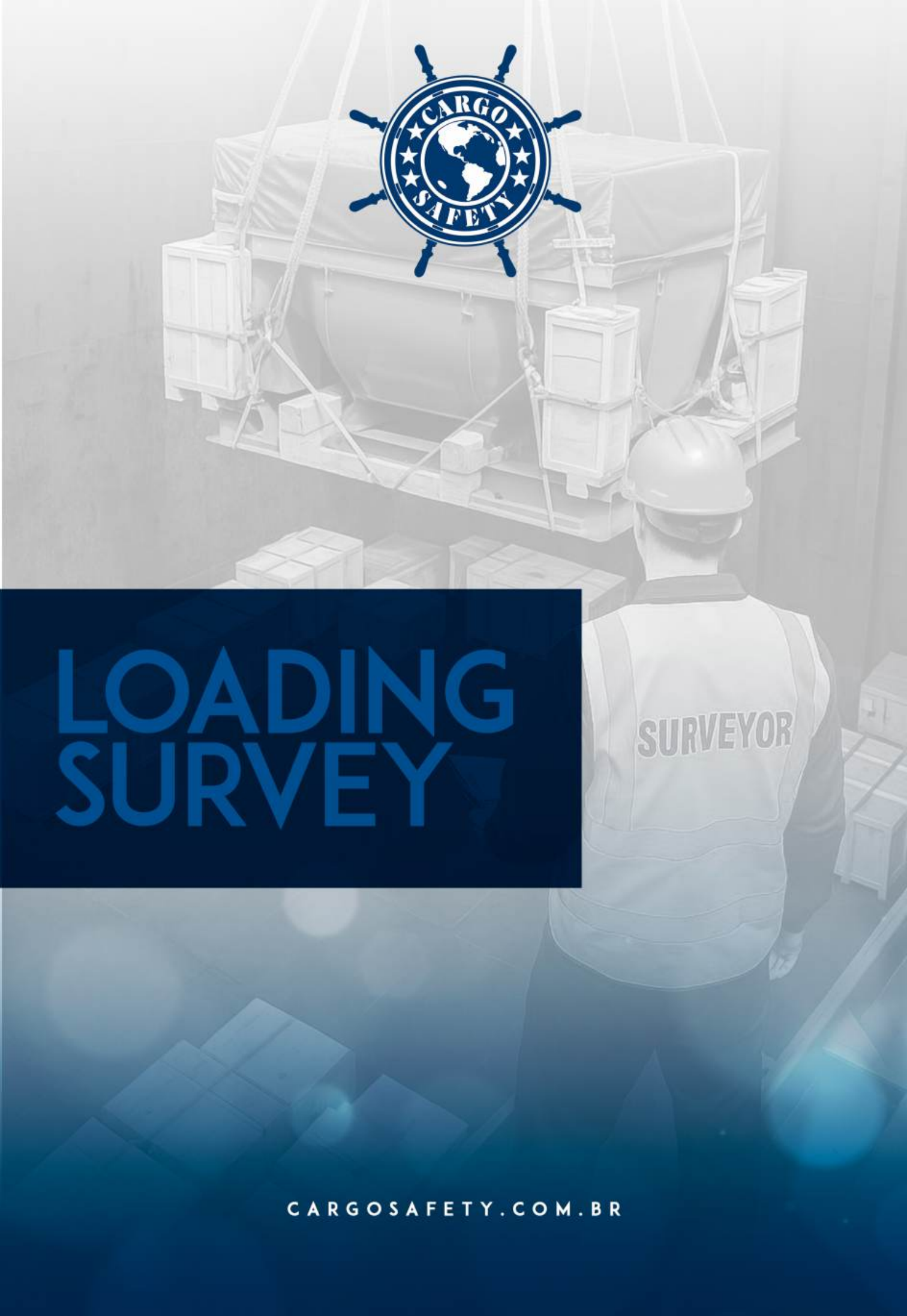
The performance follows guidelines from organizations such as the International Maritime Organization (IMO), by PSO and the ABNT standards, and classification societies such as DNV and Lloyd's Register, ensuring traceability and credibility of the reports issued. For the client, this service represents the mitigation of logistical risks, the reduction of commercial disputes, support for customs processes, and the preservation of asset values, since any damage or discrepancies can be detected and reported immediately and independently.

By conducting the discharge monitoring services, shippers, shipowners, importers, and logistics operators benefit from an impartial assessment capable of ensuring greater operational safety and technical and legal support at all stages of goods reception.

DISCHARGE SURVEY

Onboard monitoring of cargo handling to verify current conditions.

Analysis of the materials and equipment used for safe unloading.



LOADING SURVEY

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LOADING SURVEY

A loading survey consists of the technical and independent monitoring of the loading operation of cargo onto Vessels, barges, or aircraft, ensuring that the process is carried out safely, efficiently, and in accordance with national and international standards. During the activity, the surveyor verifies the correct identification, packaging, and positioning of the cargo, ensuring that the practices adopted meet the contractual and customs requirements, as well as the safety guidelines established by the IMO (International Maritime Organization) by ISO, the ABNT standards, and classification societies such as DNV and Lloyd's Register.

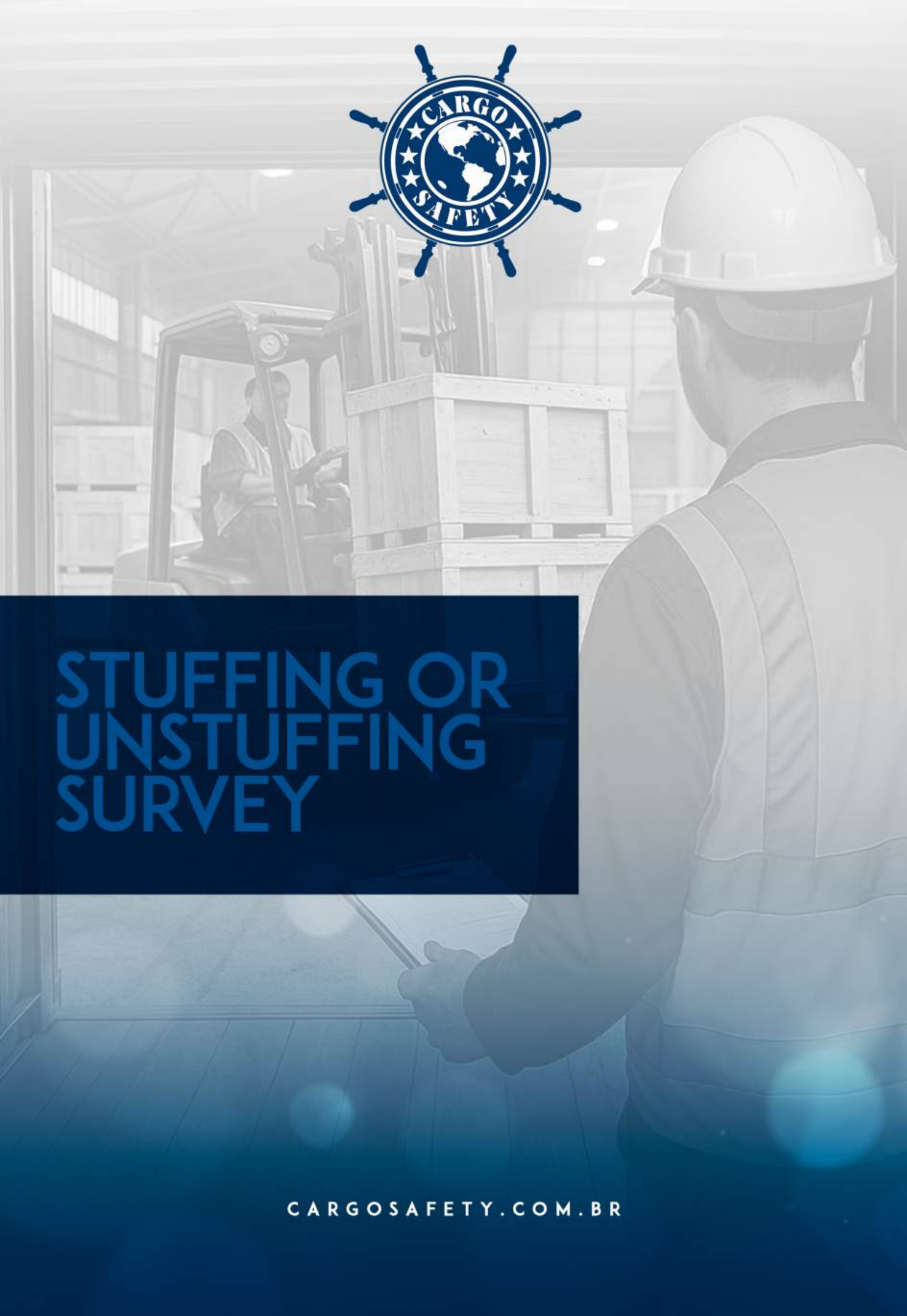
The service involves the inspection of the condition of the goods, their packaging and transport units, the analysis of documentation (packing list, stowage plan, lashing plan), photographic recording, and the issuance of technical reports that ensure traceability and transparency. For clients, this monitoring service represents a reduction in the risk of damage, the elimination of commercial discrepancies, support for international insurance claims, and the preservation of the cargo's asset integrity.

By conducting a loading survey, exporters, logistics operators, and shipowners gain a technical guarantee that their goods have been loaded according to the highest standards of quality and safety, adding reliability and credibility to the entire logistics operation.

LOADING SURVEY

Pre-inspection of cargo before the start of loading alongside the vessel.

Inspection of the cargo on board after loading to verify the final conditions of stowage and securing.



STUFFING OR UNSTUFFING SURVEY

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STUFFING OR UNSTUFFING SURVEY

The stuffing/unstuffing survey consists of the technical monitoring of stuffing (internal loading) and unstuffing (internal unloading) operations of transport units (containers), ensuring that the handling of goods is carried out according to safety, standardization, and integrity standards established by international and national organizations.

During the stuffing process, the surveyor inspects the structural conditions of the container, verifies that the loading plan meets the planning requirements, and checks that the lashing, securing, and weight distribution follow standards defined by regulations such as ISO 1496, ISO 3874, ABNT NBR 7500, and IMO/SOLAS guidelines, preventing risks of damage and guaranteeing stability during transport. In the unloading process, the condition of the goods is checked, compared with shipping documents, and photographic and technical records are made of any discrepancies or damages.

The service adds strategic value to the client by reducing commercial disputes, supporting customs processes, and providing impartial reports recognized by insurance companies, shipowners, and logistics operators.

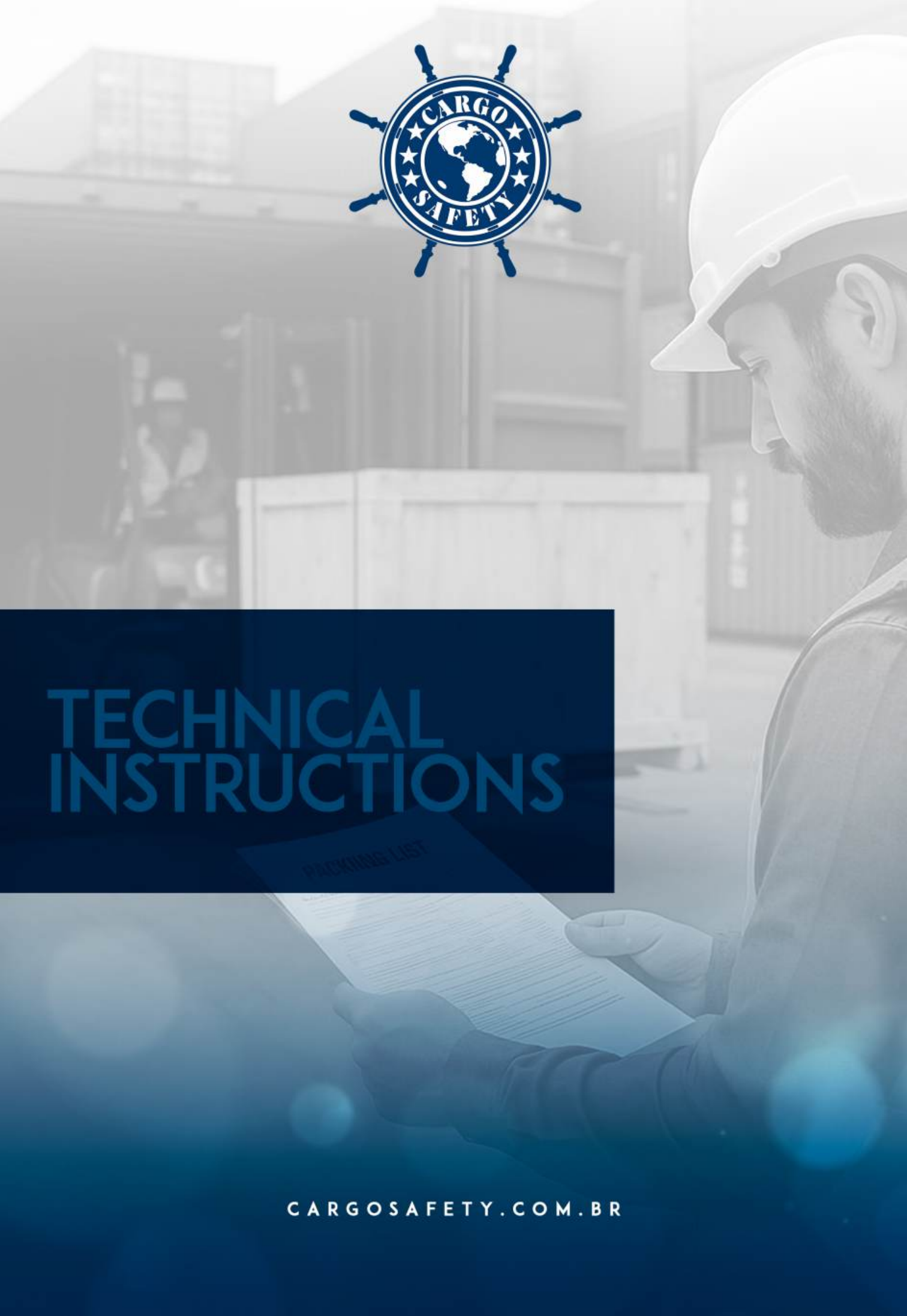
By conducting this monitoring service, shippers, importers, and exporters are guaranteed that their cargo has been loaded or unloaded in full operational compliance, preserving the integrity of the goods and strengthening traceability throughout the entire logistics chain.

STUFFING OR UNSTUFFING SURVEY

Visual inspection to identify the cargo and its condition before or after handling.

Thorough inspection to ensure the implementation and planning of the developed plan.

TECHNICAL INSTRUCTIONS



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TECHNICAL INSTRUCTIONS

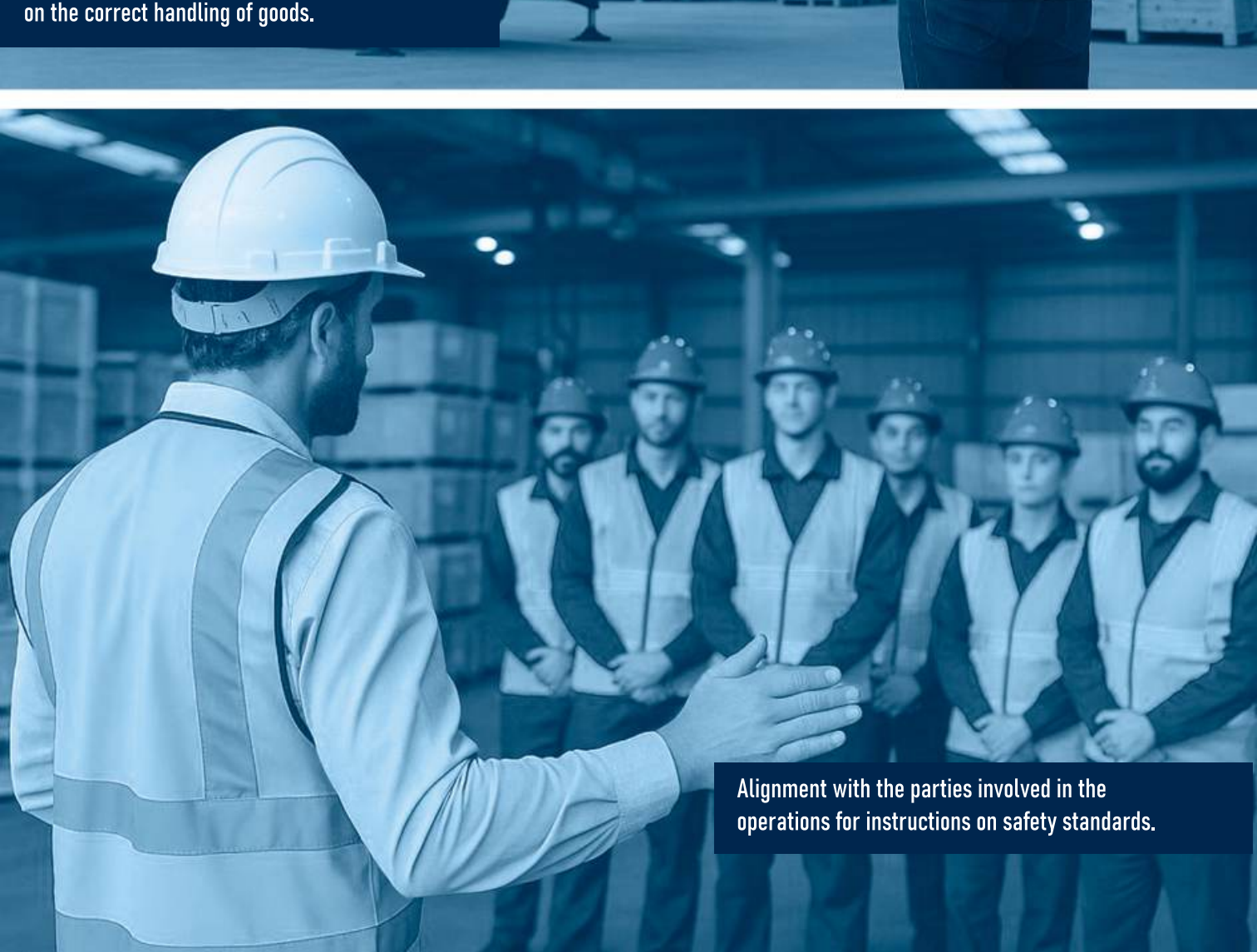
Technical Instructions consist of the preparation and issuance of formal guidelines that regulate the execution of specific logistics and port operations, ensuring that all stages are carried out in compliance with safety standards, international engineering standards, and contractual requirements.

This service includes the definition of operational procedures, mooring criteria, handling, packaging analysis and symbology, and equipment specifications, as well as recommendations for handling and transportation. It is based on guidelines from the International Maritime Organization (IMO), ISO standards, ABNT standards, and criteria from classification societies such as DNV and Lloyd's Register. The instructions may cover general cargo operations, industrial projects, and heavy-lift cargo (offshore and onshore), providing the client with validated technical guidance from qualified professionals to ensure safe and traceable execution. For contractors, this service represents risk mitigation, standardization of procedures, reduction of operational failures, and compliance with the requirements of insurers and port authorities.

By conducting the preparation of Technical Instructions, logistics operators, shippers, and cargo handlers can rely on formal technical support that ensures greater efficiency, safety, and reliability throughout all stages of the logistics chain.

TECHNICAL INSTRUCTIONS

Technical instructions for equipment operators on the correct handling of goods.



Alignment with the parties involved in the operations for instructions on safety standards.

LASHING CERTIFICATE

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LASHING CERTIFICATE

The Lashing Certificate is a technical document issued after the inspection and validation of the cargo securing (lashing) process, confirming that the applied arrangement fully complies with the requirements established by international and national standards.
The certificate aims to verify that the cargo is properly fastened and secured to withstand the efforts of transport by sea, road, rail, or air, preventing movements, damage, and risks to the integrity of the vessel and crew.

The certification process strictly follows the guidelines of the International Maritime Organization (IMO – SOLAS Code, Chapter V, Regulation 14), European Standard EN 12195, the technical practices of classification societies such as DNV, ABS, and Lloyd's Register, as well as Brazilian standards published by ABNT. During execution, the surveyor assesses the correct dimensioning of cables and straps, tightening angles, and securing devices, verifies the strength and correct application limits, analyses stress points throughout the transport structure, and takes photographic and technical records to validate compliance.

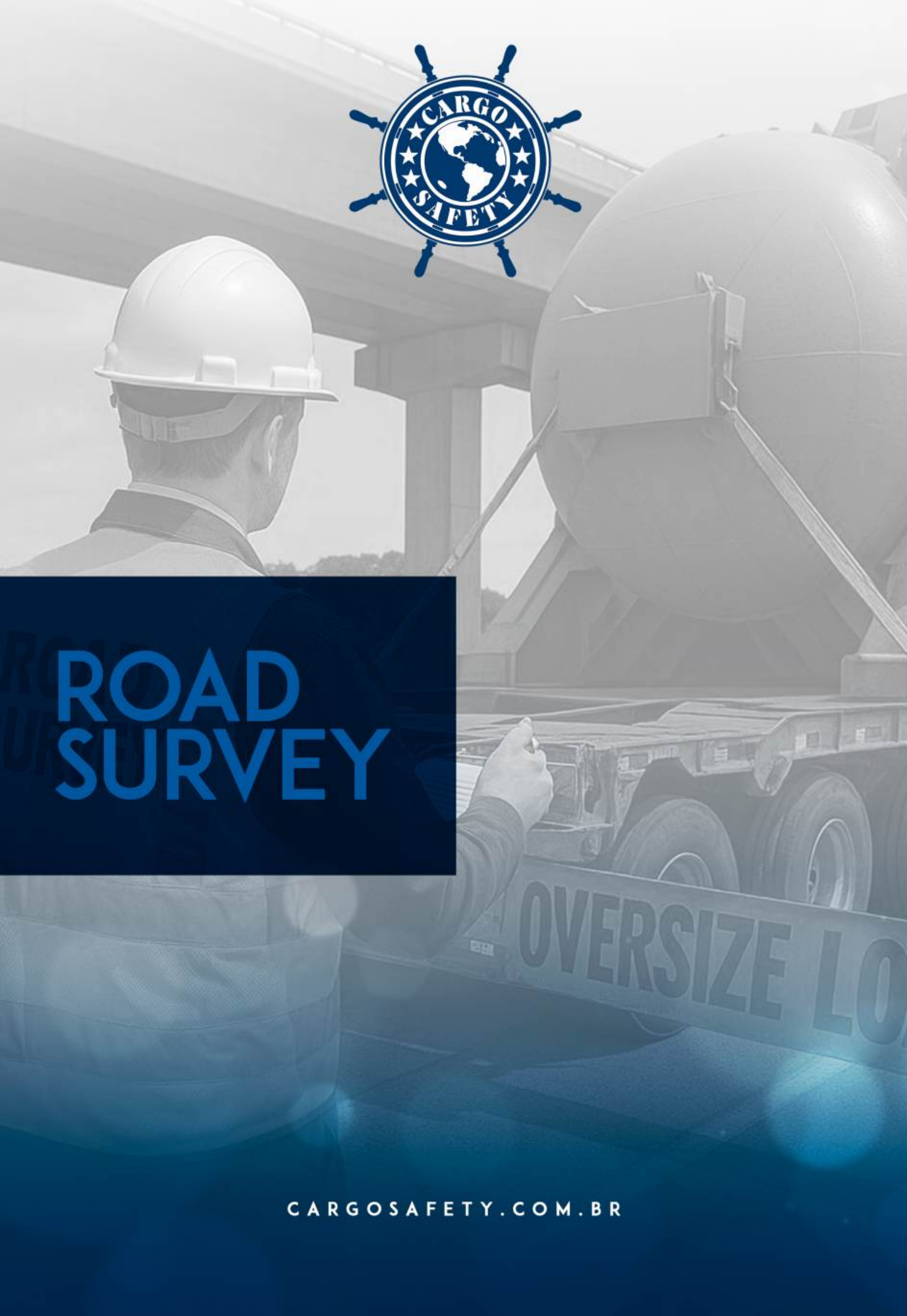
For the client, the Lashing Certificate represents not only a regulatory requirement or proof of compliance but also an important asset for international insurance coverage, ensuring that the lashing was carried out in a safe, reliable, and auditable manner.

By conducting this service, shippers, shipowners, and logistics operators obtain technical and legal assurance regarding cargo securing, compliance with regulations, and the confidence of all agents involved in the operation.

LASHING CERTIFICATE

Technical guidance on the application of safety calculations in compliance with current international standards.

Technical analysis of the safety factors and mooring materials used.



ROAD SURVEY

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ROAD SURVEY

Road Survey consists of the technical inspection and monitoring of road freight transport, with the objective of ensuring that all stages of the operation — from collection to final delivery — are carried out in compliance with safety standards, legal requirements, and international cargo handling procedures, particularly for special cargo.

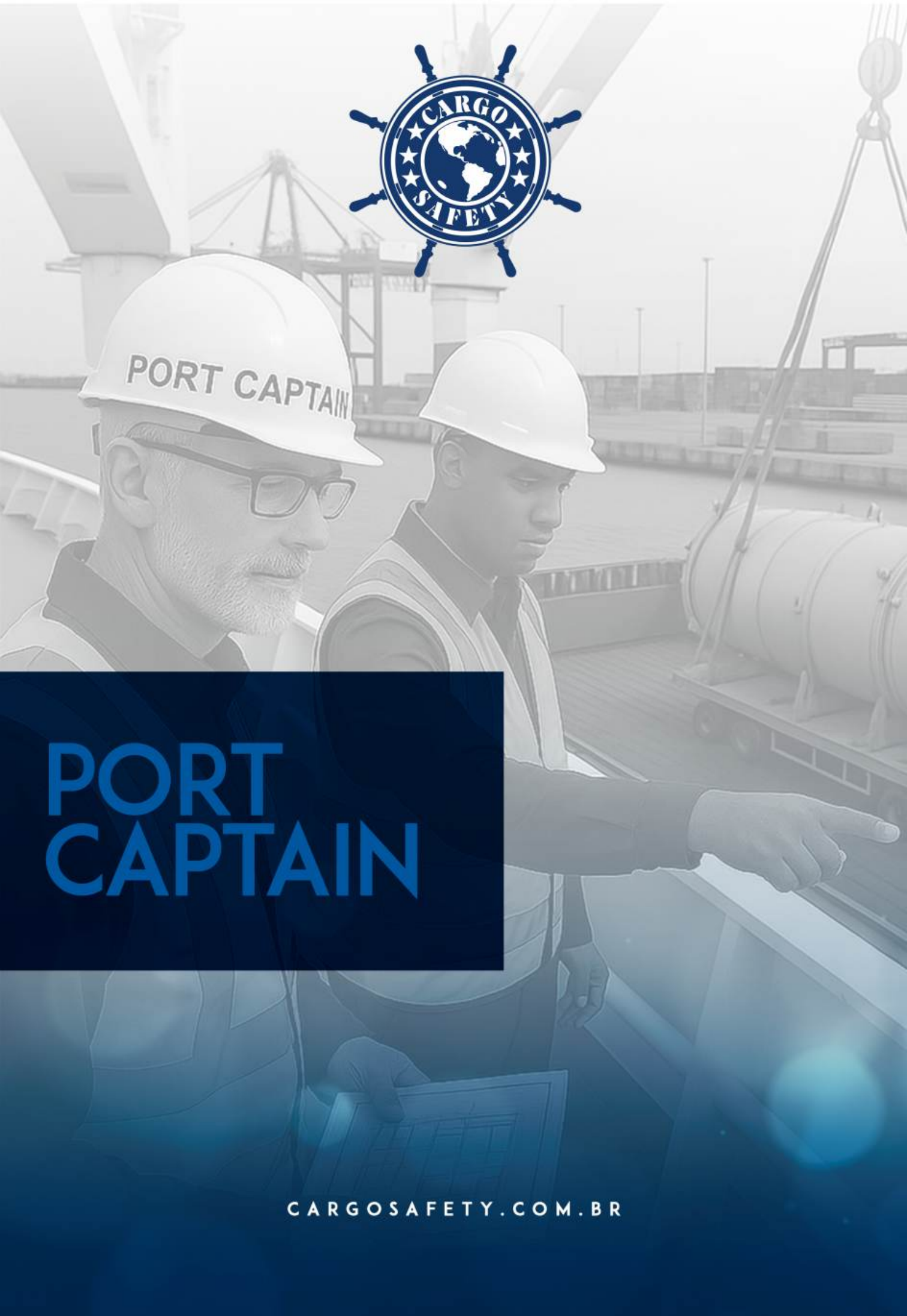
This service includes the verification of the vehicle's structural conditions, adequacy of load securing, cargo stowage, integrity of securing devices, documentation verification, and visual condition of the cargo as estimated along the route, in compliance with current transport legislation and safety regulations. During the journey, the surveyor monitors critical factors such as cargo positioning and stability, the suitability of handling equipment and accessories, vehicle dynamics, weather conditions, and road conditions. All procedures are conducted in accordance with ISO 39001 (Road Traffic Safety Management System), the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code), ABNT NBR 15481, and road transport safety standards required by ANTT and CONTRAN.

For the client, the Road Survey is a tool for controlling and mitigating operational risks, ensuring traceability and technical compliance throughout the entire logistics process, from cargo collection to delivery. By preventing operational deviations and technical failures that may impact correct cargo handling, it ensures higher reliability of transport and compliance with the most stringent international road safety standards.

ROAD SURVEY

Technical analysis of highways and the challenges present for the transport of special cargo.

Full-time monitoring of all transportation for the issuance of updated reports.



PORT CAPTAIN

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PORT CAPTAIN

The Port Captain, also known as Supercargo, is the technical professional responsible for coordinating, supervising, and controlling port and maritime operations related to the loading, discharging, stowage, storage, and transportation of cargo, acting as the technical liaison between the shipowner, port operator, terminal, and client.

Their main role is to ensure that all stages of operations are carried out safely, efficiently, and in compliance with international regulations, best practices, and operational standards. Their work is based on guidelines from the International Maritime Organization (IMO), SOLAS (Safety of Life at Sea), MARPOL, International Convention for Safe Containers (CSC), and classification societies such as DNV, ABS, and Lloyd's Register, as well as regulations established by the Brazilian Maritime Authority (DPC).

Among their technical duties are the planning and monitoring of stowage plans, ship stability calculations, cargo operations supervision, coordination of stevedores and service providers, and the validation of technical and operational reports to ensure compliance with international standards. For shipping companies, the Port Captain represents a guarantee that all port operations will be carried out safely, efficiently, and smoothly, reducing risks, delays, losses, and costs arising from logistical failures.

By conducting this service, shipowners, operators, and carriers gain the assurance of having a highly qualified technical professional ensuring cargo integrity, operational safety, and full compliance with the highest international standards of maritime transport.

PORT CAPTAIN SUPER CARGO

Pre-operational meeting with all those involved in the operation before the start of activities.

Alignment with the Vessel's command for validation of the plan or any necessary alterations.

LASHING PLAN

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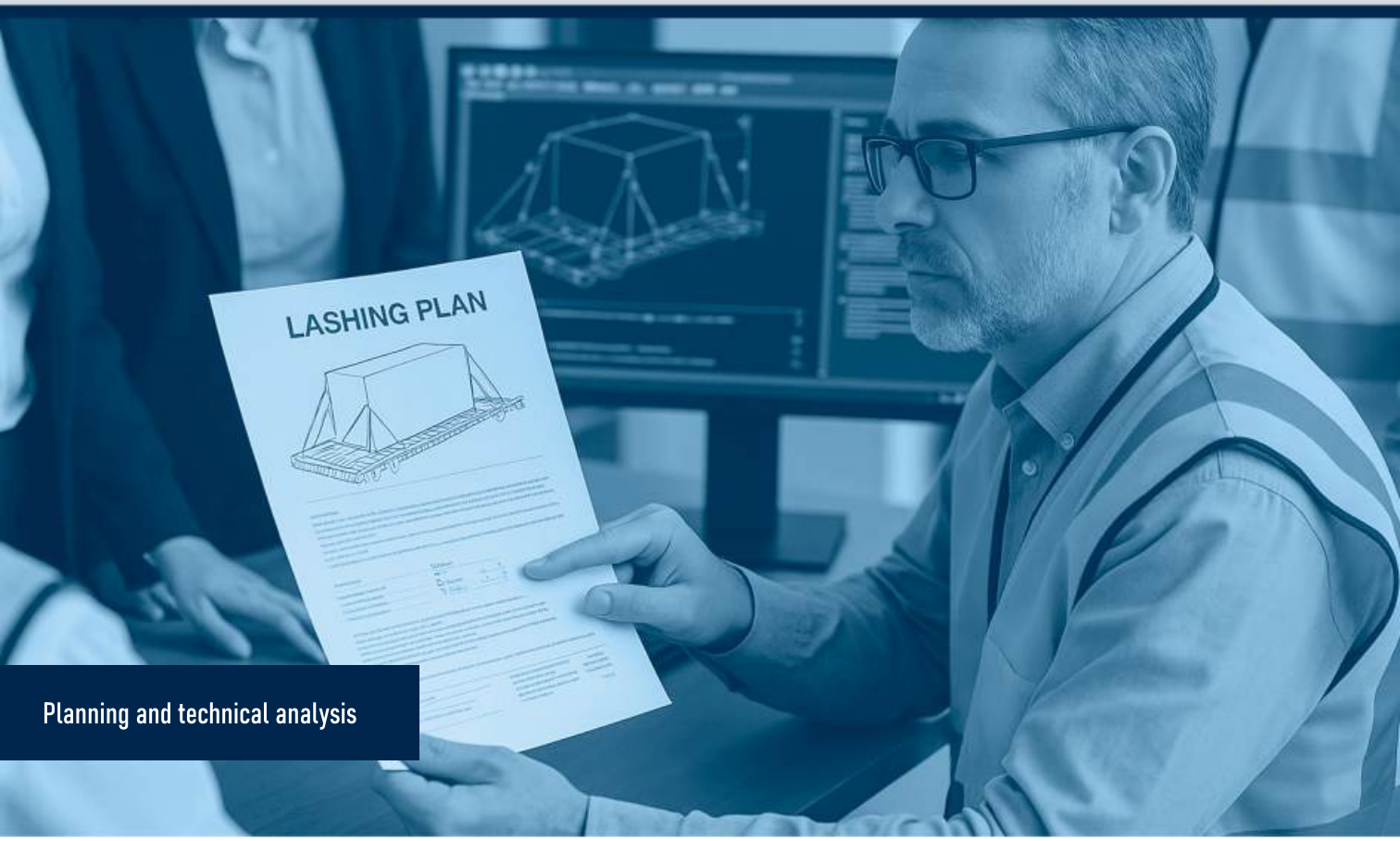
LASHING PLAN

The Lashing Plan, or Cargo Securing Plan, is a technical document prepared based on structural calculations and international safety standards, which defines the most appropriate method for securing and stabilizing cargo during maritime, road, rail, or air transport. Its purpose is to ensure that the cargo remains safely secured throughout the journey, resisting dynamic forces generated by deceleration, braking, pitching, and rolling movements, as well as maritime stress conditions.

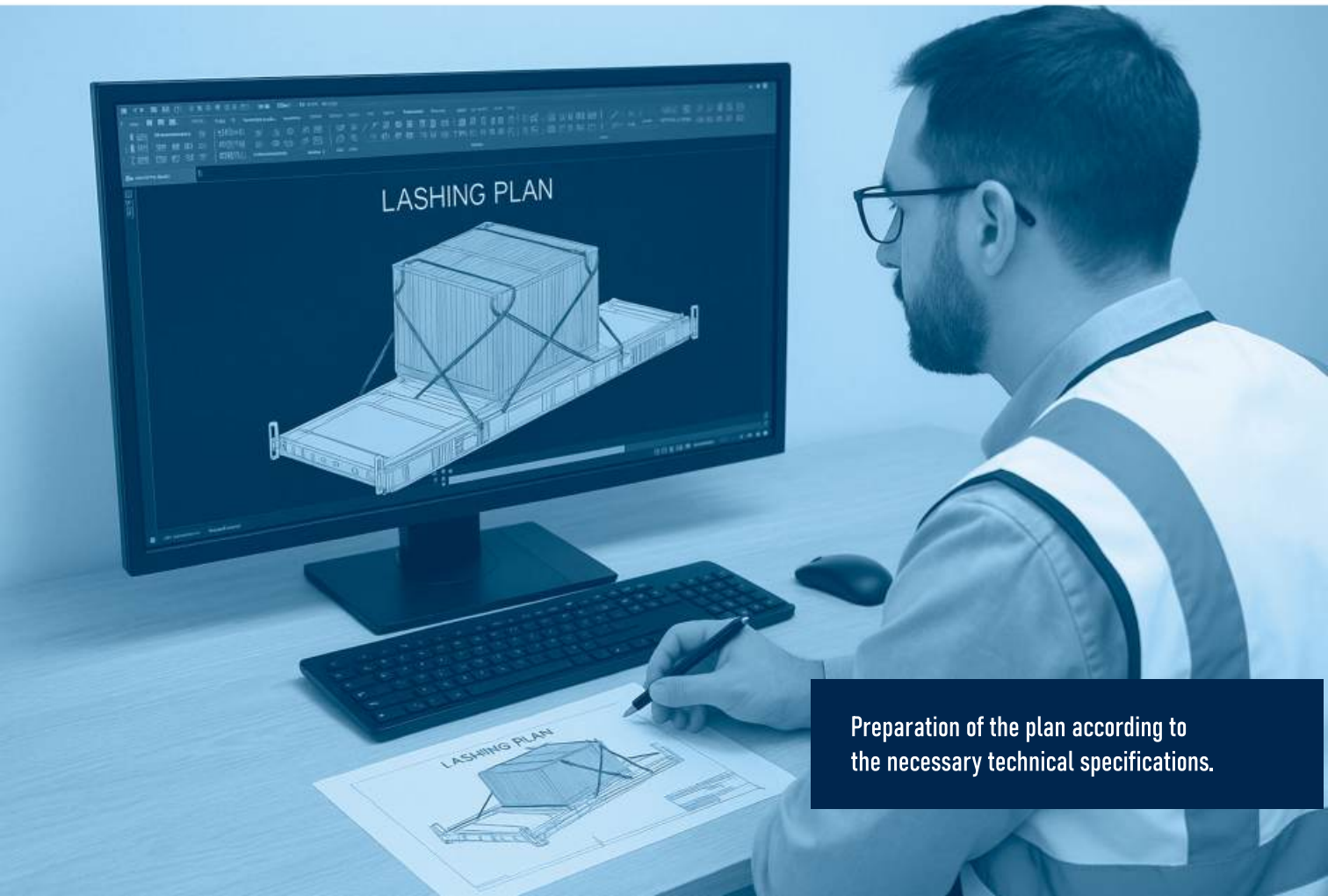
The plan includes the sizing of lashing materials such as steel cables, chains, turnbuckles, shackles, anchors, steel plates, among others, to ensure safe cargo transport following the guidelines recommended by international organizations such as the International Maritime Organization (IMO – CSS Code, SOLAS Cap V and VI), European Standard EN 12195, CTU Code (IMO/ILO/UNECE) and Brazilian standards (ABNT NBR 13230 and NBR 15481), as well as best practices recommended by classification societies such as DNV, ABS, and Lloyd's Register. The document must be prepared and signed by a qualified professional, serving as the basis for the issuance of a Lashing Certificate and for insurance and customs authorities.

For the client, the Lashing Plan represents protection against losses and accidents, ensuring compliance with legal and logistical operation requirements, once it verifies the proper selection and sizing of materials, correct execution, and the safety of the securing system. By following engineering criteria and reliability practices, the cargo is properly secured in compliance with international safety standards, guaranteeing maximum asset protection throughout transport.

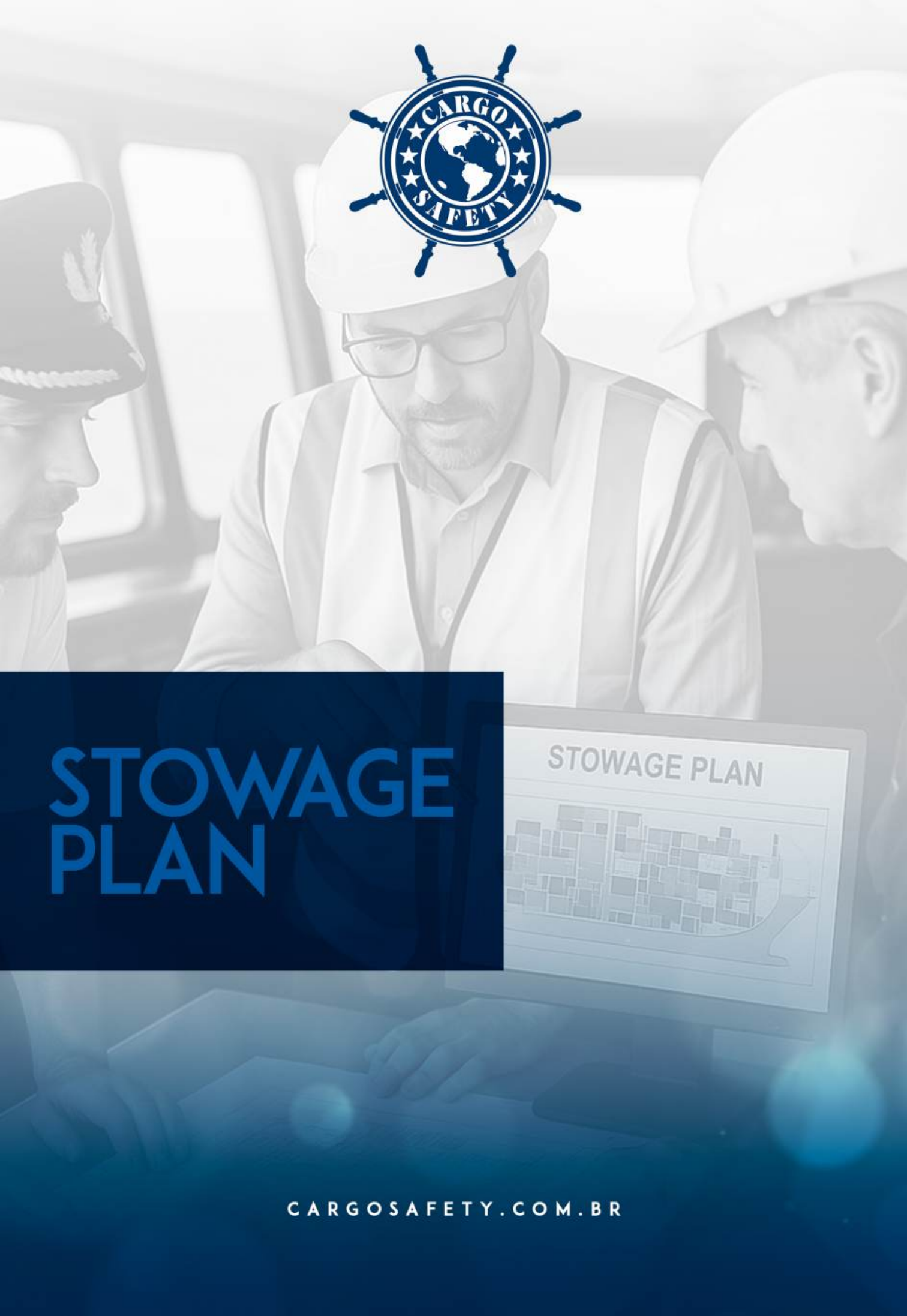
LASHING PLAN



Planning and technical analysis



Preparation of the plan according to the necessary technical specifications.



STOWAGE PLAN

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STOWAGE PLAN

The Stowage Plan, or Cargo Stowage Plan, is the technical document that defines the arrangement and positioning of cargoes on board a vessel, whether it be a ship or a transport unit (containers). Its purpose is to ensure structural balance, cargo stability, and space optimization for loading and unloading operations. This plan is prepared by logistics and naval engineering professionals, taking into account the type of cargo, the individual ship, and the port of departure and destination, as well as the specific operating conditions required for each stage of the operation.

The plan is developed in accordance with the standards and international conventions of the International Maritime Organization (IMO) — including SOLAS (Safety of Life at Sea) and the Cargo Securing Manual (CSS Code) — and the directives of the International Convention for Safe Containers (CSC), in addition to technical standards from ISO, ABNT (NBR 5841, NBR 13230) and classification societies such as DNV, ABS, and Lloyd's Register.

The Stowage Plan is prepared by qualified professionals, such as Chief Officers, Captains, or Port Captains in Marine Warranty Surveyor operations, and serves to ensure the safe operation of the ship, the correct distribution of cargo weights and volumes, and to prevent individual accidents or damage to the ship and the means of transport.

For the client, this service represents the operational and cargo asset security, reducing the risk of accidents and ensuring compliance with safety and structural integrity standards. When attached to the Stowage Plan, logistics operators and transporters can ensure that the cargo operations are planned in accordance with the best safety and engineering practices applied to the transportation of heavy and industrial project cargoes.

STOWAGE PLAN
PLANO DE ESTIVAGEM

Presentation of the plan developed for the validation of the ship's command.

Inspection to ensure that the stowage plan was followed accordingly.

RIGGING PLAN

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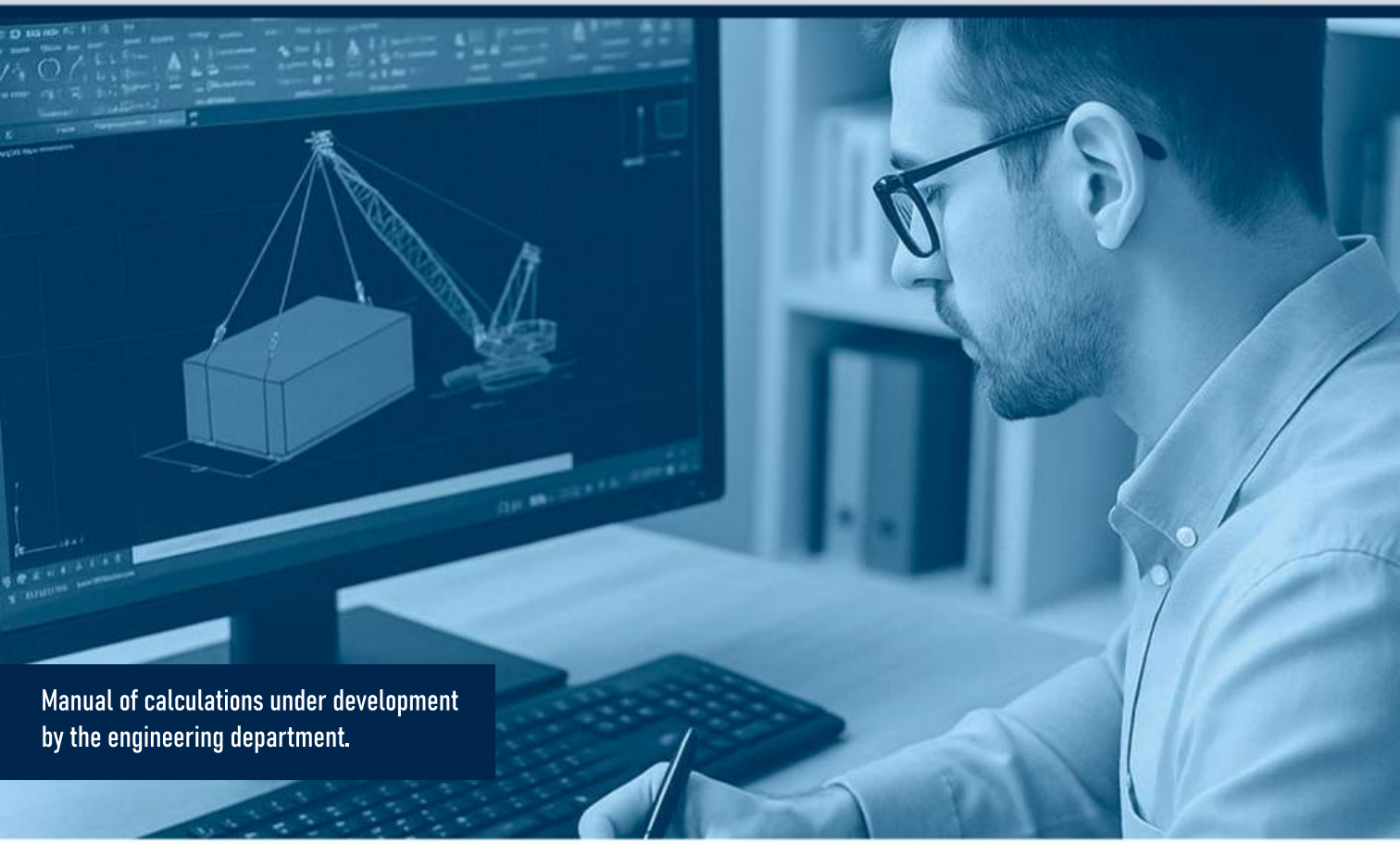
RIGGING PLAN

The Rigging Plan, or Lifting/Handling Plan, is a technical document prepared by qualified professionals with the purpose of defining, calculating, and validating all the necessary parameters for the safe execution of a lifting operation. It contains detailed information on weights, dimensions, the center of gravity, lifting points, load distribution, stress calculations, and the capacity of lifting equipment, ensuring that the operation is carried out safely, efficiently, and in accordance with applicable international standards.

The document is developed based on standards such as ASME B30 Series, API RP 2D, ISO 9927, BS 7121, NPT-11, and NR-12, as well as guidelines from the International Maritime Organization (IMO) and recognized classification societies such as DNV, ABS, and Lloyd's Register. The plan defines and selects the correct lifting and handling methods, materials, lifting gears, and accessories to be used, ensuring that the design and safety procedures meet the applicable regulations. Before executing the operation, the Rigging Plan must be reviewed and approved by a competent professional, and when applicable, supervised by a Marine Warranty Surveyor or Port Captain.

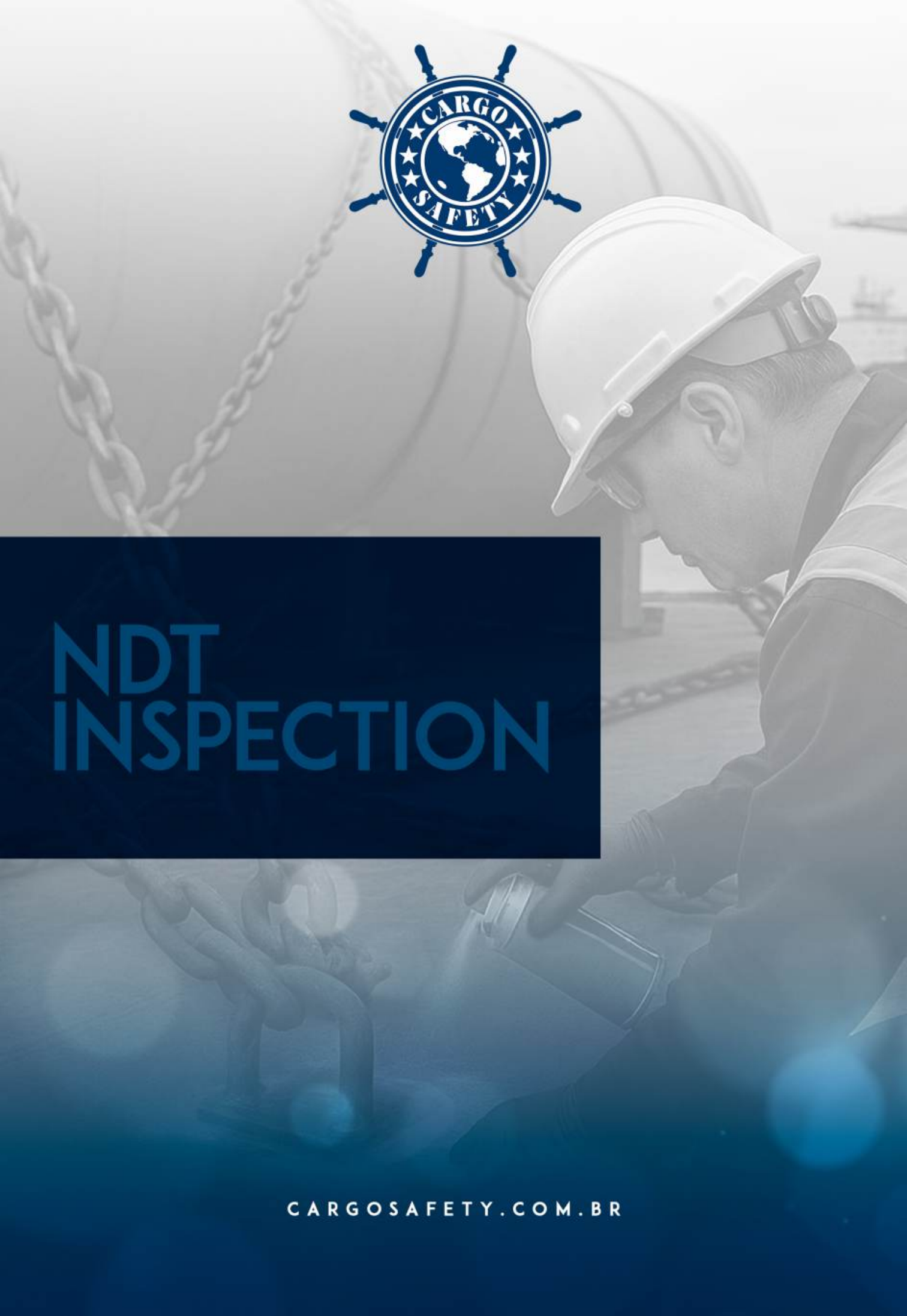
For the client, this service represents a guarantee of technical and legal compliance, preventing structural failures and accidents, optimizing operational time, reducing risks and costs related to the handling of heavy loads, and ensuring that cranes, lifting gears, terminals, and port operators carry out their operations according to the highest standards of safety, traceability, and best practices in engineering and internal safety.

RIGGING PLAN



Manual of calculations under development by the engineering department.

Validation of the plan at the operation site before the start of activities.



NDT INSPECTION

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NDT INSPECTION

NDT Inspection, or Non-Destructive Testing (NDT), is a technical procedure used to assess the structural integrity of materials, equipment, and components without causing any alteration to their physical or functional properties. This method is essential in logistics operations, ports, industries, and offshore facilities, ensuring the safety and reliability of equipment, transport, and cargo handling, and preventing failures or accidents. These services follow international standards such as ISO 9712, ASNT SNT-TC-1A, EN 473, API 510/570/653, as well as Brazilian standards such as ABNT NBR NM ISO 9712 and INMETRO technical regulations.

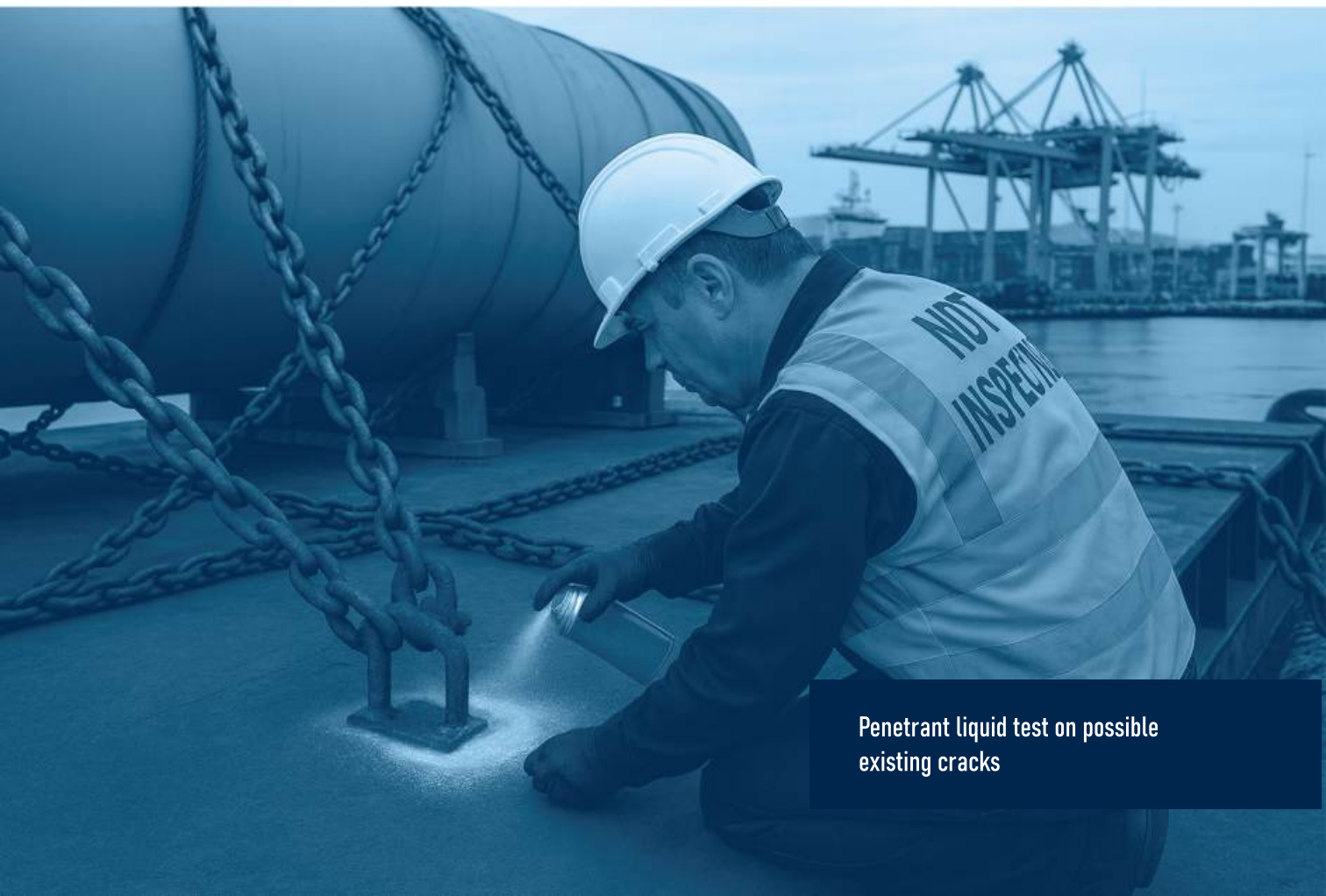
The most commonly used methods include Liquid Penetrant Testing (PT), Magnetic Particle Testing (MT), Ultrasonic Testing (UT), Radiographic Testing (RT), Thickness Measurement (UTT), and Visual Inspection (VT), carried out according to specific technical standards. The NDT inspection ensures compliance with safety and operational requirements, confirming the material reliability and conformity to established technical specifications and contractual requirements. In short, NDT inspection aims to ensure the operational safety of equipment and structures used in logistics operations, preventing structural failures, reducing the risk of accidents, and protecting personnel and assets.

By conducting these services, companies in navigation, port terminals, logistics operators, and industries ensure compliance with international technical regulations, extending the service life of their assets and guaranteeing the quality and safety of the entire logistics chain.

NDT INSPECTION

INSPEÇÃO POR ENSAIOS NÃO DESTRUTÍVEIS

Detailed analysis of applied welding



Penetrant liquid test on possible existing cracks

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