

DIRECTIONS FOR ORDINARY CONTAINER CONTROL

1.00 Definitions and regulations

- 1.01 By ordinary container control shall be understood such control for damage and the like to incoming and outgoing containers as is immediately covered by the applicable tariffs for loading and discharging containers to or from vehicles, chassis and the like respectively, and which is performed in accordance with the instructions stated below.
- 1.02 This control shall cover only such containers as are brought into or taken out of actual container terminals, viz. such harbour area or areas as are specifically assigned for that particular purpose.
- 1.03 This control shall be based solely on ocular examination of the containers. Thus no technical means of any kind shall be used in connection with this control.
- 1.04 This control shall be performed immediately. Consequently, the containers shall not be subject to any treatment either in the form of cleaning or the scraping-off of snow and ice prior to this control.
- 1.05 This control shall be exercised under the conditions prevailing at the place and time of examination.
- 1.06 In consequence of the above items, reports shall be issued only regarding directly observable damage and the like.

2.00 Performance of control

- 2.01 This control shall only consist of an external examination of the, roof and four walls, except where a separate agreement has been entered into covering internal ocular examination of empty containers.
- 2.02 When a single carrier is loaded with more than one container, the control shall cover roof and exposed walls only.
- 2.03 Control of containers carried by road shall be effected at the main gate of the container terminal or at sites specifically set up for that particular purpose while the containers, remain on the vehicle.

3.00 Recording and reporting of damage

- 3.01 The occurrence of damage shall be recorded, taking into account the nature of such damage and shall cover:
 - Such holes, including cracks and the like as may be deemed to indicate that the container is no longer watertight.
 - Such buckles, including scratches, dents and the like as may be deemed to reduce the cubic capacity of the container materially.
 - Such damage to doors and other parts that can be opened as may be deemed to obstruct opening and closing.
 - Such damage to corner posts and structure, and bottom members, as may be deemed to reduce the strength of the container.
 - Such other damage as must be deemed to be of significance for the safe use of the container.
- 3.02 Damage shall be reported by type in the receiving reports and delivery orders in such manner that the damage can be immediately identified.
- 3.03 Damage to bottom, members and other damage to the underside of the container shall be, reported only when such damage has been specifically observed in connection with the examination mentioned under point 2.00 above.
- 3.04 Ordinary container control shall not include special recording and reporting of damage to the technical equipment, if any, of the container, such as refrigerating machinery.
- 3.05 Each individual terminal operator shall be entitled to adapt the above instructions for recording and reporting of damage to existing local systems, provided that this takes the form of an application of the above system.

4.00 Other recording and reporting

- 4.01 The terminal operator's report may include an evaluation of whether the container should be cleaned and/or repaired.
- 4.02 The terminal operator's report shall contain a note on whether or not incoming, and outgoing filled containers are provided with seals and/or locks, and CSC plates and IMO labels.
- 4.03 The principal and the terminal operator may enter into special agreements regarding the technical examination of containers, the recording and reporting of particular features and the terms and conditions of such arrangements.

5.00 Terminal operator's liability

- 5.01 The terminal operator does not assume any liability for the condition, of the container in connection with the performance of the container examination. Consequently receiving reports and/or delivery orders have no value as evidence as to when or how any damage may have occurred.

6.00 Control of containers arriving or departing by other means of transport than those stated under 1.01 above.

- 6.01 The instructions stated above, should serve as guidance for the Control carried out on containers arriving or departing by ship, barge, and/or rail car. Examination of these containers - except where otherwise agreed - is carried out by the personnel employed to carry out the actual handling work and under the conditions therewith prevailing. Recording and reporting of any damage may therefore be, expected to be done only when the personnel can immediately identify damage.

Thus agreed at the Scandinavian Terminal and Stevedoring Operator's Conference in Copenhagen, September 16, 1988.

Danish Stevedore Association

Swedish Master Stevedores' Association

Federation of Finnish Master Stevedores

The Norwegian Federation for Stevedoring Employers