

COA
TG-01
COA CRITERIA
FOR CARGO-
WORTHY
(CCW)



CONTAINER OWNERS
ASSOCIATION



TG-01

CRITERIA FOR CARGO-WORTHY (CCW)

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This document is intended for qualified industry professionals; persons who have completed appropriate technical and health and safety training.

Users of this document should carry out their own risk assessment and ensure any guidance herein is fit for their purpose and the container is safe and reliable for transport and in accordance with regulations applicable in the region of use.

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1. FOREWORD

COA Criteria for Cargo-Worthy (CCW) describes the minimum allowable condition of an ISO Dry Freight General Purpose Container when assessed to be in acceptable condition for one-time final transport as a Shipper Owned Container (SOC).

Cargo-Worthy provides for economic repair methods. The assessment of damage accords with generally used industry guidance.

Criteria for Cargo-Worthy is intended for the use of the qualified container inspector when assessing the container condition and, if found to be necessary, estimating the appropriate Cargo-Worthy repair.

Cargo-Worthy containers are required to comply with the provisions of The Convention for Safe Containers (CSC) which requires examination of the container to the owner's approved procedure, either a Periodic Examination Scheme (PES) or if applicable, Approved Continuous Examination Procedure (ACEP)

Owners should incorporate CCW into their approved procedure. The Administration of the country where the owner of the container is registered should approve the procedure. Ref: CSC Chapter1, Annex 1, Regulation 2

Cargo-Worthy does not take precedence over any contractual terms between parties including any requirements of neutralisation of existing markings or remarking.

Ocean carriers (shipping lines) and lessors took part in the process to ensure industry wide acceptance of Cargo Worthy (CCW). Individual shipping lines might operate varying booking procedures for "SOC" Shipper Owned Containers. Shippers should contact the shipping line prior to use of the SOC container and determine booking requirements.

This 2023 version of CCW supersedes the 2019 version. Some editorial changes have been incorporated. The technical content remains unchanged.

TG-01 – CRITERIA FOR CARGO-WORTHY

Table 1 – Criteria for Cargo-Worthy

TOP & BOTTOM RAILS

	Condition	Repair (See also Table 2)
Top Side Rails	- Bent more than 30mm	- Straighten and or weld, or insert, or section, or renew
	- Holed, cut, torn, broken, cracked	
Bottom Side Rails	- Holed, cut, torn, broken, cracked	- Straighten and or weld, or insert, or section, or renew
	- Web: Bent more than 50mm, - Flanges: no limit	
	- Flanges: Crack or tears which extend to web radius	- Straighten and or weld
Front & rear headers	- Bent more than 40mm - Holed, cut, torn, broken, cracked	- Straighten and or weld, or insert, or section, or renew
	- Rear header: Gouge or bent obstructing door operation	- Straighten and or weld
Rain gutter	- Cut / gouged / bent and obstructing door operation	- Straighten and or weld or remove
Front & rear sill	- Holed, cut, torn, broken, cracked	- Straighten and or weld, or insert, or section, or renew
	- Web: Bent more than 50mm. - Flanges: no limit.	

CORNER POSTS

	Condition	Repair (See also Table 2)
Corner posts	- Bent more than 20mm or holed, cut, torn, broken, cracked	- Straighten and or weld, or insert, or renew
	- J-bar: Gouge, dents or bent obstructing door operation	- Straighten and or weld, or insert, or renew
Corner castings	- Cut, gouged, dent, cracked, misaligned	- Replace with new

UNDERSTRUCTURE

	Condition	Repair (See also Table 2)
Fork-lift pockets components and gooseneck tunnel assembly	- Holed, cut, torn, broken, cracked, or missing - Web: Cut or tear more than 300mm or extending to flange - Lower flanges: Crack or tears which extend to web radius	- Straighten or weld, or insert, or renew
	- Top plate: separation from floor more than 10mm	- Straighten and resecure
Cross members	- Holed, cut, torn, broken, cracked	- Straighten and or weld, or insert, or renew
	- Web: Bent more than 60mm. - Flanges: no limit	- Straighten and or weld, or insert, or renew
	- Bent up to more than 50mm - Bent down 15mm or below corner casting bottom face	- Straighten and or weld, or insert, or renew
	- Separation from floor more than 15mm	- Straighten and resecure
Rails, sills, crossmembers	- Corrosion and holed or structurally unsafe <i>Nb Use inspection hammer only to investigate severe corrosion to a structural component.</i>	- Straighten and or weld, or insert, or renew
Frame & base structural members	- Bent beyond ISO corner castings - Side face +10m End face +5mm, underside face +0mm	- Straighten and or weld, or insert, or renew

FLOOR

	Condition	Repair (See also Table 2)
Floorboards, panels, planks	- Broken or missing	- Overlay or section or renew
	- Gouged greater than 15mm deep and 150mm wide	
	- Height mismatch greater than 10mm	- Resecure
	- Delamination if structural integrity severely weakened	- Section or renew
Floor screws	- If 3 or more adjacent loose, broken missing fasteners	- Resecure
	- Protruding above floorboard	- Resecure

DOORS

	Condition	Repair (See also Table 2)
Doors	- Not operational or not light tight	- Straighten and or weld or insert
	- Holed, cut, torn, broken, cracked	- Straighten and or weld or insert
Gaskets	- Loose or not light tight or impedes door operation	- Resecure or renew
Door hardware	- Missing, broken, or seized or not operational	- Straighten and or weld, or refasten or free-up or renew
Data plate	- Loose or missing	- Resecure or renew

PANELS

	Condition	Repair (See also Table 2)
Sides, Ends and Roof panels including Header plates	- Bent into cube more than: - 50mm to sides or end - 70mm from roof inner corrugation to floor	- Straighten
	- Bent beyond ISO corner casting outer face more than: - 40mm to sides or ends - 50mm to Roof	- Straighten
	- Holed, cut, torn, broken, cracked	- Straighten and weld or patch
	- Corrosion and holed or structurally unsafe <i>Nb Use inspection hammer to investigate severe corrosion to structural component.</i>	- Straighten and or weld or patch or insert
Air vents	- Missing or broken	- Renew
Lashing rings	- Missing or broken	- Straighten and or weld or renew

CLEANING

	Condition	Repair (See also Table 2)
Cleaning	- Dangerous goods cargo contamination or residue - Pests & eggs, reptiles, vermin, vegetation & seeds	- Remove and or clean – Note: apply Health and Safety procedures
	- Contamination or debris impeding cargo	- Remove and or clean or sweep
	- Transferable contamination	- Remove and or clean
	- Cargo placards or marks	- Remove
	- Offensive graffiti	- Remove or mask by painting
	- Floor nails impeding loading of cargo	- Remove
	- Lashing material or glue or tape impeding cargo	- Remove

COMPONENT

	Condition	Repair (See also Table 2)
Improper previous repairs	- Not fit for purpose or impedes operation	- Rework to acceptable CCW condition
Markings	- ISO marks or data plate(s) missing or illegible	- Renew
	- Non-statutory marks missing or illegible	- No Action

	Condition	Repair (See also Table 2)
CSC ACEP	- Previous owners ACEP code - Approved continuous examination procedure - New owners ACEP code (if applicable)	- Remove ACEP code - Examination to owners ACEP, mark code
CSC PES	- PES - Periodic Examination Scheme - NED -Next examination date	- Examination to new owners PES, mark NED

CRITERIA FOR CARGO-WORTHY – REPAIR METHOD GUIDANCE

When a component is identified by the container inspector to be beyond the acceptable condition detailed by the Criteria for Cargo-Worthy (CCW), and therefore the component requires repair, the inspector should select the most economical repair method that will restore the container to within CCW criteria.

Criteria Cargo-Worthy repair methods allow for restoring the component damage to within CCW criteria, but not necessarily restoring “as-new”.

Table 2 – Repair methods

COMPONENT

Repairs	
General	<p>The minimum but sufficient repair to be undertaken to ensure the container restored to:</p> <ul style="list-style-type: none"> - Within the acceptable criteria of Cargo-Worthy (CCW). - Designed operation, rating and light tightness - Conformance to the owners CSC approved procedure
Straightening and weld	<ul style="list-style-type: none"> - Straightening (and weld as appropriate) is the preferred repair method. - Straighten at least to within the criteria of CCW and not necessarily “as-new”
Inserts, section, renew	<ul style="list-style-type: none"> - Required if a more economic repair (straighten and weld) is not practical or would render the component structurally un-safe
Materials	<ul style="list-style-type: none"> - Components, if required for a repair, may be previously used (cannibalised). - Materials must be of specification and thickness equal to the container original specification
Corrosion holes to side and roof panels	<ul style="list-style-type: none"> - Spot weld small holes in panels and components where practical. Do not grind the weld flush. - Over patch panel holes if too large for spot weld. It is not required to cut-away corroded material - Welded repairs only, do not use bitumen or tape to seal holes
Cuts and cracks	<ul style="list-style-type: none"> - Prepare and weld to ensure structural integrity
Paint	<ul style="list-style-type: none"> - Paint welded repairs only - No paint required to under structure repairs - No cosmetic painting
Floors	<ul style="list-style-type: none"> - Broken floors may be repaired by overlaying steel plate: <ul style="list-style-type: none"> - Plate 4 mm minimum thickness steel - Plate to verlap the damaged area of floor area by a minimum 150mm each side and - Extend the plate over a minimum of 2 crossmembers - Fasten through the plate and floor to the top flange of the crossmember (maximum 150mm distance between screws) - A replacement floor or section <ul style="list-style-type: none"> - Required if an over-plate repair is not appropriate in the circumstances. - Extend the replacement section over a minimum of 2 crossmembers - Fasten through the floor to the top flange of the crossmember (maximum 150mm distance between screws) - Nail or peg holes that are not light tight, repair with sealant. - Non-structural surface delamination - remove excessively loose veneers or resecure by nailing.

Note: The Cargo-Worthy (CCW) container must be fully operational and within the allowable limits of CCW. The structural integrity of the container, including any repaired components, must conform in its entirety to the owners approved CSC procedure.