

**COA**  
**TG-03**  
**SOC SHIPPER**  
**OWNED**  
**CONTAINERS:**  
**BOOKING**  
**PROCEDURES FOR**  
**CARGO-WORTHY**  
**CONTAINERS**



**CONTAINER OWNERS**  
**ASSOCIATION**



# COA

## TG-03

# SOC SHIPPER OWNED CONTAINERS: BOOKING PROCEDURES FOR CARGO-WORTHY CONTAINERS

## CONTENTS

FOREWORD.....	3
1. ACCEPTANCE CRITERIA FOR SOC CONTAINERS .....	4
2. SPECIAL CONTAINERS.....	5
3. SPECIAL CONTAINERS – TANKS AND OPERATING REEFERS.....	6
APPENDIX 1 SOC DECLARATION FORM.....	7

These Guidelines are intended for industry professionals; persons who have completed appropriate technical and health and safety training.

Users of these Guidelines should carry out their own risk assessment and ensure the guidance 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.

The COA and its members and personnel cannot and do not assume any liability for damage to persons or property or other consequences of any procedures referred to herein or of any omissions relating to practices and procedures.

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## FOREWORD

This document provides guidance for shippers booking Shipper Owned Containers (SOC) with an Ocean Carrier (Shipping Line). The term “Shipper Owned Container” means any container “supplied” by the shipper or other associated party; and, therefore, not a container supplied or otherwise controlled by the ocean carrier or its alliance partner.

This guidance concerns:

- Cargo Worthy\* condition of the Shipper Owned Container (SOC)
- Excludes any matters relating to the cargo, which is the subject of the carriers booking process, and includes matters such as relevant regulations, declaration of goods, packing according to the CTU Code, verified gross mass etc.

The shipper is obligated to present all SOC containers for shipment in an acceptable condition and conforming to:

- COA Criteria for Cargo-Worthy (CCW) or other industry criteria such as CC-2, IICL-6 or UCRIC
- CSC Convention for Safe Containers

Prior to delivering the container to the ocean carrier, the owner shall ensure that the container conforms to the requirements of the IMO Convention for Safe Containers (CSC):

- Valid CSC safety plate displayed on the container
- PES (Periodic Examination Scheme) and displaying a NED (Next Examination Date) or if applicable,
- ACEP Code (Approved Container Examination Programme)

This Guidance is prepared in consultation with ocean carriers. However, the guidance does not take precedence over any procedures issued by an individual ocean carrier. Other carriers, such as road and rail, might implement their own procedures.

\*COA TG-01 Criteria for Cargo Worthy (CCW)

## 1. ACCEPTANCE CRITERIA FOR SOC CONTAINERS

All containers shall be:

- Maintained to Criteria to Cargo-Worthy (CCW) or equivalent
- Fit for purpose
- Comply with appropriate standards and regulations
- Display a valid CSC plate and Next Examination Date (NED) or ACEP Code if applicable

**Table 1 - Acceptance criteria for SOC standard general purpose freight containers**

Container type / standard	Requirement / Remarks:
Cargo Worthy (CCW) general purpose freight containers	<ul style="list-style-type: none"> <li>- Criteria for Cargo-Worthy (CCW) or</li> <li>- CC-2, IICL6, UCRIC or equivalent criteria</li> </ul>
Convention for Safe Containers (CSC),	Display the owners valid: <ul style="list-style-type: none"> <li>- CSC safety approval plate</li> <li>- NED - Next examination date, or</li> <li>- ACEP - Approved Continuous Examination Programme code</li> </ul>
ISO compliance	<ul style="list-style-type: none"> <li>- ISO 668 – Freight container dimensions.</li> <li>- ISO1496 – Freight container specification and tests.</li> <li>- ISO 6346 – Freight container markings.</li> </ul>
<p><b>Note:</b></p> <ul style="list-style-type: none"> <li>- CSC – Periodic Examination Scheme (PES) requires, after 5 years from date of manufacture, a periodic examination of the container and the display of the next examination date (NED) in accordance with the owner’s approved procedure.</li> <li>- CSC - ACEP is a continuous (ongoing) examination requiring the owner’s ACEP Code, without the need to mark the next examination date.</li> <li>- Container dimensions other than ISO standard 20ft and 40ft – see Table 2</li> <li>- National regulations might apply e.g., Australian Marine Order part 44</li> <li>- Special containers or modified containers – see Table 2</li> </ul>	

## 2. SPECIAL CONTAINERS

**Table 2 - Additional requirements for special containers**

Container type / standard	Requirement / Remarks:
<p>Reduced stacking/racking</p> <p>e.g. Special or containers, such as those designed for land use</p>	<ul style="list-style-type: none"> <li>- Notify the carrier at time of booking:</li> </ul> <p>Note:</p> <ul style="list-style-type: none"> <li>- Stacking / racking detailed on the CSC safety approval plate</li> <li>- Stacking below superimposed mass of 192,000 kg</li> <li>- Racking: below minimum transverse force of 150 kN</li> </ul>
20ft 9'6" containers	<ul style="list-style-type: none"> <li>- Notify the carrier at time of booking:</li> </ul>
<p>Containers of lengths / widths other than ISO 20ft and 40ft</p> <p>e.g. 10ft, 30ft, 45ft, swap bodies etc</p>	<ul style="list-style-type: none"> <li>- Notify the carrier at time of booking:</li> </ul>
20ft 9'6" containers	<ul style="list-style-type: none"> <li>- Notify the carrier at time of booking:</li> </ul>
<p>Modified containers not in compliance with CSC or ISO</p> <p>Such as: accommodation modules, offices or any other modifications where dimensions do not conform to ISO</p>	<ul style="list-style-type: none"> <li>- Notify the carrier at time of booking:</li> </ul> <p>Note:</p> <ul style="list-style-type: none"> <li>- Modifications of a container requires that the CSC Design Type Approval and CSC Approval Plate validity is reassessed by an Authorised Inspection Body (AIB)</li> </ul>

### 3. SPECIAL CONTAINERS – TANKS AND OPERATING REEFERS

**Table 3 - Additional requirements for tanks and operating reefers**

Container type	Requirement / Remarks:
Tank containers (Iso-tanks)	Notify the carrier at time of booking and confirm: <ul style="list-style-type: none"> <li>- Tank container type (UN Portable T-Code)</li> <li>- Valid CSC Safety Approval</li> <li>- Valid periodic inspection and test certificate</li> <li>- Valid cleanliness document (if shipped empty and clean)</li> <li>- Notification of any required operating procedures</li> <li>- Holding time for cryogenic gas UN T75</li> <li>- ITCO ACC – Acceptable Container Condition conformance</li> </ul>
Reefers - operational  Note: Non-operating reefers - dry freight container conditions apply, See Table 1 & 2	Notify the carrier at time of booking to confirm: <ul style="list-style-type: none"> <li>- Valid CSC Safety Approval</li> <li>- Operating procedures</li> <li>- Operation at 380V/50Hz or 440V/60Hz</li> <li>- Plug fitted ISO standard CEE- 17, earth pin at 3 o'clock</li> <li>- Reefer pre-tripped and in running condition.</li> <li>- Temperature setting above -22°C (-8°F).</li> <li>- Spare parts kit as appropriate; arrange with carrier</li> <li>- Maintained, as applicable, or CC-2, IICL6, UCRIC or equivalent criteria</li> </ul>
<b>Note:</b> <ul style="list-style-type: none"> <li>- Tank Containers and operating reefers must be notified to the carrier at the time of booking</li> <li>- CSC requirements – see Table 1</li> <li>- Reefers and tank containers with CSC reduced stacking and or racking – see Table 1</li> <li>- Non-standard dimensions – see Table 2</li> </ul>	

## APPENDIX 1 SOC DECLARATION FORM

- SOC declaration form to be completed if requested by the carrier
- The data is usually entered within the ocean carriers booking system or transmitted electronically

Container identification prefix, serial no & cd	ISO type and size code	Date of manufacture	CSC NED (next examination date) or ACEP Code	Maximum Gross Mass Kg	Stacking if below 192,000kg	Racking if below 15,300Kg