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CSC/Circ.134
27 May 2005

**INTERNATIONAL CONVENTION FOR SAFE CONTAINERS (CSC), 1972,
AS AMENDED**

Guidance on serious structural deficiencies in containers

1 The International Convention for Safe Containers (CSC), 1972, article VI stipulates that every container which has been approved under article III shall be subject to control in the territory of the Contracting Parties by officers duly authorized by such Contracting Parties. This control shall be limited to verifying that the container carries a valid Safety Approval Plate as required by the Convention, unless there is significant evidence for believing that the condition of the container is such as to create an obvious risk to safety.

2 The Recommendations on harmonized interpretation and implementation of the Convention, approved by the Maritime Safety Committee, at its sixty-second session (24 to 28 May 1993), and circulated as CSC/Circ.100, paragraph 9.4 – Unsafe containers (article VI, paragraph 1, third sentence), stipulates that, where a container is found by the authority exercising control to have a defect which could place a person in danger, then the container should be stopped. However, if the container can be safely moved (e.g. to a place where it can be restored to a safe condition, or to its destination), the officer exercising control may permit such movement on such conditions as the officer may specify with the proviso that the container shall be repaired as expeditiously as may be practicable and not reloaded before this has been done.

3 The Maritime Safety Committee, at its eightieth session (11 to 20 May 2005), recognizing the need for guidance to the officer exercising control under the provisions of article VI of the Convention, approved the Guidance on serious structural deficiencies in containers, set out in the annex, prepared by the Sub-Committee on Dangerous Goods, Solid Cargoes and Containers, at its ninth session (27 September to 1 October 2004).

4 Administrations are urged to widely disseminate the annexed Guidance so as to encourage its use by the officer exercising control in the promotion of container safety. Administrations are further encouraged to provide training in the use of this Guidance to the appropriate enforcement elements within their Administration, so as to promote its use, enhance safety in container operations, and to avoid unnecessary concerns and enforcement actions with regard to containers that are damaged but, nonetheless, structurally sound and capable of safely continuing in transportation.

ANNEX

GUIDANCE ON SERIOUS STRUCTURAL DEFICIENCIES IN CONTAINERS

1 PREAMBLE

1.1 The International Convention for Safe Containers (CSC), 1972, as amended, contains provisions whereby containers used in international transport are maintained in a sound and safe condition.

1.2 Article VI of the CSC refers to the control measures that may be taken by Contracting Parties.

1.3 Such control should be limited to verifying that the container carries a valid Safety Approval Plate unless there is significant evidence for believing that the condition of the container is such as to create an obvious risk to safety.

2 SCOPE

2.1 This Guidance is provided to enable authorized officers to assess the integrity of structurally sensitive components of containers (defined in article II of the Convention) as provided for by article VI of the CSC and paragraph 9.4 of the Recommendations on harmonized interpretation and implementation of the CSC (CSC/Circ.100) (hereafter “the Supplement to the Convention”) and to help them decide whether a container is safe to continue in transportation or whether it should be stopped until remedial action has been taken.

2.2 The criteria given in annex 1 are to be used to make immediate out of service determinations and are to be considered as a safety standard and should not be used as repair and inservice criteria under a CSC approved continuous examination programme (ACEP) or a periodic examination scheme.

3 DEFINITIONS

3.1 For the purposes of this guidance, the following definitions are used:

- *Depot* means a repair or storage facility or location.
- *Structurally sensitive components* means those described in annex 1 and shown in annex 3. These are significant in allowing the container to safely be used in transportation.

4 SERIOUS STRUCTURAL DEFICIENCIES AND CONTROL MEASURES

4.1 Authorized officers should consider the following:

- .1 control should be exercised on those containers that create an obvious risk to safety. Authorized officers should notify the container owner and/or bailee whenever a container is placed under control;
- .2 attention should be directed to deficiencies as described in annex 1;

- .3 it should be noted that the guidance given in annex 1 is not exhaustive for all types of containers or all possible deficiencies or combination of deficiencies;
- .4 annex 2 provides a safety flow chart that may be used to assess appropriate control measures;
- .5 it should be borne in mind that damage to a container may appear serious without creating an obvious risk to safety. Many damages such as holes may infringe customs requirements but may not be structurally significant; and
- .6 major damages may be the result of significant impact which could be caused by improper handling of the container or other containers, or significant movement of the cargo within the container. Therefore, special attention should be given to signs of recent impact damage.

5 TRAINING OF AUTHORIZED OFFICERS

5.1 The Contracting Party exercising control should ensure that authorized officers tasked to carry out these assessments and control measures receive the necessary training. This training should involve both theoretical and practical instruction.

ANNEX 1

SERIOUS STRUCTURAL DEFICIENCIES IN CONTAINERS

1 The following components are structurally sensitive and should be examined for serious deficiencies. The criteria given is to be used to make immediate out of service determinations. *It is to be considered as a safety standard and should not be used as repair and inservice criteria under a CSC ACEP or a periodic examination scheme.*

COMPONENT	SERIOUS STRUCTURAL DEFICIENCY
Top rails	Local deformation to a rail in excess of 60 mm or separation or cracks or tears in the rail material in excess of 45 mm in length
Bottom rails	Local deformation to a rail in excess of 100 mm or separation or cracks or tears in the rail's material in excess of 75 mm in length
Headers	Local deformation to a header in excess of 80 mm or cracks or tears in excess of 80 mm in length
Sills	Local deformation to a sill in excess of 100 mm or cracks or tears in excess of 100 mm in length
Corner posts	Local deformation to a post exceeding 50 mm or tears or cracks in excess of 50 mm in length
Corner and intermediate fittings (Castings)	Missing corner fittings or cracks in excess of 25 mm to the fittings, weld separation of adjoining components to the fittings in excess of 50 mm in length
Understructure	Two or more adjacent cross members missing or detached from the bottom rails*
Locking rod assemblies**	One or more inner locking rod assemblies are non-functional

2 Loaded containers with damages equal to, or in excess of, the above criteria are deemed to place a person in danger and under paragraph 9.4 of the Supplement to the Convention, the authorized officer should stop those containers. However, the authorized officer may permit the onward movement of the container, if it is to be moved to its ultimate destination without lifting from the current means of transport.

3 The safety flow chart, shown in annex 2, provides additional guidance on the decision process for allowing onward movement.

4 Empty containers are typically repositioned for repair at an owner-selected depot provided they can be safely moved; this can involve either a domestic or an international move under paragraph 9.5 of the Supplement to the Convention. Any damaged container being repositioned should be handled and transported with due regard to its structural deficiency.

* For continuing transportation, it is essential that detached cross members are precluded from falling free.

** Some containers are designed and approved (and so recorded on the CSC Plate) to operate with one door open or removed.

5 The effect of two or more incidents of damage in the same structurally sensitive component, even though each is less than in the above table, could be equal to, or greater than, the effect of this single damage noted in the table. In such circumstances, the authorized officer may stop the container and seek further guidance from the Contracting Party.

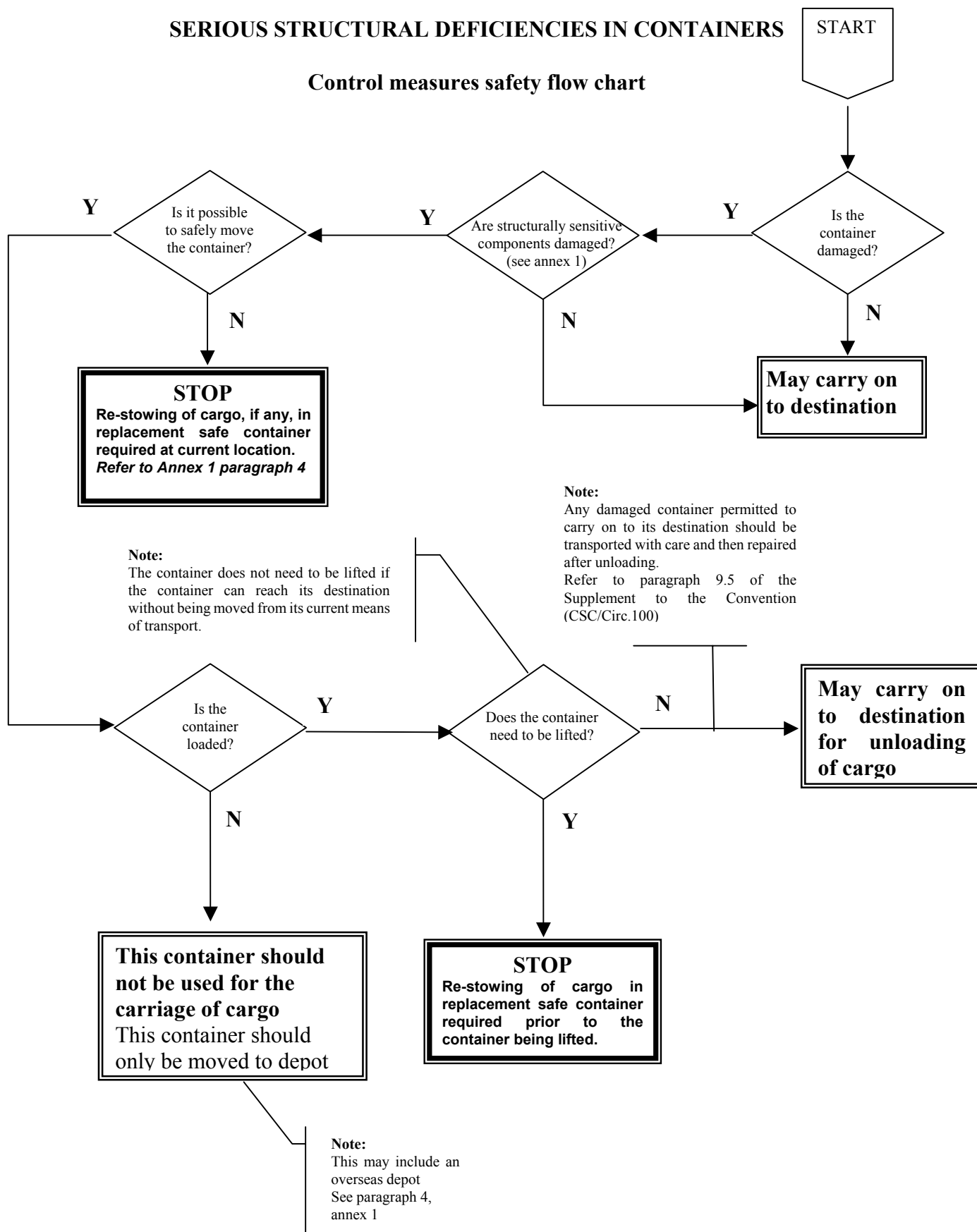
6 For tank containers, the attachment of the vessel to the container frame should also be assessed for any readily visible damage comparable to that noted in the table. If such damage is found in these components, the container may be stopped and further instructions obtained from the Contracting Party.

7 For platform containers with folding end frames, the end frame locking mechanism and the hinge pins about which the end frame rotates are structurally sensitive and should also be inspected for damage.

ANNEX 2

SERIOUS STRUCTURAL DEFICIENCIES IN CONTAINERS

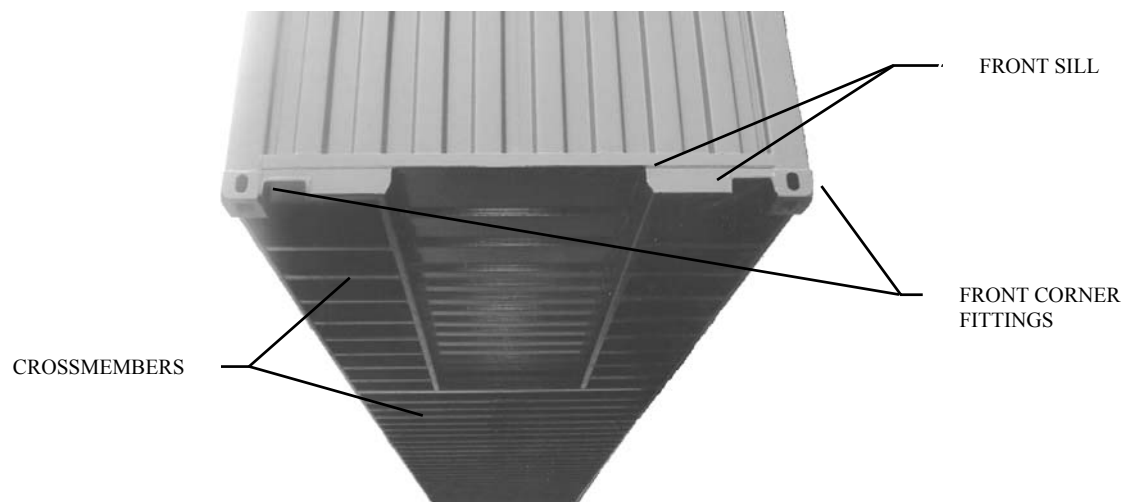
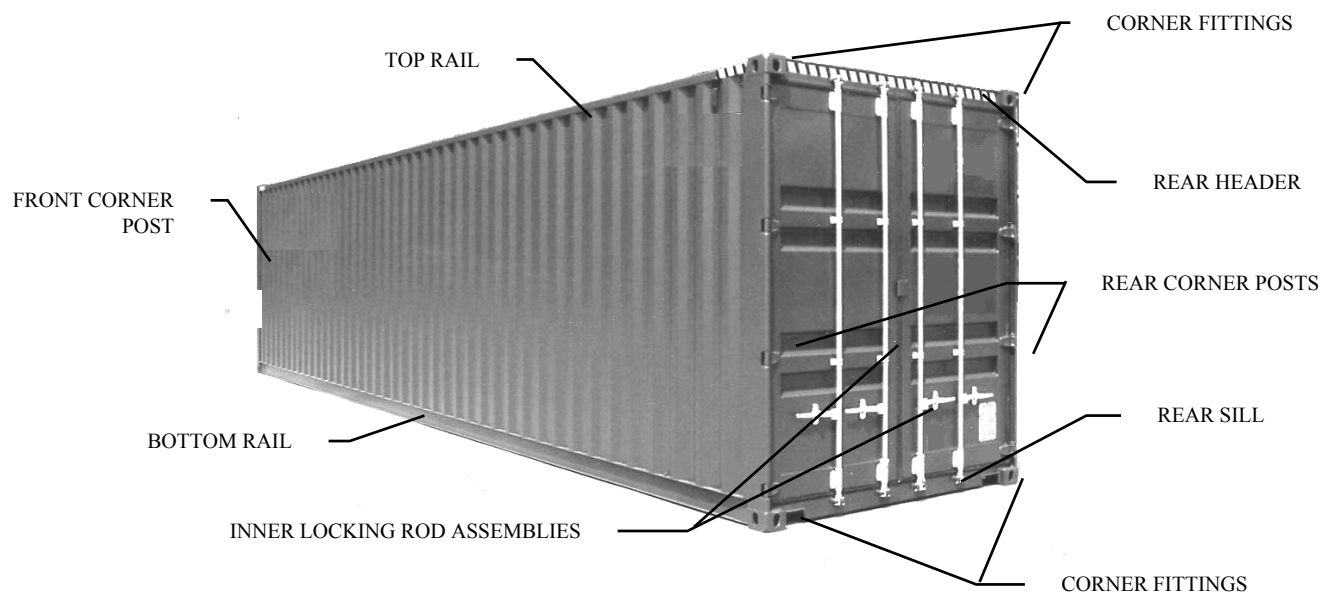
Control measures safety flow chart



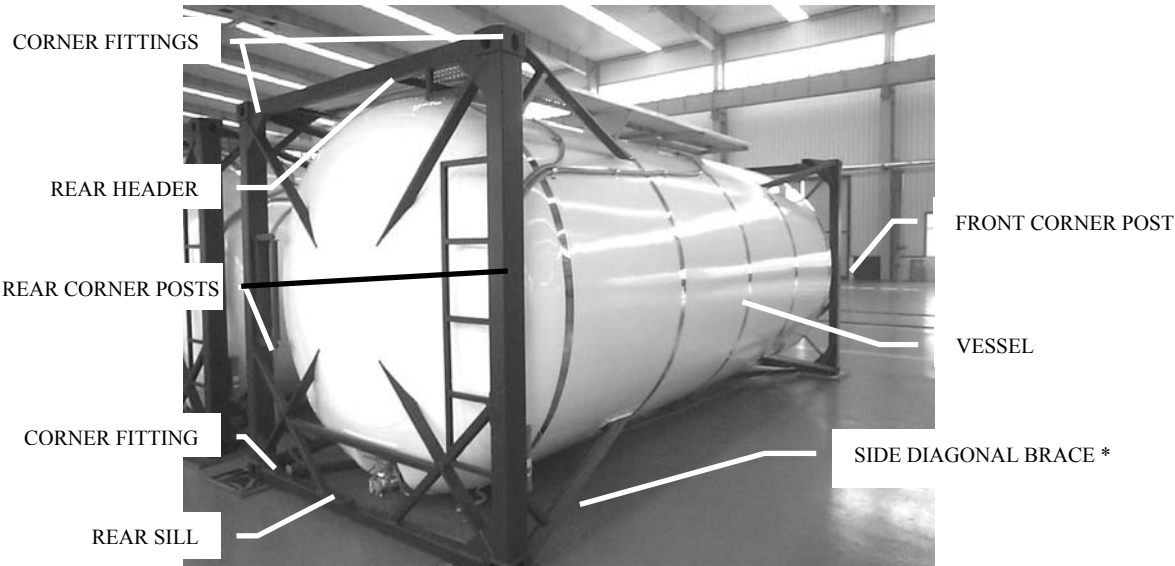
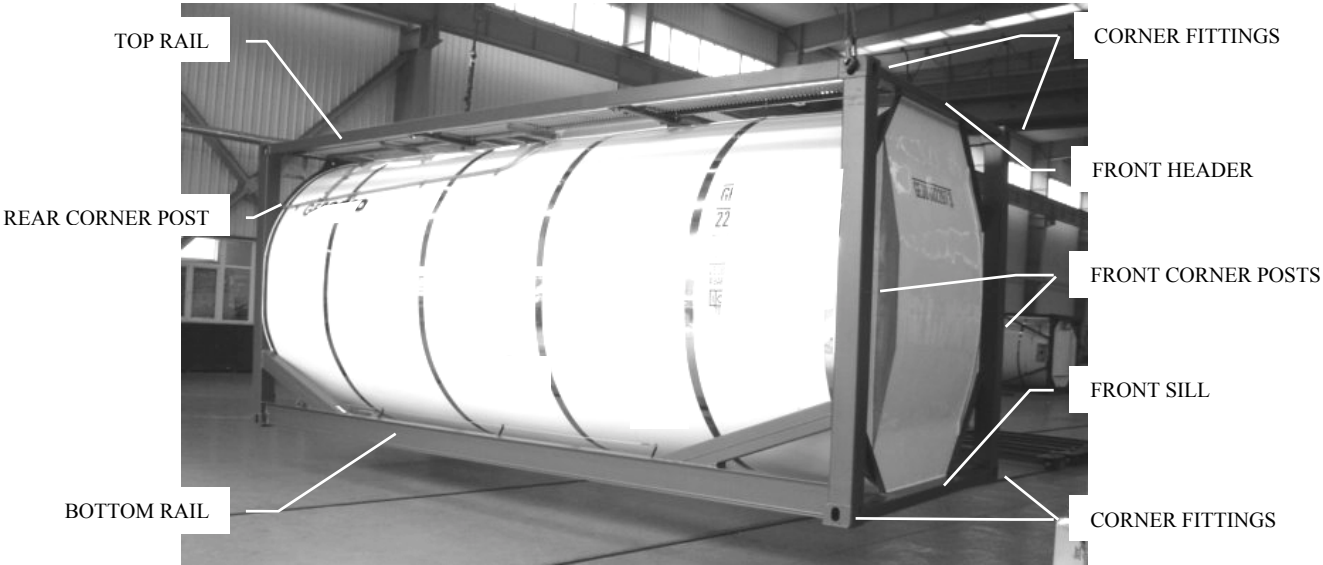
ANNEX 3

DIAGRAMS OF STRUCTURALLY SENSITIVE COMPONENTS

I. General Purpose Container



II. Tank Container



* Treat as corner post