



## **SOP for the Acceptance of Shipper Own Containers (SOC)**

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## 1. PURPOSE

To ensure all Shipper Own Containers (SOC) are in compliance with Container Safety Convention (CSC) and strictly comply with the provisions of Marine Order Part 44 related to Safe Containers.

## 2. DEFINITION OF A SHIPPER OWN CONTAINER (SOC)

A shipper own container is a unit supplied and/or owned by the Shipper.

Typically, shipper own containers are second hand containers bought from a shipping lines or leasing company.

### *a. Partner Lines Equipment*

All shipping line members of alliances or consortium agreements with Maersk /Safmarine/Sealand/Hamburg Sud may be regarded as "Partner Lines" in respect of CSC and their equipment accepted for shipment without further inspection or production of certificates.

### *b. Other Shipping Lines Equipment*

All other shipping lines, provided that they operate an approved CSC scheme, may be regarded as "Partner Lines" in respect of CSC and their equipment accepted for shipment without further inspection or production of certificates. If a line does not operate an approved CSC scheme their equipment must be regarded as SOC and dealt with as below.

**Due to Global restrictions containers from IRISL Group cannot be accepted under any circumstances. This contains following prefixes (TDIU, HDXU, IRSU, BANU, FURU, ALXU, SBAU and HDXU)**

## 3. GENERAL ACCEPTANCE REQUIREMENTS

Maersk/Safmarine/Sealand/Hamburg Sud operates in accordance with The International Conventions for Safe Containers (CSC), and in all aspects complies with the provisions of Marine Order Part 44 Safe Containers or any other similar reference applying in the country of loading and/or destination.

For Shippers Owned Containers certain requirements need to be met prior the booking acceptance.

**SOC Tank containers can only be approved by the Focal points at each location. These focal points are designated persons appointed by the Cluster's EMR Manager and will be preferably from the EMR or Operations department.**



The responsibility for safe operation of containers in the context of the Container Safety Convention rests with the owner (not Maersk or Safmarine or Sealand or Hamburg Sud).

Every Container must have a CSC (*Container Safety Convention*) plate permanently affixed to it when presented to Maersk/Safmarine/Sealand/Hamburg Sud and, if it is not present, the container should be immediately rejected. If the container is being operated under an approved CSC scheme, either ACEP (*Approved Continuous Examination Program*) or PES (*Periodic Examination Scheme*) with a valid ACEP decal or NED (*Next Examination Date*) marked on the CSC plate no further action is required. However, details of the approved scheme are to be submitted on the attached form.

The form and any other certifications provided by the shipper must be kept by the agency for a period of 3 years.

If the shipper does not operate an approved scheme the container is to be examined at the shippers cost by a designated Maersk/Safmarine/Sealand/Hamburg Sud approved Inspection Company before acceptance.

If a SOC to be gated in or loaded is not in compliance with above or, for some other reason, deemed unsafe the shipper must be informed that repairs are necessary and the SOC must be rejected.

#### **a. Modified or non-standard shipper owned containers**

In addition to the general requirements for acceptance a SOC will meet the requirement/standards for shipment as a container if it has;

- The same physical dimensions as a Maersk container
- The same ratings as a Maersk container – Max gross Mass (Weight), Stacking, Racking
- The same appearance as a similar Maersk container i.e. has not been modified
- Modifications include, but are not limited to;
  - o Additional access doors, windows, ventilation louvres, side doors etc.
  - o Conversions e.g Dry to Open Top
- Modified container may only be accepted as containers if they have been tested and the CSC plate marked with the date of modification.

SOC which do not meet the above requirements cannot be shipped as normal containers and, if accepted for carriage as non-containers, will require special stowage and precautions.

Container houses, offices, collapsible accommodation etc. are not containers and may not be accepted for shipment as containers. Subject to approval they may be shipped as so-called modules and will require special stowage on vessels e.g. "nothing on top".



## **b. Compliance with ISO Standards**

SOC must generally comply with the following ISO standards;

- ISO 668, Classification, Dimensions and Ratings (see Guidance on Dimensions and Ratings following).
- ISO 1496, Specification and testing
- ISO 6346 Coding, Identification and Marking (see Guidance on required markings following).

Note that a properly completed CSC plate with all required details will indicate compliance with ISO 1496 (see Guidance on CSC plate details following).

## **4. ACCEPTANCE OF SHIPPER OWNED DRY CONTAINER – ALL TYPES**

### **A. Approvals**

- Must have a valid CSC plate permanently affixed to the container.
- Must have a unique and legible container number permanently attached to the container. This unique container number should be a composition of a four letter prefix and seven numbers. The container prefix and number must be an identical combination wherever it is shown on the container following the algorithm, which can be found at: <https://www.bic-code.org/check-digit-calculator/>
- A Shipper Own Container request form (see attachment) must be provided by the shipper prior to deliver the SOC for transportation, if not received SOC should be rejected.
- SOC Shippers on the Approved Shippers list are exempted from the requirement to submit SOC Request forms and other certification.

### **B. Restrictions**

For loading purposes 20' 9'6" dry containers may ONLY be accepted in pairs i.e. multiples of two. Global Stowage Planning must be advised of container numbers so that stowage in pairs can be arranged.

For loading purposes 10' 8' 6" dry containers may ONLY be accepted in pairs i.e. multiples of two. Two 10' units must be locked together by use of a Class approved connector (such as a "Quick Tie" container connector). Normal twist locks are NOT acceptable for connecting containers. Global Stowage Planning must be advised in order to arrange proper stow as 10' containers have reduced stacking weight allowances and must not be over-stowed. Note that when locked together 2 x 10' containers must be capable of being lifted by a normal 20' spreader i.e. the overall dimension must be the same as one 20' container.



## 5. ACCEPTANCE OF SHIPPER OWN REEFER CONTAINER

### a. Approvals

- Must have a valid CSC plate permanently affixed to the container.
- Must have a unique and legible container number permanently attached to the container. This unique container number should be a composition of a four letter prefix and seven numbers. The container prefix and number must be an identical combination wherever it is shown on the container following the algorithm, which can be found at: <https://www.bic-code.org/check-digit-calculator/>
- A Shipper Own Container request form (see attachment) must be provided by the shipper prior to deliver the SOC for transportation, if not received SOC should be rejected.
- SOC Shippers on the Approved Shippers list are exempted from the requirement to submit SOC Request forms and other certification.
- The reefer must run at 380V/50Hz or 440V/60Hz – same as Maersk /Safmarine/Sealand/Hamburg Sud reefer containers.
- The plug must be ISO standard CEE-17 with the earth pin in the 3 o'clock position.
- The container must be pre-tripped and in running condition when handed over to Maersk/Safmarine/Sealand/Hamburg Sud. If this is not the case, Maersk/Safmarine/Sealand/Hamburg Sud will reject the container for carriage.
- All settings, such as temperature/ventilation/humidity, must be in line with Maersk/Safmarine/Sealand/Hamburg Sud in-house guidelines. No shipper-owned containers will be accepted with a temperature setting below minus 22°C (-8°F).
- A shipper-owned container will not be accepted in hot stuffed condition.
- Shipper-Owned Reefers should be accompanied by a spare parts kit but may be accepted even if a spares kit is not available
- Shippers-Owned Reefers carrying Dangerous Cargo (DCR) follow a separate approval procedure and must always be accompanied by a spare parts kit.
- Maersk/Safmarine/Sealand/Hamburg Sud is to be indemnified for all loss/claim/damage to cargo requiring special heating/cooling in the event of malfunction while in Maersk/Safmarine/Sealand/Hamburg Sud custody.
- If a Genset is required to complete the transportation, the container must have sockets for mounting of the Genset.



### ***b. Malfunctions***

If any malfunction occurs, then it is only required to repair to the extent possible that the available spare parts allow. Repairs involving Maersk owned spare parts to be approved by Vessel Support prior to being undertaken.

Please see ROM (*Reefer Operations Manual*) for additional information regarding SOC reefers.

## **6. ACCEPTANCE OF SHIPPER OWNED TANK CONTAINERS**

### ***a. Approvals***

The tank container make, and model will not be compatible with any container series used by Maersk/Safmarine/Sealand/Hamburg Sud therefore a full spare part kit including repair manuals and electrical diagrams must be supplied to Maersk /Safmarine/Sealand/Hamburg Sud by the customer (not applicable for fuel tanks and/or none live tanks). These items are to follow the container throughout the voyage and will be delivered to consignee with the tank container.

Exceptions to compliance with this requirement may only be on a case by case basis approved by CENCGOMNG and each B/L must be claused as follows:

"Irrespective of non-conformity shipper is requesting cargo to be shipped against indemnification of Carrier and Carriers agents or other sub-contractors for any and all loss/damages arising of this container not being equipped with standard spare part kit."

- Must have a valid CSC plate permanently affixed to the container.
- Must have a unique and legible container number permanently attached to the container. The container prefix and number must be an identical combination wherever it is shown on the container following the algorithm, which can be found at: <https://www.bic-code.org/check-digit-calculator/>
- Tank containers must have a valid certificate issued by an approved classification society and such certificate must be in date and valid for the duration of the journey. Operations departments at the location accepting the SOC tank are responsible for checking the duration of the journey to make sure the certification is not expiring prior to the end of the journey (inspection is due every 30 months from the date of last certification).
- The copy of the certificate presented to the booking office must be a clear and legible scanned copy of the tank's last certificate (can be black and white or color). Blurred or illegible scans, photocopies or faxes are NOT acceptable.
- A Shipper Own Container request form (see attachment) must be provided by the shipper prior to deliver the SOC tank for transportation, if not received SOC tank should be rejected.



- SOC Shippers on the Approved Shippers list are exempted from the requirement to submit SOC Request forms and tank certificates.
- 
- For Tank Shippers it is important to determine if they are members of the International Tank Container Organization (ITCO) or not. It has been agreed with ITCO that their members are entitled to the status of Approved Shippers without the requirement for audit and production of Tank Certificates and Documentation. Claimed membership can be verified on the ITCO site at the following URL:  
<https://international-tank-container.org/>
- **Agencies at each location should have a focal point (preferably from EMR or operations) who will verify the documentation submitted by the customers to make sure the paper work meets all the necessary requirements. This person will be in charge of accepting the SOC tanks at each location.**
- The form and any other certifications provided by the shipper must be kept in archive by the Maersk/Safmarine/Sealand/Hamburg Sud agency for a period of 3 years.
- The tank must run at 380V/50Hz or 440V/60Hz (not applicable for fuel tanks).
- The plug must be ISO standard CEE-17 (MAPCO33mp) with safety pin at 3 o'clock and earth pin at 6 o'clock or adapter must be supplied by the customer. (not applicable for fuel tanks)
- The tank must be pre-tripped and in running condition when handed over to Maersk/Safmarine/Sealand/Hamburg Sud. Should this not be the case, the tank should be rejected for carriage by Maersk/Safmarine/Sealand/Hamburg Sud. (not applicable for fuel tanks)
- Maersk/Safmarine/Sealand/Hamburg Sud is to be indemnified for all loss/claim/damage to cargo requiring special heating/cooling in the event of malfunction while in Maersk/Safmarine/Sealand/Hamburg Sud custody. Clause 10 & 12 of the Maersk/Safmarine/Sealand/Hamburg Sud B/L refers in the event the Shipper is to be held liable for any damages/cleaning costs.
- SOC tank malfunction/issues are handled by CENCGOMNG in accordance with MALREEF Reporting, copying the origin port.
- "Bitutainer" is a Lloyds Approved ISO20" unit with thermal insulation and heating for bulk transport of Bitumen. Subject to the above criteria, these units are acceptable.
- For Heated/Chilled tanks, *RKEM* must be correctly updated with temperature data and update *RKSC/RKEM* with stow code RPP – Requires Reefer Power Plug.



## 7. Approved Shippers

These are regular high volume shippers of SOC who have been appraised for compliance with The International Convention for Safe Containers (CSC) and the provisions of Marine Order Part 44 related to Safe Containers and subsequently approved and listed on the "SOC approved Shippers List" available on Centre EMR intranet.

**An approved shipper may present SOC units for shipment without further proof of CSC scheme or NED validity or last tank certification or the SOC request form being required.**

### ***a. Adding SOC Shippers to the "Approved Shippers" list***

If you have a customer with regular high volumes of SOC that you want to add to the list please contact GLBEQUEMROPS by mail providing following information:

Company name:

Contact person:

Contact details:

Address (including zip code, city and country)

CSC Scheme details: Number, PES/ACEP

Please also advise the type of equipment handled by the shipper (dry container, tank container, etc.) and the approximate volume of SOC units per year the shipper is moving, or wishes to move, with us.

CENEMR will require the Cluster EMR Manager to conduct an appraisal in order to verify that the shipper can be added to the "SOC Approved Shippers List". The Cluster EMR Manager will, on behalf of Maersk/Safmarine/Sealand/Hamburg Sud, verify the shipper's inspection scheme, repair and maintenance records and other relevant information required to certify that indeed the shipper is operating in accordance with The International Conventions for Safe Containers (CSC), and in all aspects complies with the provisions of Marine Order Part 44 related to Safe Containers.

After evaluation of the appraisal by Centre EMR and if results are deemed satisfactory the shipper will be added to the "SOC Approved Shippers List" maintained by Centre EMR.

### ***b. Validity period***

Approval of Shippers in the "SOC approved Shippers List" is valid for a maximum period of 5 years, after which the approval will be withdrawn and the Shipper removed from the





list. Approval may be re-validated before the end of the term by the conducting of an appraisal.

Periodic ad-hoc inspections of approved SOC shippers' equipment should take place as opportunity permits in order that the LOC EMR Manager can be satisfied that the shipper is still fit to be on the list of approved shippers

**Important Note:**

Only Centre EMR can authorize the appraisals and subsequent approval and inclusion of a shipper to the "SOC approved Shippers List".

**8. Guidance on CSC Plate Required Details**

All items marked in yellow below are mandatory and must be marked on the CSC Plate. Note that the CSC Plate may be part of a larger Combined Data Plate.



**MAERSK***Safmarine***HAMBURG****SÜD****SEALAND**  
A MAERSK COMPANY

## 9. Guidance on Required ISO Markings

The numbers and markings noted on the following pictures must be present and indelibly marked on the container.



## 9. Guidance on required ISO Markings (continued)



MAERSK



Safmarine

HAMBURG



SÜD



SEALAND  
A MAERSK COMPANY

Height Marking  
(9'6" containers only)



Container Number  
4 letter prefix,  
6 digit number,  
check digit

**10. Guidelines on Dimensions and Ratings**

Size type		Metric					
		(mm)			(Kg)	(Kg)	(Kg)
		Length	Width	Height	Max Wgt*	Stack **	Rack ***
<b>DRY</b>	20DRY	6.058	2.438	2.591	30.480	192.000	15.240
	40DRY	12.192	2.438	2.591	32.500	192.000	15.240
	40HC	12.192	2.438	2.896	32.500	192.000	15.240
	45HC	13.176	2.438	2.896	32.500	192.000	15.240
<b>REEFER</b>	20RF	6.058	2.438	2.591	30.480	192.000	15.240
	40RF	12.192	2.438	2.591	32.500	192.000	15.240
	40HR	12.192	2.438	2.896	34.000	192.000	15.240
<b>SPECIALS</b>	20OT	6.058	2.438	2.591	32.500	192.000	15.240
	40OT	12.192	2.438	2.591	30.480	192.000	15.240
	40OT HC	12.192	2.438	2.896	32.500	192.000	15.240
	20FR	6.058	2.438	2.591	32.500	192.000	15.240
	40FR	12.192	2.438	2.591	50.500	192.000	15.240
	40FR HC	12.192	2.438	2.896	52.500	192.000	15.240
<b>TANKS</b>	20TK	6.058	2.438	2.591	36.000	192.000	15.240
	40TK	12.192	2.438	2.591	36.000	192.000	15.240

## Notes:

\* Max Wgt – Maximum Gross Weight: May be less than the stated value above but NOT greater

\*\* Stack – Allowable Stacking Weight for 1.8g: May be more than the stated value, if LESS SOC must have a special stow on the vessel

\*\*\* Rack- Racking Test Load; May be more than the stated value, if LESS SOC must have a special stow on the vessel



## Shipper Owned Container ("SOC") Request Form

To: A.P. Møller – Mærsk A/S, trading as Maersk ("Maersk")

We, the undersigned [*customer*], hereby confirm that the below stipulated CSC-Plate is attached to SOC Container Number [*insert container number*]

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and declare that the SOC has undergone inspection in compliance with The International Conventions for Safe Containers (CSC), and in all aspects complies with the provisions of Marine Order Part 44 Safe Containers or any other similar reference applying in the country of loading and/or destination.

For the purpose hereof SOC means a container used for the carriage of cargo owned, leased or otherwise used and operated by us and carried by Maersk as part of any contract of carriage of cargo.

In respect of any loss or damage to the SOC for which Maersk may be found or held liable, it is hereby agreed that the SOC is deemed to form part of the cargo description in the relevant Maersk bill of lading or other transport document, and accordingly any such liability will be subject to the same defenses, exemptions, exclusions and limitations of liability as apply to the cargo itself.

We warrant that; any SOC reefer container(s) and unit(s) shall undergo successfully passed a Pre-Trip Inspection, ensuring the reefer machines are fully operational, safe and in a fit for purpose condition following CSC criteria. The SOC reefer containers shall be suitable and in a safe condition for the carriage of temperature-controlled goods and products, paying attention to any reefer unit spare part kit(s) that may need to be provided, in alignment with this document. We undertake to indemnify and hold Maersk harmless against all losses, claims and damage to cargo in the event of a malfunction or unforeseen events, while the SOC reefer(s) are under Maersk's custody. While SOC Reefer container(s) are under the custody of Maersk, Maersk will endeavour where it is practically possible to mitigate and losses, claims and damages to SOC cargo.

Furthermore, we hereby undertake to indemnify and hold Maersk fully harmless against any claims, liability, loss, damage, fines, taxes, penalties, charges, costs and expenses whatsoever arising as a consequence of any breach of our undertakings in this Request Form.

The law and jurisdiction applicable to this Request Form shall follow the law and jurisdiction applicable to the Maersk bill of lading or other transport document issued in respect of the cargo in the respective SOC.

These details must be supplied to Maersk or its authorized agents, **PRIOR** to delivery of the cargo and the SOC to the Maersk shipping terminal. We acknowledge and agree that it is intended Maersk will not carry cargo and the SOC until this form is completed, signed and tendered to Maersk and accepted by Maersk. Nevertheless, we acknowledge and agree that the terms of this form apply even if this form is submitted after Maersk commences carriage of the cargo and the SOC.

CSC SAFETY APPROVAL				
Approval Reference				
Date Manufactured				
Identification N°				
Maximum Gross Weight		kg		lbs
Allowable Stacking Weight for 1,8 g		kg		lbs
Racking Test Load Value		kg		lbs
Next Examination Date or accept scheme number				

Customer Name: \_\_\_\_\_

Authorized Signatory Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_



## Shipper Owned Container ("SOC") Request Form

To: A.P. Møller – Mærsk A/S, trading as Safmarine ("Safmarine")

We, the undersigned [customer], hereby confirm that the below stipulated CSC-Plate is attached to SOC Container Number [insert container number]

--

and declare that the SOC has undergone inspection in compliance with The International Conventions for Safe Containers (CSC), and in all aspects, complies with the provisions of Marine Order Part 44 Safe Containers or any other similar reference applying in the country of loading and/or destination.

For the purpose, hereof SOC means a container used for the carriage of cargo owned, leased or otherwise used and operated by us and carried by Safmarine as part of any contract of carriage of cargo.

In respect of any loss or damage to the SOC for which Safmarine may be found or held liable, it is hereby agreed that the SOC is deemed to form part of the cargo description in the relevant Safmarine bill of lading or other transport document, and accordingly any such liability will be subject to the same defenses, exemptions, exclusions and limitations of liability as apply to the cargo itself.

We warrant that; any SOC reefer container(s) and unit(s) have successfully passed a Pre-Trip Inspection, ensuring the reefer machines are fully operational, safe and in a fit for purpose condition following CSC criteria. The SOC reefer containers shall be suitable and in a safe condition for the carriage of temperature-controlled goods and products, paying attention to any reefer unit spare part kit(s) that may need to be provided, in alignment with this document. We undertake to indemnify and hold Safmarine harmless against all losses, claims and damage to cargo in the event of a malfunction or unforeseen events, while the SOC reefer(s) are under Safmarine's custody. While SOC Reefer container(s) are under the custody of Safmarine, Safmarine will endeavour where it is practically possible to mitigate and losses, claims and damages to SOC cargo.

Furthermore, we hereby undertake to indemnify and hold Safmarine fully harmless against any claims, liability, loss, damage, fines, taxes, penalties, charges, costs and expenses whatsoever arising as a consequence of any breach of our undertakings in this Request Form.

The law and jurisdiction applicable to this Request Form shall follow the law and jurisdiction applicable to the Safmarine bill of lading or other transport document issued in respect of the cargo in the respective SOC.

These details must be supplied to Safmarine or its authorized agents, **PRIOR** to delivery of the cargo and the SOC to the Safmarine shipping terminal. We acknowledge and agree that it is intended Safmarine will not carry cargo and the SOC until this form is completed, signed and tendered to Safmarine and accepted by Safmarine. Nevertheless, we acknowledge and agree that the terms of this form apply even if this form is submitted after Safmarine commences carriage of the cargo and the SOC.

CSC SAFETY APPROVAL				
Approval Reference				
Date Manufactured				
Identification N°				
Maximum Gross Weight		kg		lbs
Allowable Stacking Weight for 1,8 g		kg		lbs
Racking Test Load Value		kg		lbs
Next Examination Date or accept scheme number				

Customer Name: \_\_\_\_\_

Authorized Signatory Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_



## Shipper Owned Container ("SOC") Request Form

To: A.P. Møller – Mærsk A/S, trading as Sealand a Maersk Company ("Sealand")

We, the undersigned [*customer*], hereby confirm that the below stipulated CSC-Plate is attached to SOC Container Number [*insert container number*]

--

and declare that the SOC has undergone inspection in compliance with The International Conventions for Safe Containers (CSC), and in all aspects, complies with the provisions of Marine Order Part 44 Safe Containers or any other similar reference applying in the country of loading and/or destination.

For the purpose, hereof SOC means a container used for the carriage of cargo owned, leased or otherwise used and operated by us and carried by Sealand as part of any contract of carriage of cargo.

In respect of any loss or damage to the SOC for which Sealand may be found or held liable, it is hereby agreed that the SOC is deemed to form part of the cargo description in the relevant Sealand bill of lading or other transport document, and accordingly any such liability will be subject to the same defenses, exemptions, exclusions and limitations of liability as apply to the cargo itself.

We warrant that; any SOC reefer container(s) and unit(s) has successfully passed a Pre-Trip Inspection, ensuring the reefer machines are fully operational, safe and in a fit for purpose condition following CSC criteria. The SOC reefer containers shall be suitable and in a safe condition for the carriage of temperature-controlled goods and products, paying attention to any reefer unit spare part kit(s) that may need to be provided, in alignment with this document. We undertake to indemnify and hold Sealand harmless against all losses, claims and damage to cargo in the event of a malfunction or unforeseen events, while the SOC reefer(s) are under Sealand's custody. While SOC Reefer container(s) are under the custody of Sealand, Sealand will endeavour where it is practically possible to mitigate and losses, claims and damages to SOC cargo.

Furthermore, we hereby undertake to indemnify and hold Sealand fully harmless against any claims, liability, loss, damage, fines, taxes, penalties, charges, costs and expenses whatsoever arising as a consequence of any breach of our undertakings in this Request Form.

The law and jurisdiction applicable to this Request Form shall follow the law and jurisdiction applicable to the Sealand bill of lading or other transport document issued in respect of the cargo in the respective SOC.

These details must be supplied to Sealand or its authorized agents, **PRIOR** to delivery of the cargo and the SOC to the Sealand shipping terminal. We acknowledge and agree that it is intended Sealand will not carry cargo and the SOC until this form is completed, signed and tendered to Sealand and accepted by Sealand. Nevertheless, we acknowledge and agree that the terms of this form apply even if this form is submitted after Sealand commences carriage of the cargo and the SOC.

CSC SAFETY APPROVAL				
Approval Reference				
Date Manufactured				
Identification N°				
Maximum Gross Weight		kg		lbs
Allowable Stacking Weight for 1,8 g		kg		lbs
Racking Test Load Value		kg		lbs
Next Examination Date or accept scheme number				

Customer Name: \_\_\_\_\_

Authorized Signatory Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_





## Shipper Owned Container ("SOC") Request Form

To: A.P. Møller – Mærsk A/S, trading as Hamburg Sud ("Hamburg Sud")

We, the undersigned [*customer*], hereby confirm that the below stipulated CSC-Plate is attached to SOC Container Number [*insert container number*]

--

and declare that the SOC has undergone inspection in compliance with The International Conventions for Safe Containers (CSC), and in all aspects, complies with the provisions of Marine Order Part 44 Safe Containers or any other similar reference applying in the country of loading and/or destination.

For the purpose, hereof SOC means a container used for the carriage of cargo owned, leased or otherwise used and operated by us and carried by Hamburg Sud as part of any contract of carriage of cargo.

In respect of any loss or damage to the SOC for which Hamburg Sud may be found or held liable, it is hereby agreed that the SOC is deemed to form part of the cargo description in the relevant Hamburg Sud bill of lading or other transport document, and accordingly any such liability will be subject to the same defenses, exemptions, exclusions and limitations of liability as apply to the cargo itself.

We warrant that; any SOC reefer container(s) and unit(s) have successfully passed a Pre-Trip Inspection, ensuring the reefer machines are fully operational, safe and in a fit for purpose condition following CSC criteria. The SOC reefer containers shall be suitable and in a safe condition for the carriage of temperature-controlled goods and products, paying attention to any reefer unit spare part kit(s) that may need to be provided, in alignment with this document. We undertake to indemnify and hold Hamburg Sud harmless against all losses, claims and damage to cargo in the event of a malfunction or unforeseen events, while the SOC reefer(s) are under Hamburg Sud's custody. While SOC Reefer container(s) are under the custody of Hamburg Sud, Hamburg Sud will endeavour where it is practically possible to mitigate and losses, claims and damages to SOC cargo.

Furthermore, we hereby undertake to indemnify and hold Hamburg Sud fully harmless against any claims, liability, loss, damage, fines, taxes, penalties, charges, costs and expenses whatsoever arising as a consequence of any breach of our undertakings in this Request Form.

The law and jurisdiction applicable to this Request Form shall follow the law and jurisdiction applicable to the Hamburg Sud bill of lading or other transport document issued in respect of the cargo in the respective SOC.

These details must be supplied to Hamburg Sud or its authorized agents, **PRIOR** to delivery of the cargo and the SOC to the Hamburg Sud shipping terminal. We acknowledge and agree that it is intended Hamburg Sud will not carry cargo and the SOC until this form is completed, signed and tendered to Hamburg Sud and accepted by Hamburg Sud. Nevertheless, we acknowledge and agree that the terms of this form apply even if this form is submitted after Hamburg Sud commences carriage of the cargo and the SOC.

CSC SAFETY APPROVAL				
Approval Reference				
Date Manufactured				
Identification N°				
Maximum Gross Weight		kg		lbs
Allowable Stacking Weight for 1,8 g		kg		lbs
Racking Test Load Value		kg		lbs
Next Examination Date or accept scheme number				

Customer Name: \_\_\_\_\_

Authorized Signatory Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_