



MAERSK
LINE

29 February 2012

MAERSK LINE GLOBAL EQUIPMENT CLEANING
GUIDELINES

CENOPSEMR
COPENHAGEN

MAERSK LINE GLOBAL EQUIPMENT CLEANING GUIDELINES

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1. GENERAL STATEMENT OF CLEANLINES

This statement refers to the state of cleanliness of ALL containers used for the carriage of dry, special or reefer cargoes by sea.

Maersk Line requires that containers be returned in a clean condition, failure to do so may mean that the container will not be accepted or costs associated with subsequent cleaning will be charged to the previous shipper and/or consignee. This requirement is clearly specified and required in the Bill Of Lading contract:

"...If Containers supplied by or on behalf of the Carrier are unpacked by or for the Merchant, the Merchant is responsible for returning the empty Containers, with interiors clean, odour free and in the same condition as received, to the point or place designated by the Carrier, within the time prescribed. Should a Container not be returned in the condition required and/or within the time prescribed in the Tariff, the Merchant shall be liable for any detention, loss or expense incurred as a result thereof..."

It is imperative that no attempt is made to enter or clean a container until any residue has been identified and the appropriate cleaning instructions have been received. In case of doubt about how to treat residues proceeding from previous commodities, the Dangerous Cargo department of Maersk Line should be consulted for advice on the previous cargo and cleaning instructions.

A container shall be considered clean if there is no presence of:

- Dangerous cargo / IMDG labels, marks or signs.
 - Loose soil, sand, mud, dirt, cargo residue, dunnage or other general rubbish.
 - Infestation by animals, insects, fungi or any other living organism.
 - Cargo securing devices such as metal or wire straps, cables, chains, string, rope etc...
 - Tape plastic and/or any other material.
 - Glue or adhesive or any other sticky material on walls, floor, ceilings etc.
 - Nails bolts or any other fixing devices protruding above the level of the floor.
 - Any persistent, obnoxious or unpleasant odour in the container that is liable to affect future cargoes.
 - Marks, stains, or contaminations which are wet and/or transferable, including hydraulic fluid from cargo handling equipment.
 - Loose sealant, internally in reefers.
-

See accompanying tables for specific criteria relating to container types.

A container will be considered unclean if there is presence of large amounts of dry glue, internal or external graffiti, adhesive or any other sticky material or other cargo related substances, which can be directly related to the previous shipper and/or consignee.

For reefer containers there should be no sign of organic residues or persistent odours from previous cargoes

The level of container cleanliness may be specified by the local Customer Service organisation to suit individual shippers' requirements.

2. CLEANING CRITERIA

2.1. INTRODUCTION

It is imperative that no attempt is made to enter or clean a container until it has been determined that it is safe to do so. Special care must be exercised where containers display Dangerous Cargo labels, marks or signs or the remnants of labels, marks or signs. Strong odours or unidentified residues may also indicate the presence of toxic or possibly toxic substances. When signs or traces of contamination are found or where there is any doubt about whether a residue is Dangerous or not the container should be closed and isolated and the Dangerous Cargo department of ML contacted to identify the residue and advise the appropriate cleaning instructions.

DO NOT ATTEMPT TO CLEAN UNTIL THE SUBSTANCE HAS BEEN IDENTIFIED AND APPROPRIATE CLEANING INSTRUCTIONS HAVE BEEN RECEIVED.

Reefer containers must not contain any kind of residue when released for packing. The normal clean for a reefer container is either a hot water wash or a steam-clean.

Appropriate precautions e.g. venting thoroughly, are to be taken before entry especially for Controlled or Modified Atmosphere (CA, MA) reefer containers as a low oxygen atmosphere may be present, never assume that the atmosphere is safe and vent unit before entering, however it is important to mention that low oxygen levels should have been ventilated during the unstuffing of the import cargo.

No material or agent may be used for the cleaning of containers that contains Chlorine, Phenol or any other chemical that could result in a residue liable to taint future cargoes. This is especially important for reefer containers, which are designed to carry foodstuffs.

2.2. CLEANING CRITERIA TABLE FOR DRY CONTAINERS

COMPONENT	CONDITION	ACTION REQUIRED	REFER TO SECTION
Interior And Exterior	Labels, marks or signs including Dangerous or potentially Dangerous	REMOVE	3.2.1
	Contamination Dangerous or potentially Dangerous.	If condition could be threatening to human life or health container may be rejected at gate. Otherwise container must be segregated and Consignee or ML contacted to establish type of contaminant and appropriate action. Do not attempt to clean until instructions are received.	3.2.2 or 3.2.3 or 3.2.6
	Graffiti: Racist comments or offensive language only.	REMOVE or OBLITERATE	3.2.11
	Protruding nails	REMOVE	3.2.10
Interior	Soil, sand, mud or other loose residue or dirt in excess of that which would generally remain after a sweep out.	Should not be accepted by Depot if exhibiting these conditions. CLEAN	3.2 or 3.2.2
	Patch (of any size) of sticky glue	REMOVE	3.2.9
	Infestation	REMOVE & CLEAN	3.2.4
	Persistent Odour	CLEAN & VENTILATE	3.2.6
	Standing water	REMOVE	3.2.8
	Organic residues e.g. Beans, grains, seeds etc.	REMOVE	3.2 or 3.2.2
	Cargo securing devices such as metal or wire straps, cables, chains, string, and rope etc. including tape, subject to impinging into cube.	REMOVE	3.2.12
	Graffiti: Racist comments or offensive language only.	REMOVE or OBLITERATE	3.2.11
Floors	Transferable stains but not including tyre marks.	If any single stain exceeds 25mm in diameter OR if 5 or more stains are dispersed with a single quadrant of floor surface area: CLEAN All transferable stains with liquids pooled above the floor surface or within a gouge: CLEAN	3.2.7 3.2.7
	Protruding nails	REMOVE	3.2.10

2.3. CLEANING CRITERIA TABLE FOR REEFER CONTAINERS

The ML standard clean for a reefer container is either a high-pressure hot water wash or a steam clean. However reefer containers must be cleaned in accordance with local quarantine requirements before release for packing, even if they differ from these criteria.

COMPONENT	CONDITION	ACTION REQUIRED	Refer to Section
Interior And Exterior	Labels, marks or signs, especially Dangerous or potentially Dangerous	REMOVE	3.4.1
	Contamination (Dangerous or potentially Dangerous)	If condition could be threatening to human life or health container may be rejected at gate. Otherwise container must be segregated and Consignee or ML contacted to establish type of contaminant and appropriate action. Do not attempt to clean until instructions are received.	3.4.2 or 3.4.3
	Graffiti: Racist comments or offensive language only	REMOVE or OBLITERATE	3.4.11
Interior	Soil, sand, mud or other loose residue or dirt	Should not be accepted by Depot if exhibiting these conditions. REMOVE & WASH or STEAM-CLEAN	3.4.2
	Patch (of any size) of sticky glue	Should not be accepted by Depot if exhibiting these conditions. REMOVE	3.4.9
	Infestation	Should not be accepted by Depot if exhibiting these conditions. REMOVE & STEAM-CLEAN	3.4.4
	Persistent Odour	Should not be accepted by Depot if exhibiting these conditions. WASH or STEAM-CLEAN, VENTILATE	3.4.6
	Standing water	Should not be accepted by Depot if exhibiting these conditions. REMOVE	3.4.8
	Organic residues e.g. Blood, Meat, Fish, beans, grains, seeds etc.	Should not be accepted by Depot if exhibiting these conditions. REMOVE & WASH or STEAM-CLEAN	3.4.2
	Cargo securing devices such as metal or wire straps, cables, chains, string, rope, tape etc	Should not be accepted by Depot if exhibiting these conditions. REMOVE	3.4.12
Floors and Walls	Transferable stains & tyre marks	REMOVE & WASH or STEAM-CLEAN	3.4.7
	Floor Drain holes	Clean, prove clear and operating correctly	3.4.14

2.4. CLEANING CRITERIA – CONTAINERS THAT HAVE PREVIOUSLY CONTAINED DANGEROUS, HAZARDOUS, POTENTIALLY DANGEROUS OR OBNOXIOUS CARGOES

These criteria to be applied in addition to the criteria noted in **Tables 2.1** and **2.2** as applicable.

COMPONENT	CONDITION	ACTION REQUIRED	Refer to Section
Interior And Exterior	Labels, marks or signs, Dangerous or potentially Dangerous	After cleaning labels to be REMOVED.	3.4.1
	Contamination, Dangerous or potentially Dangerous.	If condition could be threatening to human life or health container may be rejected at gate. Otherwise container must be segregated and Consignee or ML Dangerous Cargo department contacted to establish type of contaminant and appropriate action. Do not attempt to clean until instructions are received.	3.4.2 or 3.4.3
Interior	Soil, sand, mud or other loose residue or dirt in excess of that which would generally remain after a sweep out.	Should not be accepted by Depot if exhibiting these conditions. Advice via DG department should be requested or via Shipper.	3.4.1
	If contamination most likely toxic, corrosive, combustible and/or contaminated dirt has been discovered.	When necessary via DG department Plan of Approach should be initiated. Container number is required for the history and to enable quick access for retrieving information from ML system. Do not attempt to clean until instructions are received. CLEAN AS ADVISED	
	Persistent Odour	CLEAN & VENTILATE	3.4.6

3. **CLEANING METHODS**

3.1. **INTRODUCTION**

This section contains general recommendations on cleaning including a selection of possible cleaning methods for various conditions. Consult the Definition of Terms in the Appendix if in doubt about any term.

The most economical cleaning method should be chosen which is both effective and has the least adverse environmental impact. Careful consideration should be given to selecting the proper cleaning method so that multiple cleaning of a condition is minimised.

A container that has been accepted by a depot with any condition that might be harmful to human life or health must be segregated until the condition has been established and appropriate treatment advice received. If the contamination is identified as Dangerous the cleaning depot must seek specialist advice on the correct method of cleaning. **Do not attempt to clean until appropriate cleaning instructions have been received.**

In cases where water wash or steam clean is required cleaning personnel should carefully check for and be aware of any spillage from previously cargo or fumigant remainder which might react violently with water and/or might have asphyxiant and/or toxic effects.

Caution must be observed when water washing or steam cleaning near electrical power supplies to avoid electric shock, electrocution and/or severe burns.

ALL safety precautions as indicated by the manufacturer must be followed when using ANY chemical treatment including, but not limited to, cleaning compounds, insecticides, fungicides, fumigants or any other chemical agent.

3.2. **PERSONAL PROTECTION EQUIPMENT**

Contractors and vendors carrying out cleaning and other EMR services to **MAERSK LINE** are required to have an own Health, Safety and Environment Policy that covers all necessary instructions according to local and container business regulations. The lack of this Policy should be sufficient to determine an immediate cancellation of the existing contract.

3.3. GENERAL CLEANING METHODS

Select the best and most economical method for each situation from the alternatives below. The method chosen must not have any detrimental effect on any part of the container e.g. original paint, wooden floor etc. and should have minimal adverse environmental impact:

- Sweep out.
- Vacuum clean.
- Spread absorbent powder then sweep out or vacuum clean.
- Low pressure water-wash (usually cold water, no detergent).
- Scraping or using a sanding disk or wire brush.
- Full floor sanding – not to be applied to containers fitted with “Greentech” bamboo laminate floor panels.
- High pressure water wash - recommended minimum pressure 7580 KPa (1090psi):
 - ❖ Cold without detergent.
 - ❖ Hot without detergent - recommended minimum temperature 45C (113F)
 - ❖ Cold with detergent.
 - ❖ Hot with detergent.
- Steam clean - recommended minimum pressure 7580 KPa (1090psi), minimum temperature 100C (212F):
 - ❖ Without detergent.
 - ❖ With Detergent.
- Spread solvents with a rag.
- Refurbishment using abrasive blasting.
- Replacement of component.

3.4. SPECIFIC CLEANING METHODS

Following are methods recommended for cleaning specific conditions as listed in the Cleaning Criteria tables:

3.4.1. Labels, Marks or Signs

A cold high-pressure water wash without detergent should be used to loosen paper labels. If this is insufficient the labels should be removed by scraping. If mechanical methods are insufficient apply solvents to the label with a rag then remove label by scraping.

- Vinyl labels should be removed by loosening the edge with a scraper and peeling off.
 - Moderate heat and/or solvents may be applied to aid in loosening the label.
 - Labels held on with a wire should be removed by cutting the wire and detaching the label.
-

3.4.2. Dry Contamination (Debris or Dirt)

☐ Dangerous

If the contamination is known to be threatening to human life or health container should be rejected at the gate. Otherwise the container must be segregated and no attempt at cleaning should be made until the consignee or ML Dangerous Cargo department has been contacted, the type of contaminant identified and the appropriate method of treatment advised.

☐ Non-Dangerous

Sweep out or vacuum clean the container. If this is insufficient, or if the contamination resists removal by sweeping or vacuum cleaning, remove by scraping with appropriate hand tools. Application of solvents with a rag may help to loosen contaminants. Serious or widespread contamination may require removal, as a last resort, by sanding or abrasive blasting. Such action should NOT be taken unless advance approval of ML is obtained. It is not necessary to clean the entire container unless the entire surface is contaminated.

3.4.3. Wet Contamination

☐ Dangerous

If the contamination is known to be threatening to human life or health the container involved should be rejected at the gate. Otherwise the container must be segregated and no attempt at cleaning should be made until the consignee or ML Dangerous Cargo department has been contacted, the type of contaminant identified and the appropriate method of treatment advised.

Liquids in a closed container may vaporise and form a contaminating gas. If a gas or odour is detected determine if it is Dangerous. Proceed in accordance with the repair method listed in paragraph 3.2.6

☐ Non-Dangerous

If a drop or pool of liquid is on the floor surface, or within a gouge, blot or wipe dry thoroughly with absorbent paper, sponge or rag. When no standing liquid remains spread an absorbent powder, capable of absorbing the type of contaminant, is to be used and sweep out or vacuum clean once the contaminant is fully absorbed.

If this fails or is not feasible use high-pressure water (hot or cold) to wash out the contaminant. If necessary add detergent to the wash water. If this is insufficient steam-clean the contaminated area. It is not necessary to clean the entire container unless the entire surface is contaminated.

3.4.4. Infestation

Segregate the container and determine the type of infestation. If necessary contact the consignee or an extermination company for guidance. Remove (if possible) or neutralise the infestation using an insecticide, fungicide, fumigant or other chemical or mechanical agent. If a residue remains after the infestation has been removed, remove it in accordance with **Section 3.4.2** or **3.4.3** if this is insufficient, or if a component is damaged by the infestation, replace the component. Ensure that disposal of infested components is done in a safe and sanitary manner so that the infestation can not spread and that personnel and/or the environment will not be harmed by the infestation or any poisons used in destroying the infestation. Follow all safety precautions as indicated by the manufacturer of the insecticide, fungicide, fumigant or other chemical agent used.

3.4.5. Paint Contamination

Contamination should be removed using the methods outlined in **Sections 3.4.2** or **3.4.3**. After contaminants are removed determine whether or not the primer coat is intact. If it is, ensure that the primer coat is free from dirt, oils or solvents and re-apply topcoat. If the primer is not intact, or if its condition is uncertain, abrasive blast the metal substrate to near white metal and apply approved primer and topcoat. Repair should be restricted to affected areas only.

For more instructions, pls refer to the Guidelines to the Condition of Paintwork Damage in GLBEQUEMR enable site:

http://maerskline.apmoller.net/operations/equipment%20management/Centre%20Equipment%20MNR/EMR_Libraries/STS,%20Inspections%20and%20Repair%20Manuals/Pages/default.aspx

In the case of paint separation, if the separation was not caused by contamination and there is no evidence of mechanical damage, segregate the container and contact the Maersk Line EMR Operations Manager. Do not disturb the paint surface pending Maersk Line EMR Operations Manager's guidance since a warranty claim with a paint manufacturer may ensue before repair is authorised.

3.4.6. Persistent Odour

Not all odours in a container may be of a persistent nature, which require cleaning action in accordance with Table 2.1. Consult the Appendix: Definitions of Terms, to determine whether or not an odour qualifies as being persistent and therefore subject to cleaning.

If the source of the odour is known to be Dangerous or is unknown segregate the container, with the doors closed, and contact the consignee or **Maersk Line Dangerous**

Cargo department to determine appropriate treatment. If the source is known to be non-Dangerous remove it before attempting to neutralise the odour. Use the appropriate method in **Section 3.4.2, 3.4.3** or **3.4.4**.

Once the source of the odour has been removed ventilate the container by opening and tying back the doors, using fans to assist ventilation if possible.

3.4.7. Liquids and Transferable Stains

If a drop or pool of liquid is on the floor surface blot or wipe dry with absorbent paper, sponge or rag. After the drop or pool of liquid has been removed spread an absorbent powder on the floor and sweep out or vacuum out once fully absorbed. If that fails, or the use of absorbent powder is not appropriate, apply an emulsifying agent (such as detergent) directly then remove the residue with a sponge or a rag. If these methods are not adequate, or if the stains are extensive, use a high-pressure water wash.

3.4.8. Condensation or Standing Water (and other miscellaneous wet conditions)

Mop up standing water and allow the remaining moisture to evaporate. Ventilate by opening and tying back doors using fans to speed up drying if possible. In severe cases mechanical dryers (heaters) or fans may aid evaporation.

3.4.9. Glue Residues

□ Sticky or Wet Glue

Sticky or wet glue may be made non-sticky by applying non-perfumed talcum powder to affected areas. Once the residues have been rendered non-sticky determine if further cleaning is required. If residues require being removed scraping or application of solvents can remove them.

□ Non-Sticky or Dry Glue

Non-sticky or dry glue that is required to be cleaned should be prepared and painted over using owner-approved coatings. If residues require to be removed scraping or application of solvents can remove them.

3.4.10. Protruding Nails

Remove nails by driving or pulling out. If resulting nail holes are over 6mm in diameter repair the hole by filling or sealing. If a nail hole is less than 6mm in diameter the hole

need not be repaired unless it is not light tight. If the nail can not be removed without damaging the floor drive the nail head flush with the surface and bend the point over against the reverse side of the wooden floor. Ensure that the point does not protrude in a way that might damage objects or injure personnel.

3.4.11. Graffiti

Use a cleaning solvent or owner approved cleaning product applied with a rag to remove graffiti. If the underlying paint is damaged before or during the repair, remove solvent residues; let the component dry then wipe clean and prime and topcoat. If the graffiti cannot easily be removed prepare the surface and paint over with owner-approved topcoat.

3.4.12. Cargo Securing Devices including Tape

Detach and remove securing devices. If permanent components of the container are damaged by the removal repair the components.

Loosen and peel off tape using solvents or moderate heat as necessary in order to leave a clean surface. If any residue remains remove it using a solvent. Restore any damaged paint by cleaning, priming and top coating as required.

3.4.13. Reefer Container Floor Drain holes

Clean drains with high-pressure water hose. Prove drains clear and operating correctly by pouring water through and observing correct drainage. If drains are not operating correctly (draining) remove cap and float ball cage and free up and clean float balls if applicable.

3.4.14. Fumigation Residues

Containers that contain fumigant residues should be refused at turn-in to a depot.

If there is a requirement to clean by a contractor/depot the residues must be handled with great care and appropriate safety precautions must be taken e.g. ventilated area, NEVER storage in waste bins and/or accommodation and residues to be treated as chemical waste.

4. DEFINITION OF TERMS

The following is a glossary of terms used within this cleaning guide:

Contamination (Dangerous)

Any residue, wet or dry, known to be of harmful nature or of an unknown nature that may be harmful to human life or health.

Contamination (Non-Dangerous)

Any residue, wet or dry, known not to be Dangerous. This includes cargo packaging and dunnage as well as any other material or substance that has permeated or is clinging to the container surfaces. However, stains that have permeated into the container surfaces but will not harm cargo are not to be considered contamination.

Desiccant

Substance capable of absorbing large amounts of moisture e.g. silica gel crystals.

Glue (Dry)

Glue IN which adhesive properties have expired.

Glue (Sticky)

Glue that still has adhesive properties.

Graffiti

Marks or notations applied directly to the container other than the original markings or markings applied at the direction of ML.

Dangerous Cargo Labels, Marks or Signs

Labels that are affixed to a container to warn of the presence of Dangerous cargo inside during shipment. The International Maritime Dangerous Goods Code (IMDG) requires these labels to be removed from the container after the cargo has been discharged.

Infestation

Presence of insects, rodents, fungi, other living creatures, organisms or matter (including nests).

Labels

Temporary stickers attached to the container by the user.

Odour (Persistent)

Any smell of a particular substance or of an unpleasant nature within the container that remains after the container has been vented with the doors fully open for 30 minutes then closed and re-opened at least 24 hours later. Any smell which could reasonably be expected to taint a future general cargo.

Transferable stain

Discoloration of any interior surface that adheres to the fingers when rubbed. This Does not include tyre marks and normal surface dust in GP containers.

5. MAERSK LINE CONTACTS FOR DANGEROUS RESIDUE IDENTIFICATION

Global Dangerous Cargo Management (London, UK)

<http://maerskline.apmoller.net/operations/scm/Dangerous%20Cargo/Pages/default.aspx>

Name	Address	Tel no	Fax no	Mobile no
John Leach	john.charles.leach@maersk.com	+442032176122	+442074416225	+447767237627
Debbie Risbridger	cendcr@maersk.com	+442032176019	+442074416225	+447824837088
John Neale	cendcr@maersk.com	+442032176143		+447919304250

6. MAERSK LINE BASIC "FOOD GRADE" CONTAINER STANDARD DEFINITION

The following constitutes the **Maersk Line** definition of a basic Food Grade container, which should be suitable for acceptance by the majority of shippers who may require such a container (for carrying foodstuffs).

“Food Grade” containers, as identified in RKEM, must not be used for carriage of lower grade cargoes which will render them unsuitable for future use as food grade.

6.1. Exterior Standard

- The outer skin shall be intact and weatherproof.
- There shall be no hazardous labels or labels related to previous cargo.
- No daylight shall be visible from the inside of the container when the doors are shut.
- Door seals on general cargo containers shall be weatherproof.

Hinges and handle latches shall be operable. Secura-cam door locks shall be in good repair and able to be bolt sealed. It is important that the container is weatherproof. The external surfaces of the container should be examined to ensure that there is no physical damage that would allow water to enter.

The interior of the container should be examined with the doors closed. Rust holes or damage will be visible due to the entry of light at these points. Look for evidence of leaks that may show up as stains on the walls or roof, or damp patches on the floor. External walls and doors should be checked for labels from previous cargoes. All labels are to be removed.

The serial number of the container is to be visible on all three outer walls and on the door. Door seals are to be intact. And able to ensure a waterproof seal is obtained. The surfaces they seal on are to be smooth and free of rust. Rusty Sills that do not allow a Weatherproof Seal are Unacceptable.

6.2. Interior Standard

- There shall be no protrusions (nails, bolts, etc) that could damage or restrict cargo.
 - There shall be no graffiti or labels relating to previous cargoes.
 - Walls shall be clean to touch with no excessive rust, loose or flaking paint.
 - There shall be no residue from previous cargoes.
 - There shall be no debris.
 - There shall be no mould.
 - There shall be no free water on interior metal.
 - There shall be no pests present in the container.
 - There shall be no harmful or offensive odours (e.g. phenol, paint, chlorine, chemicals or mustiness).
-

6.3. General Requirements

The internal wall and floor surfaces are to be clean to touch. Flaking paint and transferable rust are not acceptable, as they may mark the cargo.

Protrusions such as bolts and jagged repairs are not allowed as they may result in tearing or chaffing of the packaging during transit. If the floor is stained (but dry) from the previous cargo, it will be acceptable provided the stain is not transferable.

Unacceptable floor condition, residues from previous cargoes are not acceptable.

6.4. Odours

Except for recently painted containers, most odours emanate from the floor. Some are due to spillage from previous cargoes that have been absorbed by the wood and released over a period of time. Others, like musty odours, are produced by microbial action on substances in the wood. It is important to try to establish whether or not an odour or smell is persistent or simply due to the container being closed up for a period of time. Containers with persistent odours should not be designated as food grade.

6.5. Costs for Upgrading Food Grade Containers

Upgrading of containers should not occur unless it is verified that corresponding revenue exists for this additional service. It must be ensured that the associated costs for such excessive cleaning are recovered from the customers in the freight charged, using freight type **CNS "Container Nomination Service"**.

When it has been verified that costs have been covered as above the following code may be used:

STS code 0912 (see next section for Cleaning Costs Codes)

Experience shows that sales staff is partly of the opinion that costs related to food grade conditions are to be borne by EMR "since they have to provide the required equipment to the customers". Be advised that all upgrades are an additional service for which a cost must be levied to the customer.

7. MAERSK LINE CLEANING DEFINITIONS

7.1. STS 0806 - Remove Nails

This is defined as the removal of nails and similar foreign objects that are protruding from the wooden members, floorboards for instance, of containers which are left behind from securing dunnage (among other things) by shippers/consignees.

7.2. STS 0910 – Food Grade (Only Oceania/France)

This is defined as an additional service where a container is upgraded to a standard of cleanliness that is in excess of our in-house MCIC/MRIC standards so that it can satisfy shipper's stringent requirements for transporting foodstuff. This STS code is restricted and can only be used by countries in **Oceania and France**.

7.3. STS 0912 – Cleaning in Excess of MCIC

This is essentially the same as STS 0910 Food Upgrade except that it is open for clusters other than Oceania and France to use when cleaning/repairing containers.

7.4. STS 0914 - Internal Cleaning (Full Import/MTY Pos)

This is defined as the cleaning of the interior of both full import and positioned empty containers. This definition covers cleaning methods including but not limited to sweeping, washing with and without soap, cleaning with chemical cleaning substances, steam cleaning and cleaning with a pressure hose. The extent of time used in this cleaning will depend on the type of cleaning used in every occasion, with a maximum permitted time of 0.20 hours.

7.5. STS 0919 - MECHANICAL CLEAN (ONLY AFTER GLBEMR'S APP)

This is defined as the removal of paint and glue residue with the use of grinding tools from small areas of the internal panels of a container. Once removal is complete the exposed steel patches will be primed & painted.

8. MAERSK LINE STANDARD TIME SYSTEM CLEANING COSTS (Material+Time)

Manual Code	Repair Code	Mode	Repair Description	Max Pieces	Max Hours
MAER	0806	01	REMOVE NAILS	1.00	0.10
MAER	0806	03	REMOVE NAILS	1.00	0.10
MAER	0806	04	REMOVE NAILS	1.00	0.10
MAER	0806	05	REMOVE NAILS	1.00	0.10
MAER	0806	06	REMOVE NAILS	1.00	0.10
MAER	0806	07	REMOVE NAILS	1.00	0.10
MAER	0910	01	FOOD UPGRADE (ONLY OCEANIA/FRANCE)	1.00	0.00
MAER	0910	03	FOOD UPGRADE (ONLY OCEANIA/FRANCE)	1.00	0.00
MAER	0910	04	FOOD UPGRADE (ONLY OCEANIA/FRANCE)	1.00	0.00
MAER	0910	05	FOOD UPGRADE (ONLY OCEANIA/FRANCE)	1.00	0.00
MAER	0910	06	FOOD UPGRADE (ONLY OCEANIA/FRANCE)	1.00	0.00
MAER	0910	07	FOOD UPGRADE (ONLY OCEANIA/FRANCE)	1.00	0.00
MAER	0912	01	CLEANING IN EXCESS OF MCIC	5.00	0.10
MAER	0912	03	CLEANING IN EXCESS OF MCIC	5.00	0.10
MAER	0912	04	CLEANING IN EXCESS OF MCIC	5.00	0.10
MAER	0912	05	CLEANING IN EXCESS OF MCIC	5.00	0.10
MAER	0912	06	CLEANING IN EXCESS OF MCIC	5.00	0.10
MAER	0912	07	CLEANING IN EXCESS OF MCIC	5.00	0.10
MAER	0914	00	INTERNAL CLEANING (FULL IMPORT/MTY POS)	1.00	0.20
MAER	0914	01	INTERNAL CLEANING (FULL IMPORT/MTY POS)	1.00	0.20
MAER	0914	02	INTERNAL CLEANING (FULL IMPORT/MTY POS)	1.00	0.20
MAER	0914	03	INTERNAL CLEANING (FULL IMPORT/MTY POS)	1.00	0.20
MAER	0914	04	INTERNAL CLEANING (FULL IMPORT/MTY POS)	1.00	0.20
MAER	0914	05	INTERNAL CLEANING (FULL IMPORT/MTY POS)	1.00	0.20
MAER	0914	06	INTERNAL CLEANING (FULL IMPORT/MTY POS)	1.00	0.20
MAER	0914	07	INTERNAL CLEANING (FULL IMPORT/MTY POS)	1.00	0.20
MAER	0914	43	INTERNAL CLEANING (FULL IMPORT/MTY POS)	1.00	0.20
MAER	0914	71	INTERNAL CLEANING	10.00	0.10
MAER	0919	00	MECHANICAL CLEAN (ONLY AFTER GLBEMR'S APP)	2.00	1.00
MAER	0919	02	MECHANICAL CLEAN (ONLY AFTER GLBEMR'S APP)	2.00	1.00
MAER	0919	03	MECHANICAL CLEAN (ONLY AFTER GLBEMR'S APP)	2.00	1.00
MAER	0919	04	MECHANICAL CLEAN (ONLY AFTER GLBEMR'S APP)	2.00	1.00
MAER	0919	05	MECHANICAL CLEAN (ONLY AFTER GLBEMR'S APP)	2.00	1.00

MAER	0919	07	MECANICAL CLEAN (ONLY AFTER GLBEMR'S APP)	2.00	1.00
MAER	0919	10	MECANICAL CLEAN (ONLY AFTER GLBEMR'S APP)	2.00	1.00
MAER	0919	71	MECANICAL CLEAN (ONLY AFTER GLBEMR'S APP)	10.00	0.50

NOTES:

- Any internal cleaning done as part of a PTI must be included, if necessary, in same workorder/mode 43. Cleanings in mode 00/02 should only be done in case PTI or unit repair is not done.
- Repair code 0919 is not compatible with any cleaning code in the same workorder, case of doubt contact ahmed.zia@maersk.com or achim.witte@maersk.com

CENOPSEMR
COPENHAGEN
