

DRY CONTAINER CLEANLINESS STANDARDS

This Fact Sheet replaces Fact Sheet 04/2009 issued in May 2009. As a general guide and reference for all involved in the shipping container supply chain, Shipping Australia Limited (SAL) has categorised the standards of cleanliness required for the carriage of various cargoes into four basic groups. This guide has been formulated in consultation with various industry organisations to achieve national uniformity for cleanliness standards suitable for the carriage of cargo.

GRADE	Container Criteria	Commodity Description	Commodity Example
FOOD Quality (FC) DAFF Level 2 ^(a)	No Obnoxious odours ⁽¹⁾ No Flaking paint or rust No Transferable stains or rust No Infestible material	Prescribed goods: Consumable (edible) plant products.	<ul style="list-style-type: none"> · Grain* · Mung beans · Rice · Hay and Straw
GENERAL Cargo (GC) DAFF Level 1 ^(b)	Clean & dry floor /No Cargo residue ⁽²⁾ No Infestation	Prescribed goods: Non-consumable plant products.	<ul style="list-style-type: none"> · Timber products · Cotton lint · Tin & Packaged food
FLEXITANK (FT)	Compliant with Container Owners Association (COA) – Code of Practice	Non-hazardous liquid cargo	<ul style="list-style-type: none"> · Wine · Fruit juice · Vegetable oil
SCRAP Cargo (SC)	Fit for purpose - Cargo worthy No structural weakness Normal wear & tear acceptable Interior panels with heavy abrasions / corrosion acceptable	Non-Prescribed goods: Cargo not requiring phytosanitary certification.	<ul style="list-style-type: none"> · Steel products · Scrap metal · Hides*

*Refer to specific SAL fact sheet.

All containers should be cargo worthy, i.e. in sound, safe and weatherproof condition fitted with good door gaskets, functional door securing & sealing components, and complying with Container Owners Association (COA), International Convention for Safe Containers, International Road Transport Convention, International Organization for Standardization, Institute of International Container Lessors (IICL), Unified Container Inspection Criteria and Australian Department of Agriculture, Fisheries and Forestry (DAFF) - Biosecurity requirements.

The general external appearance is insignificant, providing the container fulfils the other criteria and is free of all labels or markings relating to any previous cargoes.

All parties involved in the transport chain are also guided by the existing regulations and guides:

- *DAFF Plant Export Operations Manual – Volume 11, Empty Container Inspections*,
<http://www.daff.gov.au/biosecurity/export/plants-plant-products/plantexportsmanual/volume-11>
- *SAL Standards - For Food Quality Shipping Container*,
<http://shippingaustralia.com.au/wp-content/uploads/2012/12/Standards-for-Food-Quality-Shipping-Containers.pdf>
- *COA – Code of Practice for Flexitanks*,
http://www.containerownersassociation.org/resources/COA-+Code+of+Practice+for+Flexitanks_Hi+Res.pdf

Condition – Guidelines

Exterior	To be weatherproof. No daylight to be visible from inside container when doors shut. No labels from previous cargo.
Hinges and Latches	To be in a good state of repair, and to be easy to operate.
Door Gaskets	To be pliable and weatherproof. The surfaces they seal should be smooth and free of excessive rust or scale build-up.
Doors	Structural parts of the door; vertical sections, upper and lower ‘C’ sections should be free from buckling and dents. Each door must have a minimum of two locking bars and each locking bar must be retained by a minimum of three locking bar brackets. All locking bar cams should lock into both top and bottom locking bar cam retainers correctly. Handles should position freely into door handle retainers and door handle catches should close fully.
Interior	Deformities which limit the loading capacity not acceptable. No protrusions, projections or sharp edges which could damage cargo (nails/ bolts) GC, FC - No flaking paint and no excessive rust. Walls to be clean to touch Floor free from splinters No holes which pest could enter after loading. For some cargo, floor stains may be covered with paper or lining.
Dryness	It may be appropriate to sweep and vacuum the container, rather than water or steam clean unless sufficient time is available to ensure dryness. The floor must be clean and dry to the touch. No free moisture should be present on the walls or roof of a container.
Infestation	Containers should not contain or harbour any live or dead pests, insects, snails, egg larvae, droppings etc.
Rust	Surface rust is permissible, unless if it is transferable or flaking.

(1) Odours

To be assessed immediately the doors are opened. No harmful or offensive odours allowed for FQ (e.g. Phenol, Paint, Solvent, Chlorine, Chemicals, Epoxy Resin, Disinfectant or Mustiness). Persistent Odours are not acceptable - there should not be a presence of any smell of a particular substance or of an unpleasant nature within the container which continues after the container has been vented with doors fully open for 30 minutes then closed and reopened at least 24 hours later). Except for recently painted containers, most odours emanate from the wooden floor due to spillage of previous cargo or microbial action on substances in the wood. Mustiness is accelerated by moisture and warm temperature.

(2) Cargo Residue

GC- As per IICL General Guide for Container Cleaning 2nd Edition. Acceptable: tyre marks, minor oil spots, dust on oil spots, all transferable/non-transferable dry dust, carton dust, depot dust/sand confined to corrugations recesses or floor that would normally remain after sweep. No action required.

FC-Residues of plant material and previous cargoes should not exist in any quantity or form that could contaminate, infest, transfer or damage the Cargo. No debris or mould allowed.

(a) DAFF Level 2

Level 2 Inspection

Containers carrying consumable plant products must be free from:

- live insects in residues or on the structure of the container, inside or out;
- live rodents or evidence of rodents harbouring behind linings
- any residue infestible by insects
- structural damage such that insects could enter after loading
- non-infestible material, odour, water, rodent carcasses or rodent droppings.

(b) DAFF Level 1

Level 1 Inspection

Containers being loaded with non-consumable goods for which phytosanitary or other certification is required must be free from:

- live insects in residues or on the structure of the container, inside or out
- live rodents or evidence of rodents harbouring behind linings
- any residue infestible by insects
- structural damage such that insects could enter after loading

The Food Quality and General Cargo categories of cleanliness for dry containers outlined in this fact sheet have been designed to align with the regulations and orders under the Export Control Act 1982. This legislation mandates the required condition of dry containers used in the export of prescribed goods from Australia. Integrating these categories into **four** grades creates an industry standard covering all dry containers. This standard will reduce the complexity and cost of maintaining multiple grades or class listings for dry containers and will improve container preparation efficiency and availability.

The following table aligns the four containers grades identified in this fact sheet with examples of the equivalent container class listings depots have utilised. It is recommended that all container depots utilise the four industry standard grades and these class listings be superseded.

INDUSTRY STANDARD GRADES	Examples of SUPERSEDED Container Class Listings
FOOD Quality (FC)	<ul style="list-style-type: none"> · <i>A Grade</i> · <i>AQIS Inspection</i> · <i>DPI</i> · <i>Kellogg's</i> · <i>Malt Quality</i> · <i>Malt Lined</i>
GENERAL Cargo (GC)	<ul style="list-style-type: none"> · <i>B grade</i> · <i>Cotton</i> · <i>General purpose</i> · <i>Wind and Water Tight</i>
FLEXITANK Quality (FT)	<ul style="list-style-type: none"> · <i>Flexi tank unit</i>
SCRAP Cargo (SC)	<ul style="list-style-type: none"> · <i>Dirty Cargo</i> · <i>Hide Liner</i> · <i>Non Grade</i>

Shippers exporting non-prescribed goods should use this industry standard to choose which of the four container grades is the most suitable based on their market requirements. It must be noted that exporting commodities in containers of higher standard than is necessary is an inefficient use of resources, reduces availability and leads to significantly higher costs.

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