



Australian Chamber of Shipping Ltd.

FACT SHEET

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**REMOVAL OF RESIDUES AND DANGEROUS GOODS
LABELS FROM CONTAINERS**

ADVICE TO SHIPPING LINES

The shipment of Full Container Loads (FCL) consignments places upon the Merchant certain obligations in respect to the return of equipment used.

In accordance with the Terms and Conditions of the Bill of Lading or Waybill, the Consignee/Notify party and/or its agent must return the container once empty to the nominated location indicated in the Delivery Order, in a clean and undamaged condition, completely free of cargo residues, dunnage and all labels relating to the cargo carried including Dangerous Goods labels.

The Australian Dangerous Goods and the International Maritime Dangerous Goods (IMDG) Code regulations stipulate that Dangerous Goods labels are only allowed to be affixed during transportation of Dangerous Goods. Placarding on the container should not be misleading as to the Contents of the container.

Notwithstanding that at times authority is delegated or contracted to a Third Party or Road Carrier to arrange the empty return of lines' equipment, the ultimate responsibility remains with the Merchant as defined in the carriage document. Regrettably, this function is often overlooked by those taking delivery of the cargo and the containers are returned with cargo residue.

All depots nominated by shipping lines should be firmly discouraged from accepting empty containers with any cargo residue (cargo, packing dunnage, labels, etc). In circumstances where shipping lines are not in a position to adhere to such procedures, care should be taken to ensure that a recognised management plan is in place for the reporting and handling of unidentified substances. Cleaning operations should be performed only in a safe and controlled manner exercising due care and diligence for the health of personnel entering the container.

If the container is said to contain Dangerous Goods, it is suggested that Shipping Lines should indicate brief details (IMDG, UN No. Code Description) on the Import Delivery Order. This will

enable one to ascertain if the previous cargo carried in the returned empty container was hazardous. In addition, Lines may wish to forward details of containers which carried hazardous cargo to their empty container depots, to minimise the risk of accidents resulting from any adverse reaction with cleaning products and hazardous cargo residue.

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