



FOR IMMEDIATE RELEASE
3 July 2019

IICL Issues Clarification and Warning

Washington, DC— IICL Director of Technical Services, Luiz Goncalves, announced that certain types of damages requiring expensive repairs can be prevented.

IICL members have seen an increase on container damages caused by loading & unloading methods that aim to reduce costs with cargo packaging and stowage while speeding up the loading & unloading operations. New equipment has been developed to lift the door end of containers and then drop bulk cargo inside. In many cases unloading is done by tilting the front end and dumping the cargo. The transport of bulk and oversized cargoes continues to shift towards containerized transportation seeking lower freight rates, shorter transit times and other operational efficiencies. While shipping containers are the number one choice to move most types of cargoes, some preventive measures are required to protect the cargo and the container from damages during loading, transit and discharge. The IICL issued a Technical Bulletin addressing these issues and warning users of the potentially very expensive consequences resulting from damages to the container flooring, interior coating and panels.





The IICL Technical Director, Luiz Goncalves, mentioned that “while shippers continue to look for ways to shift towards containerization and its benefits, there are areas where shortcuts are being taken with dire consequences to the cargo, the container and possibly to the carrier. Containers are being misused as being “the package” without the proper cargo packing, lining of interior container interior and the recommended cargo stowage methods being employed. While packing cost is possibly one of the drives for the shortcuts, the supply chain sees large repair bills down the road. “By issuing our TB 018 we hope that we can call attention to container damages that are avoidable by using proper shipping procedures” said Goncalves. Damages caused by the misuse of containers can amount to thousands of dollars per unit for refurbishment, floor replacement, etc., in some cases leading to the constructive total loss of the unit.



The IICL recommends that the [IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units \(CTU Code\) 2014](https://www.iicl.org/technical-documents/dry-van-technical-bulletins/) be observed. The new Technical Bulletin is available at: <https://www.iicl.org/technical-documents/dry-van-technical-bulletins/>

Organized in 1971, the IICL is a trade association, representing lessors of maritime containers and intermodal chassis. Its member companies, Beacon, CAI, Direct ChassisLink, FlexiVan, SeaCube, Textainer, TOUAX, TRAC Intermodal, and Triton International Limited, own or manage a significant portion of the global leased container and U.S. chassis fleets.

The IICL is active in educational, technological, safety, environmental, governmental, regulatory, and security issues. Complementing its widely accepted industry standards and best practices, the IICL offers its inspector certification examinations in more than 5,000 locations around the world, supported by publications, tools and courses.

For questions about IICL technical bulletins you may contact technical@iicl.org

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