

Procedure for booking Shipper's Own Container

Dear Customer,

Please be informed that Hapag-Lloyd AG has a clear dedicated process for Shipper's Own Containers (SOC).

In order to ensure smooth transport and minimize the risks of accidents and financial losses, the provisions of detailed information about SOC are indispensable. There are many different types of SOC on the market, which forces us to request strict fulfillment of the following:

- the SOC has a valid CSC plate & CSC certificate, which shows
 - a stack weight allowance of minimum 192000kg (192t; 423283lb)
 - a transverse racking test load value of minimum 15000kg (15t; 33069lb) and
- all dimensions of the SOC meet ISO standard: length 13716/ 12192/ 6058mm, width 2438mm, height 2591/ 2895mm
- the SOC is marked with a standard container number according to ISO 6346, made up of a prefix (4 capital letters), a serial number (6 arabic numerals) and a check digit (1 arabic numeral); example: XXXX 123456-7.

All containers **not** meeting above mentioned requirements need to be announced before booking with Hapag-Lloyd. When you ask for a quotation or book a SOC, Hapag-Lloyd will assume that your SOC fulfills all requirements and further this quotation is only valid for SOC bookings. Any additional costs which come up in connection with the carriage of non-declared CSC status will be passed on to you. SOC containers are subject to further requirements as per the terms & conditions.

Following additional requirements need to be acknowledged by customer if booking SOC Reefer Container that is not from the same manufacturer as from Hapag-Lloyd fleet:

- spare parts kit,
- maintenance manual and emergency procedure
- training for crew for account of the customer prior to loading.
- shipper to provide control and emergency temperatures subject to restrictions/rejection by partners if booked on non-Hapag-Lloyd vessels
- shipper's representative must be present at time of loading to discuss emergency procedures & reefer operation/repair with ship's crew and terminal personnel
- shipper, booking office, load port and vessel operator must coordinate to ensure terminal personnel are available for instruction on monitoring the reefer while on terminal premises and that appropriate crew members will be available for training.

Definitions:

CSC plate is a placard on every container. It will be certified and issued by classification societies.

Allowable Stack Weight is the weight that can be loaded on top of this container. Usually, the normal seagoing container is tested with 192000kg or more, which allows stacking of approximately eight fully loaded containers. Hint: All units with a **size type** that ends with a **letter** (instead of a figure) do not fulfill these requirements!! E.g.: 22**GB**, 20**KX**, 22**KD**, 22**KX**, 28**KX**, 29**KX**, 42**GB**, 45**GB**, 44**SG**, 42**UB**, 42**KW**, 48**KX**.

Transverse Racking Test Value is the force pushing the container horizontally from the side, at height of the roof. Such forces happen to a container when loaded on deck and the vessel is rolling.

If you require additional information, please contact our teams at your nearest [location](#), who will guide you based on your individual situation.

Best regards,
Hapag-Lloyd AG