

### ➔ CHOICE OF THE CONTAINER TYPE

A fleet container of « general use » is the one of « closed and aerated » type. It is a closed container having a roof, corrugated iron side walls and stiff extremities, with steel frame and wooden floor on crossbars. It is equipped with a beating double door on cog and is conceived for various product transport.



The choice of container is defined by information such as the nature of the goods to be carried and conditions in which they have to be carried (risks like condensation, or failure to observe prescribed temperature setting, etc.). The clarity and precision of this information will allow the selection of the best container to use.

## Useful Informations

- Container provided by the marine carrier (« owner's container »)

Concerns a container which is effectively the property of the marine carrier or which is at his disposal (by short or long-term hire). From the moment the container is supplied by the marine carrier, it is under his responsibility for the quality of the equipment which has to be put at the disposal of the shipper or his representative.

In that case the contract signed between the shipper and the maritime carrier has to be precise as for equipment characteristics required by the shipper according to the goods nature.

- Container supplied by the shipper

When the container is supplied by the shipper himself, whether he owns it himself or whether he has the free disposal of it on short or long-term hire, or even if it is procured for him by the intervention of his forwarding agent or transport operator, excluding any involvement of the maritime carrier, the said shipper is responsible for the quality of the container employed, and it is for him to check it before each trip.

The empty container control (outside and internal examination) before its stuffing generates a document called « Interchange report » or « Inspection report » or still « Equipment interchange receipt ».