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Date: **01-Dec-2017**

1. Introduction

- 1.1 These inspection standards and repair methods for Cargo Worthy (CW) are both different from IICL. The IICL guidelines should NOT be used as the basis for estimating to CW.
- 1.2 This is a basic CW standard for sale but the containers may be used for shipping again.
- 1.3 Please always clearly identify any items UNSAFE for shipping or NOT meeting C.S.C., so that we can segregate and sell them ASIS condition or sell them in WW condition domestically.

2. Inspection criteria

Component	Condition	Limit
General	Any item not Wind & Watertight (WW)	REPAIR
	Damage exceeding ISO, or into cube	REPAIR if > than 50 mm
Doors	If the Doors are non-operable, or one Lock Rod on the RHS is not lockable	REPAIR
Interior	If not reasonably clean and usable	Remove excess debris, but only Wash if essential.
Underside	Front & Rear Sill Webs torn from the Castings	RE-WELD
	Underside Webs Holed, Cut, Torn, or Cracked weld attachments to bottom rails.	REPAIR
	Bowed down	REPAIR if UNSAFE for shipping (see Safety)
	All other conditions	NO ACTION
CSC	Do NOT remove the CSC plate	NO ACTION
Markings & Labels	Markings are the responsibility of the buyer.	NO ACTION
	Blue Sky does not require Neutralisation.	NO ACTION
SAFETY	Any item UNSAFE for shipping cargo, or which does NOT meet C.S.C. requirements must be clearly identified.	Identify if UNSAFE or NOT C.S.C.

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3. CW repair standards

3.1 General

- Use steel welded repairs only. Bitumen or Tape repairs are not acceptable.
- Repairs do not have to restore the original profile, just back to within tolerances.
- Use the cheapest repair method possible; repairs are NOT according to the IICL guidelines.

3.2 Straightening

- Jack back to approximate line only, within inspection limits.
- Grinding & painting is NOT required.

3.3 Patching

- Do not cut out existing material; just weld the smallest patch possible over the hole.

3.4 Flooring

- Floors just have to be usable.
- Sealant is acceptable to repair light leaks.
- It is acceptable to use steel plates screwed down into cross-members, to overlay holes or provide support over delamination.
- Plates must be screwed into the Cross-members, but only have to cover a span of 2.

4. Pricing

4.1 The CW estimate should identify the damage items and repairs needed, together with a total estimated price. It is not necessary for Blue Sky to see each item priced separately.

4.2 As mentioned in 1.1., the repair standards are DIFFERENT from IICL and the pricing must reflect this. The following guide should be used for calculating the labour hours needed, and total cost.

Straightening Should be estimated according to the ACTUAL work required (see 3.)

Patching	First 10 x 10 cm	0.50 hrs
	Each additional	0.25 hrs
	First 30 x 30 cm	1.00 hr
	Each additional	0.50 hrs

4.3 Any other repairs should be estimated and priced in accordance with the same principals.

- Select the cheapest practical repair method possible to bring the component back to CW condition.
- Prices must reflect the difference in standards & actual work required.

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5. CW Condition Codes

- 5.1 When reviewing IICL estimates, depending on the age and general condition we also need to determine the sale value based on the CW condition, in order to decide if we should repair or sell.
- 5.2 Please record the Sale Code for any units 6 years & older when estimating IICL at off hire.
 - If the Depot determines the Sale Condition at the same time as estimating IICL, it helps reduce administration for us all, avoids extra handling, & eliminates surveys.

Sale Code	Condition	Status
CW-AV	CW Available – NO repair required	Sell CW
ASIS-2	Less than 2 hrs CW repairs needed.	Possible repair CW for sale
ASIS-5	Less than 5 hrs “	“
ASIS-10	Less than 10 hrs “	Depends on location
ASIS-15	Less than 15 hrs “	Probably Sell ASIS
ASIS-20	Less than 20 hrs “	“
ASIS-25	Less than 25 hrs “	“
ASIS-30	30+ hrs repair, or Heavy Damage, Contam, Delam, or Corrosion.	Sell ASIS
SCRAP	Scrap condition	Sell as SCRAP

6. Lump sum agreements

- 6.1 We do now repair some of the better containers to CW condition for sale, and will discuss and agree Lump sums based on the sale codes or work with estimated CW costs per container (see 4. above).
- 6.2 The Blue Sky M&R manager will contact Depots individually to agree Lump sums or arrange CW estimates accordingly.