

A-6:INTERNATIONAL CONVENTION FOR SAFE CONTAINERS

Name of the convention: International Convention for Safe Containers

Acronym or short name: CSC

International organisation in charge of it: International Maritime Organization (IMO)

Summary description: The 1972 Convention for Safe Containers has two goals. One is to maintain a high level of safety of human life in the transport and handling of containers by providing generally acceptable test procedures and related strength requirements (art.IV). The other is to facilitate the international transport of containers by providing uniform international safety regulations, equally applicable to all modes of surface transport. In this way, proliferation of divergent national safety regulations can be avoided. The requirements of the Convention apply to the great majority of freight containers used internationally, except those designed specially for carriage by air (art.III). As it was not intended that all containers or reusable packing boxes should be affected, the scope of the Convention is limited to containers of a prescribed minimum size having corner fittings - devices which permit handling, securing or stacking.

The Convention includes two Annexes:

-Annex I includes Regulations for the testing, inspection, approval, and maintenance of containers;

-Annex II covers structural safety requirements and tests, including details of tests procedures.

Annex I sets out procedures whereby containers used in international transport must be safety-approved by an Administration of a Contracting State or by an organization acting on its behalf. The Administration or its authorized representative will authorize the manufacturer to affix

to approved containers a safety approval plate containing the relevant technical data. The approval, evidenced by the safety approval plate granted by one Contracting State, should be recognized by other Contracting States. This principle of reciprocal acceptance of safety-approved containers is the cornerstone of the Convention; and once approved and plated it is expected that containers will move in international transport with the minimum of safety control formalities. The subsequent maintenance of a safety-approved container is the responsibility of the owner, who is required to have the container periodically examined. The Convention specifically requires that the container be subjected to various tests which represent a combination of safety requirements of both the inland and maritime modes of transport. Flexibility is incorporated in the Convention by the provision of a simplified amendment procedures (tacit amendment procedure) which makes it possible to speedily adapt the test procedures to the requirements of international container traffic.

Date of first approval: 2 December 1972

Date of coming into force: 6 September 1977

Dates of revision and Reasons of revisions:

- **The 1981 Amendments to the Annexes** (entry into force on 1 Dec. 1981) provided transitional arrangements for plating of containers and for the marking of the date of the container's next examination by 1 January 1987.
- **The 1983 Amendments to the Annexes** (entry into force on 1 Jan. 1984) extended the interval between re-examinations to 30 months and allowed for a choice of container re-examination procedures between the original periodic examination scheme or a new continuous examination programme.
- **The 1991 Amendments to the Annexes** (entry into force on 1 Jan. 1993) included the

addition of a new Chapter V to Annex I concerning regulations for the approval of modified containers.

- **The 1993 Amendments** (will entry into force on 1 Jan. 2015) concern the information contained on the CSC Approval plate and also amend some of the test loads and testing procedures required by the Convention.

- **The 2010 Amendments to the Annexes** (entry into force on 1 January 2012) stipulate regulations for the testing, inspection, approval and maintenance of containers.

Applicability (situation of ratification): The Convention shall enter into force 12 months from the date of deposit of the 10th instrument of ratification, acceptance, approval or accession (art.VIII). States can make reservations excepting those relating to the provisions of articles I-VI, XIII, and of the present article and of those contained in the Annexes, on condition that such are communicated in writing and, if communicated before the deposit of the instrument of ratification, acceptance, approval or accession, are confirmed in that instrument (art.XIV).

-

Stakes for ports: Port State Authorities have the right to control ships in the territory of a Contracting Party. Port State Control Officers “duly authorized” verify that the container carries a valid safety approval plate as required by the Convention. In case of the condition of the container creates a risk to safety, officers shall ensure that the container is restored in a safe condition before it continues in service (art.VI).

-

Links with other conventions: [WCO convention](#)

Key-words: safe container, international transport, cargo, control, regulation

Internet hyperlink with other website:

<http://www.imo.org/>

<http://www.comitemaritime.org/>

(full text) <http://www.admiraltylawguide.com/conven/containers1972.html>