## 2. Preamble

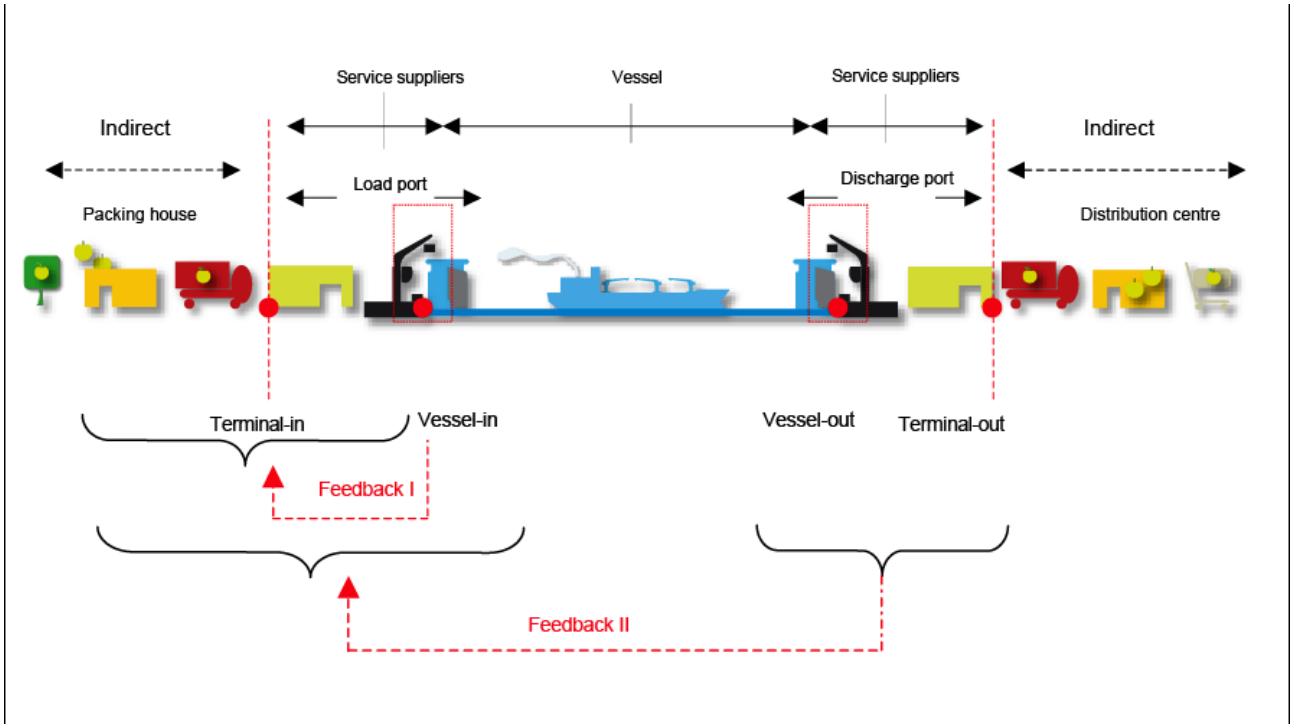
The members of the 360 Quality Association have developed the Code for handling of Reefer cargoes and Containers in Specialised Reefer Ships and Ports hereinafter called The Code. The aim of the Code is to prevent damage to cargo during physical handling and to control food safety hazards.

The Code lays down requirements for ships and terminals, which must be followed in order to eliminate handling damage and prevent cargo contamination in the part of the supply chain, which is under direct control of the shipping lines and their service providers. The Code ensures that damage caused to any unit of cargo shipped on a specialised reefer ship can be accounted for at any point in the supply chain with the common goal to improve the supply chain. The Code formalises the cooperation between the shipping lines and their service providers.

The Code creates an industry standard that is fully endorsed by all the participating companies.

The scope of the Code is the part of the supply chain that is either under the direct control of the Shipping Lines or is a joint responsibility of the shipping lines and its Service Providers, such as Terminals and Stevedores as well as associate members, such as ports, agencies, trucking companies and surveying companies.

***Figure: The supply chain from grower to the end consumer***




The handling procedures of the Code bring transparency and accountability into all elements covered by the scope. Potential problem areas are exposed by performance measurement. These potential problem areas can then be effectively corrected by giving feedback.

The Code recognises that the Shipping Lines and their service suppliers have to jointly work for better service to their customers. The feedback resulting from the proper implementation of the Code not only provides a measure of the performance of the participants involved directly in the handling of cargo in ships and terminals but even to others who form the remaining links in the supply chain. The Code recognises this and requires that regular feedback is provided to other

participants whose effort is essential for bringing about changes. Such changes are often least costly when introduced at an early stage in the supply chain.

This Code is prepared in accordance with international conventions and rules in the shipping environment.

Based on the HACCP requirements a risk assessment is presented in attachment 1 which lists the risk, the corresponding control measures and reference to The Code. For each risk it is also mentioned in which stage of the voyage the risk occurs: Pre-loading stage, Loading stage, Carriage stage or Discharge stage.

Guidance notes and Inspection Checklists are present for Vessels, Terminals, Trades and Container Depots. These guidance notes provide inspectors more detailed information. These guidance notes have been prepared jointly by the members of the 360Q Association and approved organisations.

Containers are occasionally becoming damaged during handling in the supply chain. These damages need to be inspected and when needed repaired in order to transport cargo in a food safe manner. Container box repairs are mostly executed at depots. The necessary repairs should be executed accurately and durable.

PTI inspections are part of the supply chain of cargo in reefer containers and are mostly executed on terminal or depot locations. These inspections are executed to ensure the proper working of the reefer machinery and can differ per shipping line.

## 3. Obligations of Shipping Lines

Requirements for ships in the Code apply to the core fleet of the members. For the purpose of this agreement a ship is considered to be part of the core fleet if it is either owned or chartered for a period of minimum 12 months. The parties will endeavour to apply the Code to all ships in their fleet.

The participating shipping lines will:

1. Ensure that their ships are equipped and operated as per the requirements of this Code and take adequate measures in their ships to ensure proper maintenance of equipment and fittings to prevent the damage to cargo.

2. Issue proper instructions to the ships to ensure that the requirements in this Code are understood and complied with.

3. Ensure that vessel's crew are trained to comply with the requirements of the Code.

4. Endeavour that the terminals and stevedores appointed by them for the loading and unloading of ships comply with the appropriate requirements in this Code. A stevedoring company need not apply for certification if it is an integral part of a terminal. The terminal in such a case shall comply with the requirements of the Code and ensure that the stevedoring company complies with the applicable part of the Code.

5. Only use the damage codes in this Code.

6. Ensure that the EDI formats for reporting exceptions by service suppliers are in accordance with this Code.

7. During loading and discharging of the vessels appoint a third party with the sole responsibility of ensuring an independent control at "Checkpoint Vessel-In" and "Checkpoint Vessel-Out" of the compliance of this Code by terminals and stevedores. However, if satisfied with the control and reporting procedures of a terminal and stevedore, an exception can be made to this rule.

8. Provide regular feedback to the shippers on the quality of outturn of units shipped, the problems encountered in handling the units and the possible cause of such problems.

9. Promote this Code outside the scope of influence, where the impact of handling of cargo is indirect i.e. to shippers, consignees and their service providers.

10. Continue cooperating on subjects covered by this Code and develop and harmonize requirements for ships and terminals.

11. Ensure that a non-certified ship entering its operation and being part of its core fleet is certified in accordance with the Code within 6 months of the ship entering into the operation.

# 4. Code Process

## 4.1. Code Principles

The intention of the Code is to create a commitment amongst all parties in the supply chain to handle cargo in such a way that promotes consumer satisfaction.

The Code:

- Introduces measuring and control points in the supply chain, i.e. check at contractual handover points between service providers.
- Provides transparency between the Shipping Line and all the service providers in order to attain accountability and create commitment.
- Introduces feedback to the partners in the supply chain to create a “learning supply chain”.
- Recognises that the procedures required by the Code need to be as close as possible to current working procedures of the partners in the supply chain.
- Provides requirements for reefer ships, terminals and stevedores, which are a pre-requisite for safe carriage, handling and storage of refrigerated cargo.
- Sets standards for associate member organisations willing to support the intentions of 360 Quality

## 4.2. Supply Chain Procedure

The Code lays down standards that are essential to identify, prevent, measure and control damages and exceptions in the supply chain. The actions that are prescribed in the Code are termed Supply Chain Procedure and contain the following elements:

- List of the tasks, duties and authorities of the partners who are involved in the supply chain.
- Establish checkpoints in the supply chain where damages are recorded and where the responsibility for the cargo is handed over from one partner to the next partner. Different trades may have different locations of checkpoints.
- Establish a local working procedure for all load- and discharge ports in that trade.
- Endorsement of the local working procedure, which has to be signed by the partners in the supply chain in which they agree to work according to the Code’s Principles.
- Establish measurement, recording and reporting of exceptions in a uniform way.
- Provide feedback to all the partners in the supply chain to improve performance.

# 5. Rejection Criteria

## 5.1. Standard Damage Code

The Code introduces 9 standard damage codes and 1 optional code in order to measure and record damages in a uniform way. The standard damage codes for palletized fruit cargoes are as follows:

| Standard Damage Code: | Recording level: | Action to be taken: **Loading** | Action to be taken: **Discharge** |
|---|---|---|---|
| A. Empty and/or missing cartons | Number of cartons | Remark | Remark |
| B. Damage to packing materials and/or cartons | Number of cartons | Reject/remark | Remark |
| C. Damage to contents of cartons | Number of cartons | Reject | Remark |
| D. Pallet base damage | Number of pallets | Reject | Remark |
| E. Pallets leaning, collapsed or dismantled | Number of pallets | Reject | Remark |
| F. Dirty or stained cartons | Number of cartons | Remark | Remark |
| G. Wet, moldy, greasy or oil-stained cartons | Number of cartons | Reject | Remark |
| H. Chafed, scuffed or scratched cartons | Number of cartons | Remark | Remark |
| J. Compression damage to cartons | Number of cartons | Reject/remark | Remark |
| X. Over height pallets | Number of pallets | Reject/remark | Remark |

The standard damage codes for frozen cargoes in drums are as follows:

| Standard Damage Code: | Recording level: | Action to be taken: **Loading** | Action to be taken: **Discharge** |
|---|---|---|---|
| DA. Leaking, total loss | Number of drums | Reject | Remark |
| DB. Dented < 2cm incl. handling gear | Number of drums | Remark | Remark |
| DC. Heavily dented (> 2 cm) | Number of drums | Reject | Remark |
| DD. Pallet base damage | Number of drums | Remark | Remark |
| DE. No lid or loose lid | Number of drums | Reject | Remark |
| DF. Space between lid and drum | Number of drums | Remark | Remark |
| DG. Overfilled, fermented | Number of drums | Reject | Remark |
| DH. Heavily rusted, rust stained, pitting | Number of drums | Remark | Remark |
| DJ. Compression, top under angle | Number of drums | Reject | Remark |
| DX. Missing identification or batch number | Number of drums | Reject | Remark |

The standard damage codes for frozen cargoes in bins are as follows:

| Standard Damage Code: | Recording level: | Action to be taken: **Loading** | Action to be taken: **Discharge** |
|---|---|---|---|
| BA. Leaking, total loss | Number of bins | Reject | Remark |
| BB. Deformed, damage to packing material | Number of bins | Reject | Remark |
| BC. Fermented | Number of bins | Reject | Remark |
| BD. Pallet base damage | Number of bins | Reject/Remark | Remark |
| BE. Loose, missing, broken bands | Number of bins | Reject | Remark |
| BF. No lid and/or badly fitted | Number of bins | Reject | Remark |
| BH. Heavily rusted, rust stained, pitting | Number of bins | Reject | Remark |
| BX. Missing identification or batch number | Number of bins | Reject | Remark |

The standard damage codes for frozen cargoes in cartons on pallets and for break-bulk are as follows:

| Standard Damage Code: | Recording level: | Action to be taken: **Loading** | Action to be taken: **Discharge** |
|---|---|---|---|
| CA. Total loss | Number of cartons | Reject | Remark |
| CB. Damage to packing materials and/or cartons | Number of cartons | Reject | Remark |
| CC. Damage to contents of cartons incl. product exposed | Number of cartons | Reject | Remark |
| CD. Pallet base damage | Number of cartons | Reject | Remark |
| CF. Product related damage, oil, dirt, debris, blood stained | Number of cartons | Reject/Remark | Remark |
| CG. External damage, wet, mould, greasy or hydraulic oil | Number of cartons | Reject | Remark |
| CH. Chafed, scuffed or scratched cartons | Number of cartons | Remark | Remark |
| CJ. Compression damage of cartons | Number of cartons | Reject | Remark |
| CX. Missing identification or batch number | Number of cartons | Remark | Remark |

## 5.2. Action to be taken

The actions to be taken must be regarded as a general guideline and may differ from trade to trade.

5.2.1. Action to be taken in the port of loading
The cargo shall be rejected or remarked depending upon the degree of damage and the risk
for further damage during subsequent handling.

5.2.2. Action to be taken in the port of discharge
The cargo shall be remarked depending upon the degree of damage and the risk for further damage during subsequent handling.

## 5.3. Recordings

The damage code shall be recorded at the checkpoints mentioned above. Depending upon the rejection criteria agreed by the participating companies, cargo shall be rejected for loading at the “Check point Vessel-in” and “Check point terminal-in” if it falls within the rejection criteria agreed. The “Action to be taken” in section 5.2, shall be made known to the shippers.

## 5.4. Rejected cargo

Any cargo rejected at the loading operation should be set aside and sent to a special area for repair. After the repair is executed a re-inspection will take place.

# 6. Requirement for Reefer Ships

The philosophy behind the Code is to prevent damage to cargo during physical handling during loading and discharging and during the voyage and to prevent contamination of the cargo. Further, to ensure that the reefer installation and power generation plant are of adequate capacity and maintained in good condition. The Code in general is derived from standards of risk assessments, such as HACCP.

## 6.1. Quality Policy & Awareness

Physical damage to cargo can occur for several reasons. The most common damages to cargo at sea are due to a combination of failures. These failures may result from the inadequate quality of fittings in a ship, improper maintenance and inspection and improper handling of ship at sea. Ship owners or managers must formulate clear instructions to ship´s crew on how to safeguard against such damages.

Food safety has become increasingly important, which has resulted in the implementation of food safety management programs in the supply chain. Specialized reefer ships are engaged in the transport of foodstuff and must be able to safely protect food from potential sources of contamination. For this purpose, an analysis must be made of the potential food safety risks, which includes the hazards and the control measures.

## 6.2. Weather Tightness

Ships shall be equipped with weather deck hatch covers, which can maintain weather tightness in all weather conditions. Regular inspections shall be made by the ship's crew to ensure that all methods to maintain weather tightness are in satisfactory condition.

## 6.3. Hydraulic System

The hydraulic system shall be checked for condition and signs of leakage before the commencement of every loaded voyage.

The hydraulic system in the cargo spaces shall be pressure tested to relief valve pressure. The pressure test shall be conducted annually and proof of test shall be obtained and kept on board.

## 6.4. Cargo Gear

The Master shall ensure that the cargo gear is kept in full working order and act to overcome any problems with same that may result in damage to the cargo.

## 6.5. Gratings

Ships shall have gratings of sufficient strength and integrity of the surface to permit smooth operations.

Repairs to gratings shall be done to ensure circulating air can flow freely.

## 6.6. Side Shorings

Flared areas for carrying palletized cargo in a ship shall be provided with side shoring of sufficient strength. The side shoring should be able to withstand the forces acting on it due to the combined weight of cargo and ship accelerations that can be expected during a voyage.

## 6.7. Lighting in Holds

Lighting in holds shall be in good working condition to give illumination at night time and be protected in such a way that it will not be damaged by the use of various equipment used inside a ship's hold for cargo operations. Furthermore, protection shall be provided to prevent glass debris from damaged fittings to fall on top of the cargo.

## 6.8. Drains

Drains shall be provided in all drip trays in cooler spaces and the tween-deck covers permitting continuous drainage of any water collected to scuppers.

## 6.9. Cleaning of Holds

Most refrigerated cargoes transported by shipping lines are intended for human consumption. Therefore, much attention must be given to the cleanliness of the holds.

## 6.10. Cargo Holds & Cooler Spaces

Deck head and bulkhead panels shall be checked for integrity. The different equipment to distribute the cold air to the cargo and the fresh air system, which is required to exchange the air in the cargo holds, shall be checked for condition and unrestricted function.

## 6.11. Reefer Equipment

The refrigeration machinery including devices and instruments for control and monitoring must be capable of maintaining the conditions required during the transport of refrigerated cargo.

## 6.12. Power Generation

The capacity of the power generation system must be sufficient to supply all the consumers such as propulsion, refrigeration of under deck cargo, reefer containers and domestic with a reasonable margin.

## 6.13. Temperature Management

Proper temperature management on board is required to safeguard the quality of temperature control, monitoring of temperature and CO2 in cargo holds and presenting these data.

## 6.14. Reefer Container Carriage

Many specialized reefer ships are equipped and able to carry containers in holds and on deck. Generally speaking refrigerated containers in operation are carried on deck while palletized refrigerated cargo is carried under deck at the same time. To carry refrigerated cargo in containers on deck safely to the same extent as for cargo under deck this section deals with the suitability of the ships to carry containers with perishables.

# 7. Requirements for Terminals and Stevedores

Stevedores and terminals play an important part in loss prevention. They carry out a number of handlings during cargo operations in ships and during the receiving, storage and delivery of the cargo. It is of paramount importance that the handlings are minimized as much as possible and that the equipment used for handling is suitable.

The Code in general is derived from standards of risk assessments, such as HACCP.

## 7.1. Management Processes & Staff Training

The terminal should be aware of their responsibility in the supply chain. Most terminals can comply with other quality standards in which a management system is present. From 360Quality angle service suppliers, such as stevedores and terminals, must work in a safe professional way and avoid contamination of cargo in the benefit of our clients.

Food safety has become increasingly important, which has resulted in the implementation of food safety management programs in the supply chain. Terminals are part of the supply chain and must be able to safely protect food from potential sources of contamination.

## 7.2. Rolling Stevedoring Equipment in Vessels

Rolling stevedore equipment which is used in vessels should comply with the allowable vessel requirements (e.g. max 5 tons weight on gratings) in order to avoid damages to the vessel.

Electric pallet jacks and forklifts are to be used inside the ship.

## 7.3. Terminal & Stevedoring Equipment

Equipment which is used in the terminal to handle cargo and containers should be maintained in good order and condition in order to avoid damages during handling and transport in the terminal.

Electric or gas-driven forklift trucks shall be used ashore to handle cargo.

## 7.4. Fixed Terminal Equipment

Fixed terminal equipment such as evaporators, floor surfaces, quick closing doors, pallet racks and lighting must be in good condition to avoid contamination of cargo.

## 7.5. Maintenance of Equipment

The maintenance of stevedore equipment should be arranged properly to ensure safe working environment and to avoid damage to cargo. The terminal should have a system in place that the user can always observe that the equipment is safe to use.

## 7.6. Product Contamination & Hygiene

The terminal shall frequently monitor the conditions and practices to ensure that proper sanitation conditions are maintained relating to protection of cargo from contamination by lubricants, fuel, pesticides, cleaning compounds, sanitizing agents, condensate and other chemical, physical and biological contaminants.

## 7.7. Product Quality

An unbroken cold chain and keeping the required temperatures for perishables is essential for the quality of the fruit.

Proper temperature management in the terminal is required to safeguard the quality of temperature control, monitoring of temperature in chambers and presenting these data. Separation of different commodities requiring different storage conditions shall be arranged.

## 7.8. Cargo Intake & Dispatch Control

Cargo and dispatch control arrange that cargo is inspected and recorded in the load port (Terminal-in & Vessel-in) and in the discharge port (Vessel-out & Terminal-out). Inspections and recordings from the discharge port are used for feedback and discussed with representatives of the load port.

The terminal is responsible to check for and remove debris on top of pallets being received or before being delivered to ships or customers.

## 7.9. Container Handling

Terminals shall document receipt and delivery of containers using Interchange forms and document condition of container as well as set-points of temperature and setting of fresh air ventilation.

Procedures shall be in place to ensure containers are connected to electricity and monitoring of temperatures is arranged.

The physical handling of containers in the terminal shall be executed in a manner not to cause damage to containers.

# 8. Requirements for trades (Measurement and Feedback)

## 8.1 Control and Recording of Damage Code

8.1.1 Check Points for monitoring of condition of cargo
The following checkpoints shall be established during the loading and unloading of cargo to establish a clear handover of responsibility between the parties:

- Check Point Vessel-in
  "Check point Vessel-in" is defined as the position of the cargo at its final position in the stow inside the vessel after all the handling by the stevedore.
- Check Point Vessel-out
  "Check point Vessel-out" is defined as the position of the cargo at its original position in the stow inside the vessel before any handling by the stevedore or as close thereto as practically possible.

While the handover of responsibility is defined in the above, the physical checking of the condition of the cargo is described in Section 4.2 Supply Chain Procedure. This shall also apply to Section 7.5. This is always done as close to the vessel as possible.

8.1.2 Check points for monitoring of condition at reception and delivery.
The following checkpoints shall be established at the receiving of cargo in the terminal for loading in a Vessel and at delivery to the receiver of the cargo to record any exceptions:

- Check Point terminal in

"Check Point terminal in" is defined as the position of the cargo at the time of unloading of the cargo from a truck or rail wagon in the terminal.

- Check Point terminal out

"Check point terminal out" is defined as the position of the cargo at the time of delivery of the cargo to the receiver i.e. at the time of loading of the truck.

## 8.2. Report on Damages to Cargo

On completion of the cargo operations at each port of loading and discharge, a report on damages will be presented to the master for signing. The signed report shall be forwarded to the port agent and the shipping line. The report should be in accordance with Appendix no.3 or 4.

## 8.3. Measurement

The terminals and stevedores shall record the damages at the checkpoints in a properly structured database. It should be possible to analyse the data by shipper, receiver, trade, package type and commodity.
The DMAIC[1] process shall be established using the Six Sigma methods for improving quality.
For the following damage codes the measurement shall be done in pallets: D, E and the optional code X.
For the remaining codes the measurement shall be done in cartons.
The shipping lines active in a trade, terminal and stevedore shall set up joint DMAIC[1] teams, which shall be responsible for improving the work processes and improving customer satisfaction through excellent outturns.

## 8.4. Feedback

The shipping line shall in coordination with the terminal/stevedores in the port of loading provide feed back to shippers on the quality of cargo units being received for shipment. This should be done on a regular basis and measures to improve, if necessary, agreed with the shippers.

[1]Define, Measure, Analyze, Improve and Control.

# 9. Requirements for Container Depots

## 9.1 Management and staff training

The Depot should be aware of their responsibility in the supply chain. The main focus of depots is the durability of the repairs!
Staff should be acquainted with IICL repair methods.

## 9.2 Equipment and transport of containers in the depots

Equipment which is used in the depot should be maintained and in good order and condition in order to avoid damages to containers during transport in the depot.

## 9.3 Warehouse and repair shops

First impressions are important. Good housekeeping, with a clean well organised work environment, is a good indicator of the quality of container repairs.

## 9.4 Accuracy of estimates

In case a container is damaged an estimate of the necessary repairs is executed by certified personnel. Repairs should be executed according to IICL requirements. A good estimate gives the correct basis for durable repairs.

## 9.5 Quality of estimates and repairs

In case the container is not repaired only the completeness of the estimate can be checked. In case the container is repaired the completeness of the estimate and the quality of the repair can be checked.
Clean containers and operational drains are essential from food safety perspective. Before delivery of the container for loading/stuffing the containers must be free of odour.

# 10. Standard for Associate Members

## 10.1 Principles

The Code recognises organisations not being ship owners, terminals or container depots wish to become members. The Code promotes organisations to become members with the initiative to create a commitment amongst all parties in the supply chain to handle cargo in such a way that enables consumer satisfaction.

Associate members will not be certified. Associate members apply to join 360Q with the aim to promote the work laid down by the 360Q organisation and yet at the same time show the commitment to the intentions in the Code. A Declaration of Commitment should be attached to the Application of Membership.

Associate members should at all times promote the safe handling of perishable products where the scope of the Code extends outside of ships, terminals, trades and container depots.

## 10.2 Membership

Membership can be acquired by:

- Introduction by an existing member of the 360Q organisation, or
- Providing proof of certification to ISO or similar organisation of quality assessment.

New applications of membership should at all times be approved by the Executive Committee of the 360Q.

The Executive Committee will withdraw the membership of an associate member in case of non-compliance with the intentions of the Code.

## 10.3 Ports as associate members

Ports being associate members should ensure good access to and from the hinterland in order to facilitate smooth transport by trucks or containers carrying cargo in and out of the port.

Areas outside of refrigerated or other warehouses, regardless if operators of these are members or not, should be maintained in a safe, clean and at high general level of maintenance of surfaces prepared for transferring of cargo.

Areas of the port should have a good level of illumination to ensure safe handling of cargo at night-time.

Electrical power supplies to containers are to be maintained in a high and safe level of up-keep to ensure power can be supplied at all times and without interruptions.

## 10.4 Other associate members

Associate members should at all times in their daily work in areas related to perishable products promote the safe handling of perishable products.

# 11. Inspection and Certification of Reefer Ships

## 11.1. Inspections

11.1.1. Each ship to which Section 6 of the Code applies shall be subject to the inspections specified below:

- An initial inspection before the ship is put in service or before the certificate required under section 11.2. is issued for the first time.
- A renewal inspection at intervals not exceeding two years with a grace period of 3 months.
- The inspections shall be carried out in accordance with the Guidance Notes issued by the 360 Quality Association.
- It is recommended that the inspection is completed in one visit. However it is accepted that the inspection is done in two visits within a period of not more than 3 months. The last visit shall be done within 3 months after the expiry date of the existing Certificate.
- Any additional inspections as determined by the 360 Quality Association.

11.1.2. The inspections of ships shall be carried out by duly qualified Officers of organisations approved by the 360 Quality Association.

11.1.3. In every case, the approved organisation concerned shall fully guarantee the completeness and efficiency of the inspection and shall undertake to ensure the necessary arrangements to satisfy this obligation.

11.1.4. The equipment of the ship after inspection shall be maintained to conform with the provisions of section 6.

## 11.2. Issue of Certificate

11.2.1. A 360 Quality Certificate shall be issued after the initial or renewal inspection in accordance with the provisions of section 9.1.

11.2.2 Such Certificate shall be issued by the approved organisation if the ship scores a minimum of 60% in each of the sections 6.2., 6.3., 6.5., 6.6., 6.9., 6.10., 6.11., 6.12., 6.13. and 6.14. and a minimum of 75% in total on the inspections mentioned in 9.1.

11.2.3 If the ship fails to meet any of the criteria mentioned under 11.2.2, these failed sections shall be corrected and re-inspected within a period of not more than 3 months before such Certificate can be issued. In particular the items or locations where deficiencies were identified shall be confirmed corrected. If the ship is re-inspected and fails the second time on these sections, a complete inspection of all items will be required,

11.2.4 A copy of the Certificate shall be transmitted as soon as possible to the 360 Quality Association.

11.2.5 The 360 Quality Certificate shall be drawn up in a form corresponding to the model given in Appendix No. 4 of this Code.

## 11.3. Duration and Validity of Certificate

11.3.1. The 360 Quality Certificate shall be issued for a period not exceeding two years from the date of expiry of the existing Certificate.

11.3.2. The renewal inspection has to be carried out within a time window of three months before until three months after the expiry date of the existing Certificate.

When the renewal inspection is completed within three months before the expiry date of the existing Certificate, the new Certificate shall be valid from the date of completion of the renewal inspection to a date not exceeding two years from the date of expiry of the existing Certificate.

When the renewal inspection is completed after the expiry date of the existing Certificate, the new Certificate shall be valid from the date of completion of the renewal inspection to a date not exceeding two years from the date of expiry of the existing Certificate.

When the renewal inspection is completed more than three months before the expiry date of the existing Certificate, the new Certificate shall be valid from the date of completion of the renewal inspection to a date not exceeding two years from the date of completion of the renew inspection.

11.3.3. A Certificate issued under section 11.2 shall cease to be valid if the relevant inspection is not completed within the period specified under section 11.1.1.

11.3.4. In the case of a transfer of a ship to another approved organisation, the approved organisation which had issued the current 360 Quality Certificate shall, as soon as possible, transmit to the approved organisation copies of, or all information relating to the 360 Quality Certificate and copies of available inspection reports.

## 11.4. Approved Organisations for inspection of Reefer Ships

11.4.1 An approved organisation is an organisation that can demonstrate successfully to the 360 Quality Association that:

- It performs inspections of specialised reefer ships and

- it has qualified inspectors available with a bachelor's degree in naval architecture, nautical studies or marine engineering and at least 3 years of sea-going experience on board reefer ships, or

- it has qualified inspectors available with at least 3 years experience as a marine surveyor with proven experience on board reefer ships, and

- it has presented a list of qualified inspectors to the 360 Quality Association, and

- it has a system for following up the inspection and certification process which is acceptable to the 360 Quality Association, and

- it shall demonstrate professional competence based on adequate training and experience of its inspectors and personnel, and

- it has structures and procedures to enable it to be independent and free to operate without undue influence from vested interests or otherwise.

- it has appointed a designated person who is overall responsible for 360 Quality inspections and Certification.

11.4.2 The work carried out by the organisation shall be covered by a retrievable inspection report and the 360 Quality Certificate. The inspection report contains the inspection checklist with score calculation, photo's, motivation for deviations and a final conclusion

about the certification of the vessel. The inspection reports will be treated as confidential and only reported to the principals.

11.4.3 The designated person checks and authorizes the inspection reports and is responsible for record keeping, access of the inspection reports and issuance of the 360 Quality Certificates.

11.4.4 The designated person takes care that the inspectors of the organisation are properly educated with regular refreshment courses and have sufficient experience with the inspections and with reefer vessels.

11.4.5 The designated person is the vocal speaking point in case of disputes and/or complaints.

## 11.5. Withdrawal of Certificate, Special Circumstances

11.5.1. Any user of a ship may report to the 360 Quality Association the repeated non-conformance of the standards contained in the 360 Quality Code by a ship. A non-conformance exists if a user reports that the ship fails to meet one or more of the criteria mentioned under 11.2.2,

11.5.2. The 360 Quality Association will request the approved Organisation that has certified the ship to verify the presence of a non-conformance reported in 11.5.1. If the complaint is upheld, then the Member will bear the costs of the inspection. If the complaint is not upheld, then the complainant will bear the costs of the inspection.

11.5.3. If a non-conformance as mentioned above is found to be present, the 360 Quality Association shall issue a notice to the Member requesting him to rectify the non-conformance.

11.5.4. The 360 Quality Association will withdraw the 360 Quality Certificate if the Member does not rectify the non-conformance within 3 months of receiving a notice to do so from the 360 Quality Association.

# 12. Inspection and Certification of Terminals

## 12.1. Inspections

12.1.1. Each seaport terminal to which Section 7 of the Code applies shall be subject to the inspections specified below:

- An initial inspection before the certificate required under section 12.2 is issued for the first time.
- A renewal inspection at intervals not exceeding three years.
- The inspection shall be carried out in accordance with the Guidance Notes issued by the 360 Quality Association.
- Any additional inspections as determined by the 360 Quality Association.

12.1.2. The inspections of terminals shall be carried out by duly qualified inspectors of organizations approved by the 360 Quality Association.

12.1.3. In every case, the approved organisation concerned shall fully guarantee the completeness and efficiency of the inspection and shall undertake to ensure the necessary arrangements to satisfy this obligation.

12.1.4. The equipment of the terminal after inspection shall be maintained to conform to the provisions of section 7.

## 12.2. Issue of Certificate

12.2.1. A 360 Quality Certificate shall be issued after the initial or renewal inspection in accordance with the provisions of section 12.1.

12.2.2. Such certificate shall be issued by the approved organisation if the terminal scores a minimum of 60% in each of the subjects “Management processes & staff training, Rolling stevedoring equipment in vessels, Terminal & stevedoring equipment, Cargo intake & dispatch control and Container handling” and a minimum of 75% in total on the inspections mentioned in 12.1.

12.2.3. A copy of the Certificate and a copy of the inspection report shall be transmitted as soon as possible to the 360 Quality Association.

12.2.4. The 360 Quality Certificate shall be drawn up in a form corresponding to the model given in Appendix No. 5 of this Code.

## 12.3. Duration and Validity of Certificate

12.3.1. The 360 Quality Certificate shall be issued for a period not exceeding three years.

12.3.2. When the renewal inspection is completed within three months before the expiry date of the existing Certificate, the new Certificate shall be valid from the date of completion of the renewal verification to a date not exceeding three years from the date of expiry of the existing Certificate.

When the renewal inspection is completed after the expiry date of the existing Certificate, the new Certificate shall be valid from the date of completion of the renewal inspection to a date not exceeding three years from the date of expiry of the existing Certificate.

When the renewal inspection is completed more than three months before the expiry date of the existing Certificate, the new Certificate shall be valid from the date of completion of the renewal inspection to a date not exceeding three years from the date of completion of the renewal inspection.

12.3.3. If a renewal inspection has been completed and a new Certificate cannot be issued or forwarded to the terminal before the expiry date of the existing Certificate, the approved organisation may endorse the existing Certificate and such a Certificate shall be accepted as valid for a further period which shall not exceed three months from the expiry date.

12.3.4. A Certificate issued under section 12.2 shall cease to be valid if the relevant inspection is not completed within the period specified under section 12.1.1.

12.3.5. In the case of a transfer of a terminal to another approved organisation, the approved organisation which had issued the current 360 Quality Certificate shall, as soon as possible, transmit to the approved organisation copies of, or all information relating to the 360 Quality Certificate and copies of available inspection reports.

## 12.4. Approved Organisations for Inspection of Terminals

12.4.1. An approved organisation is an organisation that can demonstrate successfully to the 360 Quality Association that:

- it has inspectors available with Auditor qualification, and
- inspectors have proven knowledge of and experience with specialised terminals and food safety related matters
- it has presented a list of qualified inspectors to the 360 Quality Association, and
- it has participated in the inspection and/or development of cold chain related guidelines, rules or standards such as HACCP, IFS, ISO 22000, and
- it has a system for following up the inspection and certification process which is acceptable to the 360 Quality Association, and
- it shall demonstrate professional competence based on adequate training and experience of its inspectors and personnel, and
- it has structures and procedures to enable it to be free to operate without undue influence from vested interests or otherwise.

## 12.5 Withdrawal of Certificate, Special Circumstances

12.5.1. Any user of the port terminal may report to the 360 Quality Association the repeated non-conformance of the standards contained in the 360 Quality Code by a port terminal. A non-conformance exists if a user reports that one or more conditions in the port terminal present an unacceptable risk during the handling of cargo for damage or contamination and is against the spirit of the 360 Quality Code (see note).

12.5.2. The 360 Quality Association will carry out an investigation to verify a non-conformance reported in 12.1.1.

12.5.3 If a non-conformance as mentioned above is found to be present, the 360 Quality Association shall issue a notice to the port terminal requesting them to rectify the deficiencies and carry out an inspection according to 12.1.1.

12.5.4 The 360 Quality Association may withdraw the 360 Quality Certificate issued by an approved organization if the port terminal does not rectify the non-conformance within 3 months of receiving a notice to do so from the 360 Quality Association.

# 13. Inspection and Certification of Trades

## 13.1. Inspections

13.1.1. Liner trades to which Section 8 of the Code applies shall be subject to the inspections specified below:

- The inspection shall be carried out in accordance with the Guidance Notes issued by the 360 Quality Association.
- The inspection is a documentation audit and shall be carried out in the office of the shipping lines.
- A renewal inspection at intervals not exceeding three years.

13.1.2. The inspections of trades shall be carried out by duly qualified inspectors of organizations approved by the 360 Quality Association.

13.1.3. In every case, the approved organisation concerned shall fully guarantee the completeness and efficiency of the inspection and shall undertake to ensure the necessary arrangements to satisfy this obligation.

13.1.4. All documents of the trade keep in possession of the shipping line.

## 13.2. Issue of Certificate

13.2.1. A 360 Quality Certificate shall be issued after the initial or renewal inspection in accordance with the provisions of section 13.1.

13.2.2. Such certificate shall be issued by the approved organisation if the trade scores a minimum of 90% in total on the inspections mentioned in 13.1.

13.2.3. A copy of the Certificate and a copy of the inspection report shall be transmitted as soon as possible to the 360 Quality Association.

13.2.4. The 360 Quality Certificate shall be drawn up in a form corresponding to the model given in Appendix No. 6 of this Code.

## 13.3. Duration and Validity of Certificate

13.3.1. The 360 Quality Certificate shall be issued for a period not exceeding two years.

13.3.2. When the renewal inspection is completed within three months before the expiry date of the existing Certificate, the new Certificate shall be valid from the date of completion of the renewal verification to a date not exceeding two years from the date of expiry of the existing Certificate.

When the renewal inspection is completed after the expiry date of the existing Certificate, the new Certificate shall be valid from the date of completion of the renewal inspection to a date not exceeding two years from the date of expiry of the existing Certificate.

When the renewal inspection is completed more than three months before the expiry date of the existing Certificate, the new Certificate shall be valid from the date of completion of the renewal inspection to a date not exceeding two years from the date of completion of the renewal inspection.

13.3.3. If a renewal inspection has been completed and a new Certificate cannot be issued or forwarded to the trade before the expiry date of the existing Certificate, the approved

organisation may endorse the existing Certificate and such a Certificate shall be accepted as valid for a further period which shall not exceed three months from the expiry date.

13.3.4. A Certificate issued under section 13.2 shall cease to be valid if the relevant inspection is not completed within the period specified under section 13.1.1.

13.3.5. In the case of a transfer of a trade to another approved organisation, the approved organisation which had issued the current 360 Quality Certificate shall, as soon as possible, transmit to the approved organisation copies of, or all information relating to the 360 Quality Certificate and copies of available inspection reports.

## 13.4. Approved Organisations for Inspection of Trades

13.4.1. An approved organisation is an organisation that can demonstrate successfully to the 360 Quality Association that:

- It performs inspections of specialised reefer ships and/or terminals, and
- it has inspectors available with Auditor qualification, and
- inspectors have knowledge of and experience with specialised reefer ships, terminals and food safety related matters
- it has presented a list of qualified inspectors to the 360 Quality Association, and
- it has participated in the inspection and/or development of cold chain related guidelines, rules or standards such as HACCP, IFS, ISO 22000, and
- it has a system for following up the inspection and certification process which is acceptable to the 360 Quality Association, and
- it shall demonstrate professional competence based on adequate training and experience of its inspectors and personnel, and
- it has structures and procedures to enable it to be free to operate without undue influence from vested interests or otherwise.

## 13.5 Withdrawal of Certificate, Special Circumstances

13.5.1. Any user of the trade may report to the 360 Quality Association the repeated non-conformance of the standards contained in the 360 Quality Code by a trade. A non-conformance exists if a user reports that one or more conditions in the trade present an unacceptable risk during the handling of cargo for damage or contamination and is against the spirit of the 360 Quality Code.

13.5.2. The 360 Quality Association will carry out an investigation to verify a non-conformance reported in 13.1.1.

13.5.3 If a non-conformance as mentioned above is found to be present, the 360 Quality Association shall issue a notice to the port terminal requesting them to rectify the deficiencies and carry out an inspection according to 13.1.1.

13.5.4 The 360 Quality Association may withdraw the 360 Quality Certificate issued by an approved organisation if the port terminal does not rectify the non-conformance within 3 months of receiving a notice to do so from the 360 Quality Association.

# 14. Inspection and Certification of Container Depots

## 14.1. Inspections

14.1.1. Container depots to which Section 9 of the Code applies shall be subject to the inspections specified below:

- An initial inspection before the certificate required under section 14.2 is issued for the first time.
- A renewal inspection at intervals not exceeding three years
- The inspection shall be carried out in accordance with the Guidance Notes issued by the 360 Quality Association.
- Any additional inspections as determined by the 360 Quality Associations

14.1.2. The inspections of container depots shall be carried out by duly qualified inspectors of organizations approved by the 360 Quality Association.

14.1.3. In every case, the approved organisation concerned shall fully guarantee the completeness and efficiency of the inspection and shall undertake to ensure the necessary arrangements to satisfy this obligation.

14.1.4. The equipment of the container depot after inspection shall be maintained to conform to the provisions of section 9.

## 14.2. Issue of Certificate

14.2.1. A 360 Quality Certificate shall be issued after the initial or renewal inspection in accordance with the provisions of section 14.1.

14.2.2. Such certificate shall be issued by the approved organisation if the container depot scores a minimum of 60% in each of the subjects “Accuracy of estimation and Quality of estimates and repairs” and a minimum of 70% in total on the inspections mentioned in 14.1.

14.2.3. A copy of the Certificate and a copy of the inspection report shall be transmitted as soon as possible to the 360 Quality Association.

14.2.4. The 360 Quality Certificate shall be drawn up in a form corresponding to the model given in Appendix No. 7 of this Code.

## 14.3. Duration and Validity of Certificate

14.3.1. The 360 Quality Certificate shall be issued for a period not exceeding three years.

14.3.2. When the renewal inspection is completed within three months before the expiry date of the existing Certificate, the new Certificate shall be valid from the date of completion of the renewal verification to a date not exceeding three years from the date of expiry of the existing Certificate.

When the renewal inspection is completed after the expiry date of the existing Certificate, the new Certificate shall be valid from the date of completion of the renewal inspection to a date not exceeding three years from the date of expiry of the existing Certificate.

When the renewal inspection is completed more than three months before the expiry date of the existing Certificate, the new Certificate shall be valid from the date of completion of

the renewal inspection to a date not exceeding three years from the date of completion of the renewal inspection.

14.3.3. If a renewal inspection has been completed and a new Certificate cannot be issued or forwarded to the container depot before the expiry date of the existing Certificate, the approved organisation may endorse the existing Certificate and such a Certificate shall be accepted as valid for a further period which shall not exceed three months from the expiry date.

14.3.4. A Certificate issued under section 14.2 shall cease to be valid if the relevant inspection is not completed within the period specified under section 14.1.1.

14.3.5. In the case of a transfer of a container depot to another approved organisation, the approved organisation which had issued the current 360 Quality Certificate shall, as soon as possible, transmit to the approved organisation copies of, or all information relating to the 360 Quality Certificate and copies of available inspection reports.

## 14.4. Approved Organisations for Inspection of Container Depots

14.4.1. An approved organisation is an organisation that can demonstrate successfully to the 360 Quality Association that:

- it has inspectors available with Auditor qualification, and
- inspectors have proven knowledge and experience in container repairs. The inspector needs to be in the possession of a valid IICL certificate.
- it has a system for following up the inspection and certification process which is acceptable to the 360 Quality Association, and
- it shall demonstrate professional competence based on adequate training and experience of its inspectors and personnel.
- it has structures and procedures to enable it to be free to operate without undue influence from vested interests or otherwise.

## 14.5 Withdrawal of Certificate, Special Circumstances

14.5.1. Any user of the container depot may report to the 360 Quality Association the repeated non-conformance of the standards contained in the 360 Quality Code by the container depot. A non-conformance exists if a user reports that one or more conditions in the container depot present an unacceptable risk during the handling of cargo for damage or contamination and is against the spirit of the 360 Quality Code.

14.5.2. The 360 Quality Association will carry out an investigation to verify a non-conformance reported in 14.5.1

14.5.3 If a non-conformance as mentioned above is found to be present, the 360 Quality Association shall issue a notice to the container depot requesting them to rectify the deficiencies and carry out an inspection according to 14.1.1.

14.5.4 The 360 Quality Association may withdraw the 360 Quality Certificate issued by an approved organisation if the container depot does not rectify the non-conformance within 3 months of receiving a notice to do so from the 360 Quality Association.

## Risk Assessment Plan

Pre-L=Pre loading; L=Loading; C=Carriage; D=Discharge

| Hazard | Explanation | Control measure (To be defined per shipping line) | Code | Voyage stage | | | |
|---|---|---|---|---|---|---|---|
| | | | | Pre -L | L | C | D |
| None | | In the pre-loading stage no specific hazards for food safety are involved since cargo is not present in the holds | | X | | | |
| Physical contamination by stevedores/crew | Stevedores can contaminate cargo with footprints or hair, rings etc. | Personal hygiene<br>Cargo handling materials (walking boards) | 6.1. | | X | | X |
| Microbiological contamination by stevedores/crew | Stevedores can contaminate commodities through wounds, urine, spitting and vomiting. | Personal hygiene | 6.1. | | X | | X |
| Growth of micro-organism due to high commodity temperature | Micro-organisms will grow faster when temperatures are too high. | Acceptance & rejection of cargo<br>Temperature management | 5.,6.1.,6.13. | | X | X | |
| Physical or microbiological contamination due to weather circumstances | Cargo can be contaminated with rain, hail or snow during loading and/or discharging. Proper planning or stoppage of cargo operation or usage of tarpaulins can prevent contamination. | Acceptance & rejection of cargo<br>Weather protection directives | 5.,6.1. | | X | | X |
| Physical or microbiological contamination due to strong sunshine | Cargo can be exposed to hot sunshine or frostbite. The use of tarpaulins and temperature measurements prevent this situation | Acceptance & rejection of cargo<br>Weather protection directives | 5.,6.1.,6.13. | | X | | X |
| Physical, microbiological or chemical contamination due to damaged packing materials | During the loading process packing materials can be damaged. If packing materials are not fully closed or damaged contamination can occur. Visual inspection of cargo on the quay can prevent this. | Acceptance & rejection of cargo<br>Cargo handling<br>Cargo stowage & securing | 5.,6.1. | | X | | X |
| Contamination with foreign bodies | Cargo can be contaminated with foreign bodies (wood, nails, metal, etc) | Maintenance (cargo holds)<br>Cleaning | 6.5, 6.9. | | X | | X |
| Contamination with glass and other fragile objects | Cargo can be contaminated with glass from cargo hold lights or other sources | Glass Maintenance (lighting & protective covers)<br>Cleaning | 6.1., 6.7., 6.9. | | X | | X |
| Contamination with hydraulic oil | Cargo can be contaminated with hydraulic oil from leaking hydraulic hoses or cylinders. | Maintenance (hydraulic system) | 6.3. | | X | X | X |
| Contamination with grease | Excessive grease can contaminate cargo. | Cleaning | 6.9. | | X | X | X |
| Contamination with seawater. | Cargo can be contaminated with seawater. Weather deck hatches must be weather tight. | Maintenance (weather tightness hatches, hose test, drain system) | 6.2. | | | X | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Contamination with fresh water. | Cargo can be contaminated with fresh water (condensation). Drain systems must work properly. | Maintenance (drain system) | 6.8. | | | | |
| Contamination via cargo compartments | Commodities can be contaminated with remaining cargo residues (build-ups) in dead corners due to insufficient cleaning | Cleaning (incl. use of 'Food grade' detergents) | 6.9. | | | X | |
| Contamination with vermin, pest or rodents | Proper cleaning reduces the risk. | Cleaning | 6.9. | | | X | |
| Contamination due to bad stowage | Cargo can shift as a result of wrong stowage and bad weather. Packing materials can be damaged and cargo can be contaminated. | Cargo stowage & securing<br>Weather routing assistance | 6.1., 6.6. | | | X | |
| Growth of undesirable micro organism due to long transport | Transport can become longer then the expected shelf life of commodities and microorganism can grow. | Temperature management | 6.1., 6.13. | | | X | |
| Contamination of cargo when opening tween decks | Debris, wood and rust flakes can fall on top of cargo when opening the tween decks. | Cleaning | 6.5.,6.9. | | | | X |

Note:

On top of above-mentioned hazards the seriousness of the hazard for the food chain is depending on:

- type of commodity
- packing materials packed (cartons, bins, drums, bags) or unpacked
- frozen or non-frozen cargo

Per Shipping Line, the intensity of the control measures (procedures) will be defined.

## Standard Report EDI format, Loading Port

## Implementation Guide for Damage Report Delimited Files

The file to input Exception Report data is a standard Text File with a character to delimit data on each line and a "new line character" at the end of each line. The file consists of three types of data. There is one header line, an unlimited number of pallet data lines and one trailer line. The report should contain all pallets discharged, even those with no recorded exceptions. Mandatory means that for both the loading port and discharging port the information shall be included.

In both cases the semicolon delimiter can now be any delimiter. The delimiter is determined by the character in the sixth position on the first line of the file. So for example if the first line of the file starts with
ZDSOM+
then the delimiter is the plus sign (+)

and if the first line starts with
ZDSOM,
then the delimiter is a comma (,)

Please note that you must never select a character as a delimiter that exists in the data in the file. So for example you could not use a forward slash (/) because this exists in the N/A (not applicable) in the receiver column of your data.

By making this change it is now easier to create a text file from Excel where the default delimiters are either Tab (for Text files Tab delimiter) or Comma (for CSV files).

The Header line consists of the following items:
1. A text literal ZDSOM
2. The name of the port, using UNLOCODE
3. The name of the terminal
4. The name of the vessel transporting the pallet
5. A text literal denoting of the pallet has been loaded (L)
6. The trade
7. The voyage number (4 digits)
8. The date of arrival of the vessel (format CCYYMMDD)
9. The date of departure of the vessel (format CCYYMMDD)

There should then follow a line for each pallet reported. This line consists of:
1. The text literal PL (mandatory)
2. The pallet ID (mandatory)
3. The name of the shipper (mandatory)
4. The name of the receiver
5. The name of the commodity (mandatory)
6. The name of the mark (mandatory)
7. The name of the packing house (mandatory)
8. The name of the packing type (mandatory)
9. The Quantity of packages on the pallet (mandatory)
10. Exception code A. A number between 0 and the value of item 9 above
11. Exception code B. A number between 0 and the value of item 9 above
12. Exception code C. A number between 0 and the value of item 9 above
13. Exception code D. Accepted values 1 or 0. Zero if no exception recorded
14. Exception code E. Accepted values 1 or 0. Zero if no exception recorded
15. Exception code F. A number between 0 and the value of item 9 above
16. Exception code G. A number between 0 and the value of item 9 above
17. Exception code H. A number between 0 and the value of item 9 above
18. Exception code J. A number between 0 and the value of item 9 above
19. Exception code X. Accepted values 1 or 0. Zero if no exception recorded
20. The deck location of the pallet (mandatory)
21. The B/L number
22. The name of a discharge port (POD), using UNLOCODE

The trailer line consists of:
1. The text literal ZDEOM
2. The number of pallet lines in the message

An Example
ZDSOM;ARCMP;EASA;A Vsl Name;L;CRSA;5011;20060313;20060314
PL;123456789;A Shipper;A Receiver;A Commodity;A Mark;A Packing House;A Packing Type;72;2;3;5;1;0;;;;;0;4D;BL00001;NLRTM
ZDEOM;1

## Standard Report EDI format, Discharging Port

## Implementation Guide for Damage Report Delimited Files

The file to input Exception Report data is a standard Text File with a character to delimit data on each line and a "new line character" at the end of each line. The file consists of three types of data. There is one header line, an unlimited number of pallet data lines and one trailer line. The report should contain all pallets discharged, even those with no recorded exceptions. Mandatory means that for both the loading port and discharging port the information shall be included.

In both cases the semicolon delimiter can now be any delimiter. The delimiter is determined by the character in the sixth position on the first line of the file. So for example if the first line of the file starts with
ZDSOM+
then the delimiter is the plus sign (+)

and if the first line starts with
ZDSOM,
then the delimiter is a comma (,)

Please note that you must never select a character as a delimiter that exists in the data in the file. So for example you could not use a forward slash (/) because this exists in the N/A (not applicable) in the receiver column of your data.

By making this change it is now easier to create a text file from Excel where the default delimiters are either Tab (for Text files Tab delimiter) or Comma (for CSV files).

The Header line consists of the following items:

10. A text literal ZDSOM
11. The name of the port, using UNLOCODE
12. The name of the terminal
13. The Name of the vessel transporting the pallet
14. A text literal denoting of the pallet has been Discharged (D)
15. The trade
16. The voyage number (4 digits)
17. The date of arrival of the vessel (format CCYYMMDD)
18. The date of departure of the vessel (format CCYYMMDD)

There should then follow a line for each pallet reported. This line consists of:

23. The text literal PL (mandatory)
24. The pallet ID (mandatory)
25. The name of the shipper
26. The name of the receiver (mandatory)
27. The name of the commodity (mandatory)
28. The name of the mark
29. The name of the packing house
30. The name of the packing type
31. The Quantity of packages on the pallet (mandatory)
32. Exception code A. A number between 0 and the value of item 9 above
33. Exception code B. A number between 0 and the value of item 9 above
34. Exception code C. A number between 0 and the value of item 9 above
35. Exception code D. Accepted values 1 or 0. Zero if no exception recorded
36. Exception code E. Accepted values 1 or 0. Zero if no exception recorded
37. Exception code F. A number between 0 and the value of item 9 above
38. Exception code G. A number between 0 and the value of item 9 above
39. Exception code H. A number between 0 and the value of item 9 above
40. Exception code J. A number between 0 and the value of item 9 above
41. Exception code X. Accepted values 1 or 0. Zero if no exception recorded
42. The deck location of the pallet (mandatory)
43. The B/L number (mandatory)
44. The Name of a loading port (POL), using UNLOCODE

The trailer line consists of:

3. The text literal ZDEOM
4. The number of pallet lines in the message

An Example

```
ZDSOM;NLRTM;FTR 1;A Vsl Name;D;CRSA;5011;20060313;20060314
PL;123456789;A Shipper;A Receiver;A Commodity;A Mark;A Packing House;A Packing
Type;72;2;3;5;1;0;;;;;0;4D;BL00001;ZACPT
ZDEOM;1
```

# 360 Quality Certificate

Issued under the provisions of the 360 Quality Code (2015)

By .....

.....

.....

*(Full designation of the Inspecting Officer's Organization, approved by the 360 Quality Executive Committee)*

## Particulars of ship

Name of Ship: .....

Port of Registry: .....

Gross Tonnage: .....

IMO Number: .....

This is to certify that:

1. The ship has been inspected in accordance with the 360 Quality Code, and:

2. The inspection verified that the ship complies with the 360 Quality Code, and:

3. The inspection verified that the ship is certified for palletised cargoes: yes/no, and:

4. The inspection verified that the ship is certified for reefer container carriage: yes/no.

Completion date of the Inspection on which this Certificate is based ..... (dd/mm/yy)

This Certificate is valid until ..... unless revoked

The renewal inspection is allowed to be carried out within a period of 3 months before or after the validity date of this certificate. During this period the certificate will remain valid.

Issued at .....

Date of issue .....

Name of Inspecting Officer .....

.....

Signature of Inspecting Officer

# 360 Quality Certificate

Issued under the provisions of the 360 Quality Code (2015)

By .....

.....

.....

*(Full designation of the Inspecting Officer's Organization, approved by the 360 Quality Executive Committee)*

## Particulars of terminal

Name of terminal: .....

Address: .....

Owner of terminal: .....

This is to certify that:

1. The terminal has been inspected in accordance with the 360 Quality Code, and:

2. The inspection verified that the terminal complies with the 360 Quality Code, and:

3. The inspection verified that the terminal is certified for container handling: yes/no.

Completion date of the Inspection on which this Certificate is based ..... (dd/mm/yy)

This Certificate is valid until ..... unless revoked

Issued at .....

Date of issue .....

Name of Inspecting Officer .....

.....

Signature of Inspecting Office

# 360 Quality Certificate

Issued under the provisions of the 360 Quality Code (2015)

By .....

.....

.....

*(Full designation of the Inspecting Officer's Organization, approved by the 360 Quality Executive Committee)*

## Particulars of trade

Name of trade: .....

Operator: .....

This is to certify that:

1. The trade has been inspected in accordance with the 360 Quality Code, and:

2. The inspection verified that the trade complies with the 360 Quality Code.

Completion date of the Inspection on which this Certificate is based ..... (dd/mm/yy)

This Certificate is valid until ..... unless revoked

Issued at .....

Date of issue .....

Name of Inspecting Officer .....

.....

Signature of Inspecting Office

# 360 Quality Certificate

Issued under the provisions of the 360 Quality Code (2015)

By .....

.....

.....

*(Full designation of the Inspecting Officer's Organization, approved by the 360 Quality Executive Committee)*

## Particulars of Container Depot

Name of Depot: .....

Town: .....

This is to certify that:

1. The Container depot has been inspected in accordance with the 360 Quality Code, and:

2. The inspection verified that the container depot complies with the 360 Quality Code.

Completion date of the Inspection on which this Certificate is based ..... (dd/mm/yy)

This Certificate is valid until ..... unless revoked

Issued at .....

Date of issue .....

Name of Inspecting Officer .....

.....

Signature of Inspecting Office