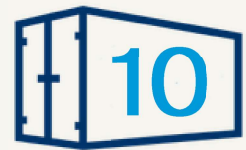


How to avoid additional costs in container transport?

Currently, there is a lot of worn-out equipment in use in the transport sector, which leads to frequent problems with damaged containers. The costs of repairing damage that occurred during transport or was accepted at the time of loading are borne by the cargo owner (consignee).

As a shipper, you have every right to refuse to accept a container that is not suitable for export.

Average number of damaged containers per week



The cost of repairing a single piece is usually
200-900 EUR

When is the container ready for loading?

3 basic conditions

It is airtight

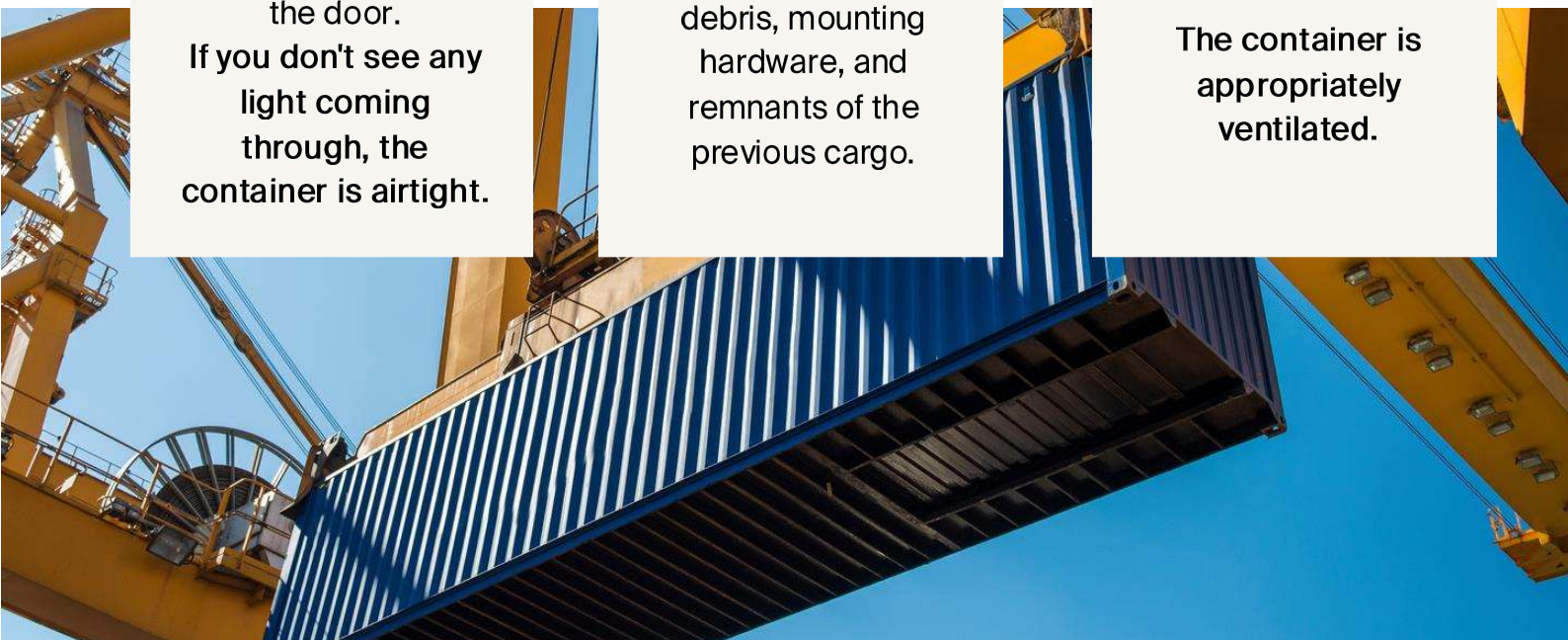
Go inside and close the door.
If you don't see any light coming through, the container is airtight.

It is clean:

The interior is free of debris, mounting hardware, and remnants of the previous cargo.

No strangers odours:

The container is appropriately ventilated.



Correct loading: Ensuring optimal ventilation

Even if the container is in perfect condition, the cargo will still be damaged if it is not loaded properly. **Under no circumstances should goods be stacked in a way that blocks the ventilation openings located at the top of the side walls.**

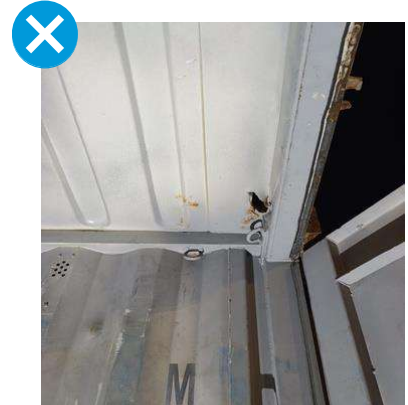
Blocking the natural circulation of air inside the container significantly increases moisture condensation. During long sea voyages, combined with extreme temperature fluctuations, this can result in serious moisture-related damage to the cargo and, consequently, a loss of its value.



The most common types of damage

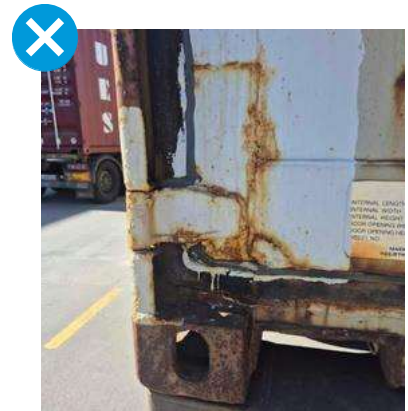
1 Roof and walls (highest risk)

- Openings: these account for roughly 90% of all damage. They lead to water ingress and spoilage of goods, resulting in losses and the need to file claims.
- Corrosion perforation: significant corrosion-related damage (e.g., sheet metal that crumbles under finger pressure). Surface rust or numerous "patches" from previous repairs are acceptable and do not disqualify the container.



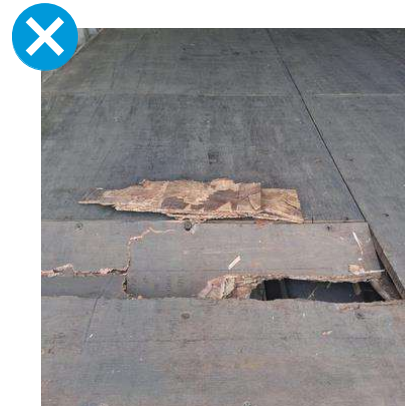
2 Floor

- Common damage: Cracks, holes, bulges, and protruding nails. This damage is most often caused by improper forklift operation or overloading.



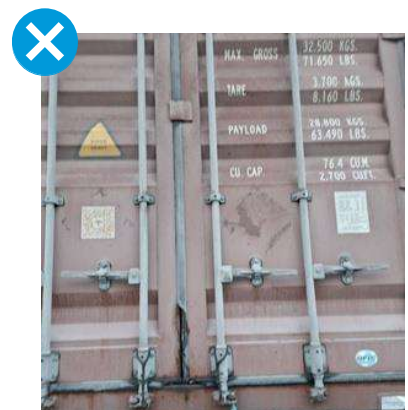
3 Doors and gaskets

- Seal deterioration: Moldy, torn, or falling-off seals (often caused by exposure to sunlight, rain, and salt water).
- Leaky or poorly closing doors completely disqualify the container from further use. Damaged locks and bolts are also sometimes found.



4 Structural and mechanical damage

- Bent "gooseneck": Damage to the tunnel in the container chassis. This disqualifies the container from standard transport, as it cannot be mounted on a standard container frame (requires a low-bed trailer).
- Damage to corners (corner blocks): This is rare, but a displaced corner prevents the twistlocks from securing properly to the trailer.



After unloading: Recommendations

It is recommended to develop the habit of making photo documentation.

- Before loading (empty container, to prove the initial condition).
- After loading (securing the cargo).
- After unloading and cleaning (to prove that you are returning clean and empty equipment).

Please note that, **as the cargo owner, you are fully responsible** for returning the container to the shipping line in a condition that allows it to be used immediately for the next export. If you return the equipment damaged or dirty, you will be charged for repair costs and the so-called “round trip” (i.e., the additional, expensive transport of the empty equipment to the repair depot).



Leave it clean

Cleaning the container (sweeping, removing trash, boards, nails, and frames) is the responsibility of the warehouse or recipient, not the driver. The cost of having the container swept at the depot is approximately 150 PLN.



Remove previous markings

Be sure to remove all stickers and labels from previous shipments (e.g., ADR hazardous materials markings). Fines for leaving them in place are typically around €50 per item.



Empty container shipping costs

If, due to damage, a container is unsuitable for reuse in export after import, this results in additional costs for transporting it back to the depot (up to approximately 1,000 PLN depending on the destination).

About Us

With more than 85,000 employees across over 1,300 sites in close to 100 countries, the Kuehne+Nagel Group is one of the world's leading logistics providers. Group is the global number one in Air and Sea Logistics and holds strong market positions in Road and Contract Logistics.

Supporting around 400,000 customers worldwide, the Group draws on its global network, logistics expertise, and data-driven insights to deliver end-to-end supply chain solutions for global companies and industries.

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