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COURSE BROCHURE

Cargo Container Inspection and Damage Assessment Training Course

27 – 31 December 2026
Sharm El-Sheikh

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Registered in the United Kingdom and Saudi Arabia

Cargo Container Inspection and Damage Assessment Training Course

Ref: 873_33035 **Date:** 27 – 31 December 2026 **Location:** Sharm El-Sheikh **Fees:** 5500 GBP

Cargo Container Inspection and Damage Assessment is a 1-week training course for container surveyors and depot and terminal inspectors, in which each participant builds a container inspection and damage report pack. Each box changes custody at a depot or terminal, and a missed crack or broken seal becomes a claim or a safety incident. Jupiter Prime Training delivers this course on cargo container inspection and damage assessment.

Why Cargo Container Inspection and Damage Assessment Matters Now

Three groups lean on container inspectors today. Container owners and lessors want consistent damage criteria across depots. Shippers of food and pharmaceuticals expect clean, sound, sealed units. Terminal operators need units safe to stack, lift and lash. An inspector who grades damage consistently protects the owner's asset, the shipper's cargo and the handler's people; one who does not invites disputed repair bills, rejected units and claims that cannot be defended.

Who Gains Most from Cargo Container Inspection and Damage Assessment

- Surveyors responsible for on-hire, off-hire and condition surveys of dry and reefer units
- Depot inspectors who grade damage and authorise repair estimates
- Terminal checkers who record the condition of boxes at the gate and quayside interchange
- Reefer technicians responsible for pre-trip checks of refrigeration machinery
- Cargo claims staff who rely on inspection evidence to accept or reject liability

A depot or survey firm gains most when its inspectors, reefer technicians and claims staff attend together, since one damage vocabulary links gate photo, repair invoice and claim.

Cargo Container Inspection and Damage Assessment Capabilities

Participants read a container from corner castings to door gaskets and turn it into graded, evidenced findings.

- Apply a systematic six-face inspection sequence to dry and reefer units — interchange acceptance decisions
- Assess structural damage against agreed repair criteria — owner and lessor repair approvals
- Check the safety approval plate and marking details — fitness to stack and lift
- Test reefer pre-trip functions and record set points — shippers of temperature-sensitive cargo
- Verify seal integrity and cargo securing arrangements — custody and claims handling
- Build a photographed damage report with location codes — repair estimates and liability disputes

Key Cargo Container Inspection and Damage Assessment Terms

- Corner casting — The reinforced fitting at each corner of a container used for lifting, stacking and securing.
- Safety approval plate — The plate showing a container's approval, maximum gross mass and stacking test values.
- Pre-trip inspection — A functional check of a reefer unit's refrigeration machinery and controls before it is released for loading.
- Equipment interchange receipt — The document recording a container's condition when custody passes between parties.
- Bolt seal — A high-security seal fitted to the door locking bar to show whether the doors were opened in transit.
- Cargo-worthy — A grading stating a container is sound, clean, dry and odour-free for general cargo.

Cargo Container Inspection and Damage Assessment Day by Day

Day 1: The Container as a Load-Bearing Structure

- Container Types, Dimensions and Marking Codes — Identifying the Unit Under Inspection
- Frame, Rails, Posts and Corner Castings — Where Loads Travel
- Floor, Cross-Members and Forklift Pockets — Assessing Load Paths
- Roof, Side Panels and Door Assemblies — Weathertight Integrity Checks
- Custody Chain From Shipper to Depot — Who Relies on Each Inspection

Day 2: Structural Inspection and Damage Criteria

- Six-Face Inspection Sequence and Checklist — Consistent Interchange Grading
- Dents, Cuts, Cracks and Corrosion Limits — Accept, Repair or Reject
- Light, Water and Odour Tests — Cargo-Worthy Versus Food-Grade Decisions
- Safety Approval Plate and Examination Dates — Fitness to Stack and Lift
- Previous Repair Quality Checks — Spotting Substandard Welds and Patches

Day 3: Reefer Units and Special Containers

- Reefer Pre-Trip Inspection Steps — Release for Temperature-Sensitive Cargo
- Set Points, Data Loggers and Alarm Records — Evidence in Temperature Claims
- Insulation, Drain Holes and Door Seals — Preventing Heat Ingress
- Open-Top, Flat-Rack and Tank Units — Inspection Points That Differ
- Dangerous Goods Placards and Residue Checks — Safe Acceptance at the Gate

Day 4: Seals, Securing and Damage Evidence

- Bolt Seal Verification and Seal Logs — Detecting Tampering in Transit
- Lashing, Blocking and Bracing Inside the Box — Cargo Securing Adequacy
- Damage Location Codes and Photograph Standards — Defensible Survey Evidence
- Equipment Interchange Receipts — Allocating Responsibility Between Parties
- Repair Estimate Review — Matching Labour and Materials to Damage

Day 5: Practising the Container Inspection and Damage Report Pack

- Full Six-Face Inspection of a Dry Unit — Applying Damage Criteria
- Reefer Pre-Trip Case With Logger Download — Release or Hold Decision
- Seal Discrepancy and Securing Failure Case — Claims Evidence Path
- Peer Review of Graded Findings — Consistency Across Inspectors
- Container Inspection and Damage Report Pack — Sign-Off for Owner and Claims

Applying Cargo Container Inspection and Damage Assessment After the Course

- Re-grade ten recent interchange receipts against the six-face sequence and damage criteria, and present the differences.
- Introduce a photograph and location-code standard for damage findings and test it on a week of off-hire surveys.

Cargo Container Inspection and Damage Assessment Questions FAQ

What is cargo container inspection and damage assessment and why does it matter now?

It is the structured examination of containers and grading of damage against agreed criteria. It matters now because owners, shippers and handlers depend on consistent evidence to approve repairs and defend claims.

Which roles gain most from cargo container inspection and damage assessment?

Container surveyors, depot inspectors, terminal checkers, reefer technicians and claims staff gain most, because each records or relies on a unit's condition at handover.

How does cargo container inspection and damage assessment differ from a cargo surveying course?

It examines the container itself rather than the goods inside it. A cargo surveying course assesses the commodity; this one grades frame, floor, panels, doors, reefer machinery and seals.

What do you bring back from cargo container inspection and damage assessment?

You bring back a report pack with a checklist, damage criteria, reefer pre-trip steps and a photograph standard your depot can adopt.

Cargo Container Inspection and Damage Assessment: The Way Forward

The container inspection and damage report pack first informs whether a unit is accepted, repaired or rejected at interchange. Surveyors, depot inspectors and claims staff use it to speak one damage vocabulary. After its first month in use, the damage criteria deserve another look, since disputed repair estimates and rejected claims show quickly where grading still varies between inspectors.