

# EMPTY CONTAINER TRIANGULATION

## STANDARD OPERATING PROCEDURE

Effective from Monday, the 26th of July, 2021, it will be mandatory for all our export customers to fill our [Online form](#) to enable them to regularize the triangulation of the container(s) that they have selected for their export per booking. Request by emails will no longer be attended.

### Scope & Responsibilities

This SOP is meant to guide our export customers on how to request for reuse of our empty import container for their export as per our standard operations for export. The application for triangulation is strictly online per confirmed booking. Only the Shipper or designated Freight Forwarder (on Shipper's behalf) that are named on the confirmed export booking are permitted to fill the form to apply for empty container triangulation for export.

The named Shipper on a confirmed booking who applies for triangulation, indemnifies us, the Carrier for any loss damage, injury, fines or expenses caused or incurred by to such Container(s) whilst in their responsibility/control and/or until returned to us. This SOP assumes that the shipper has already taken permission from the consignee and has taken possession to reuse the container(s), that the container(s) is/are usable and suitable for their export and requires only CMA CGM approval to regularize for export.

Upon receipt of your Triangulation request (by CMA CGM), the responsibility for such container(s) is automatically transferred from the Consignee to the Shipper. It is also the responsibility of the Shipper to return the empty container(s) to its designated empty depot if container(s) is/are for CMA CGM and application for triangulation is rejected.

#### Responsibilities & Tools:

- **Shipper:** The named shipper on confirmed export booking who has applied for container triangulation for export by correctly filling the online form and is liable to indemnify us, the Carrier for any loss damage, injury, fines or expenses caused or incurred by to such container(s) whilst in their control/responsibility and/or until redelivery to us. Shippers are deemed to be aware of the dimensions of any Container(s) in their possession.
- **Freight Forwarder:** The named Forwarding Agent on confirmed export booking, who is permitted to apply for Container Triangulation on behalf of the Shipper by correctly filling our online form.
- **CMA CGM:** Designated CMA CGM Nigeria Export Team responsible for the verification and approval of customer application for triangulation per booking.
- **Customer Online Form:** Online form to be filled correctly by the customer (Shipper or Forwarder) to apply for container triangulation per booking. All fields (including Letter of Indemnity to be signed) are compulsory. A remarks field (which is not mandatory) is available for free text to CMA CGM. CMA CGM reserves the right to apply or reject any application for triangulation. Customer is informed by email and a reason is provided by CMA CGM whenever there is a rejection for the Shipper's action.

Usage of [Online form](#) is compatible with all computer and mobile views.

- **Consignee:** The Consignee, as on the Import BL, is the customer who allows the shipper control and possession of our import empty container(s). The responsibility for the container(s) is transferred from Consignee to Shipper upon the Shipper/Forwarder's application for triangulation.

## Process Flow

The procedure for Empty Container Triangulation by customer (Shipper/Forwarder) is illustrated below.

1. Customer ensures that export booking details are updated correctly with the Freight Forwarder and Shipper Name before the application for Triangulation and recalls other necessary booking details.
2. Customer ensures that empty container(s) picked for triangulation is/are correct, not owned by the consignee, another user or another carrier, and is/are suitable and usable for their export that matches the count, size(s) and type(s) of container(s), etc. as per confirmed booking before considering application for Triangulation.
3. Customer fills online electronic form to apply for triangulation **per booking**. Applications not filled correctly as per confirmed booking, CMA CGM requirements and expectations will be rejected.

**Some instances when Triangulation can be rejected:**

- i. If empty container(s) picked for triangulation is/are not correct, not owned by the consignee, other party or other carrier, does not match the count, size(s) and type(s) of container(s), etc on the export booking.
  - ii. If Shipper Name provided does not match the Shipper on the confirmed booking advised.
  - iii. If Shipper upon verification does not confirm Booking details, the Agent and Representative.
  - iv. If Shipper has other idle container(s) in their possession.
  - v. If Shipper upon verification does not confirm the application or the container(s) to be triangulated for export and Letter of Indemnity on the online form.
4. Shipper proceeds with reuse of containers(s) upon receipt of mail approval of their triangulation request by CMA CGM and follows all the instructions if provided. The **CMA CGM approval date** will be updated as the export empty pick-up date for the Shipper and import empty return date for the Consignee as well.
  5. Shipper will be fined a **Container Control Fee** per container(s) gated in full at the port for export without securing approval for container triangulation. CMA CGM also reserves the right to reject the container(s) at the expense of the Shipper whenever instructions are not followed.

**Note:**

- i. **Container Re-Use Fee** - ₦ 5,000/container (is applied for all triangulated containers)
- ii. **Container Control Fee** - \$ 150/container (is penalty for non-compliance).  
Gate-in Full date for export will be updated as the return date of empty container for the consignee.