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**INDUSTRY STANDARD OF THE
PEOPLE'S REPUBLIC OF CHINA**

SN/T 2388.3-2010

**Rules for damage survey of imported commodities on maritime
transportation. Part 3: Cargo survey for average**

海运进口商品残损鉴定规程 第3部分：海损鉴定
(English Translation)

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Foreword

SN/T 2388 "damaged authentication procedures of imported goods" is divided into three parts.

- Part 1. General;
- Part 2. Terminology;
- Part 3. Identification of the general average.

This section SN/T 2388 Part 3.

This section proposed and managed by the National Certification and Accreditation Administration Committee.

1 Scope

This section SN/T 2388 specifies the general average seaborne imports identification requirements.

This section applies to the identification of general average ocean freight imports.

2 Normative references

The following documents contain provisions which, through reference SN/T 2388 and become part of the provisions of this section. For dated references, all subsequent amendments (not including errata content) or revisions do not apply to this section, however, encourage the agreement on this section Whether the parties can study the latest versions of these documents. For undated reference documents, the latest versions apply to this section.

SN/T 2388.1-2009 damaged authentication procedures of imported goods - Part 1. General
SN/T 2388.2-2009 damaged authentication procedures of imported goods - Part 2.
Terminology

3 Terms and Definitions

SN/T 2388.2 and established in the following terms and definitions apply to this part of the SN/T 2388's.

The ship encountered during the voyage of natural disasters, accidents, human error and other ship's force majeure occurs after the shipwreck, According to the bill of lading to distinguish the goods intact and damaged goods, damaged goods to distinguish a particular average or general average, to prove the extent of the loss of damaged goods, resulting in Identification of additional costs and all cargo carried CIF.

4.1 Working conditions

4.1.1

General Average constitute conditions.

- The same voyage of the ship, cargo and other property encounter common risk actually exists;
- Rescue measures taken should be intentional and reasonable;
- Make sacrifices should be special, expenses shall be additional;
- Measures taken by sacrificing the desired effects.

4.1.2

SN/T 2388.1-2009 4.1 shall apply to this section.

4.2 Technical conditions

4.2.1

General Average identified as vessels need to take place before the arrival of the shipwreck of discharge, at the latest before breaking bulk cargo apply to general average appraisal should work before discharge from the ship were damaged.

4.2.2

When receiving a general average appraisal should provide manifest information to load maps, bills of lading, maritime reports, accident reports.

4.3 Security conditions

4.3.1

into the dock when boarding and identification work under the cabin, should strictly comply with the relevant safety regulations.

4.3.2

Necessary, dressed in overalls and non-slip anti-static shoes, wearing gas masks, use explosion-proof or explosion-proof flashlight hand lamp and other safety Full protective equipment.

4.3.3

To protect personal safety, as necessary, before entering the cabin containing dangerous goods safety testing of tanks to prevent people straying hair Health and personal safety accidents.