

**Member Circular No. 090/2010**

Date : 25 June 2010

To : All SFFLA Members

Attn : Managing Director / General Manager

Dear Sir,

**RE : Letter to General Manager LPK**

Enclosed herewith copy of letter to General Manager LPK on the "EIR (Equipment Interchange Receipt)" for your information.

1) ADM/SFFLA/080/2010 dated 23th June 2010

Thank you.

SFFLA Secretariat

cc. Committee Members

(Attached 2 pages)

# SELANGOR FREIGHT FORWARDERS & LOGISTICS ASSOCIATION

(Persatuan Ejen-Ejen Penghantaran Dan Logistik Selangor) Reg. No. 1276 - Selangor

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ADM/SFFLA/080/2010  
23 June, 2010

Mr. Kee Lian Yong  
General Manager  
Port Klang Authority  
Mailbag service 202,  
Jalan Pelabuhan,  
42005, Pelabuhan Klang  
Selangor D.E.

Dear Mr. Kee

## Ref: EIR (Equipment Interchange receipt)

Our members have continuously raised the issue of damages to containers which, ultimately becomes the responsibility of the Forwarding agents who have issued a letter of Indemnity to Box operators for release of delivery order.

Very often, for damaged containers, the Forwarding Agent and the consignee only become aware that the container is damaged when it arrives at consignee's premises. By then, it is too late to decline responsibility for the damages, as box operators' standard reply is **"there was no exception noted when the container left the terminal Gate" and, therefore, the FA/consignee is responsible for the alleged damages.**

As you would also be aware, if the FA/consignee dispute the claim, the Box operator will withhold the delivery order for future shipments.

We wish to remind PKA that the EIR was implemented to clearly define the responsibility of the various parties in the delivery chain. The Terminal operator's Gate Clerk would visually check and inspect the condition of the containers, mark it on the EIR and present to the Haulier's driver to counter-sign the EIR. Where the driver notes that the Gate Clerk has omitted any damage in the EIR, the driver would add a remark on his copy of the EIR.

This practice has helped the Port Authority who was running container operations then to clearly define its responsibility and liability in case of damages to containers.

Sadly, North Port has stopped making the physical inspections to the EIR, which is then **considered as clean by box operators.** Westport uses CCTV only and do not provide

Ordinary  
Member of:



Affiliated to:



manpower to physically inspect the boxes. To obtain the CCTV footage is a hassle as they have to see the relevant personnel and also there is a time limit, after which time the record is not available.

We exhort PKA to reinstate the EIR inspection at both Terminals, as this will help reduce the disputes on container damages claims.

In this connection, we urge an urgent meeting with PKA, NMB and Westports to discuss and resolve this matter.

We trust you would be calling for an early meeting. Thank you for your understanding in this matter.

Alvin Chua

A handwritten signature in black ink, appearing to read 'Alvin Chua', with a long, sweeping underline that extends to the right.

President  
Selangor Freight Forwarders and Logistics Association

cc. All members