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Convention on Road Traffic (1968):

Loading of vehicles

Convention on Road Traffic (1968)

Loading of vehicles

Submitted by the International Road Transport Union (IRU)

Preamble

The International Road Union (IRU) recommends that the Contracting Parties to the 1968 Convention on Road Traffic consider amending article 30 on the loading of vehicles.

I. Background

1. Following the latest developments at EU level regarding the roadworthiness package, the European Best Practice Guidelines on Cargo Securing for Road Transport, and taking into consideration International Guidelines on Safe Load Securing for Road Transport, it may be useful to update Article 30 of the Convention on Road Traffic in order to reflect reality and the latest developments on this important aspect of road traffic safety. Indeed, wrongly or not securing the load on a vehicle constitutes an immediate risk to road safety.
2. Securing cargo is crucial for road safety. Loads should therefore be secured in such a way as to cope with accelerations occurring during use of the vehicle on the road.
3. All parties involved in the logistics process, consignors and consignees, including packers, loaders, transport companies, operators and drivers, have a role to play in ensuring that cargo is properly packed and loaded on a suitable vehicle and unloaded in a safe way.

II. Proposal

4. The IRU Secretariat General would like to suggest that the Contracting Parties review Article 30 of the Vienna Convention on Road Traffic - see full text with suggestions in Annex 1 - by including important items in order to improve road traffic safety by considering general safety during all kinds of operations of the vehicle, including emergency situations or uphill starting manoeuvres.
5. The IRU Secretariat General puts forward the following suggestions for Article 30:
 - (a) The Title should be amended as follows:” Loading Transport Units” instead of “loading of vehicles”.
 - (b) Add an explanatory note to the above title amendment:
 - The title was amended to reflect the existing procedure for carrying goods. We should think about swap-bodies and containers in addition to vehicles only.
 - (c) Add the definition of transport unit to Article 1 of the Convention:
 - “Transport unit” means a motor vehicle without an attached trailer, or a combination consisting of a motor vehicle and an attached trailer;’
 - (d) Replace “vehicle” with “transport unit” in paragraph 1
 - (e) Add a new paragraph 2 as follows:
 - “2. During transport, all cargo items should be prevented from moving.”
 - (f) Add an explanatory note to amendment 2 above:
 - Restraining methods are principally the following: locking, blocking, direct lashing, top-over lashing, combinations of methods in conjunction with friction.
6. Loads must be placed on the vehicle so that they will not injure persons, cause vehicle instability in transit, shift or move within the vehicle or fall from the vehicle.
 - (a) Renumber all existing paragraphs.

- (b) Under 3 insert a new (b) Endangering the load itself or the transport unit.
 - (c) Add an explanatory note to amendment 3 above:
7. The loader shall ensure that loads cannot damage other cargoes or the transport unit.
- (a) Under paragraph 4 (new numbering), starting with “All accessories”, add “Web Lashings” after “such as”. The amended text should read as follows:
 - “4. All accessories, such as web lashings, cables, chains and sheets, used to secure or protect the load shall be drawn tight around the load and be firmly fastened.”
 - (b) Add an explanatory note to amendment 4 above:
8. Web lashings are often used for top-over (frictional) lashing, but may also be used for direct lashing (especially when the larger sizes of lashing are used). Webbing assemblies are suitable for securing many types of load. They usually consist of a webbing strap with some form of end fittings and incorporate a tensioning device.
9. Finally, the IRU Secretariat General suggests adding two new paragraphs at the end of Article 30, to read as follows:
- (a) 7. All persons involved should have knowledge of the safe transport and loading and securing of cargo, commensurate with their duties.”
 - (b) Explanatory note to amendment 7:
10. All persons involved should have knowledge concerning specific requirements for the transport, loading and securing of load which are applicable to the functions that they perform.
- (a) “8. Responsibilities for load securing are based on international conventions, national legislation and/or contracts between involved parties and can differ from country to country.”
 - (b) Explanatory note to amendment 8:
11. The driver shall ensure that the vehicle and its load meet the requirements. This is also the case if the load is secured and prepared by third parties.

Annex

I. Suggestions for consideration by the Contracting Parties (suggestions by the IRU Secretariat General are in bold)

Article 30

	<i>Original text</i>	<i>Suggestions</i>
Title	Loading of vehicles	Loading Transport units
1.	If a permissible maximum mass is laid down for a vehicle, the laden mass of the vehicle shall never exceed the permissible maximum mass.	If a permissible maximum mass is laid down for a transport unit , the laden mass of the transport unit shall never exceed the permissible maximum mass.
2.	New entry	During transport, all cargo items should be prevented from moving.
3.	New numbering	2 becomes 3, Every load on a transport unit shall... (b) Endangering the load itself or the transport unit. b,c,d becomes c,d,e
4.	All accessories, such as cables, chains and sheets, used to secure or protect the load shall be drawn tight around the load and be firmly fastened. All accessories used to protect the load shall satisfy the requirements laid down for the load in paragraph 2 of this Article.	All accessories, such as web lashings , cables, chains and sheets, used to secure or protect the load shall be drawn tight around the load and be firmly fastened. All accessories used to protect the load shall satisfy the requirements laid down for the load in paragraph 3 of this Article.
7.	New entry	All persons involved in the transport chain should have knowledge of the safe transport and loading and securing of cargo, commensurate with their duties.
8.	New entry	Responsibilities for load securing are based on international conventions, national legislation and/or contracts between involved parties and can differ from country to country.

II. Full article 30 including suggestions by the IRU secretariat general

Loading Transport Units

1. If a permissible maximum mass is laid down for a **transport unit**, the laden mass of the **transport unit** shall never exceed the permissible maximum mass.
2. **During transport, all cargo items should be prevented from moving.**
3. Every load on a **transport unit** shall be so arranged and, if necessary, stowed as to prevent it from:
 - (a) Endangering persons or causing damage to public or private property, more particularly by trailing on or falling on to the road;
 - (b) **Endangering the load itself or the transport unit;**
 - (c) Obstructing the driver's view or impairing the stability or driving of the vehicle;
 - (d) Causing noise, raising dust, or creating any other nuisance which can be avoided;
 - (e) Masking lights, including stop lights and direction-indicators, reflex reflectors, registration numbers and the distinguishing sign of the State of registration with which, under this Convention or under domestic legislation, the vehicle is required to be equipped, or masking signals given by arm in accordance with Article 14, paragraph 3, or Article 17, paragraph 2, of this Convention.
4. All accessories, such as **web lashings**, cables, chains and sheets, used to secure or protect the load shall be drawn tight around the load and be firmly fastened. All accessories used to protect the load shall satisfy the requirements laid down for the load in paragraph 3 of this Article.
5. ⁴⁹Loads projecting beyond the front, rear or sides of the vehicle shall be clearly marked in all cases where their projection might not be noticed by the drivers of other vehicles; at night, a white light and a white reflecting device shall be used for such marking at the front and a red light and a red reflecting device at the rear. More particularly, on power-driven vehicles:
 - (a) Loads projecting more than 1 m beyond the front or rear of the vehicle shall always be marked;
 - (b) Loads projecting laterally beyond the outer edge of the vehicle in such a way that their lateral outer edge is more than 0.40 m from the outer edge of the vehicle's front position (side) light shall be marked at the front at night, and loads projecting in such a way that their lateral outer edge is more than 0.40 m from the outer edge of the vehicle's red rear position (side) light shall be similarly marked at the rear at night.
6. Nothing in paragraph 5 of this Article shall be construed as preventing Contracting Parties or subdivisions thereof from prohibiting, restricting, or subjecting to special authorization, load projections as referred to in the aforesaid paragraph 5.

⁴⁹ See also Point 22 of the Annex of the European Agreement⁷

7. All persons involved in the transport chain should have knowledge of the safe transport and loading and securing of cargo, commensurate with their duties.
 8. Responsibilities for load securing is based on international conventions, national legislation and/or contracts between involved parties and can differ from country to country.
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