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Item 3 (d) of the provisional agenda

Convention on Road Traffic (1968):

Loading of vehicles

Convention on Road Traffic (1968)

Loading of vehicles*

Revision

Submitted by International Road Transport Union and Laser Europe

The International Road Transport Union (IRU), together with Laser Europe, has revised ECE/TRANS/WP.1/2015/8 which recommends that the Contracting Parties to the 1968 Convention on Road Traffic consider amending article 30 on the loading of vehicles.

* This document was submitted late due to resource constraints.

I. Proposal to amend article 30 of the 1968 convention

1. Cargo securing is a major element to be considered. Indeed, wrongly or not securing the load on a vehicle constitutes an immediate risk to road safety.
2. This is why, the IRU and Laser Europe suggest to add to Article 30 of the Vienna Convention further obligations in relation to the loading of vehicles for goods transport and to extend the scope of the provisions of Article 30 to intermodal transport units, which are increasingly used in the transport chain. This extension leads to providing, under Article 1, the definition of “intermodal transport units” which include swap-bodies, containers and semi-trailers suitable for intermodal transport.
3. The suggested amendments are indicated in bold, together with an explanatory statement.
4. Should these amendments be adopted by WP.1, it is proposed to integrate them into the document regarding vehicle technical aspects so as to minimize procedures to amend the Vienna Convention.

A. Amendments to the body of the Convention

Article 1 (Definitions)

After paragraph (u), add a new paragraph (u) bis to read as follows:

« **u bis) “Intermodal transport unit (ITU)” means a cranable removable structure, such as a container, swap body or semi-trailer, designed to facilitate the transport of goods without intermediate reloading, which can be transferred from one transport mode to another. These units are equipped to allow safe handling and stowage on various means of transport;”**

Article 30 (Loading of vehicles)

Complement the title as follows:

“Loading of vehicles **and of intermodal transport units”**

Paragraph 1

Amend to read as follows:

“1. If a permissible maximum mass is laid down for a vehicle **or an intermodal transport unit**, the laden mass of the vehicle **or an intermodal transport unit** shall never exceed the permissible maximum mass.”

Paragraph 2

Amend to read as follows:

“2. Every load on a vehicle **or an intermodal 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) Obstructing the driver’s view or impairing the stability or driving of the vehicle;
- (c) **Causing any shift in the load during transport;**
- (d) **Endangering the load itself or the intermodal transport unit;**

- (e) Causing noise, raising dust, or creating any other nuisance which can be avoided;
- (f) 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.”

Paragraph 3

Amend to read as follows:

“3. All accessories, such as **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 2 of this Article.”

Add, after paragraph 5, a new paragraph 6 to read as follows:

“6. All persons involved shall have knowledge, commensurate with their duties, of the safe transport and loading and securing of cargo, and comply with the relevant rules and regulations as defined in national legislation and/or contracts between the parties involved.”

B. Explanatory memorandum

Article 1, new paragraph (u) bis

In order to reflect current practice and the latest developments in goods transport, it is proposed to add to Article 1 of the Convention a definition of the “intermodal transport unit” (ITU) which covers swap bodies, containers and semi-trailers suitable for intermodal transport. As ITUs are increasingly used in the transport chain, it has become necessary to also specify, in Article 30 of the Convention, certain rules governing their loading and securing on road vehicles.

Article 30

Title

Amended to take into account latest developments in goods transport by including intermodal transport units.

Paragraph 1

The amendment seeks to extend the principles applying to vehicles to intermodal transport units.

Paragraph 2

The new paragraph (c) enshrines the principle of an obligation to prevent any shift in the load during transport. To this end, 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. Restraining methods are principally the following: locking, blocking, direct lashing, top-over lashing, combinations of methods in conjunction with friction.

The new paragraph (d) aims to oblige the loader to ensure that loads cannot damage other cargoes or the transport unit.

Paragraph 3

The amendment aims to add lashings to the accessories, which 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.

Paragraph 6

This new provision aims to oblige all parties involved in the logistics chain (consignors and consignees, packers, loaders, transport companies, operators and drivers) to be aware of the specific requirements for the transport, loading and securing of load which are applicable to the functions that they perform. All these actors have a role to play in ensuring that cargo is properly packed and loaded on a suitable vehicle and unloaded in a safe way.
