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Item 5(b) of the provisional agenda

Proposals for amendments to annexes A and B of ADR:

Miscellaneous proposals

Section 7.5.7: Handling and stowage

Transmitted by the International Road Transport Union (IRU)¹

Summary

Executive summary: The revised EN 12195-1 standard ensures the best cargo lashing conditions for all parties involved in a transport chain. The changes incurred by this new standard should be reflected in the ADR.

Action to be taken: Add a second paragraph in sub-section 7.5.7.1.

Related documents:

Introduction

1. There is still a lack of overall understanding in the haulage sector regarding the correct loading of commercial vehicles. This leads to under-optimisation and unilateral demands being placed on the wrong party (often the driver), who might not have caused the problems. In order to ensure legal and safe cargo traffic on the road, it is necessary to take measures to ensure correct cargo weight and securing for different types of haulage.

¹ The present document is submitted in accordance with paragraph 1 (c) of the terms of reference of the Working Party, as contained in document ECE/TRANS/WP.15/190/Add.1, which provides a mandate to “develop and update the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)”.

2. Correct loading and securing of packaged goods on road freight vehicles is essential in order to ensure safe road transport. It is therefore important that the securing of cargo on a vehicle is carried out according to best practices and in line with appropriate standards.
3. The "European Best Practice Guidelines on Cargo Securing for Road Transport" (2008) refer to two different models, regarding the calculation of lashing forces:
 - IMO/ILO/UNECE: Guidelines for packing of cargo transport units (CTUs) with IMO Model Course 3.18; and
 - European Standard: EN 12195-1:2003 Load restraint assemblies on road vehicles – Safety – Part 1: Calculation of lashing forces.
3. The majority opinion of the Expert Group of the European Commission Directorate-General for Energy and Transport considers both methods as giving a safe level of securing cargo but unfortunately, these two models have in practice been shown to give very different results when it comes to the number of lashes that must be used for securing loads.

Background

4. The European Committee for Standardization (CEN), founded in 1961, is a group of thirty² national members working together to develop European Standards and Technical Specifications in various sectors.
5. In the case of European Standards (EN standards), CEN members must transpose the final text of the European Standard into national standards – translating them if desired, but without deviation or alteration – and retain the prefix and number (such as EN 1234) in the national designation (for example BS EN 1234, NF EN 1234, DIN EN 1234). Thus the number and technical content of the standard are exactly the same throughout Europe.
6. In 2005, CEN initiated a revision of EN 12195-1:2003 related to load restraining on road vehicles in order to bring it more into line with IMO/ILO/UNECE Guidelines.
7. The definitive text of the revised standard on load restraining on road vehicles (EN 12195-1:2010) was distributed by the CEN Central Secretariat on 3 November 2010.
8. The deadline for this European Standard (EN 12195-1:2010) to be implemented at national level by publication of an identical national standard or by endorsement was 31 May 2011.

Proposal

9. Add a new paragraph at the end of sub-section 7.5.7.1 to read as follows:

"Stowage of dangerous goods shall comply with the revised European Standard (CEN) on load restraining on road vehicles (EN 12195-1:2010). Other guidance is also available from competent authorities and industry bodies."
10. Delete the existing footnote of sub-section 7.5.7.1.

² CEN members are the national standard bodies of Austria, Belgium, Bulgaria, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland and United Kingdom.

Justification

11. For safety reasons, the road transport industry supports the revised EN Standard 12195-1:2010 as it ensures the best conditions for all parties involved in a transport chain concerning the lashing of cargos.
