

vent off before packing;

- Ensuring that dangerous goods are correctly classified, packed and labelled;
- Ensuring the dangerous goods transport document is completed, signed and transmitted to the packer, forwarder, shipper (if not the consignor) and carrier as applicable.

4.2.3 The packer is responsible for:

- Ensuring that the CTU is checked before packing and that the condition of the CTU is suitable for the cargo to be transported;
- Ensuring that the floor of the CTU is not overstressed during packing operations;
- Ensuring that the cargo is correctly distributed in the CTU and properly supported where necessary;
- Ensuring that the CTU is not overloaded;
- Ensuring that the cargo is sufficiently secured in the CTU;
- Ensuring that measures are put in place to prevent the movement of plants, plant products and visible pests, such as closing doors and tarpaulins once packing has started but not taking place and lights that minimize the attraction of insects;
- Properly closing the CTU and sealing it, when required, and reporting seal details to the shipper. CTUs used for international transport should be sealed;
- Fitting marks and placards to the CTU as required by dangerous goods regulations;
- Fitting the fumigation mark if any fumigant has been used as part of the packing process;
- Accurately determining the gross mass³ of the CTU and transmitting it to the shipper;
- Ensuring that no incompatible dangerous goods are packed. Account should be taken of all dangerous goods legislations during the complete transport chain;
- Providing the container/vehicle packing certificate (new document or signed statement in the dangerous goods transport documentation as appropriate) and forwarding any documentation to the shipper.

The packer should also pass on information relating to any freight container with a reduced stacking capacity (less than 192,000 kg marked on the CSC safety approval plate)⁴, to the shipper.

4.2.4 The shipper is responsible for ensuring that:

- The work distribution concerning packing and securing is clearly agreed and communicated to the consignor and carrier/carriers;
- A suitable CTU is used for the intended cargo for the intended transport;
- A CTU is requested which is safe for transport and is clean, free of cargo residues, noxious materials, plants, plant products and visible pests before being supplied to the consignor or packer;
- Suitable modes of transport are selected to minimize the risk of accidents and damages for the actual cargo;
- All required documents are received from the consignor and from the packer;

³ The gross mass of the CTU needs to be verified before any transport operation commences. Incorrect gross masses are a hazard for any mode of transport. Therefore, the gross mass verification should be carried out before the unit leaves the premises of the packer. If a certain transport mode deems it necessary that a reverification has to take place when the CTU is transferred from one mode to another, this is beyond the scope of this Code and may be regulated in the regulations of that mode. Where a cargo is to be transported by road or rail only, the packer need only provide the mass of the cargo and any packing and securing material to the carrier when the tare of the transport vehicle is not known.

⁴ As of January 1st 2012, all freight containers with reduced stacking or racking strength are required by the International Convention for Safe Containers (CSC) to be marked in accordance with the latest version of ISO 6346: Freight containers – Coding, identification and marking.

- The cargo inside the CTU is fully and accurately described;
- The gross mass of the CTU is accurately determined;
- The accurate description of the cargo⁵ is communicated to the carrier as early as required by the carrier;
- The verified gross mass is communicated to the carrier as early as required by the carrier;
- In case of dangerous goods, the transport document and (for sea transport) the packing certificate is transmitted to the carrier before the transport commences respectively as early as required by the carrier;
- In the case of temperature controlled goods, the correct temperature set point is entered into the control unit and onto the transport/shipping documents;
- Ensuring that a seal, where required, is affixed immediately upon completion of the packing of the CTU;
- The seal number, where required, is communicated to the carrier;
- Any extraordinary properties such as reduced stacking capacity or out of gauge are communicated to the carrier;
- The shipper's declaration is accurate;
- Shipping instructions are despatched to the carrier on time and that the CTU meets the outbound delivery window;
- The CTU arrives at the terminal before the stated cargo cut off time;
- The information concerning the consignment, description of packages and, in the case of freight containers, the verified gross mass is transmitted to the consignee.

4.2.5 The road haulier is responsible for:

- Confirming that the gross mass, length, width and height of the vehicle are within the national road/highway regulations limits;
- Ensuring that the driver is able to get sufficient rest and does not drive when fatigued;
- Except when the CTU is a trailer, securing the CTU properly on the trailer or chassis;
- Moving the CTU in such a manner that there are no exceptional stresses placed on the CTU or the cargo.

4.2.6 The rail haulier is responsible for:

- Handling the CTU in a manner that would not cause damage to the cargo;
- Except when the CTU is a rail wagon, securing the CTU properly on the rail wagon.

4.2.7 The intermodal operator is responsible for:

- Ensuring that appropriate pest prevention methods are in place, which may include removal of muds and soils from the CTU;
- Complying with annex 2.

4.2.8 The carrier is responsible for:

- Monitoring agreed temperatures in the CTUs where applicable and reacting to changes as appropriate;
- Securing the CTU on the means of transport;
- Transporting the CTU in compliance with agreements and all applicable regulations;

⁵ A description of the cargo should include a description of the goods and the packaging, for example wine in a flexitank, hard frozen hanging beef sides or the number and type of packages. However, national and/or regional regulations may impose additional requirements for the scope and level of detail of cargo descriptions, including usage of Harmonized System (HS) codes.