

Chapter 11. On completion of packing

11.1 Closing the CTU

11.1.1 After closing the CTU, the packer should ensure that all closures are properly engaged and secured. If the doors are locked, the means of locking should be such that, in case of emergency, they can be opened without delay. Where CTUs have hinged or detachable fittings, a check should be made that they are properly secured, with no loose equipment likely to cause a hazard during transport.

11.1.2 When required, the shipper should ensure that CTUs in international transport be sealed immediately upon completion of the packing with a seal bearing a unique identification number. Countries may require that such seals meet the standard of ISO 17712.

11.1.3 Where security devices, beacons or other tracking or monitoring equipment are used, they should be securely installed to the CTU and, when equipped with a source of energy, they should be of a certified safe type. It should be noted that, where applicable, the International Convention for the Safety of Life at Sea (SOLAS) specifies that during sea transport no sources of ignition be present in enclosed cargo spaces where highly flammable dangerous goods are stowed.

11.2 Marking and placarding

11.2.1 The applicable dangerous goods regulations may require that placards (enlarged labels), marks and other signs be affixed to the surfaces of a CTU. The specifications of these placards, marks and signs and the locations where they should be affixed are described in detail in the applicable dangerous goods regulations.

11.2.2 The applicable dangerous goods regulations may require other warning signs for specific risks, e.g. a sign warning of the possibility of an asphyxiating atmosphere when solid carbon dioxide (CO₂ – dry ice) or other expendable refrigerant has been used for cooling purposes or a sign warning of a potentially explosive atmosphere when vehicles or lighters have been packed into the CTU.

11.2.3 The applicable dangerous goods regulations may require specific warning signs for CTUs under fumigation even though the cargo is not classified as dangerous. The details of marking and further instructions for the handling of such CTUs are set forth in the applicable dangerous goods regulations (see annex 9).

11.3 Documentation

11.3.1 In conformance with paragraph 4.2.4, the shipper is responsible for ensuring that all documents required by applicable international and national regulations are received from the consignor and the packer, that the documents are accurate, and, where required, are provided to the carrier before the transport commences respectively as early as required by the carrier.

11.3.2 The packer is responsible for accurately determining the gross mass of the packed CTU. Applicable international and national regulations may prescribe how the gross mass should be determined, and should be followed.

11.3.3 The packer of the CTU should inform the shipper of the identification number of the CTU (container number or vehicle number as appropriate), the verified gross mass of the unit and the identification number of the seal (if applicable), thus to ensure that the verified gross mass and the identification numbers are included in all transport documents, such as bills of lading, way bills, consignment notes or cargo manifests, and are communicated to the carrier as early as required by the carrier.

11.3.4 Whenever the cargo projects beyond the overall dimensions of the CTU the information described in paragraph 11.3.3 should state the exact maximum over-height, over-width or over-length, as appropriate.

11.3.5 If a freight container having an allowable stacking mass of less than 192,000 kg marked on the safety approval plate (see subsection 8.2.1) is intended to be carried by ship, the carrier should be informed of the reduced stacking capability of that freight container.