8.2.4 Cleanliness

8.2.4.1 All CTUs should be provided clean and free from contamination, but the type will dictate the standard that can be expected.

8.2.4.2 Closed CTUs should be clean, dry and free of residue and/or persistent odours from previous cargo.

8.2.4.3 Open CTUs should be free from debris and as dry as is possible.

8.2.4.4 Following receipt of the CTU the packer should prevent recontamination. Examples of recontamination will be the presence of any of the following:

- Soil;
- Plants/plant products/debris;
- Seeds;
- Moths, wasps and bees;
- Snails, slugs, ants and spiders;
- Mould and fungi;
- Frass (insect and bird droppings or waste);
- Egg sacs;
- Animals (including frogs), animal parts/blood/excreta and reproductive components or parts thereof;
- Other contamination that shows visible signs of harbouring pests or invasive alien species (including alien species which carry risks of becoming invasive at the site of arrival of CTUs).

8.3 Positioning CTUs for packing

8.3.1 Wheeled operation

8.3.1.1 Road trailers and containers on chassis can be left at the packer's premises for a period of time without a tractor unit. When this happens, the correct positioning of the CTU is particularly important as a safe shifting of the CTU at a later stage might be difficult. After positioning, brakes should be applied and wheels should be chocked.

8.3.1.2 Trailers with end door openings and general purpose freight containers on chassis can be backed up to an enclosed loading bay or can be positioned elsewhere in the premises. For this type of operation a safe access to the CTU by means of suitable ramps is required.

8.3.1.3 Where the CTU cannot be closed in situ because of the loading bay structure, or where to secure the area the CTU would need moving then the packer should consider positioning the CTU so that the doors to the facility and/or the CTU can be closed and access gained by a removable ramp.

8.3.1.4 When a semi-trailer or a container on a chassis is to be packed, care should be taken to ensure that the trailer or chassis cannot tip while a lift truck is being used inside the CTU.

8.3.1.5 For more information on positioning and securing wheeled CTUs, see annex 5, section 2.1.

8.3.2 Grounded operation

8.3.2.1 CTUs may be unloaded from the delivery vehicle and be placed within secure areas for packing. Proper lifting equipment is required.

8.3.2.2 When landing CTUs it should be ensured that the area is clear of any debris or undulations in the ground that may damage the understructure (cross members or rails) of the CTU.

8.3.2.3 Grounded CTUs will deform to the ground on which they are placed, therefore it is important that the area should be firm, level and well drained. Failure may result in:

- The CTU racking if the ground is not level which may result in the doors being difficult to open and, more importantly, close;

- The CTU sinking into the soft area which may result in serious deformation;
- The CTU becoming flooded. Where there is a risk of flooding it should be placed on blocks to elevate it.

8.3.2.4 Packers should not position CTUs in such locations where there is a risk of recontamination. This means that, whenever possible, CTUs should be placed on a hard pavement clear of soil, vegetation, overhanging trees and away from flood lights.

8.3.2.5 CTUs should not be positioned where there is mud, vegetation or standing pools of water as these can harbour pests, insects and other animals or under flood lights which attract nocturnal organisms.

8.3.2.6 When a swap body standing on its support legs is to be packed, particular care should be taken to ensure that the swap body does not tip when a lift truck is used for packing. It should be checked that the support legs of the swap body rest firmly on the ground and cannot shift, slump or move when forces are exerted to the swap body during packing.

8.3.2.7 For more information on grounded operation of CTUs, see annex 5, section 2.2.

8.3.3 Access to the CTU

8.3.3.1 After the CTU has been positioned for packing, a safe access should be provided. For loading a CTU by means of forklift trucks driven into the CTU, a bridging unit between the working ground or loading ramp and the CTU floor should be used. The bridging unit should have lateral boundaries and be safely connected to the CTU for avoiding dislocation of the bridging unit during driving operations.

8.3.3.2 If the CTU floor is at a height level different to that of the loading ramp, a hump may appear between the loading ramp and the bridging unit or between the bridging unit and the CTU floor. Care should be taken that the forklift truck used keeps sufficient ground clearance over this hump. Lining the level differences with suitable timber material under the bridging unit should be considered.

8.3.3.3 If forklift trucks are employed for packing, any roofs or covers of the CTU should be opened if necessary. Any movable parts of such roofs or covers should be removed or suitably secured in order to avoid interference with the loading procedure.

8.3.3.4 Packing of CTUs in poor daylight conditions may require additional lighting. Electric lighting equipment should be used under the strict observance of relevant safety regulations, in order to eliminate the risk of electric shocks or incentive sparks from defective cables or heat accumulation from light bulbs.

8.3.3.5 For more information on access to CTU, see annex 5, section 2.3.

Annex 5. Receiving CTUs

1 Introduction

1.1 This annex covers a number of actions and activities and provides safety advice for persons involved in the reception and unpacking of CTUs.

1.2 When receiving a CTU, the receiver or consignee should:

1.2.1 Confirm that the unit is as specified on the transport documentation, checking the CTU identification reference as shown in figure 5.1. If the identification reference shown on the documentation is not the same as that on the CTU, it should not be accepted until clarification is received from the shipper.

Figure 5.1 Three examples of CTU identification references

1.2.2 Inspect the seal, if fitted. Inspecting a seal requires visual check for signs of tampering, comparison of the seal's identification number with the cargo documentation, and noting the inspection in the appropriate documentation. If the seal is missing, or shows signs of tampering, or shows a different identification number than the cargo documentation, then a number of actions are necessary:

1.2.3 The receiver or consignee should bring the discrepancy to the attention of the carrier and the shipper. The consignee should also note the discrepancy on the cargo documentation and notify Customs or law enforcement agencies, in accordance with national legislation. Where no such notification requirements exist, the consignee should refuse custody of the CTU pending communication with the carrier until such discrepancies can be resolved.

2 Positioning CTUs

2.1 Wheeled operation

2.1.1 Road trailers and freight containers on chassis can be left at the packer's premises for a period of time without a tractor unit. When this happens, the correct positioning of the CTU is particularly important as a safe shifting of the CTU at a later stage might be difficult. After positioning, brakes should be applied and wheels should be chocked.

2.1.2 Trailers with end door openings and general purpose freight containers on chassis can be backed up to an enclosed loading bay or can be positioned elsewhere in the premises. For this type of operation a safe access to the CTU by means of suitable ramps is required.

2.1.3 When a semi-trailer or a freight container on a chassis is to be packed, care should be taken to ensure that the trailer or chassis cannot tip while a lift truck is being used inside the CTU (see figure 5.2).

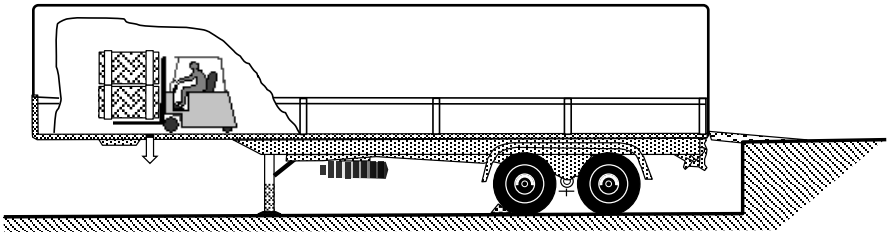

Figure 5.2 Inadequate support of a trailer

If there is a risk for forward tipping the semi-trailer or chassis should be sufficiently supported by fixed or adjustable supports (see figures 5.3 and 5.4).

Figure 5.3 Fixed support

Figure 5.4 Adjustable support

2.2 Grounded operation

2.2.1 Freight containers may be unloaded from the delivery vehicle and be placed within secure areas for packing. The area should be level and have a firm ground. Proper lifting equipment is required.

2.2.2 When landing freight containers it should be ensured that the area is clear of any debris or undulations in the ground that may damage the understructure (cross members or rails) of the freight container.

2.2.3 As freight container doors may not operate correctly when the ground is not level, the door end of the freight container should be examined. When one corner is raised off the ground, when the doors are out of line (see figure 5.5) or when the anti-racking plate is hard against one of the stops, the freight container doors should be levelled out by placing shims under one or other corner fitting, as appropriate.

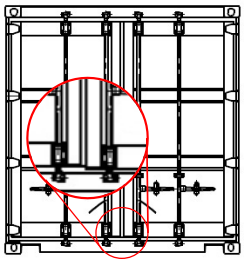

Figure 5.5 Racked freight container

2.2.4 When a swap body standing on its support legs is to be packed, particular care should be taken to ensure that the swap body does not tip when a lift truck is used for packing. It should be checked that the support legs of the swap body rest firmly on the ground and cannot shift, slump or move when forces are exerted to the swap body during packing (see figure 5.6).

Figure 5.6 Swap body landed on support legs

2.3 Access to the CTU

2.3.1 After the CTU has been positioned for packing, a safe access should be provided. For loading a CTU by means of forklift trucks driven into the CTU, a bridging unit between the working ground or loading ramp and the CTU floor should be used. The bridging unit should have lateral boundaries and be safely connected to the CTU for avoiding dislocation of the bridging unit during driving operations.