

CIT/G101613/JMA

Geneva, 20 October 2011

## **IRU POSITION ON LOADING AND CARGO SECURING**

*unanimously adopted by the IRU International Commission on  
Technical Affairs (CIT) on 6 September 2011 in Helsinki*

**Revised IRU Position on Loading and Cargo Securing (revised EN 12195-1:2010 standard).**

### **I. ANALYSIS**

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.

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.

The Directorate-General for Energy and Transport (EU) 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.

In 2005, CEN initiated a revision of the European Standard (EN 12195-1:2003) related to load restraining on road vehicles in order to bring it more into line with IMO/ILO/UNECE Guidelines.

The definitive text of the revised European Standard on load restraining on road vehicles (EN 12195-1:2010) was adopted and distributed by the CEN Central Secretariat in 2010.

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.

### **II. IRU POSITION**

The IRU and its Members support the revised EN Standard 12195-1 as it ensures optimum conditions for all parties involved in a transport chain concerning the lashing of cargoes.

Every person responsible for the vehicle loading process, in other words both the vehicle driver and the loading staff in the transport industry, are required to comply with these basic safety regulations.

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Vehicles should be used so that the technical gross vehicle weight is never exceeded and the body structure needs to meet safety requirements.

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