

Title	IMDG Code 2016 / SUPPLEMENT / IMO/ILO/UNECE Guidelines for Packing Cargo Transport Units / 2
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2 VISUAL INSPECTIONS PRIOR TO PACKING

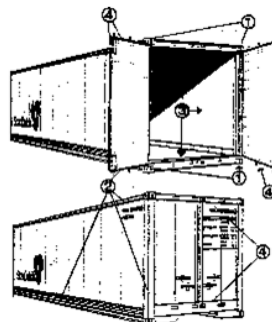
A CTU should be thoroughly inspected before it is packed with cargo. The following may be used as a guide to inspecting a unit before packing.

2.1 Exterior inspection

2.1.1 The structural strength of a container depends to a great extent on the integrity of its main framework comprising the corner posts, corner fittings, main longitudinal and the top and bottom end transverse members which form the end frame. If there is evidence that the container is weakened, it should not be used.

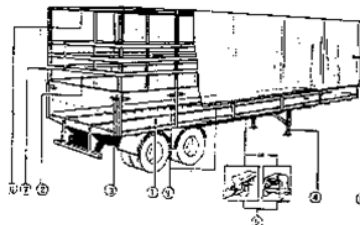
2.1.2 The walls, floor and roof of a CTU should be in good condition, and not significantly distorted.

2.1.3 The doors of a CTU should work properly and be capable of being securely locked and sealed in the closed position, and properly secured in the open position. Door gaskets and weather strips should be in good condition.



- 1 Corner castings
- 2 Welding on framework and walls
- 3 Walls, floor and roof
- 4 Door closures

Figure 5 - Inspection of a container



- 1 Load platform
- 2 Sideboards
- 3 Locking device
- 4 Support leg
- 5 Cargo securing device
- 6 Cover stanchions
- 7 Cover batten
- 8 Canopy
- 9 Canopy seal

2.1.4 A container on international voyages should be affixed with a current International Convention for Safe Containers (CSC)* Safety Approval Plate. A swap-body may be required to have a yellow code plate, fixed at its side wall (for details see UIC** leaflet 596), which proves that it has been codified in conformity with the safety rules of European railways. Such swap-bodies need not be affixed with a CSC plate, but many of them will have one in addition to the yellow code plate.

* International Convention for Safe Containers (CSC), published by the International Maritime Organization (IMO).

** International Union of Railways (UIC).

2.1.5 Irrelevant labels, placards, marks or signs should be removed or masked.

2.1.6 A vehicle should be provided with points for securing it aboard ships (refer to ISO 9367-1: Lashing and securing arrangements on road vehicles for sea transportation on Ro/Ro ships - General requirements - Part 1: Commercial vehicles and combinations of vehicles, semi-trailers excluded, and to ISO 9367-2: Lashing and securing arrangements on road vehicles for sea transportation on Ro/Ro ships - General requirements - Part 2: Semi-trailers).

2.1.7 When canvas covers are used, they should be checked as being in satisfactory condition and capable of being secured. Loops or eyes in such canvas which take the fastening ropes, as well as the ropes themselves, must be in good condition.

2.1.8 When loading swap-bodies, it should be borne in mind that in most cases, the bottom and floor of swap-bodies are the main areas of their structural strength.

2.2 Interior inspection

2.2.1 A CTU should be weatherproof unless it is so constructed that this is obviously not feasible. Previous patches or repairs should be carefully checked for possible leakage. Potential points of leakage may be detected by observing if any light enters a closed unit. In carrying out this check, care should be taken to ensure that no person becomes locked inside a unit.

2.2.2 A CTU should be free from major damage, with no broken flooring or protrusions such as nails, bolts, special fittings, etc. which could cause injury to persons or damage to the cargo.

2.2.3 Cargo tie-down cleats or rings, where provided, should be in good condition and well anchored. If heavy items of cargo are to be secured in a CTU, the forwarder or shipping agent should be contacted for information about the cleat strength and appropriate action taken.

2.2.4 A CTU should be clean, dry and free of residue and persistent odours from previous cargo.

2.2.5 A folding CTU with movable or removable main components should be correctly assembled. Care should be taken to ensure that removable parts not in use are packed and secured inside the unit.