

Title	IMDG Code 2016 / SUPPLEMENT / IMO/ILO/UNECE Guidelines for Packing Cargo Transport Units / 5
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5 ADVICE ON RECEIPT OF CTUs

5.1 When receiving a CTU, the receiver should ascertain that the unit is externally in good condition and without damage. If there is any damage, the receiver should document and notify it as appropriate. Specific attention should be paid to damage that may have influenced the condition of the cargo within the unit. If the receiver detects any damage during the discharge of the unit, this should be documented and notified as appropriate. If a package containing dangerous cargoes is found to be so damaged that the contents leak out, the immediate area should be evacuated until the hazard potential can be assessed.

5.2 Persons opening a CTU should be aware of the risk of cargo falling out. Doors, when opened, should be secured in the fully opened position.

5.3 A CTU which carries dangerous cargoes, or in which expendable refrigerants have been used, or which has been shipped under fumigation may present a special risk of a dangerous atmosphere, which may be flammable, explosive, toxic or asphyxiant. In such a case the CTU should be ventilated by leaving it open for a sufficient time, or other steps taken to ensure that no harmful concentration of gas remains before allowing personnel to enter. Where a flammable cargo is concerned, there should be no sources of ignition in the vicinity.

5.4 If there is a particular reason to suspect danger, e.g. because of damage to packages or the presence of fumigants, expert advice should be sought before unpacking of the unit is started.

5.5 After a CTU with dangerous cargoes has been unpacked, particular care should be taken to ensure that no hazard remains. This may require special cleaning, particularly if spillage of a toxic substance has occurred or is suspected. When the CTU offers no further hazard, the dangerous goods placards, orange panels, 'MARINE POLLUTANT' marks and any other marks or signs should be removed, masked or otherwise obliterated.

5.6 If a CTU shows signs of abnormally high temperatures it should be moved to a safe place and the fire services notified. Care should be taken to ensure that the fire-fighting methods used are suitable for the cargo in the unit.

5.7 Attention is drawn to the fact that the receiver is normally obliged to return a CTU, after discharge, clean and suitable for the transport of every kind of cargo. This applies especially when dangerous cargoes or obnoxious cargoes have been transported. Pamphlets on this subject have been published by ICHCA* and IICL**.

* International Cargo Handling Co-ordination Association (ICHCA).

** Institute of International Container Lessors (IICL).

5.8 The receiver shall keep in mind that he may be held responsible for all damage to the CTU, other than those that have been officially observed and endorsed by the operator prior to the transfer of the unit to the receiver.