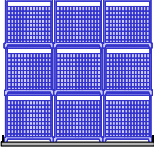
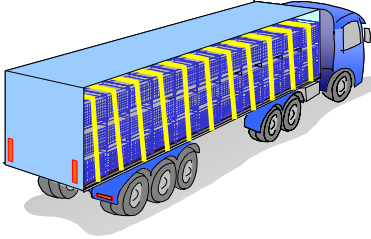
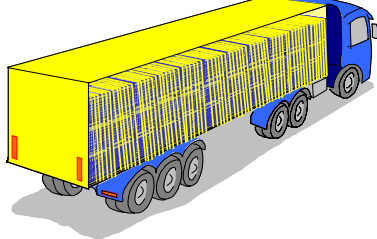


Harmonised Guidelines for Cargo Securing in cross border operations

Today in Germany authorities may check the cargo securing in a trailer against several different standards - VDI 2700, DIN-EN 12195-1 and IMO/ILO/UN ECE Guidelines for packing of cargo transport units. This causes problems, since these standards don't have harmonised requirements on the cargo securing. The effect is illustrated in the example below.

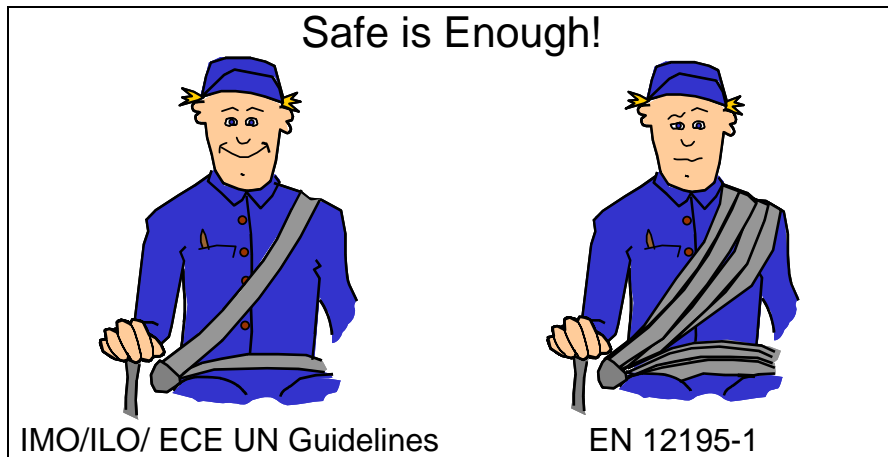
<p>Example: 99 crates are loaded in 11 sections on a semi-trailer. Total weight 22 ton.</p> 	<p style="text-align: center;">IMO/ILO</p> 	<p style="text-align: center;">EN 12195-1</p> 
<p>Required number of lashings to prevent sideways tipping:</p>	<p style="text-align: center;">11 top over lashings</p>	<p style="text-align: center;">66 top over lashings</p>

Without questioning the content and theory of the Standard EN 12195-1 the overall result is an unrealistic and excessive Standard that is neither affordable nor cost-effective in practice. The cost for the cargo securing will increase more than 4 times with the Standard EN 12195-1 compare with IMO/ILO Guidelines. For instance, if the transport in the example above is done twice a week the yearly cost for the cargo securing will increase approx. 15 000 € for this single transport operation. The net result of implementing the Standard EN 12195-1 in Europe would be a significant increase in costs and reduction of the competitiveness of the EU countries in the global economy.

An expert group established by the European Commission comprising experts from the Member States and industry, is currently working on the development of European Best Practice Guidelines on Cargo Securing for Road transport. In the current proposed edition of Best Practice Guidelines reference is made both to the IMO/ILO and CEN standards for cross border operations. Member States can still impose one of the methods for national transports on their roads. The Road Safety High Level Group comprising politicians from Member States will in November 2005 decide if the above references in the Best Practice Guidelines are sufficient. **It is of highest importance to inform the politicians in the High Level Group to understand the serious economical consequences if Best Practice Guidelines will only reference to the Standard EN 12195-1 for both cross border and national transport operations.**

Because of the excessive requirements of the Standard EN 12195-1, the EU Member States could adopt the IMO/ILO/UN ECE Guidelines for packing of Cargo Transport Units – which are far more practical to apply and which provide an equivalent level of safety.

This could create an ambiguous situation where the Standard EN 12195 would ultimately fail to achieve its main purpose: i.e. to become a standard reference. **For this reasons the national CEN institutes in the Member States must send a modification request to Mr Read, Secretary of TC 168.** If enough national CEN institutes support this request, a meeting will be arranged to modify or withdraw Standard EN 12195-1.



For additional information please see the following documents:

Verify report - Verification of level of basic parameters important for the dimensioning of cargo securing arrangements. (TFK report 2004:6 E www.tfk.se or www.mariterm.se)

PowerPoint presentation: [http://www.mariterm.se/download/Cargo Securing Standards.ppt](http://www.mariterm.se/download/Cargo%20Securing%20Standards.ppt)
(Presentation held for the expert group of the European Best Practice Guidelines on Cargo Securing for Road transport Peter Andersson MariTerm AB)