Conclusions and recommendations of the IRU Academy Safe Loading and Cargo Securing - Contributing to the UN Decade of Action for Road Safety 2011-2020

The participants in the Safe Loading and Cargo Securing conference, hosted in Vilnius, Lithuania on November 29th, concluded that there is still a shortage of overall understanding in the haulage sector regarding the correct loading of commercial vehicles. This leads to under-optimisation and unilateral demand being placed on the wrong party, the driver, who might often not be the cause of possible problems. In order to ensure legal and safe cargo transport on roads, it is necessary to take measures to ensure correct cargo weight and securing for different types of haulage, the participants have called on:

The national competent authority to:
Legislate by placing the responsibility on all players in the transport chain who take an active role in the loading and securing of cargo and by taking into consideration existing standards such as EN 12195-1:2010 for load securing and standardisation of technical devices such as anchor points, blocking devices on freight vehicle based on EN standards (EN283, EN284, EN12640 and EN12642) which help the transport industry in effectively operating safe and secure cargo transport.

Transport associations:
To inform the national competent authorities about the needs to operate safe and efficient cargo transport and to inform its members about the latest development in the field of safe loading and cargo securing.

The transport operators and loaders to:
Be made responsible for ensuring that personnel who load vehicles get the relevant training in how to position and secure cargo on vehicles. 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. Vehicles should be used so that the technical gross vehicle weight is never exceeded and the body structure needs to meet safety requirements.

Companies - towed vehicles manufacturers
To implement on-board axle load weighting equipment that provide weighting data information to the drivers design vehicles that meet relevant constructions standards such as EN 12642 XL

The insurance companies to:
Provide incentives to transport companies who have their staff undertaking safe loading and cargo securing training.
To continue to support topical conferences and training seminars and any related actions that would help improve Safe Loading and Cargo Securing performance standards.

The United Nations to:
Amend the CMR Agreement (art 10 and 17) by defining the responsibility of the carrier and the sender in relation to cargo loading and securing.

The IRU and IRU Academy to:
Continue to promote Safe Loading and Cargo Securing best practices by further developing training programmes, checklists and reference material on the matter and continue to organise conferences, training seminars and workshops on the subject.

Training centres:
To implement high level Safe Loading and Cargo Securing programme that fully covers all essential aspects of Safe Loading and Cargo Securing as the one provided by the IRU Academy to its Accredited Training Institutes.

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