Proposals related to Freight Containers revised to reflect recommendations from Extra-ordinary TRANSSSC Meeting

Agenda item 4.3
TRANSSSC 31

CG-Freight Containers
Makoto HIROSE
Background

- A set of Freight Container related proposals includes controversial one: J/2015/31.

Freight container — small, large

223. Freight container shall mean an article of transport equipment that is of a permanent character and accordingly strong enough to be suitable for repeated use; specially designed to facilitate the transport of goods, by one or other modes of transport, without intermediate reloading, designed to be secured and/or readily handled, having fittings for these purposes, and approved in accordance with the International Convention for Safe Containers (CSC), 1972, as amended. The term “freight container” does not include the vehicle.

A small freight container shall mean a freight container that has an internal volume of not more than 3 m$^3$. A large freight container shall mean a freight container that has an internal volume of more than 3 m$^3$. 
**Extra-ordinary TRANSSC Meeting**

- WG1 suspended the decision and recommended to send it to TRANSSC31 for consideration.

<table>
<thead>
<tr>
<th>Pros</th>
<th>Cons</th>
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<td>- Harmonization to UN *</td>
<td>- Unclear consequences of introducing CSC to the definition of Freight Container concerning the use of large and small freight containers</td>
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<td>- Are there containers without CSC approvals?</td>
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<td>- Are small freight containers used, e.g., for air transport?</td>
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<td>- Different definition in the different regulations</td>
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* e.g.: Reduces confusion among users of SSR-6, UNOB and other modal regulations. Simplify UNOB and other regs. due to reduction of Class 7 specific provisions.
What will happen?

No small freight container
• All freight containers are “large freight container” due to dimensional requirements in CSC/ISO.
• Regs. will be simplified (e.g., Table 10 and 11).

Container without CSC conformity will be classified as “overpack”
• Cannot be used for exclusive use.
• TI need not be multiplied with factors in Table 7.
• Bears marking “OVERPACK”, labels on two sides, but no placard.
• Is it possible to be used as IP-2/3 packaging (para. 629)?
Sets of Proposals provided

SET A:

• For the case that CSC conformity is incorporated to the definition of freight container.
• J/2015/31 has been extended to J/2015/31-01 to J/2015/31-15 to include all consequential changes in SSR-6 and SSG-26.

SET B:

• For the case that current definition is maintained.
• Original proposals (mainly interpretations on open type freight containers, a few on labels/placards.)

* Some proposals have been modified to reflect comments from XO-TRANSSC Meeting.
What should TRANSSC31 do?

Review SET A

CSC feasible?

YES → MS review?

YES → Revision Cycle

NO → Review SET B

MS review?

NO → NO

YES → YES

Revision Cycle

Further elaboration
Thank you