



# INSTRUCTIONS FOR PLACING CARGOES TRANSPORTED IN CONTAINERS — CANISTERS, BUCKETS





**The container for loading DANGEROUS cargo must be serviceable, clean, without sharp parts. The container number must correspond to the CSC table and show no signs of re-stenciling.**

For iron cans, buckets, canisters, steel drums with liquid dangerous cargo not packed in an individual cardboard box, plastic canisters with deformation and/or unstable surface, loading is allowed only using a polyethylene liner.

#### **CONTAINER PREPARATION PROCEDURE:**

- Before starting the work, sweep the floor, wipe the container's side walls off dust.
- Assess the floor condition, if there are localized damages, install a corrugated cardboard patch, fix it to the floor using technical tape.

#### **PE LINER INSTALLATION PROCEDURE:**

- Cover the floor with whole sheets of corrugated cardboard with overlap on the side walls, fix the joints of the sheets between each other using technical tape. Install vertical corrugated cardboard pieces on the side walls, fix them to the walls and floor using technical tape.
- The end wall is enclosed with at least 9 mm thick plywood.
- PE film with a length of 8.4 meters (for a 20ft container) and a width equal to the width of the container, taking into account the extreme point of the cargo height plus 50 mm, shall be lined with technical tape fastened to the walls and floor. The film must be flat, without creases, in at least two layers.
- The fold on the doorway must be carefully wrapped so that it does not interfere with loading.



*Container equipped with PE liner*

If the film consists of several parts, all junctions must be sealed with plumbing tape. It is not allowed to twist the film and the tape. The overlaps between the patches along the length of the seam are 50-60 mm.

Additionally, the film can be fixed to the upper eye with cables, taking into account the strengthening of the film slit with tape. It is not allowed to cut the film, which may cause ruptures.

If a rupture occurs during loading, it shall be repaired by applying a patch.

## CARGO LOADING PROCEDURE:

The cargo is placed in even rows on the spread film, with cardboard placed between each unit of cargo. If the surface for placing the first row is not stable and/or there are sharp edges of the container, which can damage the film, plywood is placed on top of the film, with the prerequisite of laying cardboard in the places where the corners meet. It is not allowed to stretch the film under the plywood, which may cause rupture and loss of tightness.

Plywood of at least 9 mm should be laid between each tier. If cargo is of different sizes, the heavier units are placed on the bottom. The permitted stacking height of the packaging must be taken into account.

It is forbidden to place packages with deformation, loose lids, leaking cargo in the container.

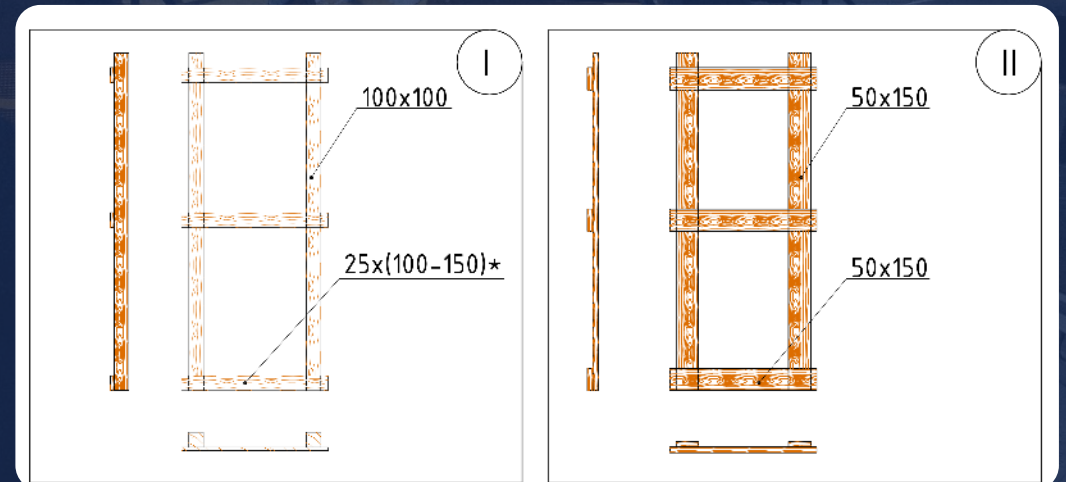


Photo of the first row being loaded



## PACKAGES WITH A GAP INSIDE THE STACK ARE NOT PERMITTED

If a gap of more than 20 mm remains in the width of the stack, the gap must be eliminated by installing a side frame, which must be placed against the container wall. Sharp edges of the material that could damage the film must be isolated, additionally layered with cardboard or rounded off. The side frame must not put pressure on the container. The dimensions of the material are selected depending on the gap width. If the gap distance does not exceed 30 mm, plywood may be used.



Example of a side frame



## RULES FOR PHOTOGRAPHIC EVIDENCE:



01



*Photo of an empty container furnished for loading with film*

02



*Photo of each full loading row if there is a gap with the side frame in place*

03



*Photo of the doorway without shield*



*Photo with the film tucked in and secured in the doorway*

After the last row has been placed, the film in the doorway is folded over and secured with technical tape to the walls with a fold over cargo, creating an airtight volume. The film must be secured sufficiently to maintain the airtightness.



If there is a difference in loading height, a shield with a close-up photographic evidence shall be installed.





*Photo with shield installation*

The doorway must be equipped with a shield consisting of 3 horizontal planks of 50x150 mm, the length of the plank is determined from one corrugation to the other (saw the ends for tight entry into the corrugations) and 4 vertical planks of 25 to 50 mm thick and 150 mm wide, the length is determined by the entire height of loading. The planks are connected to each other with 3-4 mm diameter nails and nail length from 70 to 100 mm, two nails per joint.

If loading does not accommodate the shield installation, a minimum of 9 mm plywood is acceptable.



**THE USE OF NAILS WITH A SHARP EDGE POINTING TOWARDS THE CARGO AND THE FILM IS PROHIBITED DURING THE ENTIRE ATTACHMENT PHASE. IF THERE IS A POSSIBILITY OF SHARP EDGES ESCAPING, THE AREA MUST BE ADDITIONALLY ISOLATED WITH CARDBOARD.**





## EXAMPLE OF A LOADING OPERATION IN WHICH THE CONTAINER DOES NOT NEED TO BE ADDITIONALLY LINED WITH FILM:



01 The packagings are individually packed. In case of lateral displacement, it shall be eliminated by installation of side frame. Loading with gaps inside the stack is not permitted.

02 Packages are individually packed and arranged in a transportation block. Loading is uniform. If there is a gap between the transportation block, a side frame is used.

03 Plastic canisters made of dense material with a stable surface.



**It is not allowed to arrange tin cans, buckets, canisters that are not individually packed into a transportation block.**

