

No. 16198

MULTILATERAL

International Convention for Safe Containers (CSC) (with annexes, procès-verbal of rectification dated 25 June 1976, and Final Act of the United Nations/Inter-Governmental Maritime Consultative Organization Conference on international container traffic, 1972). Concluded at Geneva on 2 December 1972

Authentic texts of the Convention: Chinese, English, French, Russian and Spanish.

Authentic texts of the Final Act: English, French, Chinese, Russian and Spanish.

Registered by the Inter-Governmental Maritime Consultative Organization on 1 January 1978.

MULTILATÉRAL

Convention internationale sur la sécurité des conteneurs (CSC) [avec annexes, procès-verbal de rectification en date du 25 juin 1976 et Acte final de la Conférence Nations Unies/Organisation intergouvernementale consultative de la navigation maritime sur le transport international par conteneurs, 1972]. Conclue à Genève le 2 décembre 1972

Textes authentiques de la Convention : chinois, anglais, français, russe et espagnol.

Textes authentiques de l'Acte final : anglais, français, chinois, russe et espagnol.

Enregistrée par l'Organisation intergouvernementale consultative de la navigation maritime le 1^{er} janvier 1978.

INTERNATIONAL CONVENTION¹ FOR SAFE CONTAINERS (CSC)

PREAMBLE

The Contracting Parties,

Recognizing the need to maintain a high level of safety of human life in the handling, stacking and transporting of containers,

Mindful of the need to facilitate international container transport,

Recognizing, in this context, the advantages of formalizing common international safety requirements,

Considering that this end may best be achieved by the conclusion of a Convention,

Have decided to formalize structural requirements to ensure safety in the handling, stacking and transporting of containers in the course of normal operations, and to this end

Have agreed as follows:

Article I. GENERAL OBLIGATION UNDER THE PRESENT CONVENTION

The Contracting Parties undertake to give effect to the provisions of the present Convention and the Annexes hereto, which shall constitute an integral part of the present Convention.

¹ Came into force on 6 September 1977 in respect of the following States, i.e., 12 months after the date of deposit of the tenth instrument of ratification, acceptance, approval or accession with the Secretary-General of the Inter-Governmental Maritime Consultative Organization, in accordance with article VIII (1):

<i>State</i>	<i>Date of deposit of the instrument of ratification, acceptance (A), approval (AA) or accession (a)</i>	<i>State</i>	<i>Date of deposit of the instrument of ratification, acceptance (A), approval (AA) or accession (a)</i>
Hungary.....	9 January 1974	Romania*.....	26 November 1975
Czechoslovakia*.....	8 May 1974 AA	Federal Republic of Germany..	27 July 1976
Spain.....	13 May 1974 a	(With a declaration of application to Berlin (West).)	
German Democratic Republic*..	27 September 1974 a	Union of Soviet Socialist Republics*.....	24 August 1976
France*.....	21 October 1974 AA	Byelorussian Soviet Socialist Republic*.....	6 September 1976
New Zealand.....	23 December 1974 a	Ukrainian Soviet Socialist Republic*.....	6 September 1976
(With a declaration that the Convention shall not extend to the Cook Islands, Niue and the Tokelau Islands.)			

Subsequently, the Convention came into force for the following State 12 months after the date of the deposit of its instrument of ratification with the Secretary-General of the Inter-Governmental Maritime Consultative Organization, in accordance with article VIII (2):

<i>State</i>	<i>Date of deposit of the instrument of ratification</i>
Bulgaria*.....	17 November 1976
(With effect from 17 November 1977.)	

* See p. 120 of this volume for the text of the reservations and declarations made upon ratification, acceptance, approval or accession.

Article II. DEFINITIONS

For the purpose of the present Convention, unless expressly provided otherwise:

1. "Container" means an article of transport equipment:

- (a) of a permanent character and accordingly strong enough to be suitable for repeated use;
- (b) specially designed to facilitate the transport of goods, by one or more modes of transport, without intermediate reloading;
- (c) designed to be secured and/or readily handled, having corner fittings for these purposes;
- (d) of a size such that the area enclosed by the four outer bottom corners is either:
 - (i) at least 14 sq.m. (150 sq.ft.); or
 - (ii) at least 7 sq.m. (75 sq.ft.) if it is fitted with top corner fittings;

the term "container" includes neither vehicles nor packaging; however, containers when carried on chassis are included.

2. "Corner fittings" means an arrangement of apertures and faces at the top and/or bottom of a container for the purposes of handling, stacking and/or securing.

3. "Administration" means the Government of a Contracting Party under whose authority containers are approved.

4. "Approved" means approved by the Administration.

5. "Approval" means the decision by an Administration that a design type or a container is safe within the terms of the present Convention.

6. "International transport" means transport between points of departure and destination situated in the territory of two countries to at least one of which the present Convention applies. The present Convention shall also apply when part of a transport operation between two countries takes place in the territory of a country to which the present Convention applies.

7. "Cargo" means any goods, wares, merchandise and articles of every kind whatsoever carried in the containers.

8. "New container" means a container the construction of which was commenced on or after the date of entry into force of the present Convention.

9. "Existing container" means a container which is not a new container.

10. "Owner" means the owner as provided for under the national law of the Contracting Party or the lessee or bailee, if an agreement between the parties provides for the exercise of the owner's responsibility for maintenance and examination of the container by such lessee or bailee.

11. "Type of container" means the design type approved by the Administration.

12. "Type-series container" means any container manufactured in accordance with the approved design type.

13. "Prototype" means a container representative of those manufactured or to be manufactured in a design type series.

14. "Maximum Operating Gross Weight or Rating" or "R" means the maximum allowable combined weight of the container and its cargo.

15. "Tare Weight" means the weight of the empty container including permanently affixed ancillary equipment.

16. "Maximum Permissible Payload" or "P" means the difference between maximum operating gross weight or rating and tare weight.

Article III. APPLICATION

1. The present Convention applies to new and existing containers used in international transport, excluding containers specially designed for air transport.

2. Every new container shall be approved either in accordance with the provisions for type-testing or for individual testing as contained in Annex I.

3. Every existing container shall be approved in accordance with the relevant provisions for approval of existing containers set out in Annex I within 5 years from the date of entry into force of the present Convention.

Article IV. TESTING, INSPECTION, APPROVAL AND MAINTENANCE

1. For the enforcement of the provisions in Annex I every Administration shall establish an effective procedure for the testing, inspection and approval of containers in accordance with the criteria established in the present Convention, provided however that an Administration may entrust such testing, inspection and approval to organizations duly authorized by it.

2. An Administration which entrusts such testing, inspection and approval to an organization shall inform the Secretary-General of the Inter-Governmental Maritime Consultative Organization (hereinafter referred to as "the Organization") for communication to Contracting Parties.

3. Application for approval may be made to the Administration of any Contracting Party.

4. Every container shall be maintained in a safe condition in accordance with the provisions of Annex I.

5. If an approved container does not in fact comply with the requirements of Annexes I and II the Administration concerned shall take such steps as it deems necessary to bring the container into compliance with such requirements or to withdraw the approval.

Article V. ACCEPTANCE OF APPROVAL

1. Approval under the authority of a Contracting Party, granted under the terms of the present Convention, shall be accepted by the other Contracting Parties for all purposes covered by the present Convention. It shall be regarded by the other Contracting Parties as having the same force as an approval issued by them.

2. A Contracting Party shall not impose any other structural safety requirements or tests on containers covered by the present Convention, provided however that nothing in the present Convention shall preclude the application of provisions of national regulations or legislation or of international agreements, prescribing additional structural safety requirements for tests for containers specially designed for the transport of dangerous goods, or for those features unique to containers carrying bulk liquids or for containers when carried by air. The term "dangerous goods" shall have that meaning assigned to it by international agreements.

Article VI. CONTROL

1. Every container which has been approved under article III shall be subject to control in the territory of the Contracting Parties by officers duly authorized by such Contracting Parties. This control shall be limited to verifying that the container carries a valid Safety Approval Plate as required by the present Convention, unless there is significant evidence for believing that the condition of the container is such as to create an

obvious risk to safety. In that case the officer carrying out the control shall only exercise it in so far as it may be necessary to ensure that the container is restored to a safe condition before it continues in service.

2. Where the container appears to have become unsafe as a result of a defect which may have existed when the container was approved, the Administration responsible for that approval shall be informed by the Contracting Party which detected the defect.

Article VII. SIGNATURE, RATIFICATION, ACCEPTANCE, APPROVAL AND ACCESSION

1. The present Convention shall be open for signature until 15 January 1973 at the Office of the United Nations at Geneva and subsequently from 1 February 1973 until 31 December 1973 inclusive at the Headquarters of the Organization at London by all States Members of the United Nations or Members of any of the Specialized Agencies or of the International Atomic Energy Agency or Parties to the Statute of the International Court of Justice, and by any other State invited by the General Assembly of the United Nations to become a Party to the present Convention.

2. The present Convention is subject to ratification, acceptance or approval by States which have signed it.

3. The present Convention shall remain open for accession by any State referred to in paragraph 1.

4. Instruments of ratification, acceptance, approval or accession shall be deposited with the Secretary-General of the Organization (hereinafter referred to as "the Secretary-General").

Article VIII. ENTRY INTO FORCE

1. The present Convention shall enter into force twelve months from the date of the deposit of the tenth instrument of ratification, acceptance, approval or accession.

2. For each State ratifying, accepting, approving or acceding to the present Convention after the deposit of the tenth instrument of ratification, acceptance, approval or accession, the present Convention shall enter into force twelve months after the date of the deposit by such State of its instrument of ratification, acceptance, approval or accession.

3. Any State which becomes a Party to the present Convention after the entry into force of an amendment shall, failing an expression of a different intention by that State,

- (a) be considered as a Party to the Convention as amended; and
- (b) be considered as a Party to the unamended Convention in relation to any Party to the Convention not bound by the amendment.

Article IX. PROCEDURE FOR AMENDING ANY PART OR PARTS OF THE PRESENT CONVENTION

1. The present Convention may be amended upon the proposal of a Contracting Party by any of the procedures specified in this article.

2. Amendment after consideration in the Organization:

- (a) Upon the request of a Contracting Party, any amendment proposed by it to the present Convention shall be considered in the Organization. If adopted by a majority of two-thirds of those present and voting in the Maritime Safety Committee of the Organization, to which all Contracting Parties shall have been invited to participate and vote, such amendment shall be communicated to all Members of the Organization and all Contracting Parties at least six months prior to its consideration by the Assembly of the Organization. Any Contracting Party which is not a Member of the

Organization shall be entitled to participate and vote when the amendment is considered by the Assembly.

- (b) If adopted by a two-thirds majority of those present and voting in the Assembly, and if such majority includes a two-thirds majority of the Contracting Parties present and voting, the amendment shall be communicated by the Secretary-General to all Contracting Parties for their acceptance.
- (c) Such amendment shall come into force twelve months after the date on which it is accepted by two-thirds of the Contracting Parties. The amendment shall come into force with respect to all Contracting Parties except those which, before it comes into force, make a declaration that they do not accept the amendment.

3. Amendment by a Conference:

- Upon the request of a Contracting Party, concurred in by at least one-third of the Contracting Parties, a Conference to which the States referred to in article VII shall be invited will be convened by the Secretary-General.

Article X. SPECIAL PROCEDURE FOR AMENDING THE ANNEXES

1. Any amendment to the Annexes proposed by a Contracting Party shall be considered in the Organization at the request of that Party.

2. If adopted by a two-thirds majority of those present and voting in the Maritime Safety Committee of the Organization to which all Contracting Parties shall have been invited to participate and to vote, and if such majority includes a two-thirds majority of the Contracting Parties present and voting, such amendment shall be communicated by the Secretary-General to all Contracting Parties for their acceptance.

3. Such an amendment shall enter into force on a date to be determined by the Maritime Safety Committee at the time of its adoption, unless by a prior date determined by the Maritime Safety Committee at the same time one-fifth or five of the Contracting Parties, whichever number is less, notify the Secretary-General of their objection to the amendment. Determination by the Maritime Safety Committee of the dates referred to in this paragraph shall be by a two-thirds majority of those present and voting, which majority shall include a two-thirds majority of the Contracting Parties present and voting.

4. On entry into force any amendment shall, for all Contracting Parties which have not objected to the amendment, replace and supersede any previous provision to which the amendment refers; an objection made by a Contracting Party shall not be binding on other Contracting Parties as to acceptance of containers to which the present Convention applies.

5. The Secretary-General shall inform all Contracting Parties and Members of the Organization of any request and communication under this article and the date on which any amendment enters into force.

6. Where a proposed amendment to the Annexes has been considered but not adopted by the Maritime Safety Committee, any Contracting Party may request the convening of a Conference to which the States referred to in article VII shall be invited. Upon receipt of notification of concurrence by at least one-third of the other Contracting Parties such a Conference shall be convened by the Secretary-General to consider amendments to the Annexes.

Article XI. DENUNCIATION

1. Any Contracting Party may denounce the present Convention by effecting the deposit of an instrument with the Secretary-General. The denunciation shall take effect one year from the date of such deposit with the Secretary-General.

2. A Contracting Party which has communicated an objection to an amendment to the Annexes may denounce the present Convention and such denunciation shall take effect on the date of entry into force of such an amendment.

Article XII. TERMINATION

The present Convention shall cease to be in force if the number of Contracting Parties is less than five for any period of twelve consecutive months.

Article XIII. SETTLEMENT OF DISPUTES

1. Any dispute between two or more Contracting Parties concerning the interpretation or application of the present Convention which cannot be settled by negotiation or other means of settlement shall, at the request of one of them, be referred to an arbitration tribunal composed as follows: each party to the dispute shall appoint an arbitrator and these two arbitrators shall appoint a third arbitrator, who shall be the Chairman. If three months after receipt of a request one of the parties shall have failed to appoint an arbitrator or if the arbitrators shall have failed to elect the Chairman, any of the parties may request the Secretary-General to appoint an arbitrator or the Chairman of the arbitration tribunal.

2. The decision of the arbitration tribunal designated under the provisions of paragraph 1 shall be binding on the parties to the dispute.

3. The arbitration tribunal shall decide its own rules of procedure.

4. Decisions of the arbitration tribunal both as to its procedure and its place of meeting and as to any controversy laid before it, shall be taken by majority vote.

5. Any controversy which may arise between the parties to the dispute as regards the interpretation and execution of the award may be submitted by either party for judgment to the arbitration tribunal which made the award.

Article XIV. RESERVATIONS

1. Reservations to the present Convention shall be permitted, excepting those relating to the provisions of articles I–VI, XIII and of the present article and of those contained in the Annexes, on condition that such reservations are communicated in writing and, if communicated before the deposit of the instrument of ratification, acceptance, approval or accession, are confirmed in that instrument. The Secretary-General shall communicate such reservations to all States referred to in article VII.

2. Any reservations made in accordance with paragraph 1:

- (a) modifies for the Contracting Party which made the reservation the provisions of the present Convention to which the reservation relates to the extent of the reservation; and
- (b) modifies those provisions to the same extent for the other Contracting Parties in their relations with the Contracting Party which entered the reservation.

3. Any Contracting Party which has formulated a reservation under paragraph 1 may withdraw it at any time by notification to the Secretary-General.

Article XV. NOTIFICATION

In addition to the notifications and communications provided for in articles IX, X and XIV, the Secretary-General shall notify all the States referred to in article VII of the following:

- (a) signatures, ratifications, acceptances, approvals and accessions, under article VII;
- (b) the dates of entry into force of the present Convention in accordance with article VIII;
- (c) the date of entry into force of amendments to the present Convention in accordance with articles IX and X;
- (d) denunciations under article XI;
- (e) the termination of the present Convention under article XII.

Article XVI. AUTHENTIC TEXTS

The original of the present Convention, of which the Chinese,¹ English, French, Russian and Spanish texts are equally authentic, shall be deposited with the Secretary-General who shall communicate certified true copies to all States referred to in article VII.

IN WITNESS WHEREOF the undersigned Plenipotentiaries, being duly authorized thereto by their respective Governments, have signed the present Convention.

DONE at Geneva this second day of December, one thousand nine hundred and seventy-two.

ANNEX I

REGULATIONS FOR THE TESTING, INSPECTION, APPROVAL AND MAINTENANCE OF CONTAINERS

Chapter I. REGULATIONS COMMON TO ALL SYSTEMS OF APPROVAL

Regulation 1. SAFETY APPROVAL PLATE

1. A Safety Approval Plate conforming to the specifications set out in the Appendix to this Annex shall be permanently affixed to every approved container at a readily visible place adjacent to any other approval plate issued for official purposes where it would not be easily damaged.

2. (a) The Plate shall contain the following information in at least the English or French language:

- “CSC SAFETY APPROVAL”
- Country of approval and approval reference
- Date (month and year) of manufacture
- Manufacturer's identification number of the container or, in the case of existing containers, for which that number is unknown, the number allotted by the Administration
- Maximum operating gross weight (kilogrammes and lbs)
- Allowable stacking weight for 1.8 g (kilogrammes and lbs)
- Transverse racking test load value (kilogrammes and lbs).

(b) A blank space should be reserved on the Plate for insertion of end and/or side-wall strength values (factors) in accordance with Regulation 1, paragraph 3 and Annex II, tests 6 and 7. A blank space should also be reserved on the Plate for first and subsequent maintenance examination dates (month and year) when used.

¹ The Chinese text on page 4 was established subsequent to the other texts and circulated by the Inter-Governmental Maritime Consultative Organization as an authentic text.

3. Where the Administration considers that a new container satisfies the requirements of the present Convention in respect of safety and if, for such container, the end and/or side-wall strength value (factor) is designed to be greater or less than that stipulated in Annex II such value shall be indicated on the Safety Approval Plate.

4. The presence of the Safety Approval Plate does not remove the necessity of displaying such labels or other information as may be required by other regulations which may be in force.

Regulation 2. MAINTENANCE

1. The owner of the container shall be responsible for maintaining it in safe condition.

2. The owner of an approved container shall examine the container or have it examined in accordance with the procedure either prescribed or approved by the Contracting Party concerned, at intervals appropriate to operating conditions. The date (month and year) before which a new container shall undergo its first examination shall be marked on the Safety Approval Plate.

3. The date (month and year) before which the container shall be re-examined shall be clearly marked on the container on or as close as practicable to the Safety Approval Plate and in a manner acceptable to that Contracting Party which prescribed or approved the particular maintenance procedure involved.

4. The interval from the date of manufacture to the date of the first examination shall not exceed five years. Subsequent examination of new containers and re-examination of existing containers shall be at intervals of not more than 24 months. All examinations shall determine whether the container has any defects which could place any person in danger.

5. For the purpose of this Regulation "the Contracting Party concerned" is the Contracting Party of the territory in which the owner is domiciled or has his head office.

Chapter II. REGULATIONS FOR APPROVAL OF NEW CONTAINERS BY DESIGN TYPE

Regulation 3. APPROVAL OF NEW CONTAINERS

To qualify for approval for safety purposes under the present Convention all new containers shall comply with the requirements set out in Annex II.

Regulation 4. DESIGN TYPE APPROVAL

In the case of containers for which an application for approval has been submitted, the Administration will examine designs and witness testing of a prototype container to ensure that the containers will conform with the requirements set out in Annex II. When satisfied, the Administration shall notify the applicant in writing that the container meets the requirements of the present Convention and this notification shall entitle the manufacturer to affix the Safety Approval Plate to every container of the design type series.

Regulation 5. PROVISIONS FOR APPROVAL BY DESIGN TYPE

1. Where the containers are to be manufactured by design type series, application made to an Administration for approval by design type shall be accompanied by drawings, a design specification of the type of container to be approved, and such other data as may be required by the Administration.

2. The applicant shall state the identification symbols which will be assigned by the manufacturer to the type of container to which the application for approval relates.

3. The application shall also be accompanied by an assurance from the manufacturer that he shall:

(a) produce to the Administration such containers of the design type concerned as the Administration may wish to examine;

(b) advise the Administration of any change in the design or specification and await its approval before affixing the Safety Approval Plate to the container;

- (c) affix the Safety Approval Plate to each container in the design type series and to no others;
- (d) keep a record of containers manufactured to the approved design type. This record shall at least contain the manufacturer's identification numbers, dates of delivery and names and addresses of customers to whom the containers are delivered.

4. Approval may be granted by the Administration to containers manufactured as modifications of an approved design type if the Administration is satisfied that the modifications do not affect the validity of tests conducted in the course of design type approval.

5. The Administration shall not confer on a manufacturer authority to affix Safety Approval Plates on the basis of design type approval unless satisfied that the manufacturer has instituted internal production-control features to ensure that the containers produced will conform to the approved prototype.

Regulation 6. EXAMINATION DURING PRODUCTION

In order to ensure that containers of the same design type series are manufactured to the approved design, the Administration shall examine or test as many units as it considers necessary, at any stage during production of the design type series concerned.

Regulation 7. NOTIFICATION OF ADMINISTRATION

The manufacturer shall notify the Administration prior to commencement of production of each new series of containers to be manufactured in accordance with an approved design type.

Chapter III. REGULATIONS FOR APPROVAL OF NEW CONTAINERS BY INDIVIDUAL APPROVAL

Regulation 8. APPROVAL OF INDIVIDUAL CONTAINERS

Approval of individual containers may be granted where the Administration, after examination and witnessing of tests, is satisfied that the container meets the requirements of the present Convention; the Administration, when so satisfied, shall notify the applicant in writing of approval and this notification shall entitle him to affix the Safety Approval Plate to such container.

Chapter IV. REGULATIONS FOR APPROVAL OF EXISTING CONTAINERS

Regulation 9. APPROVAL OF EXISTING CONTAINERS

1. If, within 5 years from the date of entry into force of the present Convention, the owner of an existing container presents the following information to an Administration:

- (a) date and place of manufacture;
- (b) manufacturer's identification number of the container if available;
- (c) maximum operating gross weight capability;
- (d)
 - (i) evidence that a container of this type has been safely operated in maritime and/or inland transport for a period of at least two years; or
 - (ii) evidence to the satisfaction of the Administration that the container was manufactured to a design type which had been tested and found to comply with the technical conditions set out in Annex II with the exception of those technical conditions relating to the end-wall and side-wall strength tests; or
 - (iii) evidence that the container was constructed to standards which, in the opinion of the Administration, were equivalent to the technical conditions set out in Annex II with the exception of those technical conditions relating to the end-wall and side-wall strength tests;
- (e) allowable stacking weight for 1.8 g (kilogrammes and lbs); and
- (f) such other data as required for the Safety Approval Plate,

then the Administration, after investigation, shall notify the owner in writing whether approval is granted; and if so, this notification shall entitle the owner to affix the Safety Approval Plate after an examination of the container concerned has been carried out in accordance with Regulation 2.

2. Existing containers which do not qualify for approval under paragraph 1 of this Regulation may be presented for approval under the provisions of Chapter II or Chapter III of this Annex. For such containers the requirements of Annex II relating to end and/or side-wall strength tests shall not apply. The Administration may, if it is satisfied that the containers in question have been in service, waive such of the requirements in respect of presentation of drawings and testing, other than the lifting and floor-strength tests, as it may deem appropriate.

Appendix

The Safety Approval Plate, conforming to the model reproduced below, shall take the form of a permanent, non-corrosive, fire-proof rectangular plate measuring not less than 200 mm by 100 mm. The words "CSC SAFETY APPROVAL" of a minimum letter height of 8 mm and all other words and numbers of a minimum height of 5 mm shall be stamped into, embossed on or indicated on its surface in any other permanent and legible way.

CSC SAFETY APPROVAL	
1	[GB - L/749/2/7/75]
2	DATE MANUFACTURED
3	IDENTIFICATION No.
4	MAXIMUM GROSS WEIGHT kg - lb
5	ALLOWABLE STACKING WEIGHT FOR 1,8 g kg - lb
6	RACKING TEST LOAD VALUE kg - lb
7	
8	
9	

Dimensions: 100 mm (height) and ≥ 200 mm (width)

1. Country of Approval and Approval Reference as given in the example on line 1. (The country of Approval should be indicated by means of the distinguishing sign used to indicate country of registration of motor vehicles in international road traffic.)
2. Date (month and year) of manufacture.
3. Manufacturer's identification number of the container or, in the case of existing containers for which that number is unknown, the number allotted by the Administration.
4. Maximum Operating Gross Weight (kilogrammes and lbs.).
5. Allowable Stacking Weight for 1,8 g (kilogrammes and lbs.).
6. Transverse Racking Test Load Value (kilogrammes and lbs.).
7. End Wall Strength to be indicated on plate only if end walls are designed to withstand a load of less or greater than 0.4 times the maximum permissible payload, i.e. 0.4 P.
8. Side Wall Strength to be indicated on plate only if the side walls are designed to withstand a load of less or greater than 0.6 times the maximum permissible payload, i.e. 0.6 P.
9. First maintenance examination date (month and year) for new containers and subsequent maintenance examination dates (month and year) if Plate used for this purpose.

ANNEX II

STRUCTURAL SAFETY REQUIREMENTS AND TESTS

INTRODUCTION

In setting the requirements of this Annex, it is implicit that in all phases of the operation of containers the forces as a result of motion, location, stacking and weight of the loaded container and external forces will not exceed the design strength of the container. In particular, the following assumptions have been made:

- (a) the container will so be restrained that it is not subjected to forces in excess of those for which it has been designed;
- (b) the container will have its cargo stowed in accordance with the recommended practices of the trade so that the cargo does not impose upon the container forces in excess of those for which it has been designed.

CONSTRUCTION

1. A container made from any suitable material which satisfactorily performs the following tests without sustaining any permanent deformation or abnormality which would render it incapable of being used for its designed purpose, shall be considered safe.

2. The dimensions, positioning and associated tolerances of corner fittings shall be checked having regard to the lifting and securing systems in which they will function.

3. When containers are provided with special fittings for use only when such containers are empty, this restriction shall be marked on the container.

TEST LOADS AND TEST PROCEDURES

Where appropriate to the design of the container, the following test loads and test procedures shall be applied to all kinds of containers under test:

TEST LOADINGS AND APPLIED FORCES

TEST PROCEDURES

1. LIFTING

The container, having the prescribed INTERNAL LOADING, shall be lifted in such a way that no significant acceleration forces are applied. After lifting, the container shall be suspended or supported for five minutes and then lowered to the ground.

(A) *Lifting from corner fittings**Internal loading:*

A uniformly distributed load such that the combined weight of container and test load is equal to 2R

(i) *Lifting from top corner fittings:*

Containers greater than 3,000 mm (10 ft.) (nominal) in length shall have lifting forces applied vertically at all four top corner fittings.

Containers of 3,000 mm (10 ft.) (nominal) in length and less shall have lifting forces applied at all four top corner fittings, in such a way that the angle between each lifting device and the vertical shall be 30°.

TEST LOADINGS AND APPLIED FORCES

TEST PROCEDURES

Externally applied forces:

Such as to lift the combined weight of 2R in the manner prescribed (under the heading "Test Procedures").

(ii) Lifting from bottom corner fittings:

Containers shall have lifting forces applied in such a manner that the lifting devices bear on the bottom corner fittings only. The lifting forces shall be applied at angles to the horizontal of:

30° for containers of length 12,000 mm (40 ft.) (nominal) or greater;

37° for containers of length 9,000 mm (30 ft.) (nominal) and up to but not including 12,000 mm (40 ft.) (nominal);

45° for containers of length 6,000 mm (20 ft.) (nominal) and up to but not including 9,000 mm (30 ft.) (nominal);

60° for containers of less than 6,000 mm (20 ft.) (nominal).

(B) *Lifting by any other additional methods**Internal loading:*

A uniformly distributed load such that the combined weight of container and test load is equal to 1.25 R.

Externally applied forces:

Such as to lift the combined weight of 1.25 R in the manner prescribed (under the heading "Test Procedures").

Internal loading:

A uniformly distributed load such that the combined weight of containers and test load is equal to 1.25 R.

Externally applied forces:

Such as to lift the combined weight of 1.25 R, in the manner prescribed (under the heading "Test Procedures").

(i) Lifting from fork lift pockets:

The container shall be placed on bars which are in the same horizontal plane, one bar centred within each fork lift pocket which is used for lifting the loaded container. The bars shall be of the same width as the forks intended to be used in the handling, and shall project into the fork pocket 75 per cent of the length of the fork pocket.

(ii) Lifting from grapple arm positions:

The container shall be placed on pads in the same horizontal plane, one under each grapple arm position. These pads shall be of the same sizes as the lifting area of the grapple arms intended to be used.

(iii) Other Methods

Where containers are designed to be lifted in the loaded condition by any method not mentioned in (A) or (B) (i) and (ii) they shall also be tested with the INTERNAL LOADING AND EXTERNALLY APPLIED FORCES representative of the acceleration conditions appropriate to that method.

TEST LOADINGS AND APPLIED FORCES

TEST PROCEDURES

2. STACKING

1. For conditions of international transport where the maximum vertical acceleration forces vary significantly from 1.8 g and when the container is reliably and effectively limited to such conditions of transport, the stacking load may be varied by the appropriate ratio of acceleration forces.
2. On successful completion of this test the container may be rated for the allowable superimposed static stacking weight which should be indicated on the Safety Approval Plate against the heading "Allowable stacking weight for 1.8 g (kilogrammes and lbs)".

Internal loading:

A uniformly distributed load such that the combined weight of container and test load is equal to 1.8 R.

The container, having the prescribed INTERNAL LOADING, shall be placed on four level pads which are in turn supported on a rigid horizontal surface, one under each bottom corner fitting or equivalent corner structure. The pads shall be centralized under the fittings and shall be of approximately the same plan dimensions as the fittings.

Externally applied forces:

Such as to subject each of the four top corner fittings to a vertical downward force equal to $\frac{1}{4} \times 1.8 \times$ the allowable superimposed static stacking weight.

Each EXTERNALLY APPLIED FORCE shall be applied to each of the corner fittings through a corresponding test corner fitting or through a pad of the same plan dimensions. The test corner fittings or pad shall be offset with respect to the top corner fitting of the container by 25 mm (1 in.) laterally and 38 mm (1½ in.) longitudinally.

3. CONCENTRATED LOADS

(a) ON ROOF

Internal loading:

None.

Externally applied forces:

A concentrated load of 300 kg (660 lb) uniformly distributed over an area of 600 mm × 300 mm (24 in. × 12 in.).

The EXTERNALLY APPLIED FORCES shall be applied vertically downwards to the outer surface of the weakest area of the roof of the container.

3. CONCENTRATED LOADS

(b) ON FLOOR

Internal loading:

Two concentrated loads each of 2,730 kg (6,000 lb.) and each applied to the container floor through a contact area of 142 cm² (22 sq.in.).

The test should be made with the container resting on four level supports under its four bottom corners in such a manner that the base structure of the container is free to deflect.

A testing device loaded to a weight of 5,460 kilogrammes (12,000 lbs.) that is 2,730 kg (6,000 lbs.) on each of two surfaces

TEST LOADINGS AND APPLIED FORCES

TEST PROCEDURES

having, when loaded, a total contact area of 284 cm² (44 sq.in.) that is 142 cm² (22 sq.in.) on each surface, the surface width being 180 mm (7 in.) spaced 760 mm (30 in.) apart, centre to centre, should be manoeuvred over the entire floor area of the container.

Externally applied forces:

None.

4. TRANSVERSE RACKING

Internal loading:

None.

The container in tare condition shall be placed on four level supports one under each bottom corner and shall be restrained against lateral and vertical movement by means of anchor devices so arranged that the lateral restraint is provided only at the bottom corners diagonally opposite to those at which the forces are applied.

Externally applied forces:

Such as to rack the end structures of the containers sideways. The forces shall be equal to those for which the container was designed.

The EXTERNALLY APPLIED FORCE shall be applied either separately or simultaneously to each of the top corner fittings on one side of the container in lines parallel both to the base and to the planes of the ends of the container. The forces shall be applied first towards and then away from the top corner fittings. In the case of containers in which each end is symmetrical about its own vertical centreline, one side only need be tested, but both sides of containers with asymmetric ends shall be tested.

5. LONGITUDINAL RESTRAINT (STATIC TEST)

When designing and constructing containers, it must be borne in mind that containers, when carried by inland modes of transport, may sustain accelerations of 2 g applied horizontally in a longitudinal direction.

Internal loading:

A uniformly distributed load, such that the combined weight of a container and test load is equal to the maximum operating gross weight or rating, R.

The container having the prescribed INTERNAL LOADING shall be restrained longitudinally by securing the two bottom corner fittings or equivalent corner structures at one end to suitable anchor points.

Externally applied forces:

Such as to subject each side of the container to longitudinal compressive and tensile forces of magnitude R, that is, a combined force of 2R on the base of the container as a whole.

The EXTERNALLY APPLIED FORCES shall be applied first towards and then away from the anchor points. Each side of the container shall be tested.

TEST LOADINGS AND APPLIED FORCES

TEST PROCEDURES

6. END-WALLS

The end walls should be capable of withstanding a load of not less than 0.4 times the maximum permissible payload. If, however, the end walls are designed to withstand a load of less or greater than 0.4 times the maximum permissible payload such a strength factor shall be indicated on the Safety Approval Plate in accordance with Annex I, Regulation 1.

Internal loading:

Such as to subject the inside of an end-wall to a uniformly distributed load of 0.4P or such other load for which the container may be designed.

The prescribed INTERNAL LOADING shall be applied as follows:

Both ends of a container shall be tested except where the ends are identical only one end need be tested. The end-walls of containers which do not have open sides or side doors may be tested separately or simultaneously.

The end-walls of containers which do have open sides or side doors should be tested separately. When the ends are tested separately the reactions to the forces applied to the end-wall shall be confined to the base structure of the container.

Externally applied forces:

None.

7. SIDE-WALLS

The side-walls should be capable of withstanding a load of not less than 0.6 times the maximum permissible payload. If, however, the side-walls are designed to withstand a load of less or greater than 0.6 times the maximum permissible payload, such a strength factor should be indicated on the Safety Approval Plate in accordance with Annex I, Regulation 1.

Internal loading:

Such as to subject the inside of a side-wall to a uniformly distributed load of 0.6P or such other load for which the container may be designed.

The prescribed INTERNAL LOADING shall be applied as follows:

Both sides of a container shall be tested except where the sides are identical only one side need be tested. Side-walls shall be tested separately and the reactions to the internal loading shall be confined to the corner fittings or equivalent corner structures. Open topped containers shall be tested in the condition in which they are designed to be operated, for example, with removable top members in position.

Externally applied forces:

None.

For Afghanistan:
 Pour l'Afghanistan :
 阿富汗:
 За Афганистан:
 Por el Afganistán:

For Albania:
 Pour l'Albanie :
 阿尔巴尼亚:
 За Албанию:
 Por Albania:

For Algeria:
 Pour l'Algérie :
 阿尔及利亚:
 За Алжир:
 Por Argelia:

For Argentina:
 Pour l'Argentine :
 阿根廷:
 За Аргентину:
 Por la Argentina:

For Australia:
 Pour l'Australie :
 澳大利亚:
 За Австралию:
 Por Australia:

For Austria:
 Pour l'Autriche :
 奥地利:
 За Австрию:
 Por Austria:

[WILFRIED PLATZER]¹

¹ Names of signatories appearing between brackets were not legible and have been supplied by the Inter-Governmental Maritime Consultative Organization — Les noms des signataires donnés entre crochets étaient illisibles et ont été fournis par l'Organisation intergouvernementale consultative de la navigation maritime.

For Bahrain:
Pour Bahreïn :
巴林:
За Бахрейн:
Por Bahrein:

For Bangladesh:
Pour le Bangladesh :
孟加拉国:
За Бангладеш:
Por Bangladesh:

For Barbados:
Pour la Barbade :
巴巴多斯:
За Барбадос:
Por Barbados:

For Belgium:
Pour la Belgique :
比利时:
За Бельгию:
Por Bélgica:

For Bhutan:
Pour le Bhoutan :
不丹:
За Бутан:
Por Bhután:

For Bolivia:
Pour la Bolivie :
玻利维亚:
За Боливию:
Por Bolivia:

For Botswana:
Pour le Botswana :
博茨瓦纳:
За Ботсвану:
Por Botswana:

For Brazil:
Pour le Brésil :
巴西:
За Бразилию:
Por el Brasil:

For Bulgaria:
Pour la Bulgarie :
保加利亚:
За България:
Por Bulgaria:

[E. ZAKHARIEV]

For Burma:
Pour la Birmanie :
缅甸:
За Бирму:
Por Birmania:

For Burundi:
Pour le Burundi :
布隆迪:
За Бурунди:
Por Burundi:

For the Byelorussian Soviet Socialist Republic:
Pour la République socialiste soviétique de Biélorussie :
白俄罗斯苏维埃社会主义共和国:
За Белорусскую Советскую Социалистическую Республику:
Por la República Socialista Soviética de Bielorrusia:

[N. LUNKOV]¹
с оговорами²

¹ See p. 117 of this volume for the texts of the reservations and declarations made upon signature — Voir p. 117 du présent volume pour les textes des réserves et déclarations faites lors de la signature.

² With reservations — Avec réserves.

For Cameroon:

Pour le Cameroun :

喀麦隆:

За Камерун:

Por el Camerún:

For Canada:

Pour le Canada :

加拿大:

За Канаду:

Por el Canadá:

Subject to

Sous réserve de }

ratification

[JOHN L. MACANGUS]

For the Central African Republic:

Pour la République centrafricaine :

中非共和国:

За Центральноафриканскую Республику:

Por la República Centrafricana:

For Chad:

Pour le Tchad :

乍得:

За Чад:

Por el Chad:

For Chile:

Pour le Chili :

智利:

За Чили:

Por Chile:

For China:

Pour la Chine :

中国:

За Китай:

Por China:

For Colombia:
Pour la Colombie :
哥伦比亚:
За Колумбию:
Por Colombia:

For the Congo:
Pour le Congo :
刚果:
За Конго:
Por el Congo:

For Costa Rica:
Pour le Costa Rica :
哥斯达黎加:
За Коста-Рику:
Por Costa Rica:

For Cuba:
Pour Cuba :
古巴:
За Кубу:
Por Cuba:

For Cyprus:
Pour Chypre :
塞浦路斯:
За Кипр:
Por Chipre:

For Czechoslovakia:
Pour la Tchécoslovaquie :
捷克斯洛伐克:
За Чехословакию:
Por Checoslovaquia:

[Dr. M. ZEMLA]¹

¹ See p. 117 of this volume for the texts of the reservations and declarations made upon signature — Voir p. 117 du présent volume pour les textes des réserves et déclarations faites lors de la signature.

For Dahomey:

Pour le Dahomey :

达荷美:

За Дагомею:

Por el Dahomey:

For Democratic Yemen:

Pour le Yémen démocratique :

民主也门:

За Демократический Йемен:

Por el Yemen Democrático:

For Denmark:

Pour le Danemark :

丹麦:

За Данию:

Por Dinamarca:

For the Dominican Republic:

Pour la République Dominicaine :

多米尼加共和国:

За Доминиканскую Республику:

Por la República Dominicana:

For Ecuador:

Pour l'Équateur :

厄瓜多尔:

За Эквадор:

Por el Ecuador:

For Egypt:

Pour l'Égypte :

埃及:

За Египет:

Por Egipto:

For El Salvador:
Pour El Salvador :
萨尔瓦多:
За Сальвадор:
Por El Salvador:

For Equatorial Guinea:
Pour la Guinée équatoriale :
赤道几内亚:
За Экваториальную Гвинею:
Por Guinea Ecuatorial:

For Ethiopia:
Pour l'Éthiopie :
埃塞俄比亚:
За Эфиопию:
Por Etiópia:

For Germany, Federal Republic of:
Pour l'Allemagne, République fédérale d' :
德意志联邦共和国:
За Федеративную Республику Германия:
Por Alemania, República Federal de:

Sous réserve de ratification¹
[OTTO BARON VON STEMPEL]

For Fiji:
Pour Fidji :
斐济:
За Фиджи:
Por Fiji:

¹ Subject to ratification.

For Finland:
Pour la Finlande :
芬兰:
За Финляндию:
Por Finlandia:

[RIITTA ORÖ]
Chargé d'affaires a.i. of Finland

For France:
Pour la France :
法国:
За Францию:
Por Francia:

Le Gouvernement français, conformément aux dispositions de l'article XIV, émet une réserve à l'encontre du 4^e paragraphe de l'article X rédigé comme suit : «Une objection élevée contre cet amendement par une Partie Contractante n'aura pas force obligatoire à l'égard des autres Parties Contractantes pour ce qui est de l'agrément des conteneurs auxquels la présente Convention s'applique.» Lorsqu'une objection aura été élevée contre un amendement par une Partie Contractante, les dispositions de cet amendement ne lui seront pas opposables¹.

[M. JACQUIER]

Sous réserve d'approbation ultérieure²

For Gabon:
Pour le Gabon :
加蓬:
За Габон:
Por el Gabón:

¹ [TRANSLATION — TRADUCTION]* The French Government, in accordance with the provisions of article XIV, enters a reservation against [that part of] the fourth paragraph of Article X which reads as follows: "an objection made by a Contracting Party shall not be binding on other Contracting Parties as to acceptance of containers to which the present Convention applies". When an objection to an amendment is raised by a Contracting Party, the provisions of that amendment shall not be invoked against the said Party.

* Translation supplied by the Inter-Governmental Maritime Consultative Organization—Traduction fournie par l'Organisation intergouvernementale consultative de la navigation maritime.

² Subject to further approval.

For Gambia:
Pour la Gambie :
冈比亚:
За Гамбию:
Por Gambia:

For the German Democratic Republic:
Pour la République démocratique allemande :
德意志民主共和国:
За Германскую Демократическую Республику:
Por la República Democrática Alemana:

For Ghana:
Pour le Ghana :
加纳:
За Гану:
Por Ghana:

For Greece:
Pour la Grèce :
希腊:
За Грецию:
Por Grecia:

For Guatemala:
Pour le Guatemala :
危地马拉:
За Гватемалу:
Por Guatemala:

For Guinea:
Pour la Guinée :
几内亚:
За Гвинею:
Por Guinea:

For Guyana:
Pour la Guyane :
圭亚那:
За Гайану:
Por Guyana:

For Haiti:
Pour Haïti :
海地:
За Гаити:
Por Haïti:

For the Holy See:
Pour le Saint-Siège :
教廷:
За Святейший Престол:
Por la Santa Sede:

For Honduras:
Pour le Honduras :
洪都拉斯:
За Гондурас:
Por Honduras:

For Hungary:
Pour la Hongrie :
匈牙利:
За Венгрию:
Por Hungría:

[KUZSEL D.]
10.1.73

For Iceland:
Pour l'Islande :
冰島:
За Исландию:
Por Islandia:

For India:
Pour l'Inde :
印度:
За Индию:
Por la India:

For Indonesia:
Pour l'Indonésie :
印度尼西亚:
За Индонезию:
Por Indonesia:

For Iran:
Pour l'Iran :
伊朗:
За Иран:
Por el Irán:

For Iraq:
Pour l'Irak :
伊拉克:
За Ирак:
Por el Irak:

For Ireland:
Pour l'Irlande :
爱尔兰:
За Ирландию:
Por Irlanda:

For Israel:
Pour Israël :
以色列:
За Израиль:
Por Israel:

For Italy:
Pour l'Italie :
意大利:
За Италию:
Por Italia:

For the Ivory Coast:
Pour la Côte-d'Ivoire :
象牙海岸:
За Берег Слоновой Кости:
Por la Costa de Marfil:

For Jamaica:
Pour la Jamaïque :
牙买加:
За Ямайку:
Por Jamaica:

For Japan:
Pour le Japon :
日本:
За Японию:
Por el Japón:

For Jordan:
Pour la Jordanie :
约旦:
За Иорданию:
Por Jordania:

For Kenya:
Pour le Kenya :
肯尼亚:
За Кению:
Por Kenya:

For the Khmer Republic:
Pour la République khmère :
高棉共和国:
За Кхмерскую Республику:
Por la República Khmer:

For Kuwait:
Pour le Koweït :
科威特:
За Кувейт:
Por Kuwait:

For Laos:
Pour le Laos :
老挝:
За Лаос:
Por Laos:

For Lebanon:
Pour le Liban :
黎巴嫩:
За Ливан:
Por el Líbano:

For Lesotho:
Pour le Lesotho :
莱索托:
За Лесото:
Por Lesotho:

For Liberia:
Pour le Libéria :
利比里亚:
За Либерию:
Por Liberia:

For the Libyan Arab Republic:
Pour la République arabe libyenne :
阿拉伯利比亚共和国:
За Ливийскую Арабскую Республику:
Por la República Árabe Libia:

For Liechtenstein:
Pour le Liechtenstein :
列支敦士登:
За Лихтенштейн:
Por Liechtenstein:

For Luxembourg:
Pour le Luxembourg :
卢森堡:
За Люксембург:
Por Luxemburgo:

For Madagascar:
Pour Madagascar :
马达加斯加:
За Мадагаскар:
Por Madagascar:

For Malawi:
Pour le Malawi :
马拉维:
За Малави:
Por Malawi:

For Malaysia:
Pour la Malaisie :
马来西亚:
За Малайскую Федерацию:
Por Malasia:

For the Maldives:
Pour les Maldives :
马尔代夫:
За Мальдивы:
Por las Maldivas:

For Mali:
Pour le Mali :
马里:
За Мали:
Por Malí:

For Malta:
Pour Malte :
马耳他:
За Мальту:
Por Malta:

For Mauritania:
Pour la Mauritanie :
毛里塔尼亚:
За Мавританию:
Por Mauritania:

For Mauritius:
Pour Maurice :
毛里求斯:
За Маврикий:
Por Mauricio:

For Mexico:
Pour le Mexique :
墨西哥:
За Мексику:
Por México:

For Monaco:
Pour Monaco :
摩纳哥:
За Монако:
Por Mónaco:

For Mongolia:
Pour la Mongolie :
蒙古:
За Монголию:
Por Mongolia:

For Morocco:
Pour le Maroc :
摩洛哥:
За Марокко:
Por Marruecos:

For Nauru:
Pour Nauru :
瑙鲁:
За Науру:
Por Nauru:

For Nepal:
Pour le Népal :
尼泊尔:
За Непал:
Por Nepal:

For the Netherlands:
Pour les Pays-Bas :
荷兰:
За Нидерланды:
Por los Países Bajos:

For New Zealand:

Pour la Nouvelle-Zélande :

新西兰 :

За Новую Зеландию:

Por Nueva Zelandia:

For Nicaragua:

Pour le Nicaragua :

尼加拉瓜 :

За Никарагуа:

Por Nicaragua:

For the Niger:

Pour le Niger :

尼日尔 :

За Нигер:

Por el Níger:

For Nigeria:

Pour le Nigéria :

尼日利亚 :

За Нигерию:

Por Nigeria:

For Norway:

Pour la Norvège :

挪威 :

За Норвегию:

Por Noruega:

For Oman:

Pour l'Oman :

阿曼 :

За Оман:

Por Omán:

For Pakistan:
Pour le Pakistan :
巴基斯坦:
За Пакистан:
Por el Pakistán:

For Panama:
Pour le Panama :
巴拿马:
За Панаму:
Por Panamá:

For Paraguay:
Pour le Paraguay :
巴拉圭:
За Парагвай:
Por el Paraguay:

For Peru:
Pour le Pérou :
秘鲁:
За Перу:
Por el Perú:

For the Philippines:
Pour les Philippines :
菲律宾:
За Филиппины:
Por Filipinas:

For Poland:
Pour la Pologne :
波兰:
За Польшу:
Por Polonia:

[E. WISNIEWSKI]

For Portugal:
Pour le Portugal :
葡萄牙:
За Португалию:
Por Portugal:

For Qatar:
Pour le Qatar :
卡塔尔:
За Катар:
Por Qatar:

For the Republic of Korea:
Pour la République de Corée :
大韩民国:
За Корейскую Республику:
Por la República de Corea:

[TONG JIN PARK]

Subject to ratification¹

For the Republic of Viet-Nam:
Pour la République du Viet-Nam :
越南共和国:
За Республику Вьетнам:
Por la República de Viet-Nam:

For Romania:
Pour la Roumanie :
罗马尼亚:
За Румынию:
Por Rumania:

[PRETOR POPA]²

Sous réserve de ratification; avec déclaration à disposition de l'article VII³

¹ Sous réserve de ratification.

² See p. 117 of this volume for the texts of the reservations and declarations made upon signature — Voir p. 117 du présent volume pour les textes des réserves et déclarations faites lors de la signature.

³ Subject to ratification; with a declaration concerning article VII.

For Rwanda:

Pour le Rwanda :

卢旺达:

За Руанду:

Por Rwanda:

For San Marino:

Pour Saint-Marin :

圣马力诺:

За Сан-Марино:

Por San Marino:

For Saudi Arabia:

Pour l'Arabie Saoudite :

沙特阿拉伯:

За Саудовскую Аравию:

Por Arabia Saudita:

For Senegal:

Pour le Sénégal :

塞内加尔:

За Сенегал:

Por el Senegal:

For Sierra Leone:

Pour la Sierra Leone :

塞拉勒窝内:

За Сьерра-Леоне:

Por Sierra Leona:

For Singapore:

Pour Singapour :

新加坡:

За Сингапур:

Por Singapur:

For Somalia:

Pour la Somalie :

索马里:

За Сомали:

Por Somalia:

For South Africa:

Pour l'Afrique du Sud :

南非:

За Южную Африку:

Por Sudáfrica:

For Spain:

Pour l'Espagne :

西班牙:

За Испанию:

Por España:

For Sri Lanka:

Pour Sri Lanka :

斯里兰卡:

За Шри Ланка:

Por Sri Lanka:

For the Sudan:

Pour le Soudan :

苏丹:

За Судан:

Por el Sudán:

For Swaziland:

Pour le Souaziland :

斯威士兰:

За Свазиленд:

Por Swazilandia:

For Sweden:
Pour la Suède :
瑞典:
За Швецию:
Por Suecia:

For Switzerland:
Pour la Suisse :
瑞士:
За Швейцарию:
Por Suiza:

[FÉLIX-CLÉMENT VANEY]

For the Syrian Arab Republic:
Pour la République arabe syrienne :
阿拉伯叙利亚共和国:
За Сирийскую Арабскую Республику:
Por la República Árabe Siria:

For Thailand:
Pour la Thaïlande :
泰国:
За Таиланд:
Por Tailandia:

For Togo:
Pour le Togo :
多哥:
За Того:
Por el Togo:

For Tonga:
Pour les Tonga :
汤加:
За Тонгу:
Por Tonga:

For Trinidad and Tobago:
Pour la Trinité-et-Tobago :
特立尼达和多巴哥:
За Тринидад и Тобаго:
Por Trinidad y Tabago:

For Tunisia:
Pour la Tunisie :
突尼斯:
За Тунис:
Por Túnez:

For Turkey:
Pour la Turquie :
土耳其:
За Турцию:
Por Turquía:

(Avec une réserve sur la partie ci-après reproduite du 4^e paragraphe de l'article X : «une objection élevée contre cet amendement par une Partie Contractante n'aura pas force obligatoire à l'égard des autres Parties Contractantes pour ce qui est de l'agrément des conteneurs auxquels la présente Convention s'applique.»)¹

[A. COSKUN KIRCA]

For Uganda:
Pour l'Ouganda :
乌干达:
За Уганду:
Por Uganda:

For the Ukrainian Soviet Socialist Republic:
Pour la République socialiste soviétique d'Ukraine :
乌克兰苏维埃社会主义共和国:
За Українську Советську Соціалістическу Республіку:
Por la República Socialista Soviética de Ucrania:

[N. LUNKOV]²
с оговорами³

¹ [TRANSLATION — TRADUCTION] With a reservation concerning the fourth paragraph of article X: "an objection made by a Contracting Party against this amendment shall not be binding on other Contracting Parties as to acceptance of containers to which the present Convention applies."

² See p. 117 of this volume for the texts of the reservations and declarations made upon signature — Voir p. 117 du présent volume pour les textes des réserves et déclarations faites lors de la signature.

³ With reservations — Avec réserves.

For the Union of Soviet Socialist Republics:

Pour l'Union des Républiques socialistes soviétiques :

苏维埃社会主义共和国联盟:

За Союз Советских Социалистических Республик:

Por la Unión de Repúblicas Socialistas Soviéticas:

[N. LUNKOV]¹

с оговорами²

For the United Arab Emirates:

Pour les Emirats arabes unis :

阿拉伯联合酋长国:

За Объединенные Арабские Эмираты:

Por los Emiratos Arabes Unidos:

For the United Kingdom of Great Britain and Northern Ireland:

Pour le Royaume-Uni de Grande-Bretagne et d'Irlande du Nord :

大不列颠及北爱尔兰联合王国:

За Соединенное Королевство Великобритании и Северной Ирландии:

Por el Reino Unido de Gran Bretaña e Irlanda del Norte:

[L. F. STANDEN]

[J.L.B. GARCÍA]

For the United Republic of Tanzania:

Pour la République-Unie de Tanzanie :

坦桑尼亚联合共和国:

За Объединенную Республику Танзания:

Por la República Unida de Tanzania:

For the United States of America:

Pour les Etats-Unis d'Amérique :

美利坚合众国:

За Соединенные Штаты Америки:

Por los Estados Unidos de América:

Subject to ratification³

[AARON W. REESE]

[JOHN B. O'LOUGHLIN]

¹ See p. 117 of this volume for the texts of the reservations and declarations made upon signature — Voir p. 117 du présent volume pour les textes des réserves et déclarations faites lors de la signature.

² With reservations — Avec réserves.

³ Sous réserve de ratification.

For the Upper Volta:
Pour la Haute-Volta :
上沃尔特:
За Верхнюю Вольту:
Por el Alto Volta:

For Uruguay:
Pour l'Uruguay :
乌拉圭:
За Уругвай:
Por el Uruguay:

For Venezuela:
Pour le Venezuela :
委内瑞拉:
За Венесуэлу:
Por Venezuela:

For Western Samoa:
Pour le Samoa-Occidental :
西萨摩亚:
За Западное Самоа:
Por Samoa Occidental:

For Yemen:
Pour le Yémen :
也门:
За Йемен:
Por el Yemen:

For Yugoslavia:
Pour la Yougoslavie :
南斯拉夫:
За Югославию:
Por Yugoslavia:

Subject to approval¹
[GASPARI DUSAN]

¹ Sous réserve d'approbation.

For Zaire:

Pour le Zaïre :

扎伊尔:

За Заир:

Por el Zaire:

For Zambia:

Pour la Zambie :

赞比亚:

За Замбию:

Por Zambia:

RESERVATIONS AND DECLARATIONS
MADE UPON SIGNATURERÉSERVES ET DÉCLARATIONS
FAITES LORS DE LA SIGNATURE*BYELORUSSIAN SOVIET
SOCIALIST REPUBLIC**RÉPUBLIQUE SOCIALISTE
SOVIÉTIQUE DE BIÉLORUSSIE*

[RUSSIAN TEXT—TEXTE RUSSE]

«Правительство Союза Советских Социалистических Республик считает, что положения статьи VII Международной конвенции по безопасным контейнерам, ограничивающие участие в ней некоторых государств, противоречат общепризнанному принципу суверенного равенства государств.

Что касается положений статьи XIII относительно арбитражного порядка разрешения споров о толковании и применении конвенции, то Правительство СССР заявляет, что принятие данного положения не должно толковаться как изменяющее точку зрения Правительства СССР о том, что передача спора на рассмотрение арбитража может иметь место лишь с согласия всех спорящих Сторон в каждом отдельном случае.»

[TRANSLATION]¹

It is the view of the Government of the Byelorussian Soviet Socialist Republic that the provisions of Article VII of the International Convention for Safe Containers restricting participation of some States in the Convention contradict the generally recognized principle of the sovereign equality of States.

As to the provisions of Article XIII concerning the settlement of disputes on the interpretation and application of the present Convention through arbitration, the Government of the BSSR puts it on record that the acceptance of these provisions must not be interpreted as modifying the view of the BSSR Government that a dispute can be referred to an arbitration tribunal only with the agreement of all parties to a dispute in each particular case.

[TRADUCTION]¹

Le Gouvernement de la République socialiste soviétique de Biélorussie estime que les dispositions de l'article VII de la Convention internationale sur la sécurité des conteneurs empêchant certains Etats de devenir Parties à la Convention sont contraires au principe universellement reconnu de l'égalité souveraine des Etats.

Eu égard aux dispositions de l'article XIII sur le règlement des différends concernant l'interprétation et l'application de la Convention par voie d'arbitrage, le Gouvernement de la RSS de Biélorussie fait connaître que l'acceptation de ces dispositions ne saurait être interprétée comme modifiant l'avis du Gouvernement de la RSS de Biélorussie selon lequel un différend ne peut être soumis à un tribunal arbitral qu'avec le consentement, dans chaque cas, de toutes les parties à ce différend.

¹ Translation supplied by the Inter-Governmental Maritime Consultative Organization.

¹ Traduction fournie par l'Organisation intergouvernementale consultative de la navigation maritime.

CZECHOSLOVAKIA

TCHÉCOSLOVAQUIE

[TRANSLATION — TRADUCTION]

“The Government of the Czechoslovak Socialist Republic considers that the provisions of Article VII of the International Convention for Safe Containers, done at Geneva on 2 December 1972, which bar certain States from participation in it, are contrary to the universally recognized principle of the sovereign equality of States.”

Le Gouvernement de la République socialiste tchécoslovaque estime que les dispositions de l'article VII de la Convention internationale sur la sécurité des conteneurs, faite à Genève le 2 décembre 1972, aux termes desquelles certains Etats en sont exclus, sont contraires au principe universellement reconnu de l'égalité souveraine des Etats.

ROMANIA

ROUMANIE

[TRANSLATION¹ — TRADUCTION²]

The Government of the Socialist Republic of Romania considers that the provisions of Article VII of the International Convention for Safe Containers, done at Geneva on 2 December 1972, are not consistent with the principle that multilateral international treaties, whose aim and object affect the international community as a whole, should be open to universal participation.

«Le Gouvernement de la République Socialiste de Roumanie considère que les dispositions de l'article VII de la Convention internationale sur la sécurité des conteneurs, faite à Genève le 2 décembre 1972, ne sont pas en concordance avec le principe selon lequel les traités internationaux multilatéraux dont l'objet et le but intéressent la communauté internationale dans son ensemble doivent être ouverts à la participation universelle.»

UKRAINIAN SOVIET
SOCIALIST REPUBLICRÉPUBLIQUE SOCIALISTE
SOVIÉTIQUE D'UKRAINE

[UKRAINIAN TEXT—TEXTE UKRAINIEN]

«Уряд Української Радянської Соціалістичної Республіки вважає, що положення статті VII Міжнародної конвенції по безпечних контейнерах, які обмежують участь в ній деяких держав, протирічать загальновизнаному принципу суверенної рівності держав.

Що стосується положень статті XIII відносно арбітражного порядку вирішення спорів про тлумачення і застосування конвенції, то Уряд Української РСР заявляє, що прийняття даного положення не повинно тлумачитись як таке, що змінює точку зору Уряду Української РСР про те, що передача спору на розгляд арбітражу може мати місце лише за згодою всіх Сторін, які ведуть спір, у кожному окремому випадку.»

¹ Translation supplied by the Inter-Governmental Maritime Consultative Organization.

² Traduction fournie par l'Organisation intergouvernementale consultative de la navigation maritime.

[TRANSLATION]¹

It is the view of the Government of the Ukrainian Soviet Socialist Republic that the provisions of Article VII of the International Convention for Safe Containers restricting participation of some States in the Convention contradict the generally recognized principle of the sovereign equality of States.

As to the provisions of Article XIII concerning the settlement of disputes on the interpretation and application of the present Convention through arbitration, the Government of the Ukrainian SSR puts it on record that the acceptance of these provisions must not be interpreted as modifying the view of the Ukrainian SSR Government that a dispute can be referred to an arbitration tribunal only with the agreement of all parties to a dispute in each particular case.

*UNION OF SOVIET SOCIALIST
REPUBLICS*

[TRADUCTION]¹

Le Gouvernement de la République socialiste soviétique d'Ukraine estime que les dispositions de l'article VII de la Convention internationale sur la sécurité des conteneurs empêchant certains Etats de devenir Parties à la Convention sont contraires au principe universellement reconnu de l'égalité souveraine des Etats.

Eu égard aux dispositions de l'article XIII sur le règlement des différends concernant l'interprétation et l'application de la Convention par voie d'arbitrage, le Gouvernement de la RSS d'Ukraine fait connaître que l'acceptation de ces dispositions ne saurait être interprétée comme modifiant l'avis du Gouvernement de la RSS d'Ukraine selon lequel un différend ne peut être soumis à un tribunal arbitral qu'avec le consentement, dans chaque cas, de toutes les parties à ce différend.

*UNION DES RÉPUBLIQUES
SOCIALISTES SOVIÉTIQUES*

[RUSSIAN TEXT—TEXTE RUSSE]

Правительство Белорусской Советской Социалистической Республики считает, что положения статьи VII Международной конвенции по безопасным контейнерам, ограничивающие участие в ней некоторых государств, противоречат общепризнанному принципу суверенного равенства государств.

Что касается положений статьи XIII относительно арбитражного порядка разрешения споров о толковании и применении конвенции, то Правительство БССР заявляет, что принятие данного положения не должно толковаться как изменяющее точку зрения Правительства БССР о том, что передача спора на рассмотрение арбитража может иметь место лишь с согласия всех спорящих Сторон в каждом отдельном случае.

[TRANSLATION]¹

It is the view of the Government of the Union of Soviet Socialist Republics that the provisions of Article VII of the International Convention for Safe Containers restricting participation of some States in the Convention contradict the generally recognized principle of the sovereign equality of States.

[TRADUCTION]¹

Le Gouvernement de l'Union des Républiques socialistes soviétiques estime que les dispositions de l'article VII de la Convention internationale sur la sécurité des conteneurs empêchant certains Etats de devenir Parties à la Convention sont contraires au principe universellement reconnu de l'égalité souveraine des Etats.

¹ Translation supplied by the Inter-Governmental Maritime Consultative Organization.

¹ Traduction fournie par l'Organisation intergouvernementale consultative de la navigation maritime.

As to the provisions of Article XIII concerning the settlement of disputes on the interpretation and application of the present Convention through arbitration, the USSR Government puts it on record that the acceptance of those provisions must not be interpreted as modifying the view of the USSR Government that a dispute can be referred to an arbitration tribunal only with the agreement of all parties to a dispute in each particular case.

Eu égard aux dispositions de l'article XIII sur le règlement des différends concernant l'interprétation et l'application de la présente convention par voie d'arbitrage, le Gouvernement de l'URSS fait connaître que l'acceptation de ces dispositions ne saurait être interprétée comme modifiant l'avis du Gouvernement soviétique selon lequel un différend ne peut être soumis à un tribunal arbitral qu'avec le consentement, dans chaque cas, de toutes les parties à ce différend.

RESERVATIONS AND DECLARATIONS
MADE UPON RATIFICATION, AC-
CEPTANCE (A), APPROVAL (AA) OR
ACCESSION (a)

RÉSERVES ET DÉCLARATIONS FAITES
LORS DE LA RATIFICATION, DE
L'ACCEPTATION (A), DE L'APPROBA-
TION (AA) OU DE L'ADHÉSION (a)

BULGARIA

BULGARIE

[BULGARIAN TEXT—TEXTE BULGARE]

«Народна република България счита, че член 7, който ограничава участието на известен брой държави в Конвенцията, е в противоречие с общоприетия принцип за суверенно равенство между държавите.

Народна република България счита, че приемането на член 13 от цейна страна не трябва да се разбира като променящо становището ѝ, че даден спор може да бъде отнесен до арбитражен съд само със съгласието на всички страни по конкретния спор.»

[TRANSLATION]¹

[TRADUCTION]¹

The People's Republic of Bulgaria considers that Article VII, which restricts the participation of a number of States in the Convention, is contrary to the generally accepted principle of the sovereign equality of States.

The People's Republic of Bulgaria considers that the acceptance on its part of Article XIII is not to be understood as a change in its position and that a given dispute may be referred to an arbitral tribunal only with the consent of all the parties to the particular dispute.

Le Gouvernement de la République populaire de Bulgarie estime que les dispositions de l'article VII de la Convention internationale sur la sécurité des conteneurs aux termes desquelles certains Etats ne peuvent pas devenir Parties à la Convention sont contraires au principe universellement reconnu de l'égalité souveraine des Etats.

Eu égard aux dispositions de l'article XIII sur le règlement des différends, le Gouvernement de la République populaire de Bulgarie estime que l'acceptation de ces dispositions ne saurait être interprétée comme modifiant la position qu'il a adoptée et qu'un différend déterminé ne peut être soumis à un tribunal arbitral qu'avec le consentement de toutes les parties à ce différend.

¹ Translation supplied by the Inter-Governmental Maritime Consultative Organization.

¹ Traduction fournie par l'Organisation intergouvernementale consultative de la navigation maritime.

BYELORUSSIAN SOVIET
SOCIALIST REPUBLIC

RÉPUBLIQUE SOCIALISTE
SOVIÉTIQUE DE BIÉLORUSSIE

[BYELORUSSIAN TEXT—TEXTE BIÉLORUSSE]

«Урад Беларускай Савецкай Сацыялістычнай Рэспублікі лічыць, што палажэнні артыкула VII Міжнароднай канвенцыі па бяспечных кантэйнерах, якія абмяжоўваюць удзел у ёй некаторых дзяржаў, супярэчаць агульнапрызнанаму прынцыпу суверэннай роўнасці дзяржаў.

Што датычыць палажэнняў артыкула XIII адносна арбітражнага парадку вырашэння спрэчак аб тлумачэнні і прымяненні канвенцыі, то Урад Беларускай ССР заяўляе, што прыняцце данага палажэння не павінна тлумачыцца як змяняючае пункт гледжання Урада Беларускай ССР аб тым, што перадача спрэчкі на разгляд арбітражу можа мець месца толькі са згоды ў кожным асобным выпадку ўсіх бакоў, якія спрачаюцца.»

[Confirming the reservation made upon signature. For the text of the reservation, see p. 117 of this volume.]

[Avec confirmation de la réserve faite lors de la signature. Pour le texte de la réserve, voir p. 117 du présent volume.]

CZECHOSLOVAKIA (AA)

TCHÉCOSLOVAQUIE (AA)

[TRADUCTION¹ — TRANSLATION²]

“Article VII, paragraph 1, of the said Convention is inconsistent with the generally recognized principle of the sovereign equality of States.”

Le paragraphe 1 de l'article VII de ladite Convention est incompatible avec le principe généralement admis de l'égalité souveraine des Etats.

FRANCE (AA)

FRANCE (AA)

[Confirming the reservation made upon signature. For the text of the reservation, see p. 98 of this volume.]

[Avec confirmation de la réserve faite lors de la signature. Pour le texte de la réserve, voir p. 98 du présent volume.]

GERMAN DEMOCRATIC REPUBLIC (a)

RÉPUBLIQUE DÉMOCRATIQUE
ALLEMANDE (a)

[GERMAN TEXT—TEXTE ALLEMAND]

„Die Deutsche Demokratische Republik hält es für erforderlich, darauf hinzuweisen, daß Artikel VII einigen Staaten die Möglichkeit nimmt, Mitglied dieser Konvention zu werden.

Die Konvention regelt Fragen, die die Interessen aller Staaten berühren, und muß daher auch allen Staaten zur Teilnahme offenstehen, die sich in ihrer Politik von den Grundsätzen und Zielen der Charta der Vereinten Nationen leiten lassen.

¹ Traduction fournie par l'Organisation intergouvernementale consultative de la navigation maritime.

² Translation supplied by the Inter-Governmental Maritime Consultative Organization.

Bezüglich der Bestimmungen des Artikels XIII der Konvention über die Beilegung von Streitigkeiten hinsichtlich der Auslegung oder Anwendung der Konvention durch Schiedsspruch erklärt die Deutsche Demokratische Republik, daß die Annahme dieser Bestimmung nicht so ausgelegt werden sollte, als ändere sich die Auffassung der Deutschen Demokratischen Republik, daß ein Streitfall einem Schiedsgericht zur Erörterung nur mit Zustimmung aller am Streitfall beteiligten Seiten übergeben werden kann.

Die Staatenkurzbezeichnung auf den durch die Konvention vorgeschriebenen Zulassungsschildern entspricht der Staatenkurzbezeichnung für Straßenfahrzeuge und lautet „DDR“. Das bevollmächtigte Organ der Deutschen Demokratischen Republik für alle Fragen im Zusammenhang mit dieser Konvention ist die DDR-Schiffs-Revision und -Klassifikation (DSRK).“

[TRANSLATION]¹

The German Democratic Republic considers it necessary to point out that Article VII deprives some States of the possibility to become parties to this Convention.

The Convention regulates questions affecting the interests of all States; therefore it must be open for all States which are guided in their policies by the principles and purposes of the United Nations Charter to become parties to it.

With regard to the provisions of Article XIII of the Convention dealing with the settlement of disputes concerning the interpretation or application of the Convention by arbitration, the German Democratic Republic declares that the acceptance of this provision should not be interpreted in such a way as if the view of the German Democratic Republic changed to the effect that a dispute may only be referred to an arbitration tribunal for consideration with the consent of all parties to the dispute.

The abbreviated state designation on the registration plates required by the Convention corresponds with the distinguishing sign used to indicate the state of registration of motor vehicles and reads “DDR”. The competent authority in the German Democratic Republic for all questions in connexion with this Convention is the DDR-Schiffs-Revision und -Klassifikation (DSRK).

[TRADUCTION]¹

La République démocratique allemande estime nécessaire de souligner que les dispositions de l'article VII privent certains Etats de la possibilité de devenir parties à la Convention.

La Convention régit les questions touchant aux intérêts de tous les Etats; en conséquence, tous les Etats dont la politique est guidée par les principes et les buts de la Charte des Nations Unies devraient être en mesure de devenir parties à cette Convention.

Eu égard aux dispositions de l'article XIII de ladite Convention portant sur le règlement des différends concernant l'interprétation ou l'application de la Convention par voie d'arbitrage, la République démocratique allemande déclare que l'acceptation de cette disposition ne signifie pas que la République démocratique ait modifié son avis suivant lequel un différend ne peut être soumis à un tribunal d'arbitrage qu'avec le consentement de toutes les parties au différend.

La désignation abrégée de l'Etat sur les plaques d'agrément prévues par la Convention correspond au signe distinctif utilisé pour indiquer le pays d'immatriculation des véhicules motorisés et se lit «DDR». L'autorité compétente en République démocratique allemande pour toutes les questions concernant ladite Convention est la DDR-Schiffs-Revision und -Klassifikation (DSRK).

¹ Translation supplied by the Inter-Governmental Maritime Consultative Organization.

¹ Traduction fournie par l'Organisation intergouvernementale consultative de la navigation maritime.

ROMANIA

ROUMANIE

[Confirming the reservation made upon signature. For the text of the reservation, see p. 118 of this volume.]

[Avec confirmation de la réserve faite lors de la signature. Pour le texte de la réserve, voir p. 118 du présent volume.]

UKRAINIAN SOVIET
SOCIALIST REPUBLICRÉPUBLIQUE SOCIALISTE
SOVIÉTIQUE D'UKRAINE

[Confirming the reservation made upon signature. For the text of the reservation, see p. 118 of this volume.]

[Avec confirmation de la réserve faite lors de la signature. Pour le texte de la réserve, voir p. 118 du présent volume.]

UNION OF SOVIET SOCIALIST
REPUBLICSUNION DES RÉPUBLIQUES
SOCIALISTES SOVIÉTIQUES

[Confirming the reservation made upon signature. For the text of the reservation, see p. 119 of this volume.]

[Avec confirmation de la réserve faite lors de la signature. Pour le texte de la réserve, voir p. 119 du présent volume.]

INTERNATIONAL CONVENTION FOR SAFE CONTAINERS (CSC)
CONVENTION INTERNATIONALE SUR LA SÉCURITÉ
DES CONTENEURS (CSC)

PROCÈS-VERBAL OF RECTIFICATION

ENGLISH TEXT

Whereas an International Convention for Safe Containers was done at Geneva on 2 December 1972 and is deposited with the Secretary-General of the Inter-Governmental Maritime Consultative Organization; and

Whereas certain errors have been discovered in the original signed copy of the said Convention and brought to the notice of Signatory and Contracting Governments; and

Whereas all these Governments have agreed to the following errors being corrected as indicated hereunder:

PROCÈS-VERBAL DE RECTIFICATION

TEXTE FRANÇAIS

Attendu qu'une Convention internationale sur la sécurité des conteneurs a été signée à Genève le 2 décembre 1972 et qu'elle est déposée auprès du Secrétaire général de l'Organisation intergouvernementale consultative de la navigation maritime;

Attendu que certaines erreurs ont été relevées dans l'exemplaire original signé de ladite Convention et portées à l'attention des Gouvernements Signataires et des Gouvernements contractants;

Attendu que tous ces gouvernements ont approuvé la correction de ces erreurs, il est apporté les rectifications ci-après :

ENGLISH AUTHENTIC TEXT

(All references relate to the text of the Convention as it appears in the certified true copy)

Article III, para.2, line 1	—delete “either”
line 2	—insert “either” after “provisions”
Article X, para.3, line 2	—delete comma after “adoption”
	—insert comma after “unless”
line 3	—insert comma after “time”
Article XIII, para.1, line 6	—insert comma after “If”
	—insert comma after “request”
line 7	—insert “has” in place of “shall have”
	—delete “shall” after “arbitrators”
para.2, line 1	—insert “established” in place of “designated”
para.3	—insert “determine” in place of “decide”
para.4, line 1	—insert comma after “tribunal”
para.5, line 2	—insert “any of the parties” in place of “either party”
Article XIV, para.1, line 2	—insert comma after “XIII” in place of “and of”
line 3	—delete “of those contained in”
Article XV, sub-para.(a), line 1	—delete comma after “accessions”
Article XVI, line 3	—insert comma after “Secretary-General”

Annex I

Regulation 1, para.1, line 3	—insert comma after “place”
line 4	—insert comma after “purposes”
para.2 (a), line 7	—delete comma after “containers”
para.2 (b), lines 1/2	—insert “-wall” between “end” and “and/or”
line 2	—delete “Regulation 1,”
lines 2/3	—insert “of this Regulation” after “paragraph 3”
line 4	—insert “the” between “for” and “first”
para.3, line 3	—insert “-wall” between “end” and “and/or”
	—insert “values” in place of “value”
	—insert “are” in place of “is”
Regulation 1, para.3, line 4	—insert “those” in place of “that”
	—insert comma after “Annex II”
	—insert “values” in place of “value”
Regulation 5, para.1, line 3	—delete comma after “approved”
para.3, line 2	—insert “will” in place of “shall”
Regulation 9, para.1 (d) (ii), line 4	—insert comma after “Annex II”
para.1 (d) (iii), line 3	—insert comma after “Annex II”
para.2, line 4	—insert “-wall” between “end” and “and/or”
Appendix, line 5	—insert “the” in place of “its”
	—insert “of the Plate” between “surface” and “in”

Annex II

Page 15, Construction, para.1, line 3	—delete comma after “purpose”
Page 16, (A) Lifting from corner fittings	
(i) Lifting from top corner fittings	
line 6	—insert “or” in place of “and”
Page 18, 2. Stacking	
Externally applied forces	
Test procedures	
line 6	—insert “fitting” in place of “fittings”

- Page 19, 4. Transverse racking
Externally applied forces
Test loadings and applied forces
line 2 —insert “container” in place of “containers”
Test procedures
line 1 —insert “FORCES” in place of “FORCE”
- Page 20, 6. End-walls
line 1 —insert “end-walls” in place of “end walls”
line 2 —insert “end-walls” in place of “end walls”
- Page 21, 7. Side-walls
line 4 —insert “shall” in place of “should”

FRENCH AUTHENTIC TEXT

(All references relate to the text of the Convention as it appears in the certified true copy)

- | | |
|------------------------------|--|
| Article IX, para.2a), line 3 | —delete “membres”
—insert “au” in place of “du” |
| Article X, para.2, line 1 | —delete “membres” |
| line 2 | —insert “au” in place of “du” |
| Article XIV, para.1, line 2 | —insert comma after “de l'article XIII” in place
of “et” |
| line 3 | —delete comma after “présent article”
—insert “et” in place of “ainsi que sur celles” |

Annexe I

- | | |
|----------------------------|--|
| Règle 1, para.2 b), line 3 | —insert “présente règle” in place of “Règle 1” |
| Règle 5, para.4, line 2 | —insert “type” in place of “prototype” |
| Page 15, footnote No. 5 | —insert “de” in place of “et” after “admissible” |

Annexe II

- | | |
|-----------------------------------|--|
| Page 20, 4. Rigidité transversale | |
| Forces appliquées à l'extérieur | —insert “Les forces extérieures doivent être |
| Procédures d'essai | appliquées” in place of “La force extérieure est |
| line 1 | appliquée” |

Now therefore, I the undersigned, Chandrika Prasad Srivastava, Secretary-General of the Inter-Governmental Maritime Consultative Organization, depositary of the International Convention for Safe Containers (CSC), have caused the original text of the Convention to be modified by the corrections indicated above, and initialled in the margin thereof.

IN WITNESS WHEREOF, I have signed the present Procès-Verbal at the Headquarters of the Organization this twenty-fifth day of June 1976, in a single copy which shall be kept in the archives of the Organization with the original signed copy of the International Convention for Safe Containers (CSC).

A certified copy of this Procès-Verbal shall be communicated to each Government which has signed or acceded to the aforementioned Convention.

Je, soussigné, Chandrika Prasad Srivastava, Secrétaire général de l'Organisation intergouvernementale consultative de la navigation maritime, dépositaire de la Convention internationale sur la Sécurité des Conteneurs (CSC), ai fait modifier le texte original de la Convention en y apportant les corrections ci-dessus indiquées, qui sont paraphées dans la marge.

EN FOI DE QUOI, j'ai signé le présent procès-verbal au siège de l'Organisation le vingt-cinq juin 1976 en un seul exemplaire original, lequel sera conservé dans les archives de l'Organisation avec l'exemplaire original signé de la Convention internationale sur la Sécurité des Conteneurs (CSC).

Une copie certifiée conforme du présent procès-verbal sera communiquée à chacun des Gouvernements qui ont signé ladite Convention ou y ont adhéré.

[Signed—Signé]¹

Certified true copy of the Procès-Verbal of Rectification dated 25 June 1976, the original of which is deposited with the International Convention for Safe Containers (CSC) in the archives of the Organization.

Copie certifiée conforme du procès-verbal de rectification en date du 25 juin 1976, dont l'original est conservé avec la Convention internationale sur la Sécurité des Conteneurs (CSC) dans les archives de l'Organisation.

For the Secretary-General:

Pour le Secrétaire général :

[Signed—Signé]²

London, 1.IX.1976
Londres, le

¹ Signed by Srivastava—Signé par Srivastava.

² Signed by Thomas S. Busha—Signé par Thomas S. Busha.

FINAL ACT OF THE UNITED NATIONS/INTER-GOVERNMENTAL MARITIME CONSULTATIVE ORGANIZATION CONFERENCE ON INTERNATIONAL CONTAINER TRAFFIC

1. The United Nations/Inter-Governmental Maritime Consultative Organization Conference on International Container Traffic was jointly convened by the Secretaries-General of the United Nations and of the Inter-Governmental Maritime Consultative Organization in accordance with resolutions and decisions of the Economic and Social Council of the United Nations and the Assembly of the Inter-Governmental Maritime Consultative Organization. The operative paragraphs of these resolutions and decisions on the subject are reproduced below:

RESOLUTION A.193(VI)¹ ADOPTED BY THE ASSEMBLY OF THE INTER-GOVERNMENTAL MARITIME CONSULTATIVE ORGANIZATION ON 29 OCTOBER 1969

"The Assembly,

.....

"Decides to authorize the Secretary-General:

- (a) to continue to co-operate closely with the United Nations, its Specialized Agencies and other international organizations towards the possibility of convening, or jointly convening, in 1971, a conference on container traffic and, if such a conference is practicable, to make the necessary arrangements; and
- (b) if such a conference is found practicable, to invite to that conference States Members of the United Nations and its Specialized Agencies and the International Atomic Energy Agency, together with observers from such inter-governmental and international non-governmental organizations as are normally present at conferences convened by IMCO;

"Invites the appropriate bodies of the Organization to proceed with the preparatory efforts necessary to the holding of such a conference and, in particular, invites the Council to review the state of preparations in order to determine at an appropriate time the practicability of holding the conference in the forthcoming biennium and hence whether the funds provided should be used for this particular purpose or some other purpose which the Council may decide."

DECISION TAKEN BY THE ECONOMIC AND SOCIAL COUNCIL OF THE UNITED NATIONS AT ITS 1688th MEETING ON 22 MAY 1970

"The Council decided that a conference on international container traffic should be convened jointly by the United Nations and the Inter-Governmental Maritime Consultative Organization, covering the topics and areas of action outlined in the report on the administrative, technical and legal problems in the field of international container transport requiring attention at the global level (see E/4796, annex I), to be held in Geneva as early as practicable, preferably in 1972.

"The Council further requested the Secretary-General to undertake the necessary preparations in collaboration with the Inter-Governmental Maritime Consultative Organization and in co-operation with other appropriate inter-governmental and non-governmental organizations."

¹ *Inter-Governmental Maritime Consultative Organization Assembly, Sixth Session, 15 October–29 October 1969, Resolutions and other decisions*, p. 182.

RESOLUTION 1568 (L)¹ ADOPTED BY THE ECONOMIC AND SOCIAL COUNCIL
OF THE UNITED NATIONS ON 10 MAY 1971

"The Economic and Social Council,

.....

"1. Agrees that the Conference on International Container Traffic should begin at Geneva on 13 November 1972 and that it should not extend beyond five weeks;

"2. Stresses that the Conference should have its scope limited to the international aspects of containerization, including in particular those international aspects related to combined transport and its requirements, and that this scope should not comprehend over-all transport control;

"3. Stresses further that the Conference should have as its guiding principle the development and facilitation of container traffic on a global basis while safeguarding the interests of the developing countries;

"4. Requests the Secretary-General to ascertain the views of Governments of Member States as to their priorities for the Conference from among the topics and areas of action referred to in the decision taken by the Council at its forty-eighth session;

"5. Requests further that a small inter-governmental preparatory group, half of its members to be designated by the President of the Economic and Social Council and the other half by the Chairman of the Council of the Inter-Governmental Maritime Consultative Organization, with due regard to geographical representation, be convened as early as practicable to review the responses of Governments and propose a specific provisional agenda to the Economic and Social Council;

"6. Requests also that the Secretary-General, in close co-operation with the United Nations Conference on Trade and Development, the regional economic commissions and the United Nations Economic and Social Office at Beirut and in consultation with the Inter-Governmental Maritime Consultative Organization, prepare a study on the economic implications, in particular for developing countries, of the proposed Convention on the International Combined Transport of Goods, such study to be conducted with the assistance of experts, after ascertaining the views of Governments of Member States on those aspects and questions which in their view require clarification;

"7. Requests also that the Secretary-General distribute the study to the Governments of Member States as soon as it is available;

"8. Invites the Committee on Shipping of the United Nations Conference on Trade and Development, the regional economic commissions, the United Nations Economic and Social Office at Beirut and the Inter-Governmental Maritime Consultative Organization to review the matter in the light of the results of the study in order to consider whether the draft Convention on the International Combined Transport of Goods or alternative proposals are ready for international consideration."

RESOLUTION 1569 (L)¹ ADOPTED BY THE ECONOMIC AND SOCIAL COUNCIL
OF THE UNITED NATIONS ON 12 MAY 1971

"The Economic and Social Council,

.....

"1. Decides that all States Members of the United Nations or members of specialized agencies or of the International Atomic Energy Agency and, in an advisory capacity, the specialized agencies and the International Atomic Energy Agency and also, as observers, interested inter-governmental organizations and interested non-governmental organizations

¹ United Nations, *Official Records of the Economic and Social Council, Fiftieth Session, Supplement No. 1*, p. 3.

having consultative status with the Council or having such status or special working arrangements with the Inter-Governmental Maritime Consultative Organization shall be invited to the Conference."

RESOLUTION A.245 (VII)¹ ADOPTED BY THE ASSEMBLY OF THE INTER-GOVERNMENTAL MARITIME CONSULTATIVE ORGANIZATION ON 15 OCTOBER 1971

"The Assembly,

.....

"Suggests that the United Nations, in its consideration of the provisional agenda of the said Conference, should not include the proposed TCM Convention if it is apparent that adequate preliminary studies have not been completed and that the Convention is not ready for international consideration;

"Decides to endorse the convening of the UN/IMCO Conference on International Container Traffic, 1972, and in particular the resultant budgetary and administrative participation required of the Organization;

"Decides further to authorize the Secretary-General to make all the necessary arrangements for the holding of the Conference;

"Invites the appropriate bodies of the Organization to continue to proceed with the preparatory work necessary to the holding of the Conference, in particular those efforts related to the preparation of draft agreements and recommendations envisaged to be considered at the Conference."

2. The Conference met at the Palais des Nations, Geneva, from 13 November to 1 December 1972. The duration of the Conference, and its agenda, were as provided by Resolution 1725 (LIII)² adopted by the Economic and Social Council of the United Nations on 28 July 1972, the operative paragraphs of which read as follows:

"The Economic and Social Council,

.....

"1. Decides not to include the draft TCM convention prepared by the Joint IMCO/ECE Meetings in the provisional agenda of the United Nations/IMCO Conference on International Container Traffic to be held in November 1972;

"2. Decides further that the provisional agenda for the Conference will be as follows:

1. Election of the President
2. Adoption of the rules of procedure
3. Adoption of the agenda
4. Organization of the work of the Conference
5. Election of other officers
6. Appointment of the credentials committee
7. General debate
8. Safety questions: consideration with a view to the conclusion of the International Convention for Safe Transport Containers
9. Customers questions: consideration with a view to the completion of the revision of the Custom Convention on Containers of 1956³
10. Harmonization of provisions in the safety and customs conventions of common elements such as amendment procedures, as well as inspection, testing, certification and documentation of containers, taking into account the work done by the international organizations on those matters

¹ *Inter-Governmental Maritime Consultative Organization Assembly, Seventh Session, 5 October-15 October 1971, Resolutions and other decisions*, p. 163.

² United Nations, *Official Records of the Economic and Social Council, Fifty-third session, Supplement No. 1*, p. 5.

³ United Nations, *Treaty Series*, vol. 338, p. 103.

11. Exchange of views on general policy questions relating to:
 - (a) the liability and documentary régime for international intermodal transport;
 - (b) transport policy options with respect to containerization in international intermodal transport,so as to assess the need for a possible convention on the international combined transport of goods and, if appropriate, further the work on such a convention, taking into account the particular situation and requirements of developing countries; such a possible convention to be based on any conclusions emerging from such exchange of views and to be prepared by an inter-governmental body to be set up for this purpose
12. Standardization questions: consideration of the status of international container standardization in relation to the present work of international non-governmental bodies in this field and development of future co-operation in standardization in international container traffic
13. Other matters:
 - (a) marking and identification;
 - (b) health aspects;
 - (c) consideration of the resolution of the Customs Co-operation Council respecting the International Transit of Goods Convention (ITI Convention of 1971)
14. Adoption of agreements and of the Final Act of the Conference
15. Signature of the Final Act of the Conference and of the Agreements;

“3. Endorses the suggestion of the Inter-governmental Preparatory Group that the Conference be organized to provide for a plenary and three main committees (see E/5096, paras. 45 and 46);

“4. Recommends that the work of the third committee of the Conference be conducted in a manner analogous to that of a seminar, in which the purpose would be as much to inform as to come to firm decisions, and include provision for the general debate and the following subjects in particular:

- (a) the legal-documentary régime for intermodal transport, with special reference, *inter alia*, to the type of questions suggested in annex III of the report of the Inter-governmental Preparatory Group;
- (b) transport policy options, with special reference to the distribution of costs and risks, ownership and operational control, the impact of containerization on distribution systems, the utilization of feeder vessels and the implications for regional co-operation;
- (c) Standardization, with special reference to a review of the procedure employed by the International Organization for Standardization (ISO) and other non-governmental organizations, taking into account the requirements of carriers and users, the interest of Governments in standardization and future co-operation in container standardization;

“5. Decides that the Conference should be of three weeks' duration beginning on 13 November 1972;

“6. Recommends that in the consideration of a possible convention on international combined transport of goods it be ensured that the following criteria are fully met:

- (a) the implications for developing countries, especially as regards the needs of maritime transport, trade, insurance and economic development are thoroughly studied and taken into account;
- (b) general guidelines on such a possible convention have been agreed to internationally, with adequate representation of the points of view of developing countries;
- (c) account is taken of the stage and trends of the technological development in intermodal transport in deciding if such a convention is mature for international consideration;
- (d) full account is taken of the interests of land-locked developing countries;

“7. Decides to consider at the organizational meetings of its fifty-fourth session in January 1973 the recommendations which may emanate from the Conference on item 11 of its agenda.”

3. The Governments of the following States were represented at the Conference:

Algeria	Jamaica
Argentina	Japan
Australia	Kenya
Austria	Khmer Republic
Bangladesh	Luxembourg
Belgium	Malaysia
Brazil	Mexico
Bulgaria	Netherlands
Burundi	New Zealand
Byelorussian Soviet Socialist Republic	Nicaragua
Cameroon	Nigeria
Canada	Norway
Central African Republic	Pakistan
Chile	Panama
Colombia	Peru
Costa Rica	Philippines
Cuba	Poland
Czechoslovakia	Portugal
Denmark	Republic of Korea
Ecuador	Republic of Vietnam
Egypt	Romania
El Salvador	Saudi Arabia
Ethiopia	Senegal
Federal Republic of Germany	Singapore
Finland	Spain
France	Sri Lanka
Gabon	Sweden
German Democratic Republic	Switzerland
Ghana	Thailand
Greece	Trinidad and Tobago
Guatemala	Tunisia
Haiti	Turkey
Honduras	Ukrainian Soviet Socialist Republic
Hungary	Union of Soviet Socialist Republics
India	United Kingdom of Great Britain and
Indonesia	Northern Ireland
Iran	United Republic of Tanzania
Iraq	United States of America
Ireland	Venezuela
Israel	Yugoslavia
Italy	Zaire
Ivory Coast	

The Governments of the following States sent Observers to the Conference:

Morocco	Syrian Arab Republic
Republic of South Africa	Uruguay

Representatives of Secretariats from the Economic Commission for Europe, the Economic Commission for Africa and the United Nations Conference on Trade and Development attended the Conference.

The International Labour Organisation, the World Health Organization, the International Civil Aviation Organization and the Inter-Governmental Maritime Consultative Organization were represented at the Conference in an advisory capacity.

The following international organizations sent Observers to the Conference:

A. *Inter-governmental Organizations*

African Civil Aviation Commission
Central Commission for the Navigation of the Rhine
Central Office for International Railway Transport
Common Afro-Malagasy Organization
Council for Mutual Economic Assistance
Customs Co-operation Council
Danube Commission (Budapest)
East African Community
European and Mediterranean Plant Protection Organization
European Communities
European Conference of Ministers of Transport
International Institute of Refrigeration
International Institute for the Unification of Private Law
International Office of Epizootics
Latin American Free Trade Association
League of Arab States
Organization of African Unity
Organization for Economic Co-operation and Development

B. *Non-governmental Organizations*

Baltic and International Maritime Conference
European Insurance Committee
Federation of International Furniture Removers
International Air Transport Association
International Association of Classification Societies
International Cargo Handling Co-ordination Association
International Chamber of Commerce
International Chamber of Shipping
International Container Bureau
International Federation of Forwarding Agents Associations
International Maritime Committee
International Organization for Standardization
International Road Federation
International Road Transport Union
International Union for Inland Navigation
International Union of Marine Insurance
International Union of Official Tourism Organizations
International Union of Railways
Latin American Shipowners' Association
Permanent International Association of Navigation Congresses

4. The Conference elected as its President Mr. D. K. Zotov (USSR), and as Vice-Presidents:

Mr. F. Antequera (Spain)
Mr. R. T. S. Atmadinata (Indonesia)
Mr. G. Balasoiu (Romania)
Mr. F. El-Shehail (Saudi Arabia)

Mr. J. M. Espino González (Panama)
Mr. H. A. Gharbo (Egypt)
Mr. S. Kapanrule Kaléla (Zaire)
Mr. J. Lajciak (Czechoslovakia)
Mr. R. Lasalvia Copene (Chile)
Mr. O. C. Lobo (Brazil)
Mr. G. A. E. Longe (Nigeria)
Mr. A. Makonnen (Ethiopia)
Mr. E. V. M'Buli (Tanzania)
Mr. F. C. Nájera (Mexico)
Mr. H. Okawa (Japan)
Mr. A. E. Osanya-Nyenneque (Kenya)
Mr. A. Pathmarajah (Sri Lanka)
Mr. Y. K. Quartey (Ghana)
Mr. E. Selvig (Norway)
Mr. N. Tchangoun (Cameroon)
Mr. H. Tončić (Yugoslavia)
Mr. T. M. Williams (Australia)
Dr. C. Woelker (Federal Republic of Germany)
Sra. A. N. Zaeffener de Goyeneche (Argentina)
Mr. E. Zakhariyev (Bulgaria)

5. The Conference conducted its work through three Main Committees (First, Second and Third), and elected as their Chairmen Captain H. R. Bishop (USA), Mr. H. Duquesne (France), and Mr. N. K. Gopalan Nair (India), respectively.

6. The representatives mentioned in paragraphs 4 and 5 constituted the General Committee of the Conference.

7. One Joint Meeting of the First and Second Main Committees was established by the General Committee and elected as its Chairman Mr. H. H. M. Sondaal (Netherlands).

8. The Conference also established a Drafting Committee and a Credentials Committee, which worked under the chairmanship of Mr. C. W. M. Ingram (United Kingdom) and Mrs. T. Oyekunle (Nigeria), respectively.

9. The Conference had before it and considered as basic proposals for the preparation of two Conventions documents E/CONF.59/22, Part II and E/CONF.59/23, Part II.

10. On the basis of its deliberations, as recorded in the summary records of its plenary meetings (E/CONF.59/SR.1 to E/CONF.59/SR.11) and in the reports of its three Main Committees (E/CONF.59/37, E/CONF.59/38 and E/CONF.59/39 and Addenda), and of its Joint Meeting of First and Second Main Committees (E/CONF.59/41), the Conference prepared and opened for signature an International Convention for Safe Containers (CSC), and a Customs Convention on Containers, 1972.¹

11. In addition, the Conference adopted the following Resolutions:

RESOLUTION NO.1

TRANSIT OF CONTAINERS DESTINED FOR LAND-LOCKED COUNTRIES

The Conference,

Mindful of the special situation of the land-locked countries and in order that they may benefit fully from the provisions of the Customs Convention on Containers (1972),

¹ United Nations, *Treaty Series*, vol. 988, p. 43.

Recommends that Contracting Parties to this Convention provide all necessary facilities for transit through their territories of containers destined for land-locked countries provided that the Customs and other national regulations of transit countries are observed.

RESOLUTION NO.2

CUSTOMS CONVENTION ON THE INTERNATIONAL TRANSIT OF GOODS (ITI CONVENTION)

The Conference,

Having agreed on the text of the Customs Convention on Containers (1972),

Recognizing the growing importance of through-transport operations in transit trade, particularly those involving the use of containers,

Desiring to facilitate such international transport,

Recommends that the countries participating in the Conference should consider the possibility of becoming Contracting Parties to the Customs Convention on the International Transit of Goods (ITI Convention) drawn up at Brussels under the auspices of the Customs Co-operation Council and adopted at Vienna on 7 June 1971.

RESOLUTION NO.3

FACILITATION OF HEALTH CONTROL OPERATIONS

The Conference,

Anxious to facilitate and accelerate health formalities including *inter alia* sanitary, phytosanitary and veterinary formalities in international goods transport, to the benefit of all modes of transport and their users, in particular when goods are carried in containers,

Bearing in mind the need for compliance with certain requirements for the protection of the consumer and of home-bred livestock and plants,

Having regard to the work already done by the international organizations concerned and the problems they have encountered,

Recommends to governments and the international organizations concerned that they continue these activities, and in particular the facilities and acceleration of the frontier formalities for international container transport in the field of health control, having due regard to the proposals below:

1. General acceptance and application of existing international conventions, agreements, and regulations regarding the requirements for health control, and of the procedures for effecting these control operations, with special emphasis on the mutual recognition of the control certificates issued by the competent authorities of the countries concerned. Thus, the essential conditions would be created for these controls to be carried out to a greater extent in the exporting country, or for the control formalities by the importing country to be facilitated. In certain circumstances, it should be possible to exercise import controls at inland points, or to restrict controls to random inspection or documentary checks, particularly for transit traffic.
2. Until this has been achieved, the various countries should endeavour to publish the import regulations in force within their territories with a view to ensuring that all shippers, carriers and forwarding agents be fully informed of the required permits and certificates. The Director-General of the Food and Agriculture Organization should also consider compiling and publishing a digest of the import requirements of all countries based on information received in compliance with the International Plant Protection Convention.¹ Shippers, carriers and forwarding agents will then be aware of the clearance certificates which are required by the importing country under its relevant import regulations. It would also enable exporting countries to carry out the

¹ United Nations, *Treaty Series*, vol. 150, p. 67.

required controls within their own territory prior to dispatching the consignments, so that the control operations of the importing countries could, in certain cases, be restricted to random inspection or documentary checks. Thus clearance formalities can be facilitated and accelerated.

3. Investigations of improved methods by which health control formalities could be applied at control points, should be continued.

Recommends also to governments and the international organizations concerned that they explore the possibility of drawing up a convention or standards on sanitary, phytosanitary and veterinary control and to provide therein, in particular, for measures to protect man from disease in the execution of international container transport operations.

RESOLUTION NO.4

CONTAINER STANDARDS FOR INTERNATIONAL MULTIMODAL TRANSPORT

The Conference,

Deeming it desirable to promote, at the world level, the safe, efficient and economical use of transport facilities and handling equipment for international multi-modal movement of containers, i.e. the successive movement of containers by two or more modes of transport (air, inland waterway, rail, road, sea),

Considering that international standards will be conducive to the widest and most economic use of containers and will facilitate their transfer between different modes of transport,

Considering further that such standards will also be of considerable benefit to the planning of new facilities and to the adaptation of existing facilities and equipment to the requirements of international container traffic,

Recognizing the desirability of taking due advantage of developing technologies,

Being convinced of the desirability of flexible procedures in developing international standards and in adapting them to changing conditions,

Deeming it appropriate that such work should be pursued at the national and international level,

Recognizing in this connexion the work done by the International Organization for Standardization (ISO) with regard to the "specifications, dimensions and ratings of freight containers,"

Recommends that the International Organization for Standardization (ISO) should accelerate its research on interrelated dimensions of containers, pallets, packaging, handling equipment and transport equipment on the basis of modular systems designed for international transport of goods in the interest of all countries;

Further recommends that Governments should give support and encouragement to the work of the ISO on "freight containers" *inter alia* through national standards bodies;

Further recommends to the Economic and Social Council of the United Nations that an *ad hoc* intergovernmental group be convened, in co-operation with other concerned organizations of the United Nations, as appropriate, at the end of 1975, so as to assess the work done by the International Organization for Standardization (ISO) and to determine what future action to take in this field, with a view to considering the practicability of eventually drawing up an international agreement on container standards.

RESOLUTION NO.5

INTERMODAL CARRIAGE OF DANGEROUS GOODS AND THEIR IDENTIFICATION AND MARKING

The Conference,

Mindful of the need to establish standards of safety in the transportation of goods, particularly in view of the widespread introduction of unitization and containerization of cargoes, so as to comprehend as part of the total world transportation system those commodities posing a danger to the persons engaged in their transport and to the human environment,

Considering that the various existing systems of identification, classification and labelling of dangerous goods, each of which apparently is unique to its particular mode of transport, whether road, rail, air, marine or inland water transport do not lend themselves to an effective functioning of an integrated intermodal transport system,

Deeming it appropriate to the purpose of the Conference to call the attention of those intergovernmental and non-governmental organizations concerned in the application of the various systems of identification, classification and labelling of dangerous goods to the apparent need for harmonization if the efficient exchange of goods is to be effected at intermodal interfaces,

Recalling work already done in this respect by the Economic and Social Council (Resolution 1488 (XLVIII))¹ and its application to maritime transport made by the Inter-Governmental Maritime Consultative Organization (Resolution A.81 (IV)),²

Recommends to the Economic and Social Council and the international organizations concerned to foster the adoption of a single system of identification, classification and labelling of dangerous goods at the earliest practicable opportunity.

RESOLUTION NO.6

CODING OF CONTAINERS

The Conference,

Considering that for international container transport it is necessary to have a uniform coding convenient for all countries,

Attaching importance to the work done by the International Organization for Standardization (ISO) on the creation of a coded designation,

Noting at the same time that the presence in the International Organization for Standardization code of letters from the Latin alphabet creates a number of difficulties for countries using other alphabets,

Recommends the International Organization for Standardization to continue its research on the creation of a code acceptable to all countries.

RESOLUTION NO.7

INTERNATIONAL COMBINED TRANSPORT

The Conference,

Recalling the International Development Strategy for the Second United Nations Development Decade, in particular paragraphs 53 (a) and 54,

Recalling also Resolution 68 (III),³ adopted by the United Nations Conference on Trade and Development, particularly paragraph 4,

Noting the conclusions of the sub-regional meetings of the African countries in Addis Ababa in April 1972 (contained in document E/CN.14/TRANS.58) and Latin American countries in Brasília, Lima and Mexico, in June 1972 (contained in document E/AC.6/L.460/Add.4), the meeting of the Council of Ministers of the Organization of African Unity (OAU) in Rabat in June 1972 (contained in document CM/RES.278) and the Economic Commission for Asia and the Far East report of the Working Group of Experts on Containerization held in Bangkok in 1972 (contained in document E/CN.11/TRANS/194),

Noting also that the Secretary-General's study of the economic implications, in particular, for developing countries of the proposed convention on international combined transport of goods (ST/ECA/160 of 8 May 1972), does not provide an answer to all questions arising in connexion with the effects of the development of containerization on the developing countries' economies, social development and transport infrastructure,

¹ United Nations, *Official Records of the Economic and Social Council, Forty-eighth Session, Supplement No. 1A*, p. 15.

² *Inter-Governmental Consultative Organization Assembly, Fourth Session, 15 September-28 September 1965*, p. 18.

³ United Nations Conference on Trade and Development, Third Session, Santiago de Chile, Volume I, report and annexes, TD/180, p. 99.

Having taken note at the Conference of the exchange of views on general policy questions relating to (a) the liability and documentary regime for international intermodal transport, and (b) transport policy options with respect to containerization and the international intermodal transport, so as to assess the need for a possible Convention on the international combined transport of goods, taking into account the particular situation and requirements of developing countries,

Recognizing that despite the valuable exchange of views at the Conference, the developing countries are still apprehensive of the consequences of international intermodal transport,

Considering the benefits which may be derived from the new techniques of unitized and intermodal transport and the developing countries' need for assistance in order to participate in these benefits,

Recognizing that the development of intermodal transport has given rise to a new type of transport contract with differing contents, and that international uniformity in the solution of the problems related thereto is desirable and will be beneficial to international trade,

1. Recommends to the organizational meeting of the fifty-fourth session of the Economic and Social Council in January 1973:

- (a) that further studies be carried out and completed by the end of 1974 by the United Nations Conference on Trade and Development in co-ordination with the United Nations regional economic commissions and with the co-operation of the appropriate regional and sub-regional bodies and other international organizations, on all the relevant aspects of international combined transport of goods including such matters as repercussions in the fields of international trade and transport, balance of payments, costs of international transport, insurance and the consistency of the international combined transport of goods with national policies on transport, trade and insurance, bearing in mind particularly the needs and requirements of developing countries and taking into account the report of the Third Main Committee of the UN/IMCO Conference held in Geneva from 13 November to 1 December 1972, and the studies already made on the subject;
- (b) to establish as soon as practicable an intergovernmental preparatory group, with adequate participation by the developing countries, to prepare a preliminary draft of a convention on international intermodal transport, taking into account the report of the Third Main Committee of the Conference and other relevant reports;
- (c) to reconvene, prior to the Conference mentioned in (d), the intergovernmental preparatory group to review, on the basis of the studies mentioned in (a), the preliminary draft Convention mentioned in (b), with a view to amending, where appropriate, the said draft, so as to take into account the legitimate interests of developing countries;
- (d) to request the General Assembly of the United Nations, subject to the completion of the review mentioned in (c), to convene by the end of 1975, a Plenipotentiary Conference to finalize a convention on International Intermodal Transport on the basis of the draft resulting from the said review;

2. Further recommends that developed countries should give due consideration to requests by developing countries for technical and other types of assistance for and advice on ways and means of increasing their participation in unitized and intermodal transport.

RESOLUTION NO.8

INTERNATIONAL CONVENTION FOR SAFE CONTAINERS 1972

The Conference,

Recognizing the need for participation by all Contracting Parties to the International Convention for Safe Containers in the process of amending that Convention, as provided for in article IX of this Convention,

Particularly recognizing the need for participation in that process by Contracting Parties which are not members of the Inter-Governmental Maritime Consultative Organization when consideration of amendments is undertaken by the Assembly of that Organization,

Considering that provision can be made by the Organization for such participation by States which are not members of the Organization and in respect of States members of the Organization

notwithstanding article 42 of the Convention on the Inter-Governmental Maritime Consultative Organization concerning the discharge of financial obligations,

Resolves to recommend that the Assembly of the Inter-Governmental Maritime Consultative Organization provides for participation with the right to vote by all Contracting Parties to the Convention for Safe Containers including those which are not members of the Organization whenever matters concerning amendments to that Convention are under consideration.

DONE at Geneva this second day of December one thousand nine hundred and seventy-two in a single copy in the Chinese, English, French, Russian and Spanish languages, each text equally authentic. The original will be deposited with the Secretary-General of the United Nations, who will send certified copies to each of the Governments invited to send Representatives to the Conference.

IN WITNESS WHEREOF the undersigned representatives have signed this Final Act.

D. K. ZOTOV

President

F. D. MASSON

Executive Secretary

Z. N. SDOUGOS

Deputy Executive Secretary

For Algeria:

Pour l'Algérie :

阿尔及利亚:

За Алжир:

For Argelia:

R. BOUDJAKDJI

For Argentina:

Pour l'Argentine :

阿根廷:

За Аргентину:

For la Argentina:

A. ZAEFFERER TORO DE GOYENCHE

For Australia:

Pour l'Australie :

澳大利亚:

За Австралию:

For Australia:

T. M. WILLIAMS

For Austria:

Pour l'Autriche :

奥地利:

За Австрию:

For Austria:

RUDOLF STANGELBERGER

For Bangladesh:

Pour le Bangladesh :

孟加拉国:

За Бангладеш:

For Bangladesh:

For Belgium:

Pour la Belgique :

比利时:

За Бельгию:

For Bélgica:

J. P. VAN BELLINGHEN

For Brazil:
Pour le Brésil :
巴西:
За Бразилию:
Por el Brasil:

OSWALDO CASTRO LOBO

For Bulgaria:
Pour la Bulgarie :
保加利亚:
За България:
Por Bulgaria:

DIMITAR POPOV

For Burundi:
Pour le Burundi :
布隆迪:
За Бурунди:
Por Burundi:

ZACHARIE BANYIYEZAKO

For the Byelorussian Soviet Socialist Republic:
Pour la République socialiste soviétique de Biélorussie :
白俄罗斯苏维埃社会主义共和国:
За Белорусскую Советскую Социалистическую Республику:
Por la República Socialista Soviética de Bielorrusia:

ALYAKSEI GLEBAVICH GOLETSKY

For Cameroon:
Pour le Cameroun :
喀麦
За Камерун:
Por el Camerún:

MARTIN MBAH

For Canada:
Pour le Canada :
加拿大:
За Канаду:
Por el Canadá:

RALPH E. REYNOLDS

For the Central African Republic:
Pour la République centrafricaine :
中非共和国:
За Центральноеафриканскую Республику:
Por la República Centroatricana:

For Chile:
Pour le Chili :
智利:
За Чили:
Por Chile:

RAFAEL LASALVIA COPENE

For Colombia:
Pour la Colombie :
哥伦比亚:
За Колумбию:
Por Colombia:

For Costa Rica:
Pour le Costa Rica :
哥斯达黎加:
За Коста-Рику:
Por Costa Rica:

For Cuba:
Pour Cuba :
古巴:
За Кубу:
Por Cuba:

J. MANFUGÁS LAVIGNE

For Czechoslovakia:
Pour la Tchecoslovaquie :
捷克斯洛伐克:
За Чехословакию:
Por Checoslovaquia:

JÁN LAJČIAK

For Denmark:
Pour le Danemark :
丹麦:
За Данию:
Por Dinamarca:

JØRGEN ADAMSEN

For Ecuador:
Pour l'Equateur :
厄瓜多尔:
За Эквадор:
Por el Ecuador:

TEODORO BUSTAMANTE

For Egypt:
Pour l'Egypte :
埃及:
За Египет:
Por Egipto:

H. A. GHARBO

For El Salvador:
Pour El Salvador :
萨尔瓦多:
За Сальвадор:
Por El Salvador:

C. CORDERO-D'AUBUISSON

For Ethiopia:
Pour l'Ethiopie :
埃塞俄比亚:
За Эфиопию:
Por Etiopía:

For Germany, Federal Republic of:
Pour l'Allemagne, République fédérale d' :
德意志联邦共和国:
За Федеративную Республику Германия:
Por Alemania, República Federal de:

CHRISTIAN WOELKER

For Finland:
Pour la Finlande :
芬兰:
За Финляндию:
Por Finlandia:

For France:
Pour la France :
法国:
За Францию:
Por Francia:

JEAN GROSSIN

For Gabon:
Pour le Gabon :
加蓬:
За Габон:
Por el Gabón:

J. ENGONE

For the German Democratic Republic:
Pour la République démocratique allemande :
德意志民主共和国:
За Германскую Демократическую Республику:
Por la República Democrática Alemana:

V. WINKLER

For Ghana:
Pour le Ghana :
加纳:
За Гану:
Por Ghana:

Y. K. QUARTEY

For Greece:
Pour la Grèce :
希腊:
За Грецию:
Por Grecia:

D. SKOUROLIAKOS

For Guatemala:

Pour le Guatemala :

危地馬拉:

За Гватемалу:

Por Guatemala:

For Haiti:

Pour Haïti :

海地:

За Гаити:

Por Haïti:

For Honduras:

Pour le Honduras :

洪都拉斯:

За Гондурас:

Por Honduras:

For Hungary:

Pour la Hongrie :

匈牙利:

За Венгрию:

Por Hungría:

KUZSEL D.

For India:

Pour l'Inde :

印度:

За Индию:

Por la India:

N. K. GOPALAN NAIR

For Indonesia:

Pour l'Indonésie :

印度尼西亚:

За Индонезию:

Por Indonesia:

R. T. S. ATMADINATA

For Iran:
Pour l'Iran :
伊朗:
За Иран:
Por el Irán:

For Iraq:
Pour l'Irak :
伊拉克:
За Ирак:
Por el Irak:

For Ireland:
Pour l'Irlande :
爱尔兰:
За Ирландию:
Por Irlanda:

For Israel:
Pour Israël :
以色列:
За Израиль:
Por Israel:

M. KAHANY

For Italy:
Pour l'Italie :
意大利:
За Италию:
Por Italia:

FRANCO PONTI

For the Ivory Coast:
Pour la Côte-d'Ivoire :
象牙海岸:
За Берег Слоновой Кости:
Por la Costa de Marfil:

B. NIOUPIN

For Jamaica:
Pour la Jamaïque :
牙买加:
За Ямайку:
Por Jamaica:

M. SHILLETTO

For Japan:
Pour le Japon :
日本:
За Японию:
Por el Japón:

HIDEO KITAHARA

For Kenya:
Pour le Kenya :
肯尼亚:
За Кению:
Por Kenya:

A. E. OSANYA-NYYNEQUE

For the Khmer Republic:
Pour la République khmère :
高棉共和国:
За Кхмерскую Республику:
Por la República Khmer:

OR KOSALAK

For Luxembourg:
Pour le Luxembourg :
卢森堡:
За Люксембург:
Por Luxemburgo:

J. P. VAN BELLINGHEN

For Malaysia:
Pour la Malaisie :
马来西亚:
За Малайскую Федерацию:
Por Malasia:

ABDUL AZIZ BIN ABDULLAH

For Mexico:
Pour le Mexique :
墨西哥 :
За Мексику:
Por México:

F. CASTILLO NÁJERA

For the Netherlands:
Pour les Pays-Bas :
荷兰 :
За Нидерланды:
Por los Países Bajos:

W. A. VAN DEN TOORN

For New Zealand:
Pour la Nouvelle-Zélande :
新西兰 :
За Новую Зеландию:
Por Nueva Zelandia:

R. J. POLASCHEK

For Nicaragua:
Pour le Nicaragua :
尼加拉瓜 :
За Никарагуа:
Por Nicaragua:

For Nigeria:
Pour le Nigéria :
尼日利亚 :
За Нигерию:
Por Nigeria:

GRAY A. E. LONGE

For Norway:
Pour la Norvège :
挪威 :
За Норвегию:
Por Noruega:

ERLING SELVIG

For Pakistan:
Pour le Pakistan :
巴基斯坦:
За Пакистан:
Por el Pakistán:

NIJAZ A. NAIK

For Panama:
Pour le Panama :
巴拿马:
За Панаму:
Por Panamá:

JOSÉ M. ESPINO

For Peru:
Pour le Pérou :
秘鲁:
За Перу:
Por el Perú:

J. ALVAREZ CALDERÓN

For the Philippines:
Pour les Philippines :
菲律宾:
За Филиппины:
Por Filipinas:

HORTENCIO J. BRILLANTES

For Poland:
Pour la Pologne :
波兰:
За Польшу:
Por Polonia:

T. HERRA

For Portugal:
Pour le Portugal :
葡萄牙:
За Португалию:
Por Portugal:

F. DE ALCAMBAR PEREIRA

For the Republic of Korea:
Pour la République de Corée :
大韩民国:
За Корейскую Республику:
Por la República de Corea:

TONG JIN PARK

For the Republic of Viet-Nam:
Pour la République du Viet-Nam :
越南共和国:
За Республику Вьетнам:
Por la República de Viet-Nam:

LE VAN LOI
NGUYEN LE DUNG

For Romania:
Pour la Roumanie :
罗马尼亚:
За Румынию:
Por Rumania:

CONSTANTIN ENE

For Saudi Arabia:
Pour l'Arabie Saoudite :
沙特阿拉伯:
За Саудовскую Аравию:
Por Arabia Saudita:

FAISAL AL-SHEHAIL
M. KURDI

For Senegal:
Pour le Sénégal :
塞内加尔:
За Сенегал:
Por el Senegal:

MAMADOU MANSOUR GUEYE

For Singapore:
Pour Singapour :
新加坡:
За Сингапур:
Por Singapur:

LIM CHEE ONN

For Spain:
Pour l'Espagne :
西班牙:
За Испанию:
Por España:

D. FRANCISCO ANTEQUERA

For Sri Lanka:
Pour Sri Lanka :
斯里兰卡:
За Шри Ланка:
Por Sri Lanka:

A. PATHMARAJAH

For Sweden:
Pour la Suède :
瑞典:
За Швецию:
Por Suecia:

KNUT G. BERGMAN

For Switzerland:
Pour la Suisse :
瑞士:
За Швейцарию:
Por Suiza:

FÉLIX-CLÉMENT VANEY

For Thailand:
Pour la Thaïlande :
泰国:
За Таиланд:
Por Tailandia:

U. PACHARIYANGKUN

For Trinidad and Tobago:
Pour la Trinité-et-Tobago :
特立尼达和多巴哥:
За Тринидад и Тобаго:
Por Trinidad y Tabago:

For Tunisia:
Pour la Tunisie :
突尼斯:
За Тунис:
Por Túnez:

SALAH SEDOUGA

For Turkey:
Pour la Turquie :
土耳其:
За Турцию:
Por Turquía:

A. C. KIRCA

For the Ukrainian Soviet Socialist Republic:
Pour la République socialiste soviétique d'Ukraine :
乌克兰苏维埃社会主义共和国:
За Українську Советську Соціалістическу Республіку:
Por la República Socialista Soviética de Ucrania:

M. YASHNIK

For the Union of Soviet Socialist Republics:
Pour l'Union des Républiques socialistes soviétiques :
苏维埃社会主义共和国联盟:
За Союз Советских Социалистических Республик:
Por la Unión de Repúblicas Socialistas Soviéticas:

S. USHAKOV

For the United Kingdom of Great Britain and Northern Ireland:
Pour le Royaume-Uni de Grande-Bretagne et d'Irlande du Nord :
大不列颠及北爱尔兰联合王国:
За Соединенное Королевство Великобритании и Северной Ирландии:
Por el Reino Unido de Gran Bretaña e Irlanda del Norte:

L. F. STANDEN

For the United Republic of Tanzania:
Pour la République-Unie de Tanzanie :
坦桑尼亚联合共和国:
За Объединенную Республику Танзания:
Por la República Unida de Tanzania:

For the United States of America:

Pour les Etats-Unis d'Amérique :

美利坚合众国:

За Соединенные Штаты Америки:

Por los Estados Unidos de América:

AARON W. REESE

For Venezuela:

Pour le Venezuela :

委内瑞拉:

За Венесуэлу:

Por Venezuela:

T. ALVARADO

For Yugoslavia:

Pour la Yougoslavie :

南斯拉夫:

За Югославию:

Por Yugoslavia:

H. TONČIĆ

For Zaire:

Pour le Zaïre :

扎伊尔:

За Заир:

Por el Zaire:

SAPOU KAPANVULE KALELA
