

Lashing and securing arrangements on road vehicles for sea transportation on Ro/Ro ships — General requirements —

**Part 1: Commercial vehicles and
combinations of vehicles, semi-trailers
excluded**

The European Standard EN 29367-1:1993 has the status of a
British Standard

UDC 629.114.3.013.8:656.61:629.123.5

Committees responsible for this British Standard

The preparation of this British Standard was entrusted by the Automobile Standards Policy Committee (AUE/-) to Technical Committee AUE/13, upon which the following bodies were represented:

- British Railways Board
- Bus and Coach Council
- Department of Transport
- Freight Transport Association
- Health and Safety Executive
- Institute of Road Transport Engineers (Incorporated)
- Ministry of Defence
- Road Haulage Association Ltd.
- Society of Motor Manufacturers and Traders Limited

This British Standard, having been prepared under the direction of the Automobile Standards Policy Committee, was published under the authority of the Standards Board and comes into effect on 30 April 1991

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The following BSI references relate to the work on this standard:
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Amendments issued since publication

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National foreword

This British Standard has been prepared under the direction of the Automobile Standards Policy Committee and is identical with ISO 9367-1:1988 *“Lashing and securing arrangements on road vehicles for sea transportation on Ro/Ro ships — General requirements — Part 1: Commercial vehicles and combinations of vehicles, semi-trailers excluded”* published by the International Organization for Standardization (ISO).

In 1993 the European Committee for Standardization (CEN) accepted ISO 9367-1:1989 as European Standard EN 29367-1:1993. As a consequence of implementing the European Standard this British Standard is renumbered as BS EN 29367-1 and any reference to BS AU 240-1 should be read as a reference to BS EN 29367-1.

Cross-references

The Technical Committee has reviewed the provisions of ISO 1176 and ISO 3833, to which reference is made in the text, and has decided that they are acceptable for use in conjunction with this standard.

A British Standard does not purport to include all the necessary provisions of a contract. Users of British Standards are responsible for their correct application.

Compliance with a British Standard does not of itself confer immunity from legal obligations.

Summary of pages

This document comprises a front cover, an inside front cover, pages i and ii, the EN title page, pages 2 to 8, an inside back cover and a back cover.

This standard has been updated (see copyright date) and may have had amendments incorporated. This will be indicated in the amendment table on the inside front cover.

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Descriptors: Road vehicles, commercial road vehicles, semitrailers, sea trailers, sea transport, mooring devices, fastenings, specifications, safety, marking

English version

Lashing and securing arrangements on road vehicles for sea transportation on Ro/Ro ships — General requirements — Part 1: Commercial vehicles and combinations of vehicles, semi-trailers excluded

(ISO 9367-1:1989)

Dispositifs d'arrimage et de saisissage des véhicules routiers en transport maritime sur navires rouliers — Conditions générales
Partie 1: Véhicules utilitaires et ensembles de véhicules, semi-remorques exceptées
(ISO 9367:1989)

Zurr- und Befestigungseinrichtungen an Straßenfahrzeugen für den Seetransport auf Ro-Ro Schiffen — Allgemeine Anforderungen
Teil 1: Nutzfahrzeuge und Fahrzeugkombinationen, Sattelanhänger ausgenommen
(ISO 9367-1:1989)

This European Standard was approved by CEN on 1993-11-15. CEN members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for giving this European Standard the status of a national standard without any alteration.

Up-to-date lists and bibliographical references concerning such national standards may be obtained on application to the Central Secretariat or to any CEN member.

This European Standard exists in three official versions (English, French, German). A version in any other language made by translation under the responsibility of a CEN member into its own language and notified to the Central Secretariat has the same status as the official versions.

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