

Distr.: Restricted
4 October 2011

Original: English

**Group of Experts for the revision of the IMO/ILO/UNECE
Guidelines for Packing of Cargo Transport Units**

First session

Geneva, 6–7 October 2011

Item 3 of the provisional agenda

Mandates of UNECE, ILO and IMO

Mandates of UNECE, ILO and IMO

Note by the secretariat

The secretariat reproduces below key facts about the mandates of the Economic Commission for Europe, the International Labour Organization and the International Maritime Organization regarding the revision of the Guidelines.

I. UNECE

1. At its fifty-first session in March 2009, the UNECE Working Party on Intermodal Transport and Logistics (WP.24) was informed by the representative of ILO that his organization as well as IMO had decided to review and update the guidelines that were used extensively by the transport industry to secure cargo in containers and other intermodal loading units. The Working Party agreed to contribute to the review and update of the guidelines and requested the UNECE secretariat to coordinate with ILO and IMO in this respect.
2. Following consultations with the ILO and IMO secretariats, the UNECE secretariat prepared in March 2010 a note for consideration by the IMO Maritime Safety Committee at its eighty-seventh session (London, 12–21 May 2010). In this note, the secretariat pointed out that, in addition to aligning the guidelines to applicable rules and regulations for the transport of dangerous goods in maritime transport, other sections of the guidelines pertaining to stowage of “normal” cargo as well as the specific stowage requirements for inland transport (road, rail and inland waterways) would also need to be reviewed.
3. At its fifty-third session in October 2010, the UNECE Working Party approved the activities of the secretariat, including the proposed establishment of a group of experts or similar arrangements. It also felt that a holistic approach in the revision and update of the guidelines should be followed, in close cooperation with concerned industry groups, taking account of the requirements of all modes of transport, port handling and transshipment operations that are part of modern door-to-door transport systems.
4. Subject to available resources, the secretariat was invited to participate in such undertakings and to keep the Working Party informed accordingly.

II. ILO

5. A tripartite Global Dialogue Forum on Safety in the Supply Chain in Relation to Packing of Containers was held by the ILO in Geneva from 21 to 22 February 2011. Various sectors in the supply chain were represented, including shipping, ports, road transport, railways, shippers, freight forwarders and marine insurance.

6. Taking into consideration a background report prepared by the Office titled "Safety in the Supply Chain in Relation to Packing of Containers" that was published in 2010, the forum adopted a set of points of consensus in relation to the subject matter, one of which refers to the revision of the IMO/ILO/UNECE Guidelines for packing cargo transport units (CTUs) and reads as follows:

"It is agreed that an ILO/IMO/UNECE code of practice on the packing of CTUs is necessary. The three organizations are requested to proceed with the revision of the existing guidelines for packing of CTUs which would form the code of practice."

7. At its 310th Session (March 2011), the ILO Governing Body authorized the development of an IMO/ILO/UNECE code of practice through the revision of the IMO/ILO/UNECE Guidelines for packing of cargo transport units by a joint working group in consultation with the secretariats of the IMO and the United Nations Economic Commission for Europe (UNECE), and the participation of the ILO in the joint working group through one or more ILO officials, as well as one Government, one Worker and one Employer representative, nominated by the Government group and the secretariats of the Workers' and Employers' groups of the Governing Body, respectively.

III. IMO

8. Two meetings were held at IMO Headquarters between the representatives from the secretariats of ILO and IMO. At the first meeting on 29 September 2010, the two secretariats agreed upon the follow-up actions for the finalization of the revision work on the Guidelines at the earliest possible opportunity. At the second meeting on 28 February 2011 following the tripartite Global Dialogue Forum on Safety in the Supply Chain in Relation to Packing of Containers, discussion was held regarding the current status of the on-going revision on the Guidelines.

9. Having had an in-depth discussion regarding the change of status of the Guidelines to a Code, as referred to in the points of conclusions of the Global Dialogue Forum on Safety in the Supply Chain in Relation to Packing of Containers, which reached consensus that the Guidelines should be transformed into a non-mandatory Code of Safe Practice, it was agreed that the practical way to proceed on the matter is to have a proposal submitted to MSC 89. Accordingly, ILO submitted a proposal to MSC 89, which the Committee had endorsed and instructed DSC 16 to contribute to the development of the new Code.

10. During a telephone conference that was held on 6 April 2011 with the participation from members of staff from the three co-sponsoring organizations, IMO gave an account on the current status of the on-going revision of the guidelines, informing that IMO's work was at its final stage, awaiting the approval by MSC 89 (11-20 May 2011) and in order to collaborate with the two other co-sponsoring organizations (ILO and UNECE), IMO has extended the target completion year for this output to 2013.