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**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 5 of the provisional agenda

Proposals for revision of the guidelines: Inception report

**Document DSC 16/7/1 (Germany) on the initiation of the
revision process**

Note by the secretariat

1. At the 16th session of the IMO Sub-Committee on Dangerous Goods, Solid Cargoes and Containers held from 19 to 23 September 2011 (DSC 16), Germany presented document DSC 16/7/1 on the initiation of the revision process of the Guidelines for Packing of Cargo Transport Units.
2. DSC 16 requested the IMO Secretariat to forward document DSC 16/7/1 so the issues highlighted could be considered by the Group of Experts. Document DSC 16/7/1 is reproduced below.

SUB-COMMITTEE ON DANGEROUS
GOODS, SOLID CARGOES AND
CONTAINERS
16th session
Agenda item 7

DSC 16/7/1
7 June 2011
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REVISED GUIDELINES FOR PACKING OF CARGO TRANSPORT UNITS

Initiation of the revision process

Submitted by Germany

SUMMARY

Executive summary: This document refers to the proposals of UNECE and ILO to revise the Guidelines for packing cargo transport units (CTUs) and identifies issues which should be considered in the course of the revision process

Strategic direction: 5.2

High-level action: 5.2.3

Planned output: 5.2.3.14

Action to be taken: Paragraph 8

Related documents: MSC 87/10/3; and MSC 89/7/6

Background

1 The Maritime Safety Committee, at its eighty-eighth session endorsed the decision of DSC 15 that future revisions of the IMO/ILO/UNECE Guidelines for packing cargo transport units (CTUs) should be coordinated by this Organization and that the Secretariats of IMO, ILO and UNECE should be invited to work together on these matters and advise DSC 16 accordingly. At its 310th session (March 2011), the Governing Body of the ILO authorized the revision of the IMO/ILO/UNECE Guidelines for packing of cargo transport units (1997 edition) by a joint IMO/ILO/UNECE working group with the objective to develop an IMO/ILO/UNECE Code of practice and agreed to the participation of the ILO in the joint working group. The UNECE Secretariat had proposed to follow a holistic and comprehensive approach in the updating and revision of the guidelines and to cover all parts, taking into account all pertinent subject matters relating to transport operations by all inland and maritime modes of transport that are to be part of intermodal transport operation.

2 Germany is of the opinion that the CTU packing guidelines should provide an internationally accepted standard applicable to all modes of transport. Different standards in various regions of the world or for various modes of transport will complicate international and intermodal transport and might impede international trade and commerce.

3 More specifically, the values given in the table of accelerations in section 1.7 of the Guidelines are inconsistent with other applicable standards, e.g., European Standard EN 12195:2010. Furthermore, the table may be misunderstood with respect to the values of vertical accelerations. In addition, Germany deems it appropriate to define the various sea areas by the significant wave height instead of only identifying certain areas in Europe by name. A defined relationship between significant wave height and acceleration values would make it possible to apply reduced acceleration values to sea areas outside Europe too.

4 One problem with the present Guidelines is that they do not provide any guidance on the calculation of the number and strength of the lashing or blocking material used for the securing of cargo. In this respect, Germany is of the opinion that the Guidelines should provide the following information, which is currently not included:

- .1 friction coefficients, which could be based on the values given in annex 13 of the CSS Code;
- .2 capacity of lashing points in containers based on applicable ISO standards;
- .3 information on maximum permissible load per meter within a container;
- .4 information on the maximum securing load of container side and end walls based on CSC requirements;
- .5 information on maximum permissible gaps for cases where cargo is stowed from wall to wall;
- .6 bracing capacity of wooden framework, methods to calculate quantity and dimensions of lumber beams; and
- .7 securing capacity of loop, spring, cross and overtop lashings, methods to calculate quantity and dimensions of lashings.

5 There are various sources available where such methods of calculation are described, e.g., in the quick lashing guide of IMO Model Course 3.18, in the European Standard EN 12195-1:2010 as well as in various national or local standards. Furthermore, annex 13 of the CSS Code provides an advanced calculation method to assess the efficiency of securing arrangements for non-standardized cargo on ships which could be adapted in such a way that it could also be used to assess the efficiency of the securing of cargo in cargo transport units.

6 Germany is prepared to contribute to the work of the envisaged joint IMO/ILO/UNECE working group and to nominate experts to take part in this work. Other interested delegations should also be invited to contribute.

Proposal

7 The joint working group should consider revising the acceleration table as outlined in paragraph 3 and developing more comprehensive information on the items listed in paragraph 4.

Action requested of the Sub-Committee

8 The Sub-Committee is requested to invite delegations to contribute to the work of the envisaged joint working group and to concur with the view that this joint working group should develop more comprehensive information as outlined in paragraph 7.