

Distr.: Restricted  
6 November 2018  
English  
Original: English and Russian

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**Economic Commission for Europe**

Inland Transport Committee

**Working Party on Intermodal Transport and Logistics**

**Sixty-first session**

Geneva, 19-21 November 2018

Item 5 of the provisional agenda

**Code of Practice for Packing of Cargo Transport Units**

**Adjustment proposals for IMO/ILO/UNECE Code of  
Practice for Packing of Cargo Transport Units (CTU Code)**

**Submitted by the Russian Federation**

**Secretariat**

Distr. : General  
\_\_ October 2018  
Original: Russian

**UNECE ITC Working Party on Intermodal Transport and Logistics****62nd session**

Geneva, 19–21 November 2018

Item 5 of provisional agenda

**IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units****Adjustment proposals for IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code)****Submitted by the Government of the Russian Federation***Summary*

**Substance of the proposal:** Provisions of the CTU Code do not contain the necessary technical requirements (one missing issue is the fastening of cargoes in a container), ensuring the safety of container transportation of freights by rail

**Proposed solution:** The following is proposed to be added to the CTU Code (Annex 7 “Packing and securing cargo into CTUs”):

- clauses that include the peculiarities of the calculation of cargo fastening in containers for carriage by rail, which will contain standards and procedures for determining inertial forces affecting cargoes in the crosswise and lengthwise directions, the procedure for selecting cargo fastening methods in a container, the procedure for determining load rates on the structural elements of a container and fasteners;
- reference clause containing standards for allowable loads on the structural elements of a container;
- clause containing information and technical characteristics of recommended fasteners to secure cargoes in a container;
- clause containing specific methods for placing and securing various cargoes, for example lumber, metal products, equipment in boxes, bulk cargoes, liquid cargoes in flexitanks, etc.

The introduction of the above clauses to the Code will not only improve the safety of transportation and integrity of cargoes in containers, but also enhance the attractiveness of

this type of transportation, minimize conflicts during acceptance of containers at seaports for carriage by rail, unify the cargo fastening system and ensure its availability.

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