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Item 7 of the provisional agenda

Code of Practice for Packing of Cargo Transport Units

Results of the pre-work to the Group of Experts on the Code of Practice for Packing Cargo Transport Units

Submitted by the Chair of the Working Party

I. Introduction

1. The Working Party on Intermodal Transport and Logistics (WP.24) at its sixty-fifth session (Geneva, 19–21 October 2022) prolonged the informal pre-work on the Code of Practice for Packing Cargo Transport Units (CTU Code) for one more year to continue to: (i) assess areas of the CTU Code which need to be prioritized in the updates, and (ii) consider text usage of the CTU Code in the mobile application.
2. During the 2023 informal pre-work, two informal meetings were held. The first of these meetings took place on 29 and 30 March 2023 and the second on 5 and 6 July 2023. These informal meetings were also supported by several intersessional and follow-up calls.
3. This document contains the information on progress made with regard to the two tasks: (i) assessment which sections of the CTU Code should be prioritized for updates and (ii) consideration of CTU Code text usage in a mobile application. The detailed records of the meetings held in 2023 are provided in Annexes I and II to this document.
4. WP.24 is invited to consider the progress made during the pre-work to the Group of Experts on the CTU Code. In this context, WP.24 should also discuss the preparation to its special session on CTU Code on 5–7 December 2023, as mandated by the Inland Transport Committee at its eighty fifth session (Geneva, 21–24 February 2023), during which the proposed modifications to CTU Code be reviewed and, if and as appropriate, adopted.

II. Outcomes from the informal pre-work

A. Updates to the CTU Code

5. The informal pre-work in 2023 was focused on the following issues/elements on the prioritization of the CTU Code for updates:



(a) Comments received to the detailed proposals for changes elaborated in 2022 as follows:

- (i) to clause 5.2 of Annex 7 on transport of liquids in flexitanks,
- (ii) to clause 5.3 of Annex 7 on transporting solid bulk cargo in CTUs,
- (iii) to clause 2.3 on blocking material and arrangements,
- (iv) to Appendix 4 of Annex 7, section 4 on cargo securing with dunnage bags,
- (v) to new section 4.2 of Annex 7 of the CTU Code with clauses on package stability, and more specifically introduction and explanation of the term of transport stability level (TSL),
- (vi) to new section 10.4 on stabilizers in Chapter 10 of the CTU Code.

(b) Prevention of pest contamination.

(c) Definitions to be included in chapter 2 of the CTU Code.

(d) Chains of responsibility and information as included in Chapter 4 of the CTU Code.

(e) Standardization of terms for warning used on cargo packages and CTUs across the text of the CTU Code.

6. As the result of the 2023 work, the proposals initially made in 2022 have been modified. These modifications are reflected in detail in the record of the first informal meeting in 2023 (Annex I to this report), and where relevant also in the record of the second informal meeting (Annex II to this report).

7. It is noted that the initial proposal for inclusion of a section in Chapter 10 on stabilizers remained for further discussion and consideration of outcomes from the discussion on stabilizers at the ninth session of the International Maritime Organisation's (IMO) Subcommittee for Carriage of Cargoes and Containers (CCC 9) to be held in September 2023.

8. Moreover, detailed proposals were elaborated, as follows:

(a) new section in Chapter 1, as 1.3 bis on Prevention of Pest Contamination, as contained in the record of the second informal meeting (Annex II to this report).

(b) Changes to Chapter 2 on Definitions. These changes are reflected in Annex III to this report.

(c) Changes to Chapter 4 on Chains of responsibilities and information, and related changes to Annex 1, clause 7, as well as to chapter 12, clauses 12.1.1 and annex 5, as contained in the record of the second informal meeting (Annex II to this report).

(d) Changes to the text of the CTU Code to better reflect the issue of combatting illegal transport including wildlife trafficking in containerized shipments, as contained in the record of the second informal meeting.

9. Changes to the text of the CTU Code pertaining to the prevention of pest contamination remained pending. This is due to the fact that the process established by the International Plant Protection Convention (IPPC) related to sea containers and pest contamination has not produced conclusions which would allow it to elaborate specific proposals to the CTU Code in the 2023 informal prework.

10. Changes in sections referred to under 8 (b) and (c), where they pertain to pest contamination, have been therefore reflected in square brackets. These changes should be reviewed further, together with section 1.3 bis, as referred to under 8 (a), when a complete proposal for changes concerning prevention of pest contamination would be made.

11. In conclusion, great effort was invested in the review of the CTU Code to prioritize its sections and issues for update and in elaboration of specific amendment proposals. These proposals are available for consideration, and if and as appropriate, for adoption during the WP.24 special session on CTU Code by members of WP.24 as well as of IMO and International Labour Organisation.

12. At the same time, discussion should continue on outstanding issues so that possible text changes are elaborated. The discussion on the modalities to do so can be undertaken at the WP.24 special session on CTU Code.

B. CTU Code mobile application

13. During 2023, the work focused on how the application should be structured so that users would be able to identify in just a few steps the relevant information from the CTU Code.

14. In this regard layers of selection criteria were elaborated and agreed upon as follows:

- CTU Type – Packaging Type – Functional Role – CTU Code text;
- Commodity Type – Packaging Type – CTU Type – Functional Role – CTU Code text, and;
- Packaging type – CTU Type – Functional Role – CTU Code text.

15. For each of the criteria (CTU Type, Packaging Type, Commodity Type and Functional Role) the lists of selection records have been worked out. Also, mapping was developed within each layer of selection until the CTU Code text level.

16. These records are available for the development of the mobile or computer application.

17. At the same time, discussion continued and was not concluded, on the possibilities for the development of the CTU Code application by interested commercial developers. The issues of intellectual property rights to the CTU Code and reproducing the content of the CTU Code by commercial developers in applications to be owned by them was at the centre of the unfinished discussion.

18. Therefore WP.24 and member States' views on the development of CTU Code applications would be welcome, including on the preference for commercial versus United Nations system-owned application(s).

19. Pending WP.24 and member States views the work should continue as appropriate.

Annex I

Record of the 2023 first informal meeting, 29–30 March 2023

I. Attendance

1. The first informal meeting of 2023 on Code of Practice for Packing of Cargo Transport Units (CTU Code) was held on 29–30 March 2023. It was organised further to the decision of the United Nations Economic Commission for Europe (ECE) Working Party on Intermodal Transport and Logistics (WP.24) at its sixty-fifth session (Geneva, 19–21 October 2022) as contained in ECE/TRANS/WP.24/151, para 97. The aim of this meeting was to advance the discussion mandated for the informal pre-work to: (i) assess which areas of the CTU Code need to be prioritised in the updates, and (ii) consider text usage of CTU Code in the mobile application.
2. The meeting was attended by the following Economic Commission for Europe (ECE) member States: Austria, Germany, Finland and Russian Federation.
3. The following representatives from the non-governmental organisations, private and academia sectors attended: Association of Forwarding and Logistics CZ, International Chamber of Shipping (ICS), Global Shippers Forum, IUMI International Union of Marine Insurance, ICHCA International, TT Club, World Shipping Council (WSC), International Organization for Standardization (ISO), ETS Consulting, National Cargo Bureau (NCB), Exis Technologies Limited, MariTerm AB, JSC NIIAS and University Zilina of Slovakia.
4. The meeting was moderated by the ECE secretariat.

II. Agenda

5. Participants endorsed the agenda for the informal meeting as contained in CTU-Code/2023/first-informal-meeting/1. Participants also agreed that a written record would be prepared from the meeting by the secretariat. This record, together with a record from the forthcoming meeting in July 2023, would serve as a basis for a preparation of a progress report to WP.24 at its sixty-sixth session in October 2023.

III. Updates to the CTU Code

6. Participants continued discussion on the specific elements/issues to be prioritised for updates in the CTU Code. The discussion was based on the following documents:
 - CTU-Code/2023/first-informal-meeting/3 – comments to changes to clauses 5.3 and 5.2;
 - CTU-Code/2023/first-informal-meeting/4 – comments to changes to clause 2.3 and section 4;
 - CTU-Code/2023/first-informal-meeting/5 – comments to changes to new section 4.2 and to Chapter 10;
 - CTU-Code/2023/first-informal-meeting/6 – prevention of pest contamination;
 - CTU-Code/2023/first-informal-meeting/7 – consolidated definitions;
 - CTU-Code/2023/first-informal-meeting/8 – chains of responsibility and information;
 - CTU-Code/2023/first-informal-meeting/9 – use of terms;
 - CTU-Code/2023/first-informal-meeting/11 – comments to proposals in documents 4,5, 7 and 8;
 - CTU-Code/2023/first-informal-meeting/12 – Prevention of pest contamination of containers: Joint Industry Guidelines for Cleaning of Containers.

7. Participants considered comments provided in CTU-Code/2023/first-informal-meeting/3 on revised clauses reflected in ECE/TRANS/WP.24/2022/10 and agreed the following:

- Clause 5.3.2 on regulated solid dry bulk cargoes with sub-clauses 5.3.2.1 through 5.3.2.4 should be replaced with the following text as the new clause 5.3.2:

“5.3.2 Substances which meet the criteria for inclusion in a hazard class of the applicable dangerous goods regulations for relevant modes of transport are dangerous goods. Such goods... (to be continued as included in CTU-Code/2023/first-informal-meeting/3).”

- The CTU Code should be reviewed when considering references to the IMDG Code. Unless there is a specific reason for the IMDG Code to be specifically referred to, other reference should be replaced with ‘*applicable dangerous goods regulations for relevant modes of transport*’.
- Clause 5.3.3.1 should be replaced with the following text:

“5.3.3.1 For the transport of solid bulk cargoes in containers, preferably non-pressurized containers for dry bulk, designed and tested in accordance with ISO 1496-4, should be used. When general cargo containers for general purpose according to ISO 1496-1 are used, applicable dangerous goods regulations require that the end walls are strengthened to the same level as provided in ISO 1496-4. In case of solid bulk cargoes which are not subject to the applicable dangerous goods regulations, a similar reinforcement of the end walls is recommended.

- Clause 5.3.3.2 should read as below:

- *“5.3.3.2 Reinforcement can normally be fulfilled by fitting a partial height false bulkhead against the front wall (see figure 7.71). The front false bulkhead consists of two full-width plywood panels with horizontal softwood timber cross beams extending the whole width of the CTU and resting against the strong corner posts. The panels should be plywood (internal grade) and have a minimum thickness of 12mm. The height of the panels should be at least 200mm above the height of the cargo when packed but at least 1,800mm high with the lower panels as high as possible (preferably 1,200mm high). When the cargo is very fluid greater height may be required. Panels with a height less 600mm should have one full width 150 x 50 mm softwood timber cross beams and all other panel heights at least two full width beams.”*

- Clause 5.3.4.1 should be amended as follows:

“5.3.4.1 A CTU intended to carry a bulk cargo should... It may be necessary to place plywood facing not only the front wall but also... A cargo specific siftproof liner (to be continued as in CTU-Code/2023/first-informal-meeting/3)”

- The former Figures 7.53 and 7.54 should be retained.
- The former clause 5.3.5 should be retained, and so the new text should be deleted except the new clauses 5.3.5.3 and 5.3.5.4, which were considered useful and should be incorporated within clause 5.3.5.
- Proposed clauses 5.3.7, 5.3.8 and 5.3.9 should be deleted.
- Clause 5.2.7.1.2 should be replaced with the following text for point 2:
“Dangerous Goods: Liquids meeting the classification requirements of the applicable dangerous goods regulations for relevant modes of transport are dangerous goods and are not allowed to be transported in flexitanks.”
- Proposed clause 5.2.8 should be deleted.

8. Participants considered comments provided in CTU-Code/2023/first-informal-meeting/4 as well as additional remarks in CTU-Code/2023/first-informal-meeting/11 on revised clauses reflected in ECE/TRANS/WP.24/2022/11 and agreed:

- The reference to “nails” instead of “fastener” in clause 2.3.5 should be retained.

- Clause 2.3.8 should be further changed as per the text in CTU-Code/2023/first-informal-meeting/4.
 - Captions of the following figures should be amended as follows:
 - Figure 7.13 – *Irregular shaped packages without sharp edges blocked with dunnage bags, and*
 - Figure 7.15 – *Blocking cross beams with limited strength due to securing by friction applicable for low cargo mass*
 - New figures should be included, as follows:
 - Figure 7.16 – *Blocking cross beams with greater strength due to physical connection*
 - Figure 7.xx – *Tarpaulin used solely to prevent small and light packages from falling out when stowed close to the door (related to clause 4.7.3)*
 - Figure 7.xx - *Net-curtain used to prevent small and light packages from falling out when stowed close to the door (related to clause 4.7.3).*
 - Figure 7.40 should be removed.
 - Proposed clause 4.1.7.3 should read as follows:

“4.1.7.3 The CTU doors may be tested to withstand a force equivalent to a percentage of the CTU’s payload, however, for cargoes that are liable to collapse, such as small hand-packed packages and pallets with low integral stability, the doors should not be used as the only means... A possible falling out of cargo can be prevented by spring lashings (see Figure 7.59), a modular lashing system (see Figure 7.26), ~~for~~ a tarpaulin (see Figure 7.xx) or nets or net-curtains (see Figure 7.xx).”
 - The illustration for Figure 7.52 should be changed. An image with clearer illustration of the stanchions should be sourced.
 - Clause 4.5.3, the first sentence, should be changed as follows:

“When dunnage bags are marked with Level 1 to 5 according to the Association of American Railroads criteria, these have the following minimum bursting pressure:...”
 - Clause 4.6, Table 7.14, the sentence should read as follows:

“Blocking capacity in tonnes of various size dunnage bags having a bursting pressure of 1.7 bar at a gap of 30 cm.”
9. Experts were requested to provide the secretariat with images depicting better the blocking methods. All images should be free of copyright restrictions.
10. Participants also considered comments provided in CTU-Code/2023/first-informal-meeting/5 as well as additional remarks in CTU-Code/2023/first-informal-meeting/11 on revised clauses reflected in ECE/TRANS/WP.24/2022/12 and concluded:
- The first paragraph in clause 4.2.1 should be deleted and so neither the term package nor unit load should be referred in this clause. The second paragraph in the same clause should read as follows:

“Consignors should ensure that formed packages are capable... handling and transport. Overpacks should retain their integrity during transport... (to be continued as provided in ECE/TRANS/WP.24/2022/12).”
 - Table 7.9 should be replaced with the table provided in CTU-Code/2023/first-informal-meeting/5. The text in the last row of the table should read as follows:

“The TSL values for the sea areas in longitudinal direction apply to internal friction $\mu < 0.5$ ”

- Caption for Figure 7.38 should be amended as follows:

“Figure 7.38 During transport in sea area B in a vehicle complying with standard EN 12642-XL, packages marked with TSL 4 or better... (to be continued as proposed in ECE/TRANS/WP.24/2022/12)”

- The typo on the yellow labels on top of the two vehicles in Figure 7.38 need rectification.
- Clause 4.2.4.3 should be deleted.
- The following remark after Table 7.15 should be added:

“When testing in longitudinal direction for sea transport, the corresponding test angle obtained by Figure 7.98 for the transverse direction may be used, or the required inclination angle, α , can be calculated by the following formula:

$$\alpha = \arcsin \left(\frac{r + \gamma \cdot \sqrt{1 + \gamma^2 - r^2}}{1 + \gamma^2} \right), \text{ where } r = c_{x,y} - \gamma \cdot c_z$$

- The inclusion of a section in Chapter 10 on stabilizers should remain for further discussion and consideration of outcomes from the discussion on stabilizers at the 9th session of the IMO Subcommittee for Carriage of Cargoes and Containers (CCC 9). To this end, the clauses under 10.4 as provided in ECE/TRANS/WP.24/2022/12 should be kept in square bracket. Also, alternative text should be provided in square bracket to read as follows:

“(For stabilised polymerising substances, specific information on stabilisation are required. The details are promulgated in the applicable dangerous goods regulations for the relevant mode of transport.)”

11. WSC introduced CTU-Code/2023/first-informal-meeting/6 and provided insights into the process managed under the International Plant Protection Convention (IPPC) for minimizing pest risks associated with the sea container pathways. WSC also referred the Joint Industry Guidelines for Cleaning of Containers as contained in CTU-Code/2023/first-informal-meeting/12.

12. WSC speaking on behalf of a relevant focus group working under the IPPC pest contamination prevention process recommended to include a new chapter early in the CTU Code on minimising pest risks associated with the sea container pathway. The content of this chapter should be based on the text provided in CTU-Code/2023/first-informal-meeting/6, part 1.

13. Other participants did not fully favour this recommendation. They argued the pest risks are one of the many risks that require attention and a specific chapter on this subject may give it a disproportionate weighing in the CTU Code. They were of the opinion to keep the available structure and update sections and/or clauses within that structure as necessary and appropriate with new knowledge and practices pertaining to prevention of pest contamination.

14. Participants agreed therefore to pursue discussion on this subject in intersessional work among interested experts. Inputs from the IPPC process should be considered. IPPC secretariat should be also invited to contribute to this discussion. The following participants expressed their willingness to participate in the intersessional work on this subject: Germany, ETS Consulting, Existec, GSF, ICHCA, ICS, MartTerm AB, TT Club and WSC.

15. The secretariat was requested to organise online meetings on this subject in late April or May 2023.

16. Participants briefly discussed then CTU-Code/2023/first-informal-meeting/7. In view of limited time at the meeting, they agreed to consider the definitions through intersessional work. The following experts volunteered to participate in the intersessional work: Germany, ETS Consulting, Existec, GSF, ICHCA, ICS, IUMI, MartTerm AB, TT Club and WSC.

17. The secretariat was requested to organise online meetings on this subject at the end of April or May 2023.

18. As agreed at earlier meetings, participants would return to discussing the subject of chains of responsibilities as provided in CTU-Code/2023/first-informal-meeting/8 subject to the decision on the way forward on the definitions. Therefore, discussion on this document was postponed to the next meeting.

19. Participants also considered CTU-Code/2023/first-informal-meeting/9 which suggests standardisation of terms for warning used on cargo packages and CTUs. They agreed with the proposed adjustments of terms with the following comments:

- The definition of label should also incorporate pictograms for transport of dangerous goods;
- The definition of mark should be revised as follows:
“An applied decal, panel, or imprint that provides information concerning the cargo packed, dunnage blocking capacity or other packing equipment information.”
- Clause 11.2.3 in Chapter 11 should read:
“The applicable dangerous goods regulations may require specific marks for CTU... (to be continued as proposed in the document).”

IV. CTU Code mobile application

20. The secretariat reported on the intersessional work undertaken by interested experts in late 2022 and early 2023 on the CTU Code mobile application. The work was focused on considering options for filtering information in the CTU Code. The outcomes of the intersessional work were contained in CTU-Code/2023/first-informal-meeting/10. It describes worked-out selection criteria for filtering CTU Code content. These selection criteria should assist in finding the relevant clauses in the CTU Code depending on the commodity for carriage, its packaging and CTU type used for carriage as well as the combinations thereof.

21. ETS Consulting explained the proposed selection criteria such as CTU type, commodity type, packaging type and the categories worked-out for each criterion. He further presented how the criteria can be combined in chains for filtering CTU Code content also taking into account functional roles, as follows:

- CTU Type – Packaging Type – Functional Role – CTU Code text;
- Commodity Type – Packaging Type – CTU Type – Functional Role – CTU Code text, and;
- Packaging type – CTU Type – Functional Role – CTU Code text.

22. He also explained how flagging for dangerous goods could be made to provide relevant information on packing of dangerous goods. Finally, he presented mapping done for the filtering chains for all the criteria and categories until the CTU Code level, and a few examples presenting also the CTU Code text mapping.

23. The meeting appreciated the outcomes from the intersessional work and the mapping done by ETS Consulting. They were considered a good basis for further development of the application by any developer, including commercial developers.

24. The meeting discussed then the possibilities for development of the CTU Code applications by commercial developers. The secretariat informed the meeting that interested commercial developers would need to contact IMO Publishing which manages the copyright

for the CTU Code. Commercial applications would not be validated as official CTU Code applications.

25. The meeting thanked the secretariat for this additional information. It wondered whether some kind of a factsheet could be developed which commercial developers could examine and use it to evaluate their interest in the CTU Code application development prior to contacting IMO Publishing. The secretariat confirmed that it would contact IMO Publishing on a possible factsheet and report back at the next meeting.

V. Other Business

26. The secretariat reported on the decision of the Inland Transport Committee (ITC) on CTU Code taken at its 85th session on 21–24 February 2023. ITC took note of the progress made in updating the CTU Code done in informal pre-work requested by WP.24. It also took note of the fact that the International Labour Organisation's Sectoral Advisory Bodies would not be able to discuss the establishment of the joint Group of Experts on CTU Code at least until 2025. ITC further recognized the urgent need to update the CTU Code to improve the safety of workers handling CTUs and through it contribute to Sustainable Development Goal 8, target 8 on promoting safe and secure working environments for all workers. To this end, ITC requested that a process is initiated to review the proposed elaborated updates, and if and as appropriate to adopt them, in the framework of a Special session of WP.24 on the CTU Code to be held before the end of 2023. It requested the secretariat to invite IMO and ILO and, through them, their members to the Special session.

27. The secretariat informed the meeting that it was exploring a possibility to hold the special session in the week of 4 December 2023. The specific meeting date would be communicated once they are confirmed.

28. Participants took note of the information provided. They expressed appreciation to ITC for mandating a formal process for review and adoption of proposed changes to the CTU Code.

VI. Date and Place of Next Meeting

29. Participants were informed of the next informal meeting to take place virtually from 12:30 to 16:30 on 5 July and from 12:00 to 16:00 on 6 July 2023. Two intersessional virtual meetings, one on definitions and another on prevention of pest contamination would be scheduled in late April or May 2023.

Annex II

Record of the 2023 second informal meeting, 5-6 July 2023

I. Attendance

1. The second informal meeting of 2023 on Code of Practice for Packing of Cargo Transport Units (CTU Code) was held on 5–6 July 2023. It was organised further to the decision of the United Nations Economic Commission for Europe (ECE) Working Party on Intermodal Transport and Logistics (WP.24) at its sixty-fifth session (Geneva, 19–21 October 2022) as contained in ECE/TRANS/WP.24/151, para 97. The aim of this meeting was to advance the discussion mandated for the informal pre-work to: (i) assess which areas of the CTU Code need to be prioritised in the updates, and (ii) consider text usage of CTU Code in the mobile application.
2. The meeting was attended by the following Economic Commission for Europe (ECE) member States: Austria, Finland, Germany, and Russian Federation.
3. The following representatives from the non-governmental organisations and private sector attended: ETS Consulting, International Centre for Containers Studies (CISCO), International Organization for Standardization (ISO), Exis technologies (Part of NCB), International Centre for Containers Studies, International Federation of Freight Forwarders Associations (FIATA), International Union of Railways (UIC), MariTerm AB, National Cargo Bureau (NCB), Inc., Traffic, TT Club, World Shipping Council (WSC), WWF Hong Kong, and Žilinska Univesity.
4. The meeting was moderated by the ECE secretariat.

II. Agenda

5. Participants endorsed the agenda for the informal meeting as contained in CTU-Code/2023/second-informal-meeting/1. Participants also agreed that a written record would be prepared from the meeting by the secretariat. This record, together with a record from the first meeting in March 2023, would serve as a basis for a preparation of a progress report to WP.24 at its sixty-sixth session in October 2023.

III. Updates to the CTU Code

6. Participants held deliberations on the issues listed below and documents issued. For the issues concerning prevention of pest contamination and definitions, the documents take into account the outcomes from the intersessional work which was undertaken by several experts:
 - Prevention of pest contamination - CTU-Code/2023/second-informal-meeting/3 and CTU-Code/2023/second-informal-meeting/3B;
 - Definitions for terms used in the CTU Code - CTU-Code/2023/ second-informal-meeting/4 and CTU-Code/2023/ second-informal-meeting/4B;
 - Chains of responsibilities - CTU-Code/2023/second-informal-meeting/5.
7. Regarding prevention of pest contamination, participants considered CTU-Code/2023/second-informal-meeting/3 submitted by GSF which proposes text for a new section for inclusion in Chapter 1 of the CTU Code, so as to give importance to the issues of the prevention of pest contamination in the outset of the CTU Code that is in a chapter which provides an introduction to it. This new section was proposed to be placed between the existing sections 1.3 and 1.4.

8. Participants welcomed the new text and its placement between sections 1.3 and 1.4 of Chapter 1. Regarding the text, a few changes were introduced, and the agreed text is provided in Annex 1.

9. Participants then took note of the CTU-Code/2023/ second-informal-meeting/3B which provides place makers for possible changes to the text of the CTU Code regarding prevention of pest contamination. Participants agreed that such document should be only considered once all the necessary changes are included and coordinated with the IPPC pest prevention-focused process (IPPC process).

10. Participants requested then WSC to inform the IPPC process at a workshop in Brisbane in July 2023 on the considerations on the issues of prevention of pest contamination by the informal group of experts on the CTU Code and to transmit the group's request for IPPC proposed changes on these issues to the CTU Code. This proposal may contain, if found appropriate, a chapter referring practices, guidelines or rules for prevention of pest contamination (referred to as 10 bis during the discussion of the informal pre-work). At the same time, participants noted that a strenuous effort should be put among United Nations entities in ensuring that relevant changes are proposed which are acceptable by experts on pest prevention and experts on CTUs safety.

11. Regarding definitions, participants considered CTU-Code/2023/ second-informal-meeting/4, which was prepared by ETS Consulting and included changes made to the definitions during the intersessional work. They also reviewed CTU-Code/2023/ second-informal-meeting/4B submitted by Germany (Mr. Uwe Kraft). Based on these two documents:

(a) Participants accepted the following definitions either for inclusion or as amendment without any further remarks: BK1, BK2, BK3, Blocking, Blocking capacity, Bulk material, Cargo securing method, Carrier haulage, Consignee, Consignor, EDI, EDP, Flexitank, Freight Forwarder, Inspectors/surveyors, Insurers, Label, Lashing, Lashing capacity, Locking, Mark, MSL, Merchant haulage, Pest contamination, Placards, Shoring slot, Shoring slot system, Siftproof, Sign and Visual examination.

(b) Participants accepted to delete existing/not to include newly proposed definitions as follows: Contamination, Emergency response information, HNS, Infestation, Invasive alien species, Multimodal transport operator, Pest, Pest-free CTU, Quarantine Pest and Recontamination.

(c) Participants altered or finalized the below definitions to read as follows:

(i) Bulk container: *Container for the transport of dry bulk solids, capable of withstanding the loads resulting from packing, transport motions and discharging of non-packaged dry bulk solids, and having packing and unpacking apertures and fittings.*

There are two variants:

- *non-pressurized dry bulk container - dry bulk container permitting packing and unpacking by gravity*
- *pressurized dry bulk container - dry bulk container which may be packed or unpacked by gravity or pressure discharge.*

(ii) Clean CTU: *A CTU free from:*

- *Any previous cargo residues;*
- *Any securing materials used from previous consignments;*
- *Any marks, placards or signs associated with previous consignments;*
- *Any detritus (waste) that may have accumulated in the CTU;*
- *Any pest contamination.*

If used for international transport where required, the CTU has further been inspected to the exterior and interior and, for reefer containers, ventilation

inlet grilles and floor drain holes, and found to have no pest contamination as defined below.

- (iii) Shipper: *The party who concludes a contract of carriage (or in whose name or on whose behalf a contract of carriage has been concluded) with a carrier.*

It was also decided that the following text ‘This role of shipper may be performed by the consignor, the freight forwarder or the consignee, depending on the terms of the trade’ is proposed for inclusion in Chapter 4, section 4.1.6 as an example of the role of the shipper.

- (iv) Temperature sensitive cargo: *Cargo that should be packed, stored or transported within a defined temperature range with an upper and/or lower temperature value, and outside of which may cause:*

- *the cargo to be damaged*
- *the state of the cargo to change*
- *the cargo to auto ignite*
- *decomposition or polymerization*

Temperature sensitive cargos may also need to arrive within a strict time frame or be subjected to maximum dwell times during transport.

- (v) Transport documentation: *Documents required by modal regulations for the movement of cargo.*

- (vi) Unpacker: *The party that unloads, removes or empties the cargo from the CTU.*

(d) Participants left pending the following definitions: Pest contamination competent authority (pending a proposal including consolidated changes to CTU Code on pest contamination) as well as SADT and SAPT (pending a decision on inclusion of new section 10.4 in Chapter 10).

12. Regarding chains of responsibilities, participants considered CTU-Code/2023/second-informal-meeting/5 and accepted to propose:

(a) To add functional responsibilities for unpacker (as 4.2.9) and to adjust the functions of consignee (as 4.2.10), and

(b) To add new functional roles for inspectors/surveyors (as 4.2.11), insurers (as 4.2.11), customs (as 4.2.12), and

13. Participants agreed then to elaborate new functional roles for freight forwarders and consolidators. Text proposal is to be developed and reviewed in informal follow-up call (see below para 18).

14. Participants made also further changes to the functional roles of packer, road haulier, consignee. The updated text is provided in Annex 2. The text contained in square brackets was left for further review pending receipt of a consolidated proposal on prevention of pest contamination.

15. Participants also considered submission from Environmental Investigation Agency (EIA), TRAFFIC, United for Wildlife (UFW), and World Wide Fund for Nature (WWF) stipulated in CTU-Code/2023/second-informal-meeting/7 which proposes updates to CTU Code pertaining to combatting illegal wildlife trafficking in containerized shipments. The document was introduced by WWF with a statement made on behalf of partner NGOs working together to detect and combat illegal wildlife trafficking, i.e. Environmental Investigation Agency (EIA), TRAFFIC, United for Wildlife (UFW), and World Wide Fund for Nature (WWF) and was pertaining to the inclusion of a brief general section in the CTU Code on combatting illegal wildlife trafficking in containerized shipments. This statement at the request of WWF is provided in Annex 3.

16. Based on the proposals made in CTU-Code/2023/second-informal-meeting/7 the participants agreed the following:

(a) A paragraph on illicit transport including illegal wildlife trafficking, drugs and human trafficking should be developed and included in Chapter 1, section 1.3 on security.

(b) Definitions, as provided below, on IWT and Wildlife should be added to Chapter 2:

Illegal Wildlife Trafficking: illegal transport or trafficking of wildlife.

Wildlife: All species of wild animals and plants, whether alive or dead, and parts and derivatives of those species, whose international trade is regulated under the Convention on International Trade in Endangered Species of Wild Fauna and Flora, as well as those protected under international law, and those whose exports are restricted under national legislation implementing of the same.

(c) The wording ‘including wildlife’ should be added at the end of clause 4.1.4.

(d) New clauses (after the last clause 4.2.12 of the 2014 CTU Code version) should be added as follows:

‘All parties should check the integrity of the CTU and its seal when in their custody in order to detect possible intrusions into the CTU.’

and

‘All parties should set up a procedure to report all suspicious cases or incidents of misdeclared or undeclared wildlife shipments with customs and law-enforcement authorities. It is important that any incidents with shippers and/or consignors misdeclaring or trying to conceal wildlife shipments be identified and reported on arrival.’

(e) The text suggested for addition in clause 11.3 in Chapter 11 and as a new clause 13.3.3 should be further reviewed.

17. The work referred in (a) and (e) above should be undertaken during the informal follow-up call (see below para 18).

18. Due to lack of time, participants were not able to consider proposed changes to Chapter 11 and to Annex 1 as contained in CTU-Code/2023/ second-informal-meeting/5. It was agreed that written comments should be submitted to the secretariat by the end of July 2023. These comments should be reviewed during an informal follow-up call to be set up by the secretariat, possibly not later than by 9 August 2023.¹

19. Participants were not able to consider submission from WSC stipulated in CTU-Code/2023/second-informal-meeting/6 pertaining to decision of the 2023 first informal meeting that the proposed clause 5.3.7 on Weighing should not be added to the CTU Code. Participants agreed to provide written comments on the WBS submission, and possibly to discuss it in the informal follow-up call.

IV. CTU Code mobile application

20. Participants were informed that the discussion on the possible involvement, and at which conditions, of commercial developers in developing the CTU Code mobile application continued with involvement of interested stakeholders, IMO and UNECE.

V. Other Business

21. No issues were raised under this item.

VI. Date and Place of Next Meeting

22. No more meetings would be organized in 2023 of this Informal Group of Experts. Organization of future meetings would be subject to a decision of the Working Party on Intermodal Transport and Logistics at its sixty-sixth session on 18–22 October 2023.

¹ Conclusions from the follow-up calls are provided in appendix to this record.

23. Further to an agreement during a meeting, an informal follow-up call would be held, possibly before 9 August 2023.
24. Participants were also reminded that a Special Session of WP.24 on the CTU Code was scheduled to be held on 5–7 December 2023.

Annex 1

Agreed text for inclusion in Chapter 1 between section 1.3 and 1.4:

“1.3bis Prevention of Pest Contamination

1.3bis.1 There is international consensus among competent authorities that CTUs (especially containers) and their cargoes can carry and facilitate the introduction and spread of pests that may pose a serious risk to agriculture, forestry and natural resources. While the packing of CTUs with cargo is the most likely stage in the international CTU supply chains at which pest contamination can occur, the cleanliness of the CTUs is important. Consignors, shippers and packers should implement measures to minimize pest contamination prior to and during packing. Others in the international CTU supply chains should also implement measures to reduce the risk of pest contamination while the CTU is in their control. Such measures, or best practices, should be in accordance with the parties’ roles and responsibilities in the supply chains and should take into consideration all safety and operational constraints.

1.3bis.2 Minimizing pest contamination of CTUs and their cargoes is a shared responsibility and by applying practices set out in [Chapter 10 bis and] * Annex 6 of this Code, all parties can help keep CTUs and their cargoes clean. This will help to prevent the introduction and spread of pests through international commerce. CTUs are also likely to move through ports and other international borders and reach their final destinations faster and with less expense if they are clean.”

* [] includes reference to a section that would need to be still developed and agreed upon.

Annex 2

Agreed text for functional roles of packer, road haulier and consignee:

4.2.3 The packer is responsible for:

- Ensuring that the CTU is checked before packing and that the condition of the CTU is suitable for the cargo to be transported;
- Ensuring that the floor of the CTU is not overstressed during packing operations;
- Ensuring that transport documentation is available for all dangerous goods to be packed;
- Ensuring that no incompatible or damaged dangerous goods are packed. Account should be taken of all applicable dangerous goods legislations during the entire journey of the CTU from original point of dispatch to final destination;
- Ensuring that the cargo is correctly packed in the CTU.
- Ensuring that the cargo is secured in the CTU;
- Ensuring that the cargo is correctly distributed in the CTU and properly supported where necessary;
- [Ensuring that measures are put in place to prevent pest contamination. Such measures involve use of lights that minimize the attraction of insects during active packing and closing doors and tarpaulins once active packing is interrupted but not fully finished;]
- Properly closing the CTU and sealing it, when required, and reporting seal details to the shipper with a view to sharing those details with the container operator and, where different, the carrier. CTUs used for international transport should always be sealed;
- Fitting marks and placards to the CTU as required by applicable dangerous goods regulations;
- Fitting the fumigation mark if any fumigant has been used as part of the packing process;
- Fitting other marks and / or labels applicable to the cargo being carried, e.g., flexitank labels;
- Accurately determining the gross mass² of the CTU¹³ and transmitting it to the shipper;
- Ensuring that the CTU is not overloaded and complies with the maximum operating gross mass indicated on the approval plate (see annex 3);
- Providing the container/vehicle packing certificate²⁴ (new document or signed statement in the dangerous goods transport documentation as appropriate) and forwarding any documentation to the shipper with a view to sharing that information with the container operator and, where different, the carrier.

To assist with the stowing of freight containers on board ships, and as the only party who may physically see the container, the packer should also pass on to the shipper information

² The gross mass of a packed CTU needs to be obtained either by weighing or calculation before any transport operation commences. Incorrect gross masses are a hazard for any mode of transport. Therefore, the gross mass should be produced before the unit leaves the premises of the Packer. Where a cargo is to be transported in a road vehicle, rail wagon, and where the tare of the CTU is not known, the Packer needs only provide the mass of the cargo and any packing and securing material to the shipper (Note to entry – the tare of CTUs other than containers may not be known).

³ Where the CTU is a freight container in sea transport, the Packers should provide a gross mass as required by the International Convention for the Safety of Life at Sea (SOLAS) Chapter VI, Regulation 2 which shall be verified by the Shipper and transmitted to the Container Operator, and where different, the Carrier.

⁴ To include electronic documentation in accordance with 11.3.1 and 11.3.

relating to any freight container with a reduced stacking capacity (less than 192,000 kg marked on the CSC safety approval plate)^{3F}.⁵ This information is critically important for the proper stowage of the CTU aboard ship; it should therefore be shared also with the container operator and, where different, the carrier.

4.2.5 The road haulier is responsible for:

- Confirming that the gross mass, length, width and height of the vehicle are within the national road / highway regulations limits;
- Ensuring that the driver is qualified and / or experienced in driving the vehicle with the CTU / Cargo combination, for example: road tankers and tank container;
- Ensuring that the driver is aware of any cargoes that may influence the performance of the vehicle, for example bulk liquids on the CTU or hanging foodstuffs;
- Ensuring that the driver:
 - secures the CTU properly on the trailer or chassis (except where the CTU is a trailer);
 - visually examines the exterior of the CTU to confirm that it is safe to move and that it is pest-free;
 - confirms that there are no loose components or coverings that may become detached or damage the CTU and / or cargo during transport;
 - is aware of their responsibilities in conformance with the underlying contract between the haulier and shipper (merchant haulage) or carrier (carrier haulage) with regard to securing of the cargo and determining the status of the CTU and that the CTU is pest-free;
 - Moves the CTU in such a manner that there are no exceptional stresses placed on the CTU or the cargo;
 - is in possession of all documents required by the dangerous goods regulations.

4.2.10 The consignee of CTUs is responsible for:

- Receiving the CTU from the designated transport provider and ensuring that the information supplied by the shipper concerning the consignment matches those of the CTUs received;
- Returning the CTU to the CTU operator completely empty and clean, unless otherwise agreed.

⁵ As of 1 January 2012, all freight containers with reduced stacking or racking strength are required by the international convention for safe Containers CSC to be marked in accordance with the latest version of ISO 6346: Freight containers-Coding, identification and marking.

Annex 3

Statement made on behalf of partner NGOs working together to detect and combat illegal wildlife trafficking

Please see CTU-Code/2023/second-informal-meeting/2 available at <https://unece.org/info/Transport/Intermodal-Transport/events/379907>.

Appendix

Conclusions from the follow up calls

These calls were held on Thursday, 3 August, and Tuesday 8 August 2023. The conclusions pertain to paras 13, 16 (a) and (e), 18 and 19 of the record of the 2023 second meeting.

Para 13:

Participants agreed on the following functional roles for consolidators (as new 4.2.4) and freight forwarders (as new 4.2.6):

4.2.4 The consolidator is responsible for:

- Fulfilling the responsibility of the packer as shown in in 4.2.3, and
- Confirming to each and every shipper / consignor using a consolidated CTU that their cargo will be packed and secured in accordance with the requirements of the shipper / consignor to ensure the safe transport of their cargo.

[4.2.6 The freight forwarder is responsible for:

- Advising consignors about the planning and selecting the most suitable modes of transport to minimize the risk of accidents and damages for the cargo;]

The text for freight forwarder is placed in square brackets as further functional roles can be proposed and the new text should be agreed before the end of September 2023. This may further imply additional modifications to the definition of freight forwarder.

Para 16 (a) and (e):

Regarding additional clauses on transport of illicit cargo including illegal wildlife trafficking, drugs and human trafficking, the text proposal should be developed and agreed before the end of September 2023.

About addition to chapter 11, participants agreed not to make any changes to this chapter in relation to illicit transport.

Participants agreed then to insert a new clause 13.3.3. in chapter 13, as follows:

“Persons responsible for planning and supervision of packing as well as personnel responsible for the actual packing should receive appropriate education and training about risks of illegal goods smuggling, including wildlife, and the latest trends in the concealment methods and trafficking routes used by criminals. Topics for training, as appropriate, are given in annex 10, point 16.”

Participants also agreed to include point 16 in annex 10 as follows:

16	Prevention of transport of illicit cargo including illegal wildlife trafficking, drugs and human trafficking
	Common methods used to conceal illegal transport

Para 18:

Concerning the proposal to add new section 11.3.1 in chapter 11 as provided in CTU-Code/2023/second-informal-meeting/5 (Amendments to Chapter 11), participants agreed not to include this section. Instead, they agreed to further alter the definition of transport documentation as follows:

Transport documentation	Documents required for the movement of cargo related to the origin, destination, nature and character of the goods transported. Electronic records are considered equivalent to paper documents when permitted by the regulations.
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With regard to the changes proposed in CTU-Code/2023/second-informal-meeting/5 to annex 1 clause 7, participants agreed to remove this entire clause including Figure 1.2.

Concerning changes proposed in CTU-Code/2023/second-informal-meeting/5 to chapter 12, clauses 12.1.1 and annex 5, participants agreed to replace current clause 12.1.1 as follows:

12.1.1 The unpacker of a CTU should:

12.1.1.1 [Visually examine the CTU on arrival to ensure that it is pest free and continue to check that there are no signs of Pest contamination],

12.1.1.2 Check whether the unit is externally in good condition, and not significantly distorted, cracked or bent. If such damage is found, the receiver should document and notify it to the CTU operator. Specific attention should be paid to damage that may have influenced the condition of the cargo within the unit.

Participants also agreed to make the following changes in the clauses of annex 5 as follows:

1.2 – replace the term “receiver or consignee” with “unpacker”.

1.2.3 – replace the first sentence of this clause with “The unpacker should bring the discrepancy to the attention of the consignee who in turn should notify the CTU operator or, where different, the carrier and the shipper.”

8.1.2 – remove the term “receiver” from the first sentence”

8.2.1 – add in the first sentence “unpacker and/or” before “consignee”

8.3.2 – change this clause to: “Cargo residues should be removed and disposed of in line with the unpacker’s and / or consignee’s procedures and any applicable local or national requirements.”

Para 19

With regard to new clause 5.3.7 on Weighing, participants agreed not to accept it. Instead, they proposed to replace clause 11.3.2 with new text as follows:

“When the CTU is a container and sea transport is involved, applicable international conventions and national regulations require that the gross mass of the container is verified either by:

.1 weighing the packed container using calibrated and certified equipment; or

.2 weighing all packages and cargo items, including the mass of pallets, dunnage and other securing material to be packed in the container and adding the tare mass of the container to the sum of the single masses, using a certified method approved by the competent authority of the State in which packing of the container was completed.

Certain types of cargoes (liquid and solid bulk cargoes) do not lend themselves to individual weighing of the cargo to be packed in the container. In such cases, the method described in .1 above should be used instead.”

Annex III

Changes to Chapter 2 on Definitions

The below table lists only definitions which have been altered (bold text for addition and strikethrough for deletion), are proposed for deletion (marked as deleted) or addition (marked as bold text). Definitions of terms related to pest contamination are marked in square brackets as they remain pending. Definition of Freight forwarder is also marked in square brackets as further adjustments may be proposed pending agreement on specific functional roles for this entity.

BK1	Sheeted bulk container. An open top bulk container with rigid bottom (including hopper-type bottom), side and end walls and a non-rigid covering,
BK2	Closed bulk container. A totally closed bulk container having a rigid roof, sidewalls, end walls and the - floor (including hopper-type bottoms). The term includes bulk containers with an opening roof, side or end wall that can be closed during transport. Closed bulk containers may be equipped with openings to allow for the exchange of vapour and gases with air and which prevent under normal conditions of transport the release of solid contents as well as the penetration of rain and splash water.
BK3	Flexible bulk container. A flexible container with a capacity not exceeding 15 m3 and includes liners and attached handling devices and service equipment.
Blocking	Cargo securing method where the cargo is prevented from sliding and/or tipping by being stowed against sufficiently strong permanent structures or fixtures on the CTU. Wedges, dunnage, stanchions, inflatable dunnage bags, temporary wooden structures and other devices which are supported directly or indirectly by fixed blocking structures are also considered as blocking elements.
Blocking capacity	The maximum ability of a structural member, arrangement, element or material to take the force distributed over its full height and width during sustained use.
Bulk container	Container for the transport of dry bulk solids, capable of withstanding the loads resulting from packing, transport motions and discharging of non-packaged dry bulk solids, and having packing and unpacking apertures and fittings. There are two variants: <ul style="list-style-type: none"> ● non-pressurized dry bulk container - dry bulk container permitting packing and unpacking by gravity ● pressurized dry bulk container - dry bulk container which may be packed or unpacked by gravity or pressure discharge.
Bulk materials	Materials that can move freely in a CTU or that are not otherwise secured in their position and for the purpose of this document includes liquids.
Cargo securing method	Method for preventing cargo from sliding and/or tipping in forward, backward and sideways directions by blocking, lashing, locking or a combination of these basic methods, respectively providing a pushing force, pulling force or both.
Carrier haulage	The main haulage carrier arranges the preceding and/or subsequent transport of a CTU.

[Clean CTU	<p>A CTU free from:</p> <ul style="list-style-type: none"> • Any previous cargo residues; • Any securing materials used from previous cargos; • Any marks, placards or signs associated with previous cargoes; • Any detritus (waste) that may have accumulated in the CTU; • Visible pests and other living or dead organisms, including any part, gametes, seeds, eggs or propagules of such species that may survive and subsequently reproduce; soil; organic matter; • All other items covered by contamination, infestation and invasive alien species that can be discovered upon visible inspection. • Any pest contamination. <p>If used for international transport where required, the CTU has further been inspected to the exterior and interior and, for reefer containers, ventilation inlet grilles and floor drain holes, and found to have no pest contamination as defined below.]</p>
Consignee	<p>The party to whom a cargo is consigned under a contract of carriage or a transport document or electronic record.</p> <p>Also known as the receiver.</p>
Consignor	<p>The party who prepares a consignment cargo for transport. If the consignee contracts the transport operation with the carrier, the consignee will undertake the function of the shipper and may also be known as:</p> <ul style="list-style-type: none"> • The shipper (maritime); • The sender (road transport)
[Contamination	<i>Deleted]</i>
EDI	Electronic data interchange - the concept of businesses electronically communicating data and information that was traditionally communicated on paper.
EDP	Electronic data processing - the use of automated methods to process commercial data.
Flexitank	Bladder with a loading/discharging valve which is installed inside a general purpose CTU and is used for the transport and/or storage of a non-regulated liquid inside a CTU.
[Freight Forwarder	The party who organizes shipments for individuals or other companies and may also act as a carrier. When the freight forwarder is not acting as a carrier, it acts only as an agent, in other words as a third-party logistics provider who dispatches shipments via carriers and that books or otherwise arranges space for these shipments.]
[Infestation	<i>Deleted]</i>
Illegal Wildlife Trafficking	Illegal transport or trafficking of wildlife.
Inspectors/surveyors	Parties employed by governments or commercial entities to perform inspection/surveying functions to ensure the safe transport of CTUs

Insurers	<p>Entities/parties that provide insurances which variously cover loss or damage to cargo, CTUs, ships and other means of conveyance.</p> <p>Some insurances, such as Cargo or Hull, provide cover based on the value of the item insured. Others, such as Protection & Indemnity or Carrier's Liability, cover the liability under law or contract in relation to the goods being transported and other parties who may be impacted.</p>
<i>[Invasive alien species]</i>	<i>Deleted]</i>
Label	<p>a) A decal or panel applied to packages and/or cargo items that indicates a hazard or danger to persons or to the environment.</p> <p>b) A piece of material or plastic attached to, but not printed on, lashing equipment to provide information about its strength and other characteristics.</p>
Lashing	Cargo securing method where the cargo is prevented from sliding and/or tipping by the use of bendable devices, e.g., web- or chain lashings, steel straps, wire or ropes. Lashings can be attached by different techniques such as top-over-, half loop-, straight- or spring lashings.
Lashing capacity	Maximum force for use in straight pull that a lashing is designed to sustain in use. See also the definition for Maximum securing load.
Locking	Cargo securing method where the cargo is prevented from sliding and tipping in all directions by mechanical devices, e.g. twist-locks, bolts or welds.
Mark	An applied decal or panel that provides information concerning the cargo packed.
Maximum securing load	A term used to define the allowable load capacity (expressed as a force) for a device used to secure cargo. Safe working load (SWL) or lashing capacity (LC) may be substituted for MSL for securing purposes, provided this is equal to or exceeds the strength defined by MSL.
Merchant haulage	Merchant haulage is when the merchant, which may be the cargo owner, consignor, shipper or consignee arranges the CTU transport through their appointed service providers.
<i>[Pest]</i>	<i>Deleted]</i>
[Pest Contamination]	Visible forms of animals, insects or other invertebrates (alive or dead, in any lifecycle stage, including egg casings or rafts), or any organic material of animal origin (including blood, bones, hair, flesh, secretions, excretions); viable or non-viable plants or plant products (including fruit, seeds, leaves, twigs, roots, bark); or other organic material, including fungi; or soil, or water; where such products are not the manifested cargo within the CTU.]
Placards	Placards are a larger version of labels as defined under label in (a).
<i>[Quarantine Pest]</i>	<i>Deleted]</i>
<i>[Recontamination]</i>	<i>Deleted]</i>

Shipper	The party named on the bill of lading or waybill as shipper and/or who concludes a contract of carriage (or in whose name or on whose behalf a contract of carriage has been concluded) with a carrier. Also known as the sender.
Shoring slot	A permanent fixture into which cargo securing bars or boards can be inserted and which will prevent cargo from placing loads in excess of the container doors' design load on the doors during sudden motion.
Shoring slot system	Is designed to restrain the cargo from forcing the door open during sudden stops or tilting of the container during transportation. It also serves to restrain dislocated cargo to prevent it from spilling out of the container when the container's doors are opened. Shoring slot systems consist of shoring slots and one or more cargo securing bars.
Siftproof	Means impermeable to dry contents including fine solid materials produced during transport.
Sign (distinguishing sign)	Distinguishing sign of the state of registration used on motor vehicles and trailers in international road traffic in accordance with the 1949 Geneva Convention on Road Traffic or in the 1968 Vienna Convention on Road Traffic.
Temperature sensitive cargo	Cargo that should be packed, stored or transported within a defined temperature range with an upper and / or lower temperature value, and outside of which may cause: <ul style="list-style-type: none"> • the cargo to be damaged • the state of the cargo to change • the cargo to auto ignite • decomposition or polymerization Temperature sensitive cargos may also need to arrive within a strict time frame or be subjected to maximum dwell times during transport.
Transport documentation	Documents required for the movement of cargo related to the origin, destination, nature and character of the goods transported. Electronic records are considered equivalent to paper documents when permitted by the regulations.
Unpacker	The party that unloads, removes or empties the cargo from the CTU.
[Visual examination	The physical examination of CTUs for Pest Contamination using the unaided eye or lens, to detect contaminants without testing or processing]
Wildlife	All species of wild animals and plants, whether alive or dead, and parts and derivatives of those species, whose international trade is regulated under the Convention on International Trade in Endangered Species of Wild Fauna and Flora, as well as those protected under international law, and those whose exports are restricted under national legislation implementing of the same.