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## Economic Commission for Europe

Inland Transport Committee

**Working Party on Intermodal Transport and Logistics**

**Fifty-fifth session**

Geneva, 6–7 November 2012

Item 9 of the provisional agenda

**Revision of the IMO/ILO/UNECE Guidelines for  
packing of intermodal transport units (cargo transport units)**

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

#### **Note by the secretariat**

#### **I. Mandate**

1. At its fifty-third session held in 2010, the Working Party approved activities of the secretariat leading to the revision of the IMO/ILO/UNECE Guidelines for Packing of Cargo Transport Units (CTUs) by a joint group of experts that would work in close cooperation with concerned industry groups (ECE/TRANS/WP.24/2010/4).
2. At its fifty-fourth session, the Working Party was informed by Mr. Bill Brassington, consultant to the ILO, about the results of the first session of the Group of Experts held in October 2011.
3. The Working Party adopted the terms of reference of the Group of Experts as presented in document ECE/TRANS/WP.24/2011/5 and endorsed the proposal to elevate the Guidelines to a non-mandatory code of practice (ECE/TRANS/WP.24/129, paras. 54–60).
4. The present document summarizes the progress made by the Group of Experts since October 2011 for consideration and endorsement by the Working Party and for guidance on further activities to be undertaken during the revision process.
5. Detailed information on the work of the Group of Experts can be found at [www.unece.org/trans/wp24/guidelinespackingctus/session\\_2.html](http://www.unece.org/trans/wp24/guidelinespackingctus/session_2.html).

6. The results of the third session of the Group of Experts will be reported orally (15–17 October 2012).

## **II. Second session of the Group of Experts**

7. The Group of Experts held its second session in Geneva on 19 and 20 April 2012.

8. Representatives of Belgium, Germany, Japan, Slovakia and Sweden, as well as of the International Labour Office (ILO), the International Maritime Organization (IMO) and the UNECE were present.

9. The following non-governmental organizations and industry groups were also represented: European Chemical Industry Council (CEFIC), European Shippers Council (ESC), FNV Trade Union, German Insurance Association (GDV), Global Shippers' Forum (GSF), International Cargo Handling and Coordination Organization (ICHCA), International Chamber of Shipping (ICS), International Federation of Freight Forwarders Associations (FIATA), International Longshore & Warehouse Union Canada (ILWU), International Transport Workers Federation (ITF), MariTerm AB and World Shipping Council (WSC) and ETS Consulting.

10. The Group of Experts considered a first draft of the new Code of Practice (COP) prepared by the secretariat on the basis of discussions which took place at its first session.

11. The Group of Experts discussed written comments and proposals for amendments made by experts from Germany, Japan, Slovakia, Sweden, the United States of America, and ICHCA, WSC and the Bremen Port Authority in Germany.

12. The following main decisions were taken:

- The COP would be divided into three main sections: the body, the annexes containing technical information and examples, and the appendices containing techniques, such as manuals, handbooks, etc.

### I. Body:

- (a) Introduction;
- (b) Proper packing procedures;
- (c) Responsibilities;
- (d) General transport conditions:
  - (i) Accelerations (according to the existing guidelines MSC/circ.787);
  - (ii) Frictions (according to the IMO model course 3.18);
  - (iii) Safety factors (according to the CSS-code A.714(17)).
- (e) CTU properties;
- (f) CTU suitability;
- (g) Before packing CTUs;
- (h) Packing and securing cargo;
- (i) Additional advice on the packing of dangerous goods;
- (j) On completion of packing;

(k) Basic principles for the safe handling and securing of CTUs (according to chapter 6 in the existing guidelines MSC/circ.787);

(l) Advice on receipt and unpacking of CTUs;

(m) CTU deficiencies (proposed for the chapter on CTU properties);

(n) Training.

**II. Annexes:**

(a) Acronyms;

(b) Definitions;

(c) Avoiding condensation;

(d) Practical design code ("Quick lashing guides" according to IMO model course 3.18):

(i) Lashing guides;

(ii) Practical tests to determine the friction;

(iii) Practical tests to verify cargo securing arrangements.

- In addition to maritime transport, the COP would also extensively cover inland transport modes, such as rail, road and inland waterways. In particular, international regulations for the transport of dangerous goods, such as the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN), the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) and the Regulations concerning the International Carriage of Dangerous Goods by Rail (RID), would be taken into account.
- The COP would contain a section on the chain of responsibilities.
- Work undertaken on infestation in the framework of the International Plant Protection Convention and by the United Nations Food and Agricultural Organization (FAO) would be contained in the COP.
- The COP would be accessible for people on the ground. Language used, type of documents, imagery, navigability, search ability would reflect this concern without jeopardizing the quality and the importance of the COP.

### **III. Correspondence groups**

13. After the second session, a number of technical correspondence groups had been established to cover the following issues:

(a) Responsibilities;

(b) General transport conditions;

(c) CTU properties, suitability and packing;

(d) Technical sections;

(e) Advice on receipt and unpacking;

(f) Training.

14. Communications on the various issues are being made available to all participants by e-mail. The name of the correspondence group is indicated in the subject line of each mail to allow participants to engage only in matters they were interested in.

#### **IV. Future work**

15. In view of budgetary restrictions and taking account of the large volume of work to be undertaken by the secretariat following the second session, the Group of Experts decided to postpone its third session originally scheduled for July 2012.

16. The secretariat prepared a complete draft of the COP for consideration by the Group of Experts during a three-day meeting (15–17 October 2012, Geneva).

17. A final draft of the COP will be circulated to the experts in early 2013. It will then be submitted to the IMO Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC 18) (September 2013) and the UNECE Working Party on Intermodal Transport and Logistics (WP.24) (21–22 October 2013).

18. It is planned that the final COP will be endorsed by the three organizations' governing bodies in 2014, including UNECE Inland Transport Committee (February 2014).

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