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Working Party on Intermodal Transport and Logistics

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Item 5 of the provisional agenda

Code of Practice for Packing of Cargo Transport Units

Code of Practice for Packing of CTUs

Transmitted by ICHCA International Ltd

I. Collection of Statistics

Members of this Working Party may or may not be aware of the Industry Campaign to raise awareness of (and hopefully) compliance with the CTU Code. This was launched at European Shipping Week in Brussels in March 2017 and continued throughout 2017 and 2018 with a series of events across the globe.

The events were co-ordinated with ICHCA International, World Shipping Council, Global Shippers Forum and the TT Club. All these organisations took part in the development of the Code and in fact Chris Welsh, the then Secretary General of the GSF, chaired the Group of Experts in Geneva with Bill Brassington of ICHCA being the editor of the document.

Our research to date has highlighted that awareness of the Code is very low. ICHCA (and the other industry groups) were contacted by the three sponsoring UN bodies, via the offices of IMO, some time ago to see how “data” could be collected.

It is our view that unless such “data collection” was part of a “national” or “international” scheme, it would be extremely difficult. Data from incidents involving CTUs is not centrally collected and often the root cause of the incident is difficult to ascertain, post incident.

An example of this would be the requirement for governments to report to IMO on “non-compliance with DG requirements. Only 5 of 174 nations reported this year!

II. Use of the Code

A survey undertaken by the four industry partners last year highlighted that the Code is not extensively used, and many industry players use other sources of information that are readily available, and in some cases more “user friendly”.

A report on the survey can be made available for WP members if deemed appropriate.

When the Code was developed it was meant to be a ready source of information and in fact “the Bible” that all would refer to. This is clearly not the case. One specific issue is that whilst the Code and its Annexes and Informative Material do indeed contain much useful information and guidance – it would be difficult to search for advice on a specific cargo, i.e. “How should I pack granite blocks inside a CTU”

Industry also utilises other sources of information such as the “Cargo Handbook”

Important information is also missing, such as load distribution calculations, as these could not be agreed by the Group of Experts at the time, so for expediency was left out.

As the “Informative Material” was kept separate from the Code itself, these documents could be modified/augmented quite easily. At this stage ICHCA would suggest that the Code itself should not be updated and any available budget should be utilised for raising awareness, or new products such as suggested in Paper ECE/Trans/WP.24/2018/2

ICHCA and TT Club also worked with a developer of “e-learning” courses and came up with an “Introduction to the CTU Code”, take up of this by the industry is very poor.

III. Suggested developments in paper ECE/TRANS/WP.24/2018.2

Option (A) proposing a restructuring of the website to capture data is a step in the right direction but would only offer partial results as industry can access the information elsewhere, IMO for example.

Option (B) a “smartphone” app that reads appropriate “QR” codes, is something that the four industry partners have considered but have not yet developed due lack of investment funds. Should a budget be made available for such a development we would support that and wish to be involved in the project.
