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Economic Commission for Europe**Inland Transport Committee****Working Party on Intermodal Transport and Logistics****Fifty-fourth session**

Geneva, 2–3 November 2011

Item 10 of the provisional agenda

IMO/ILO/UNECE Guidelines for packing of cargo in intermodal transport units**Revision of the Guidelines****Note by the secretariat****I. Mandate**

1. The Working Party, at its fifty-third session held in 2010, took note of document ECE/TRANS/WP.24/2010/4 and approved the activities proposed therein leading to a revision of the IMO/ILO/UNECE Guidelines for packing of cargo in intermodal transport units. These proposals included the establishment of a group of experts that should follow a holistic approach in the revision and update of the guidelines in close cooperation with concerned industry groups (ECE/TRANS/WP.24/127, paras. 56–60).
2. The group of experts has now been established and will hold its first session in Geneva on 6 and 7 October 2011. It will work on the basis of terms of reference prepared by the secretariats of IMO, ILO and UNECE.
3. The secretariat reproduces below the terms of reference of the group of experts for consideration and endorsement by the Working Party and for guidance on further activities to be undertaken during the revision process.

II. Terms of reference of the Group of Experts for the revision of the IMO/ILO/UNECE Guidelines for Packing of Cargo Transport Units (CTUs)**A. Historical background**

4. The Maritime Safety Committee of IMO, at its sixty-seventh session (2 to 6 December 1996), approved the IMO/ILO/UNECE Guidelines for Packing of Cargo

Transport Units (CTUs) which were prepared by the Working Group on Ship/Port Interface (SPI Working Group) in co-operation with the UNECE Working Party on Combined Transport (WP.24).

5. The Guidelines were subsequently endorsed by the Inland Transport Committee of the UNECE in January 1997 and by the Governing Body of the ILO at its 268th session (March 1997).

6. In accordance with the Maritime Safety Committee's instruction the IMO Secretariat published the Guidelines by means of an MSC Circular (MSC/Circ.787) on 2 May 1997, in cooperation with the UNECE and ILO, after endorsement by these two organizations. This circular revoked MSC/Circ.383 (IMO/ILO Guidelines for Packing Cargo in Freight Containers or Vehicles), as amended by MSC/Circ.557 and Rev.1.

7. These Guidelines, which have been based on the existing IMO/ILO Guidelines for Packing Cargo in Freight Containers or Vehicles, are applicable to transport operations by all surface and water modes of transport and the whole intermodal transport chain.

8. Following inter-secretariat consultations of the ILO, IMO and UNECE, the three organizations have concluded that these Guidelines should be urgently revised and made available.

9. The Maritime Safety Committee of IMO at its eighty-third session (3 to 12 October 2007) decided to review of the Guidelines for packing of cargo transport units within the framework of the Editorial and Technical (E and T) Group of the Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC), which covered basically the carriage of dangerous goods in the maritime mode.

10. At its meeting that took place at the Palais des Nations in Geneva on 19 and 20 March 2009, WP.24 acknowledged the need for the updating / revision of the IMO/ILO/UNECE Guidelines for packing cargo transport units and requested the UNECE secretariat to collaborate with the IMO and ILO in order to update / revise the said publication. In this respect, the UNECE secretariat held informal consultations with the ILO and IMO on the modality of this collaboration.

11. A tripartite Global Dialogue Forum on Safety in the Supply Chain in Relation to Packing of Containers that was held by the ILO in Geneva on 21 and 22 February 2011 unanimously adopted a set of points of consensus in relation to the subject matter, one of which refers to the revision of the IMO/ILO/UNECE Guidelines for packing cargo transport units (CTUs) and reads as follows: "It is agreed that an ILO/IMO/UNECE code of practice on the packing of CTUs is necessary. The three organizations are requested to proceed with the revision of the existing guidelines for packing of CTUs which would form the code of practice."

12. At its 310th session (March 2011), the ILO Governing Body authorized the development of an IMO/ILO/UNECE code of practice through the revision of the IMO/ILO/UNECE Guidelines for packing of cargo transport units by a joint IMO/ILO/UNECE working group in consultation with the secretariats of the IMO and the UNECE, and the participation of the ILO in the joint working group through one or more ILO officials, as well as one Government, one Worker and one Employer representative, nominated by the Government group and the secretariats of the Workers' and Employers' groups of the Governing Body, respectively.

13. The Maritime Safety Committee of IMO at its eighty-ninth session (11 to 20 May 2011) approved the draft amendments to the IMO/ILO/UNECE Guidelines for packing cargo transport units (CTUs) that had been made by the E and T Group of the Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC), and which covered

only the part of the guidelines on dangerous goods, and requested the Secretariat to forward them to ILO and the UNECE for concurrent approval, as appropriate.

B. Objectives of the Group of Experts

14. The Group of Experts will be tasked to prepare and recommend for endorsement to the IMO, ILO and UNECE, a draft revised version of the IMO/ILO/UNECE Guidelines for packing cargo transport units (CTUs), which would reflect the latest information, best practices and requirements on the subject. It will be asked to take into account the draft amendments to a part of the Guidelines, which concerns dangerous goods prepared by the IMO. The group will adopt the draft revised version of the Guidelines by consensus.

C. Composition of the Group of Experts

15. The Group of Experts would comprise members to be nominated or invited by the ILO, the UNECE and IMO secretariats, as follows:

(a) ILO will be represented in the Group of Experts by representatives of its constituents as well as by ILO officials;

(b) UNECE will be represented in the Group of Experts by representatives of United Nations member States, concerned intergovernmental and non-governmental organizations as well as by the UNECE secretariat;

(c) Representatives from the IMO secretariat will be available to provide necessary support.

16. As the work of the Group of Experts would be adopted by consensus, any imbalances in the number of representatives of the three organizations would not be important).

17. The work of the group would be supported by a consultant. The consultant will be assigned with the task to prepare the various draft versions of the revised Guidelines, taking into account the guidance and inputs to be provided by the members of the Group and on the basis of his/her knowledge and findings of his/her own research.

D. Responsibilities and obligations of ILO, IMO and UNECE

18. UNECE will provide appropriate conference facilities for the group at the Palais des Nations in Geneva and will be responsible for the coordination, administration and organization of these meetings. It will also invite its experts to participate in this work. Through its own internal procedures and in line with the mandate provided (ECE/TRANS/WP.24/127, paras. 56–60), the UNECE Working Party on Intermodal Transport and Logistics (WP.24) will consider and possibly endorse the revised version of the Guidelines (as proposed by the Group of Experts) to be published by the IMO and inform the ILO and the IMO accordingly.

19. ILO (in consultation with the secretariats of IMO and UNECE) will prepare the terms of reference, select, appoint and cover the costs of the consultant that will support the work of the Group of Experts. In addition, ILO will cover the costs of any specialized services that might be required in relation to the design of the guidelines (refer to item 5. here below). It will also nominate its representatives at the Group of Experts. Through its own internal procedures, the ILO will endorse the revised version of the Guidelines (as

proposed by the Group of Experts) to be published by the IMO and inform the UNECE and the IMO accordingly.

20. The IMO secretariat will send its representative(s) to the meeting of the Group of Experts. Through its own internal procedures, IMO will consider and as appropriate, endorse the revised version of the Guidelines (as proposed by the Group of Experts) and inform the ILO and the UNECE accordingly. Following the endorsement of the said Guidelines by the ILO, the UNECE and its own organs, IMO will be responsible for the timely publication of the English version of the said Guidelines.

E. Specialized services

21. For the preparation of the revised version of the Guidelines, certain type of specialized services might be required (e.g. for the preparation of various graphics, figures, diagrams, the design/layout of the updated publication, etc.). Such services might be assigned to the consultant referred to above, who would be responsible to identify and recommend to the group the appropriate service provider(s). The consultant would be required to collaborate with such a service provider(s) during the process of the planning and preparations of the revised version of the Guidelines.

F. Participation of nominated members of the Group of Experts in the meetings of the Group

22. The secretariats of each one of the collaborating organizations (IMO, ILO and UNECE) would make their own arrangements regarding the cost of participation of their representatives at the meetings of the Group of Experts.

G. Working language

23. The working language of the group would be English. No interpretation during the meetings or translation of documents into other languages would be provided.

H. Meetings of the Group of Experts

24. The group is expected to meet every four months, or as it would be dictated by the progress of its work. On the understanding that the group could be established during the second half of 2011, it is envisaged that the group would meet once in 2011 and three times in 2012 (i.e. in total four times).
