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

**Second session**  
Geneva, 19–20 April 2012

**Report of the Group of Experts on its second session<sup>1</sup>**

**I. Attendance**

1. The Group of Experts for the revision of the IMO/ILO/UNECE Guidelines for Packing of Cargo Transport Units (thereafter Group of Experts), held its second session at the Palais des Nations in Geneva on 19 and 20 April 2012.

2. Representatives of Belgium, Germany, Japan, Slovakia and Sweden as well as of the secretariats of the International Labour Office (ILO), International Maritime Organization (IMO) and the United Nations Economic Commission for Europe (UNECE) participated. In addition, representatives of the following non-governmental organizations and industry groups were present: 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.

**II. Introduction**

3. The session was chaired by Mr. Christopher Welsh (Global Shippers' Forum). Mr. Jens Hügel (International Road Transport Union (IRU)) (excused) and Mr. Frank Leys (International Transport Workers Federation) served as Vice-Chairs.

**III. Adoption of the agenda (agenda item 1)**

4. Taking account of the respective mandates of ILO, IMO and UNECE on the revision of the guidelines (Inf. Doc. EG GPC No. 2 (2011)) and its Terms of Reference (Inf. Doc. EG GPC No. 3 (2011) – Rev.1), the Group of Experts adopted the agenda as contained in Inf. Doc. EG GPC No. 1 (2012).

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<sup>1</sup> All documents referred in this report are available online at the UNECE website:  
[www.unece.org/trans/wp24/guidelinespackingctus/session\\_2.html](http://www.unece.org/trans/wp24/guidelinespackingctus/session_2.html)

#### **IV. Results of the first session of the Group of Experts for the revision of the IMO/ILO/UNECE Guidelines for Packing of Cargo Transport Units (agenda item 2)**

5. The Chairman summarized the activities undertaken by the Group of Experts over the past months and the results of its first session held on 6–7 October 2011 (Inf. Doc. EG GPC No. 10 (2011) and drew attention to the revised Inception Report (Inf. Doc. EG GPC No. 2 (2012)) prepared by the secretariat.

6. The Group of Experts took note of these reports.

#### **V. Updates on the 1<sup>st</sup> draft of the Code of Practice (COP) (agenda item 3)**

7. Mr. Bill Brassington (consultant of the secretariat) reported on progress made in the preparation of the new non-mandatory Code of Practice (COP)<sup>2</sup> that will replace the previous guidelines. The Group of Experts considered Inf. Doc. EG GPC No. 3 (2012) containing a first draft COP prepared by the secretariat on the basis of the discussion at the first session of the Group of Experts. The Group also considered written comments, amendments and modifications prepared by the Bremen Port Authority (Inf. Doc. EG GPC No. 8 (2012)), Germany (Inf. Doc. EG GPC No. 4 (2012)), ICHCA (Inf. Doc. EG GPC No. 12 (2012)), Japan (Inf. Doc. EG GPC No. 9 (2012)), Slovakia (Inf. Doc. EG GPC No. 7 (2012)), Sweden (Inf. Doc. EG GPC No. 5 (2012)), USA (Inf. Doc. EG GPC No. 11 (2012)) and WSC (Inf. Doc. EG GPC No. 6 (2012)).

8. Reviewing these documents and following a thorough discussion of the elements and issues to be contained and addressed in the COP, the Group of Experts took the following decisions:

(a) The COP should be based on the existing guidelines (MSC/Circ.787). The structure of the new COP should follow in principle the outline proposed by Sweden (Inf. Doc. EG GPC No. 5 (2012)) taking into consideration the proposals made by Germany in this regard (Inf. Doc. EG GPC No. 4 (2012)) and would consist of the following elements:

- I. Body of the COP
  - (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

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<sup>2</sup> For the difference between “Code of Practice” and Guidelines, refer to Inf. Doc. EG GPC No. 9 (2011).

- (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 to be implemented in the chapter regarding 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

(b) The COP would be divided into three main sections: the “body of the COP” (“what” and “how”), “annexes” containing technical information and examples and “appendixes” containing techniques, such as manual handbooks, etc.

(c) (*Revised*) The IMO secretariat suggested that the definition section would be inserted in the beginning of the main body of the COP to have common understandings for key definitions, though acronyms may be put in the annexes. He also suggested that the recent amendments to the current CTU Guidelines regarding dangerous goods should be taken into account when drafting the Code, since the amendments were adopted by MSC 89 in 2011 after thorough reviews by the DSC Sub-Committee.

(d) A number of editorial suggestions made by the group on the text of the COP need to be incorporated in the final draft of the COP.

(e) It was decided that in addition to maritime transport, the COP should also cover extensively other inland transport modes such as rail, road and inland waterways.

(f) The COP should contain a clear section on the chain of responsibilities.

(g) Essential calculations could be included in the body of the COP; other calculations should be inserted in the annexes.

(h) Work undertaken on “infestation” in the framework of the International Plant Protection Convention (IPPC) and by the United Nations Food and Agricultural Organization (FAO) should be reflected in the COP.

(i) Instead of “accredited packer”, the term “qualified packer” should be used.

(j) The COP should be accessible for people on the ground. Language used, type of documents, imagery, navigability, search ability should reflect this concern without jeopardizing quality and importance of the COP.

(k) Concerning references to the packing and transport of dangerous goods, in addition to the International Maritime Code for Dangerous Goods (IMDG Code) other mandatory national and international regulations, 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) should be taken into account and referred to.

## **VI. Other business (agenda item 4)**

9. No issue was raised under this agenda item.

## **VII. Dates and venue of next meetings (agenda item 5)**

10. The Group of Experts took note of the proposed new dates for its third session to be held on 15–17 October 2012 at the Palais des Nations in Geneva.

11. In view of budgetary restrictions and taking account of the large volume of work to be undertaken by the secretariat following the present session, the secretariat proposed to postpone the originally scheduled meeting in July 2012 to October 2012 to be able to prepare a complete draft of the COP for consideration of the Group of Experts during a 3 day meeting starting at 14.00

12. A revised calendar of work is contained in the Annex of the present report.

## **VIII. Decisions and follow-up (agenda item 6)**

13. The Group of Experts decided that the secretariat should establish a report of the session reflecting only the major decisions taken. The report together with a final list of participants would be circulated within two weeks after the session.

14. Immediately following the session, Mr. Bill Brassington (consultant of the secretariat) will establish and manage the following technical correspondence groups allowing the secretariat to prepare a complete draft of the COP:

### **Correspondence Groups**

- (a) Responsibilities
- (b) General Transport Conditions
- (c) CTU properties, suitability and packing
- (d) Technical sections
- (e) Advice on receipt and unpacking
- (f) Training

15. The Group of Experts agreed that communications on the various correspondence groups would be made available to all participants in the Group of Experts. The name of the correspondence group would be indicated in the “subject” line of the mail to allow participants to engage only in matters they were interested in.

16. The IMO secretariat would reiterate its invitation to all IMO member states to participate in the next sessions of the Group of Experts.

17. The secretariat would provide participants of the Group of Experts with a link to the training guidelines of the ILO.

## Annex (*revised*)

<b>2011</b>	6–7 October	Group of Experts 1 <sup>st</sup> session
	21 October	Correspondence groups established
	15 November	Report of meeting circulated
	10 December	Revised Inception report circulated
<b>2012</b>	19 March	Draft of COP circulated to the Group of Experts
	19–20 April	Group of Experts 2 <sup>nd</sup> session
	21 April	New correspondence groups established
	13 July	IMO secretariat submits information paper to IMO Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC 17)
	15 September	2 <sup>nd</sup> draft of COP circulated to the Group of Experts for comments
	17–21 September	IMO Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC 17)
	15–17 October	Group of Experts 3 <sup>rd</sup> session
	6–7 November	UNECE Working Party on Intermodal Transport and Logistics (WP.24)
<b>2013</b>	February	Final draft of COP circulated to the Group of Experts
	July	IMO secretariat submits final draft of COP to IMO Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC 18)
	July	UNECE secretariat submits final draft of COP to UNECE Working Party on Intermodal Transport and Logistics (WP.24)
	September	IMO Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC 18)
	21–22 October	UNECE Working Party on Intermodal Transport and Logistics (WP.24) 57 <sup>th</sup> session
	November	Group of Experts 4 <sup>th</sup> session (tentative, subject to availability of resources)
<b>2014</b>	February	Final COP submitted to UNECE — Inland Transport Committee (ITC)
	May	Final COP submitted to IMO — Maritime Safety Committee (MSC)
	November	Final COP submitted to ILO — Governing Body (GB)