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Code of Practice for Packing of Cargo Transport Units

Outcomes from the informal pre-work on the Code of Practice for Packing of Cargo Transport Units

Submitted by the secretariat

I. Introduction

1. Informal pre-work to the Group of Experts on the Code of Practice for Packing of Cargo Transport Units (CTU Code) was undertaken during 2021 in accordance with decision of the Working Party on Intermodal Transport and Logistics (WP.24) at its sixty-third sessions (ECE/TRANS/WP.24/147, para 80) and further to the absence of the consideration towards the establishment of the Group of Experts by the Sectoral Advisory Bodies of the International Labour Organisation (ILO) at their fourth seating on 13–15 January 2021.
2. During the 2021 informal pre-work, two informal meetings were expected to be organized. The first of these meetings took place on 27 and 28 May 2021. The second meeting was expected to take place at the end of September 2021.
3. This document contains the outcomes of discussion at the first informal meeting regarding 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.
4. WP.24 is invited to consider the initial results of the pre-work to the Group of Experts on the CTU Code. Taking into account the outcomes of the informal pre-work, and in particular those reflected in paras 14 and 23 below, WP.24 may wish to agree on the modalities for continuation of the work undertaken in the informal pre-work.

II. Outcomes from the informal pre-work

A. Updates to the CTU Code

5. At the first informal meeting, discussion was initiated on the areas of the CTU Code to be prioritized in the updates.
6. The starting points in the discussion were elements/issues brought up to WP.24 at its sixty-first session such as:

- Selection of methods for cargo fastening and load distribution calculation
- Packing of dangerous goods in bulk into general purpose bulk containers
- Friction factors in the context of new developments in securing cargo
- Responsibilities of packers and drivers
- Quick Lashing Guide (versus new European standard on transport stability of packages).

7. Participants also considered ECE/TRANS/WP.24/2020/8 which proposes specific updates to the CTU Code as tabled by the Russian Federation at the 63rd session of WP.24 as well as comments provided by IUMI to this document.

8. With regard to the elements/issues for prioritization in the updates, participants concluded on the following elements/issues to be explored further:

- (a) Packaging: package stability including building of unit loads, packing certificates, and consideration of environmental impact from packing as appropriate;
- (b) Transport of bulk cargo, bulk cargo in container, and dangerous goods carried in bulk;
- (c) Transport of liquid material;
- (d) Bracing, lashing, bedding and securing of concentrated loads, load distribution considerations;
- (e) Pest contamination including fumigation of timber products and general fumigation;
- (f) Chains of responsibility review with a focus on document requirements;
- (g) Packing and securing cargo into reefer containers (in non-operating mode).

9. Participants agreed that the elements/issues above should be discussed at future meetings in more detail on the basis of specific proposals. Participants agreed to inform the secretariat after the meeting on which elements they would like to elaborate specific proposals for further consideration. Future discussion would thus determine whether an issue or element should or should not be prioritized in the updates.

10. Participants further concluded that the existing “Informative Material” be considered with a view to possibly change its status, in whole or in part, as appropriate, to annexes of the CTU Code. Should the consideration be in favour of changing the status of specific “Informative Material”, it would mean it would be proposed to be prioritized in the updates.

11. With regard to the specific Russian proposals in ECE/TRANS/WP.24/2020/8 and IUMI comments, participants agreed that future changes relevant to one mode, e.g. railways, should only be accepted if their detailed assessment shows they do not result in conflicting demands to practices relevant to other modes of transport. With this, participants reconfirmed that the CTU Code should prioritize practices in support of intermodal transport.

12. Participants further agreed that some of the proposals from the Russian Federation require additional explanation or background information. In this regard it was agreed that:

- Russian Federation would share background information – test results or calculation methodologies – on how the values of suggested acceleration coefficients to be considered for securing cargo in containers transported by railway of 1.0 to 1.19 tf/t in longitudinal direction and 0.33 to 0.5 tf/t in the transverse direction have been obtained;
- Discussion on determining whether additional categories be needed for acceleration coefficients for rail transport depending e.g. on rolling stock, speed, or shunting technology, should be undertaken after positive consideration of the test results/calculation methodologies stipulated in the point above;
- Values for blocking capacity of container walls would be considered for concentrated loads if the discussion under 8(d) shows such may be necessary;

- A list would be elaborated for cargo types that require different than 150mm void space in any horizontal direction and assessed;
- Russian Federation would share its expertise with regard to determination of the blocking capacity of the dunnage bags other than based on bursting pressure;
- Section 2.4.4 would be evaluated, and possibly updated, in case pre-tension for lashing can be understood differently than up to 50 % of maximum securing load (MSL);
- ETS Consulting would elaborate a proposal for additional text for cargo securing regarding CTU doors and their function in constraining cargo;
- Tipping resistance and possible safety margins in the tipping calculation formula would be addressed in the discussion under 8(a);
- ETS Consulting would elaborate additional guidance related to methods used for evaluation of securing arrangements with regard to rail transport;
- Tests other than inclination test proposed for evaluating suitability of a specific securing arrangement would be assessed on their usefulness, and if appropriate be proposed for reference in 4.4.6 of the CTU Code.

13. The additional material should help determine if the proposals made by the Russian Federation should be prioritized in the updates.

14. Participants agreed then to continue its assessment of areas to be prioritised for updates at the next meetings and to seek the necessary guidance from WP.24 to continue this work. It should continue either as informal pre-work or under other arrangements, as found appropriate by WP.24, following the sixty-fourth session of WP.24 in October 2021 and prior to consideration of the ILO Sectoral Advisory Bodies (ILO-SAB) at the meeting in 2023, at which ILO-SAB may again consider establishing the Group of Experts on CTU Code.

B. CTU Code mobile application

15. Discussion was further initiated at the first informal meeting on the possible usage of the CTU Code in the mobile application.

16. Participants were reminded of a proposal made at the sixty-first session of WP.24 for a development of a mobile application for the CTU Code. Such mobile application should serve two functions: (i) provide quick and user-friendly access to the provisions described and explained in the Code, and (ii) collect information from the industry on how cargo is packed and transported and offer a library of visual examples of the “dos and don’ts”.

17. Participants were also informed about the CTU Code – quick guide with the container packing checklist (Informal document WP.24 No.9 (2020)) developed by Container Owners Association, Global Shippers Forum, ICHCA International, TT Club and World Shipping Council.

18. In the discussion, participants concluded that the CTU Code should not be changed or its text revised for a better fit to a mobile application but rather an appropriate mechanism should be worked out that would allow for effective linking of any query for specific information with the practices and recommendations contained in the CTU Code.

19. In this regard, participants proposed to consider developing a search function of key words, checklists, and to link practices through roles and responsibilities of stakeholders. It was also suggested that in an early phase the mobile application could include links to guidance regarding cargoes giving rise to the greatest safety concerns (“top ten cargoes”).

20. Participants suggested that academia is invited to a competition for elaborating a concept for a mobile application on the CTU Code. The secretariat was requested to explore whether organisation of such a competition would be feasible and in line with United Nations rules and regulations.

21. Participants agreed that existing applications of similar nature i.e. for managing internally safety processes should be reviewed as far as possible, so as to understand how

these applications link user queries with prescribed action. Participants committed to liaise with focal points in railway undertakings and terminal/port operators who use safety applications to present them at future meetings.

22. Participants further agreed that a framework diagram for scoping out a project for the development of an application is prepared and discussed at the next meeting. The secretariat was requested to work with volunteers to prepare a first draft of such a framework diagram.

23. The discussion showed that the work on the mobile application and elaboration of a proposal for text usage in the application from the CTU Code would need to continue at future meetings. To this end, WP.24 should also consider modalities for this work to continue.
