Informal meeting on Code of Practice for Packing of Cargo Transport Units

at the request of the United Nations Economic Commission for Europe Working Party on Intermodal Transport and Logistics

Geneva and virtual, 17-18 March 2022

Consideration on inclusion of Informative material 6 in CTU Code

Submitted by IUMI and MariTerm AB

As per request to IUMI and MariTerm AB on the informal meeting on the CTU Code 29-30 September 2021, please find below a prosed outline for the incorporation of IM 6 into the main body of the Code.

Proper place for the information of IM 6 in the Code

The text from IM 6 would most suitable be incorporated in Annex 7 of the Code, in conjunction to sections 3.1.4 through 3.1.8.

Definition of the content

During the work with the Code and other documents relating to packing of cargo transport units, two different concepts are commonly described with the same term: **Load distribution**.

In the text of the revised Code it is thus advised to consistently try to use the following two terms for the different concepts:

- **Spreading of concentrated load** – to be used to describe the need for bedding or separation of units to spread the weight of the cargo over a sufficient load area.
- **Load positioning** – to be used when describing the need for correct placement of cargo to fulfil requirements on eccentricity for the COG and compliance with various axle load limitation etc.

The current IM 6 contains information regarding the latter concept, load positioning.

Extent of content

In order to fit the content of the current IM 6 to a suitable format for Annex 7, it might be necessary to try to rewrite it in a more concentrated form. It is thus suggested that the information on which the limiting factors are for where the COG might be placed in order not to exceed the allowable eccentricity requirements for lifting, axle loads, vehicle or waggon capacities etc are prioritised. It is however in many cases hard to quantify these limitations, as different rules apply in different regions.

The load distribution diagrams in IM 6 are used to illustrate how the different limiting factors can be combined into a single curve that gives the allowable span for the position of the COG for different cargo weights. These diagrams are in practice different for each combination of CTU, modes of transport, local road or rail regulations, towing truck or waggon used etc. and can in the Code thus only be given as general, although typical, examples. It is thus suggested that one or two diagrams only are presented in the Code to show the principle for constructing them. This may be done in a summary section that is applicable to all types of CTUs.

CTUs to include

Information on what to consider to correctly determine the allowable span of the COGs position should be given for the following types of CTUs:

- Container / flats

- Rolltrailers
- Swab bodies
- Road vehicles (trucks/ trailers)
- Rail waggons

Allowable eccentricity in containers

In the current Annex 7, section 3.1.4, it is stated that the eccentricity of the COG should not exceed 5% in general, but at some terminals handling equipment that is capable of handling eccentricity up to 10% is available. Since it is mostly impossible for the packer to ensure that the later is the case throughout the entire transport, it is proposed to consistently mention the 5% limit only.

Furthermore, the section mentioned above, stipulates that the 5% limit is applied to the payload (cargo weight) whereas in realty the handling equipment's limitations apply to the combined COG for the cargo and the tara weight of the CTU, meaning that a slightly greater eccentricity may be allowed for a very light cargo than for a heavy one. The requirement should thus be based on the gross weight rather than the payload.