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

Considerations on CTU Code mobile app

Submitted by Brough Marine Ltd (BML)

1) Introduction

At the informal meeting held on 29th to 30th Sept 2021 it was agreed that Brough Marine Ltd (BML) would consult a group of "industry volunteers" led by BML and would prepare a document for a future meeting of the informal group that would:

(i) Describe challenges and opportunities to use the CTU Code by frontline workers for packing CTUs and their transport;

(ii) Propose the application's user functionalities to that end, and;

(iii) Estimate the costing for development of these functionalities in the application.

(See para 5.27 in the meeting report – UNECE document "CTU-Code/2021/second-informal-meeting/2)

Paras 24 to 26 in section 5 of the same report also refer to this matter and delegates will recall the various conversations held.

2) Industry survey

To obtain appropriate information from the industry, BML undertook to produce a draft survey to try and establish a baseline view. This has been attached at Annex 1 for delegates information.

It should be noted that this is an early draft and, as yet, has **NOT** gone out to the industry, BML wanted to seek further views especially from the leading industry group – the "Cargo Integrity Group."

Accordingly, BML was invited to attend a sub-meeting of the Cargo Integrity Group to discuss the potential "App," the draft industry survey itself and appropriate responses the industry might take with reference to the key points from the UNECE meeting as re-iterated in the introduction above.

3) Cargo Integrity Group

Some delegates may not be familiar with the Cargo Integrity Group, so BML thought it worthy of an explanation here.

The Cargo Integrity Group was initially comprised of five key industry bodies:

COA (Container Owners Association) representing container owners, comprising leasing companies and operators, across the globe;

GSF (Global Shippers Forum) representing shippers and owners of cargo in international trade;

ICHCA International (International Cargo Handling Co-ordination Association, an NGO with UN recognition) representing cargo handling and associated activities worldwide;

TT Club, the specialist provider of insurance and risk management services to the global transport and logistics industry; and

WSC (World Shipping Council, also an NGO with UN recognition) representing container and vehicle vessel operators globally;

In January 2022, the group has expanded to include;

BIC (Bureau International des Containers et du Transport Intermodal, an NGO), linking all groups interested in containerization and intermodal transport: from carriers to manufacturers; and

FIATA (International Federation of Freight Forwarders Associations), representing freight forwarders and logistics operators globally.

The Cargo Integrity Group closely liaises with other industry bodies and also makes representations to International Organizations such as the IMO, IPPC, UNECE and the WCO on matters relating to safety in CTU supply chains.

It can be seen therefore that this is an extremely important and knowledgeable industry grouping and an excellent starting place for the BML investigation.

Amongst many outcomes agreed and works in development by the Cargo Integrity Group, delegates may be familiar with the "CTU Code – A Quick Guide and the "Container Packing Checklist," all freely available on the websites of the group's partners and now available in Arabic, Chinese, English, French, Italian, Spanish and Russian. (its English version was issued as an informal doc for WP.24 sixty-third session and can be consulted at https://unece.org/sites/default/files/2021-04/ECE-TRANS-WP.24-2020-inf09e.pdf)

4) Outcome of BML's meeting with the Cargo Integrity Group

After much discussion about the need for - and subsequent development of an app (and the proposed wider industry survey) the key points that emerged were;

a) There was insufficient time to send out a survey and analyse the results in order to produce a meaningful report to inform the 3rd meeting of the UNECE informal group meeting in March 2022.

b) The next meeting of the informal group later in 2022 would be the appropriate time to report.

c) The draft survey indicates the types of questions to be asked but these need to be refined (and the Cargo Integrity Group had a number of suggestions) and clearly the draft survey has to evolve further - prior to distribution, to reduce its length and avoid "leading" or unnecessary questions. Initial responses have also suggested that the survey should be no more than 25 questions long.

d) We must be careful not to raise industry expectations of what an "app" might look like and its associated functionality and relatability. Parallel research by ICHCA on a number of well-used safety related apps, indicated 18 functionalities some of which were;
- *real-time reporting*,
- *analytics/dashboards*,
- *show/hide fields depending on the user input* and "*on the spot" action plans*,
- *date, priority, owner, etc)*

that were valued by users. Producing an app capable of such sophistication – a "Rolls Royce" option - would push potential development costs to the high end, above realistically achievable funding.

e) Given the level of funding then (if any) we might indicate, inadvertently, that we could develop such a "Rolls Royce" app when a "Mini" might be the only feasible solution.

f) Whilst the meeting did agree that an app is still a very good and sensible idea, there are many questions about how it might be developed in the first place, and that should be addressed before engaging with the wider industry.

g) It is suggested that we start with a "simple" app before becoming too ambitious.

h) One suggestion that gained wide acceptance by the meeting was to look at developing an "informative" app based on the "CTU Code – A Quick Guide" and the "Container Packing Checklist". It was felt that this could be achieved relatively easily and therefore less expensively and would be in the domain of the Cargo Integrity Group who could take leadership on its development.

i) Thought is being given to how this could be funded and by asking appropriate organisations to quote, by invitation, to develop such an app.

j) If a "quick-guide" based app was developed, it might possibly be offered freely to the industry; depending on how it was developed, and the funding route(s) used. This would reveal what the appetite for an entry level app might be, and then, potentially, more sophisticated apps.

k) So, it could trigger "build-on" apps with greater functionality that could be commercially developed and offered for sale or subscription to end users.

l) The Cargo Integrity Group also felt it necessary to explore other potential funding sources, such as the UNECE itself, although BML stressed that this might be difficult for the UNECE, and/or other UN organisations, based on previous discussions at earlier UNECE meetings. The general feeling being that any app is probably better being developed independently and commercially.

BML welcomes further discussions among the delegates at the next meeting, which will inform the best way to proceed. Any comments on the draft survey and its appropriateness would also be welcome.

Annex 1

DRAFT

IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code)

Industry Survey on CTU mobile app

Brough Marine Ltd, was invited to sample the industry for their views on the suitability, functionality, and potential development costs of a mobile application (APP). Such APP is meant to support those responsible frontline workers who pack and unpack CTUs in understanding their responsibilities and the key principles of the CTU Code in an easily accessible format.

This brief survey then asks you to consider;

1) The challenges and opportunities to use the CTU Code for packing (and unpacking) CTUs and related transport
2) The functionalities the APP user might need
3) Estimated costings of the APPs development

The survey follows below, and it has been made as easy to answer as possible with YES/NO responses any additional comments would, of course, be appreciated.

To assist, the paper presented to the Informal Working Group (CTU-Code/2021/second-informal-meeting/3) has been attached here for ease of reference. It should be noted however that this paper has not been formally adopted and was submitted for discussion purposes.

Responses to the survey should be made on the attached survey document and returned to rwab@broughmarine.co.uk as soon as convenient, but no later than **[date to be confirmed]** so that responses can be collated for a report to the 3rd meeting of the Group.

All responses will be dealt with in the strictest confidence and answers will be aggregated anonymously.

Incidents with the unsafe packing and transport of CTUs still plague the industry, estimated to cost billions of dollars annually, as well as resulting in serious injuries and fatalities that occur to those who have a role in the CTU logistics supply chain. Awareness of, and the roll-out of use of the CTU Code is paramount in helping to reduce the risk of such incidents.

Your response to this survey is therefore extremely important and gratefully appreciated.

Captain Richard W A Brough, O.B.E., B.A

Director

Brough Marine Ltd

Section 1: Rationale for development of a CTU Code Mobile application			
Please tick the "YES or NO" box, if you can add further comments that would be helpful			
Question No:	Yes	No	Comments (if any)
1: Do you think there is a need to develop such an App?			
2: If there was an App would your company/staff be encouraged to use it?			
3: Do you see such an app as being too simple to cover the necessary information in the CTU Code?			
4: Do you see Health and Safety issues with such an app in the work environment?			
5: Do you think there would be safety issues around using the app in the vicinity of transport operations?			
6: Do you think there would be safety issues using the app in a busy work area such as a container freight station?			
7: Would you allow operators to use such an app in your operations?			
8: Could there be an issue with mobile /tablet usage when packing inflammable goods into CTUs for example?			
9: Do you think there would be availability issues with the app, i.e., internet access?			
10: Do you think such an app would improve CTU safety in the supply chain?			

Question			
11: Do you think such an app is an irrelevance?			
12: Do you see potential issues with its potential complexity?			
13: Would it improve awareness of the CTU Code?			
14: Do you think there would be issues with accessibility to the app in certain global regions?			
15: Provided it was made suitable- could it be useful for non-English speakers?			
Section 2: Application usability			
16: Should any app be as graphical as possible?			
17: Would the use of limited explanatory text in addition to graphics be advisable?			
18: Should the app provide links to the relevant text in the CTU Code itself?			
19: If you answered "yes" to question 18, should that text be made available on the app?			
20: Should the app initially focus on basic requirements?			
21: Would basic requirements such as the CTU Code "dos and don'ts" be a useful addition?			
22: Should such an app restrict itself to "basic" guidance such as mentioned in Q:21?			
Section 3: App functionality			

23: Do you believe the app user should be able to select their role, i.e., CTU packer, shipper, road haulier etc? (See Annex 1 of attached paper)			
24: Or should the app be focussed on CTU packers only?			
25: Would the selection of cargo type be a useful feature? (See Annex 2 of attached paper)			
26: Are the cargo type "icons" helpful and easy to understand?			
27: Should the app try to cover cargo types in detail or just the main categories indicated?			
28: Focus could be given to for example, top ten cargo types that cause problems during packing and transport. Would that be useful?			
29: or too limiting?			
30: Are the packing instruction icons helpful and easy to understand? (See Annex 3 of attached paper)			
31: Do we need packing instructions in the app?			
32: Is selection of the "Transport Mode" i.e., road, rail, sea a useful addition?			
33: It is proposed that there could be a "checklist" advising what is required for packing the CTU. Is that a useful function?			
34: Would guidance on selecting an			

appropriate CTU type be useful?			
35: Should there be specific instructions on how to pack certain cargo types?			
36: Should there be a function giving basic guidance on how to lash, block and brace certain cargo types where required?			
37: Do you think it is possible to provide sufficient guidance of this kind to the user of this app?			
38: Would you wish to see the development of much more detailed guidance, in the app, in due course?			
Section 4: Application relatability			
39: Should the app refer to specific sections of the CTU Code for reference?			
40: Should the app refer to other available industry guidance where appropriate?			
41: Or should the app remain as a self-contained tool?			
Section 5: Application development			
42: Do you envisage that development of such an app for the industry would be cost prohibitive?			
43: Should such an app be provided free of charge for the end user?			
44: Would your company use the app if there was a small charge to download it?			

45: Would you be willing to participate (even in a small way) to the development of the app?			
46: …With funding?			
47: …With staff time?			
48: This is only a preliminary survey; would you be willing to participate in a follow up survey?			

Survey response by; (will be kept confidential)

Name:

Position:

Organisation:

e-mail contact: