

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

Record of the 2022 first informal meeting

I. Attendance

1. The first informal meeting of 2022 on Code of Practice for Packing of Cargo Transport Units (CTU Code) was held on 17-18 March 2022. It was organized further to the decision of the United Nations Economic Commission for Europe (ECE) Working Party on Intermodal Transport and Logistics (WP.24) at its 64th session (Geneva, 20-22-October 2021) as contained in ECE/TRANS/WP.24/149, para 76. The aim of this meeting was to advance the discussion mandated for the informal pre-work to the future work of a Group of Experts on CTU Code: (i) assess which areas of the CTU Code need to be prioritized in the updates, and (ii) consider text usage of CTU Code in the mobile application.
2. The meeting was attended by the following Economic Commission for Europe (ECE) member States: Austria, Finland and Russian Federation. Representatives from the following United Nations Specialized Agencies were present: The Food and Agriculture Organization (FAO), International Maritime Organization (IMO).
3. Representative from the following Intergovernmental Organization was present: International Union of Railways (UIC). The following representatives from the non-governmental organisations and private sector attended: International Bureau of Containers (IBC) (B.I.C.), International Federation of Freight Forwarders Associations (FIATA), International Chamber of Shipping (ICS), Association of Forwarding and Logistics CZ, Brough Marine Limited, ICHCA International, International Union of Marine Insurance (IUMI), World Shipping Council (WSC), National Cargo Bureau (NCB), TS Maritime Management OY, TT Club Mutual Insurance Ltd, MariTerm AB, ETS Consulting.
4. The meeting was moderated by the ECE secretariat.

II. Agenda

5. Participants endorsed the agenda for the informal meeting as contained in CTU-Code/2022/first-informal-meeting/1. Participants also agreed that a written record would be prepared from the meeting by the secretariat and shared with WP.24.

III. Updates to the CTU Code

Participants continued discussion on the specific elements/issues to be prioritized for updates in the CTU Code. The discussion was based on the following documents:

- CTU-Code/2022/first-informal-meeting/3 on transport of bulk cargo
- CTU-Code/2022/first-informal-meeting/4 on chains of responsibility and information

- CTU-Code/2022/first-informal-meeting/5 on changes to Annex 1 on information and documentation
- CTU-Code/2022/first-informal-meeting/6 on blocking and bracing material and arrangements
- CTU-Code/2022/first-informal-meeting/7 on liquids in flexitanks
- CTU-Code/2022/first-informal-meeting/8 on package stability
- CTU-Code/2022/first-informal-meeting/9 on bedding arrangements
- CTU-Code/2022/first-informal-meeting/10 on considerations for inclusion of informative material 6 in the CTU Code
- CTU-Code/2022/first-informal-meeting/12 on dunnage bags
- CTU-Code/2022/first-informal-meeting/13 on consideration for acceleration coefficient in longitudinal direction
- CTU-Code/2022/first-informal-meeting/14 with general comments on documents 4 and 5.

Participants provided specific comments, as follows:

CTU-Code/2022/first-informal-meeting/3:

- The appendix on ‘Specific cargoes carried in liners - Hides and skins’ is not appropriate for inclusion in the CTU Code.
- Inclusion of the appendix on ‘CTU and cargo protection’ should be reconsidered. Information contained already in the sub-clauses of 5.3 should not be repeated in the appendix.
- Only information directly associated with the packing and securing of cargo into CTUs should be referred to under clause 5.3 or in the potential appendix on CTU and cargo protection.
- Information in clause 5.3.8.2 was inaccurate as the requirement pertains to packed containers.
- Clause 5.3.8.4 should be deleted in its entirety.
- Although it was noted that disclaimers were included in other parts of the text, tipping of CTUs should not be recommended as referred to in 5.3.10.4-6.

CTU-Code/2022/first-informal-meeting/4:

- The responsibilities referred to in clause 4.2 should be referred to as ‘functional responsibilities’.
- The footnote to one of the bullets of clause 4.2.3 should be changed – the sentences starting from “If a certain transport ...” should be deleted.
- Functional responsibilities related to prevention of contamination by pest should be reviewed at a later stage together with the review of the full CTU Code’s content on pest contamination.
- The inclusion of the last sub-bullet under 4.2.5 referencing ADR should be reconsidered as the CTU Code generally does not discuss mode specific instruments.
- The definition of eBL should incorporate the notion that eBL’s bearer has the title to goods.

- The clause requiring packers to pass information regarding reduced container stacking capacity to shippers was by some found inappropriate as a functional responsibility of packer. There was, however, no consensus on this.

CTU-Code/2022/first-informal-meeting/5:

- The changes proposed to Annex 1 on information flow were considered to address commercial contractual relations between actors regarding goods and should therefore be not included in the CTU Code.
- The section on transport documentation proposed for inclusion in the CTU Code should rather remain as informative material, as the Code should not partially reproduce clauses that are included in specific conventions, agreements or regulations.
- The text of Annex 1 should therefore remain unchanged.

CTU-Code/2022/first-informal-meeting/6:

- The Appendix on fixing and fastening should not be included in the CTU Code. It can be proposed for inclusion as Informative Material.
- The CTU Code should consistently refer to three cargo securing techniques such as blocking, lashing and locking. Bracing and shoring should be referred as specific sub-techniques for blocking. Securing of cargoes in other CTUs than containers should also be considered and clauses in this regard possibly developed.
- Cluses 4.1.7.1-2 should be reviewed.
- Cluse 4.1.7.3 should be reviewed as a CTU door can be used to constrain cargo as long as cargo is protected from falling.
- The figure 7.1 should be deleted.
- The bottom-left drawing of figure 7.32 should be corrected, also to reflect the handling of new CTUs which do not have corner posts.

CTU-Code/2022/first-informal-meeting/7:

- The marking, and in particular its standardization with regard to the use of flexitanks should be further discussed. The referenced technical specification is a national specification, not an international specification within the purview of ISO.
- The proposed new text reads like a manual, which is not consistent with other sections/clauses of the CTU Code.
- Use of flowcharts, such as those provided in Figures 9, 10 or 12 should be avoided in the CTU Code.
- Flexitanks should not be considered as systems and so expression such as flexitank system should not be used in the CTU Code.
- Clause 5.2.6.2 on the application of flexitanks should not be included.
- Clause 5.2.6.5 is a repetition of already included clauses and so should not be used.
- Clause 5.2.7.1 should be reviewed so that the clause does not contradict road safety principles.
- Clause 5.2.7.2 should be reviewed in particular with regard to wagon shunting.
- Clause 5.2.7.3 should be reviewed with regard to use of forklifts.

CTU-Code/2022/first-informal-meeting/8:

- The text should be reviewed and reworked to offer guidance rather than a manual on package stability. Experience from Sweden in developing user instructions for packers and drivers on package stability should be considered.
- The appendix on packing arrangements should not be included.
- The handling of multi-layer packages not extending to the edges of pallets should not be described, as gaps on pallets are referred to as bad practice.

CTU-Code/2022/first-informal-meeting/9:

- The document contains welcomed additions for inclusion in clause 3.1.2 of Annex 7.

CTU-Code/2022/first-informal-meeting/10:

- A document proposing specific changes to clauses 3.1.4 through 3.1.8 should be developed to further clarify the concept of load positioning.

CTU-Code/2022/first-informal-meeting/12:

- The proposed text should be merged with the available text of Appendix 4 of Annex 7.
- The proposed six levels should be linked to bursting pressure.
- Tables such as 1-3 are too specific. Only one table showing examples should be provided.
- Tables 4 and 5 refer to carriage by railways and are not specific to CTUs and therefore should not be included.

CTU-Code/2022/first-informal-meeting/13:

- The recommendation was maintained for acceleration of 0.8 as maximal acceleration in longitudinal direction for railways to be referred under clause 5.3. of Chapter 5.
- A link to a background report on design accelerations for cargo securing in combined transports was provided (<http://en.mariterm.se/publications/rd-reports/reports-intermodal-transport/>). Mariterm AB agreed to present the conclusion of this report at the next meeting.

Participants requested the possibility to provide further written comments on documents CTU-Code/2022/first-informal-meeting/3, 4, 6, 7, 8 and 12. Comments should be provided latest by 22 April 2022. The secretariat was requested to make editable versions of these documents available on a shared drive if possible.

Participants requested the preparation of updated versions of the documents for consideration at the next meeting.

Participants welcomed presentations on work undertaken by industry on stabilizers for dangerous goods by the National Cargo Bureau; on Warehousing White Paper by ICHCA; and on the insight into the work of the IPPC Sea Container Task Force by IPPC secretariat.

Following the presentations, WSC agreed to make a proposal on possible additions to the CTU Code regarding stabilized substances. The IPPC secretariat would follow up on proposing improvements to clauses related to prevention of contamination by pest in the CTU Code provided recommendations stemming from the report of the IPPC Sea Container Task Force are endorsed in April.

IV. CTU Code mobile application

Further to the discussion at the previous meeting, BML presented informal document CTU-Code/2021/second-informal-meeting/11 which contains the Cargo Integrity Group's considerations on the CTU Code mobile application (app) and proposes circulation of a survey to industry to collect more views on the app.

Participants agreed to the preparation of a survey. Such should be limited to maximum 20-25 questions, whose focus should be on how the content of the CTU Code should be made available in the app and how.

Participants also agreed that the survey should target industry associations and national authorities who are acquainted with the CTU Code.

Participants agreed to provide comments on the draft survey until April 22, so that BML in collaboration with the secretariat, can prepare a new version of the survey for consideration at the next meeting.

V. Other Business

No issues were raised under this item.

VI. Date and Place of Next Meeting

Participants agreed to hold the next meeting on 12 and 13 July 2022. When possible, it should be attended in person.