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### Inland Transport Committee

#### Working Party on Intermodal Transport and Logistics

##### Sixty-fifth session

Geneva, 19–21 October 2022

Item 7 of the provisional agenda

##### Code of Practice for Packing of Cargo Transport Units

## Results of the pre-work to the Group of Experts on the Code of Practice for Packing Cargo Transport Units

### Note by the secretariat

#### I. Introduction

1. The United Nations Economic Commission for Europe (ECE) Working Party on Intermodal Transport and Logistics (WP.24) at its sixty-fourth session (Geneva, 20–22 October 2021) prolonged the informal pre-work on the Code of Practice for Packing Cargo Transport Units (CTU Code) for one more year to continue to: (i) assess which areas of the CTU Code need to be prioritized in the updates, and (ii) consider text usage of the CTU Code in the mobile application.
2. During the 2022 informal pre-work, two informal meetings were held. The first of these meetings took place on 17 and 18 March 2022 and the second on 12 and 13 July 2022.
3. This document contains the information on progress made with regard to the 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. The detailed records of the meetings held in 2022 are annexed to this document.
4. WP.24 is invited to consider the progress made during the pre-work to the Group of Experts on the CTU Code and to provide its feedback and comments on proposals made. WP.24 may then wish to consider modalities for continuation of work on the two tasks and for implementation of updates to the CTU Code. In doing so, WP.24 is invited to consider the decision cycle of the ILO Sectoral Advisory Bodies.

#### II. Outcomes from the informal pre-work

##### A Updates to the CTU Code

5. The informal pre-work in 2022 was focused on the following issues/elements on the prioritization of the CTU Code for updates:

- (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).

6. Also, as part of the review of the CTU Code, a number of inconsistent terms and references have been identified and therefore experts have agreed that these inconsistencies should be amended and, where necessary, aligned with other documents, such as the International Maritime Dangerous Goods (IMDG) Code.

7. As the result of the 2022 work, detailed proposals have been elaborated for prioritizing text for updates as follows:

- (a) changes to clause 5.3 of Annex 7 on transporting solid bulk cargo in CTUs detailed in ECE/TRANS/WP.24/2022/10, Annex I,
- (b) changes to clause 5.2 of Annex 7 on transport of liquids in flexitanks detailed in ECE/TRANS/WP.24/2022/10, Annex II
- (c) changes to terms across the Code used in relation to blocking, to clause 2.3 on blocking material and arrangements, and additions of references of techniques and devices used for blocking in other types of CTUs detailed in ECE/TRANS/WP.24/2022/11, Annex I,
- (d) additions to Appendix 4 of Annex 7, section 4 on cargo securing with dunnage bags detailed in ECE/TRANS/WP.24/2022/11, Annex II,
- (e) new section 4.2 of Annex 7 of the CTU Code with clauses on package stability, and more specifically introduction and explanation of the term of transport stability level (TSL), as well as changes to Appendix 5 on practical inclination test for the determination of the efficiency of cargo securing arrangements, detailed in ECE/TRANS/WP.24/2022/12, Annex I,
- (f) changes to clauses 3.1.1 to 3.1.3 of Annex 7 of the CTU Code to incorporate guidance for bedding arrangements in the CTU Code, and modifications to section 2 of Appendix 4 of Annex 7 with background and formulas for the design of bedding arrangements, detailed in ECE/TRANS/WP.24/2022/12, Annex II,
- (g) modifications to section 3 of the Annex 7 of the CTU Code, clauses 3.1.4 to 3.1.8 to provide guidance for correct placement of cargo in terms of load positioning, detailed in ECE/TRANS/WP.24/2022/12, Annex III,
- (i) new section 10.4 on stabilizers in Chapter 10 of the CTU Code, detailed in ECE/TRANS/WP.24/2022/12, Annex IV, and
- (j) corrections to units of measurement in the CTU Code if they did not follow the Metric System of Measurements and changes to the table on acceleration coefficients for rail transport (combined transport) available in chapter 5, detailed in ECE/TRANS/WP.24/2022/12, Annex V.

8. At the same time, more consideration is required in the following areas:

- (a) prevention of pest contamination – experts participating in the informal pre-work agreed to work on a proposal for the prioritization of updates in the context of the work carried out by the International Plant Protection Convention (IPPC) Sea Container Task Force (SCTF) on pest contamination, and a follow-up to this work. At the time of preparation of this document, it was expected that a follow-up to the work of the IPPC SCTF organized by the IPPC secretariat, further to the mandates given by the IPPC Commission on Phytosanitary Measures, should result in the formulation of initial proposals in this area for updates to the

CTU Code before the end of 2022. Therefore, further discussion in this area can take place at planned meetings in 2023.

(b) chains of responsibility – proposed changes to Chapter 4 of the CTU Code should be considered after a review of definitions relevant to Chapter 4 have taken place. A document on definitions is to be prepared and reviewed. This document should contain further definitions that are proposed for inclusion in the CTU Code due to changes and additions listed in paragraph 7 above. It should also propose relevant modifications to existing definitions if this is found necessary. For the latter, also the reason for modification should be provided. The document on definitions was to be prepared as a follow-up to the July 2022 informal meeting and commented on in writing, so that a discussion on the definitions could take place at meetings in 2023, and

(c) usage of terms such as placards, labels, marks and signs – consistency in the usage of these terms was found important not only within the CTU Code but also between the Code and the United Nations Model Regulations for Dangerous Goods and the IMDG Code. In cases where there is lack of clarity on the consistent use of terms in the Model Regulations and IMDG Code, a request for clarification on these terms should be submitted to relevant intergovernmental bodies. The discussion on these terms should thus continue in 2023.

9. In conclusion, based on the above information, there is a need for the continuation of work in the area of prioritization of updates in the CTU Code. On the one hand, the feedback received on the specific proposed changes and additions would need to be reviewed and possible further modifications implemented to those updates. On the other hand, work should continue in the three areas mentioned in paragraph 8.

10. WP.24 is invited to consider modalities for the continuation of work on the necessary updates and their implementation in the CTU Code.

## **B. CTU Code mobile application**

11. During the 2022 informal pre-work, development and dissemination of a survey on the CTU Code mobile application was considered so that information could be collected from interested actors, in particular frontline workers such as packers, on what type of information would be relevant for them and should be available in the mobile application.

12. Further considerations on the survey revealed that it would not assist in obtaining statistically relevant information that would aid the development of any application. It was further concluded that efforts should be rather put into elaborating a simple solution with focus on the information contained in Annex 7 of the CTU Code.

13. For this reason, the second informal meeting in 2022 considered an idea for a simple solution on how possibly the information contained in Annex 7 of the CTU Code could be used in the application.

14. It was agreed that the simple application should focus on the Dos and Don'ts and several cargo types, whose packing in CTUs appear to be causing difficulties for packers.

15. Therefore, in the follow-up to the 2022 second meeting, consultations should be held on the application with the aim to elaborate a list of cargo types for the application and prepare a script elaborating the packing methods based on the CTU Code's Annex 7 for the identified cargo types. The elaborated script should then serve as a basis for the cost estimate for the development of a simple application.

16. The cargo types, the script and cost estimate should be prepared for a future meeting in 2023, for consideration and for making specific recommendations on the development of the application.

17. In conclusion, the informal pre-work managed to identify an approach to the development of the application. However, specific elements need to be worked out further as detailed in paragraph 15, which should serve as a basis for the formulation of a specific recommendation on the application development. The work on the application should thus continue.

18. WP.24 is invited to consider modalities for the continuation of work on the development of the application for the CTU Code.

## Annex I

### Record of the first 2022 meeting of the informal pre-work

#### 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 64<sup>th</sup> 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.
3. Representatives from the following Intergovernmental Organizations were present: International Maritime Organization (IMO), International Plant Protection Convention Secretariat (IPPC) and International Union of Railways (UIC). The following representatives from the non-governmental organisations and private sector attended: BIC, International Chamber of Shipping (ICS), ICHCA International, International Federation of Freight Forwarders Associations (FIATA), IUMI International Union of Marine Insurance, TT Club, World Shipping Council (WSC), ETS Consulting, Forwarding Association Czechia, National Cargo Bureau (NCB), Brough Marine Limited, MariTerm AB and JSC NIIAS.
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 not be 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-transports/>). 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.

## Annex II

### Record of the second 2022 meeting of the informal pre-work

#### I. Attendance

1. The second informal meeting of 2022 on Code of Practice for Packing of Cargo Transport Units (CTU Code) was held on 12-13 July 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 64<sup>th</sup> 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.
3. The representative from International Labour Organization (ILO) attended the meeting. The following representatives from the intergovernmental, non-governmental organisations or private sector attended: Brough Marine Limited, Czech Association of Forwarding and Logistics, ETS Consulting, Exis Technologies Limited, ICHCA International, International Chamber of Shipping (ICS), Iranian National Inventions and Innovation Team of the Sustainable Development Goals Program, MariTerm AB, National Cargo Bureau (NCB), PKP Cargo S.A., TT Club and World Shipping Council (WSC).
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/second-informal-meeting/1. Participants also agreed that a written record would be prepared from the meeting by the secretariat. This record together with a record from the April meeting would serve as a basis for a preparation of a progress report for WP.24.

#### III. Updates to the CTU Code

6. 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/second-informal-meeting/3 on transport of bulk cargo
  - CTU-Code/2022/second-informal-meeting/4 on chains of responsibility and information
  - CTU-Code/2022/second-informal-meeting/6 on blocking and bracing material and arrangements
  - CTU-Code/2022/second-informal-meeting/7 on liquids in flexitanks
  - CTU-Code/2022/second-informal-meeting/8 on package stability
  - CTU-Code/2022/second-informal-meeting/9 on bedding arrangements
  - CTU-Code/2022/second-informal-meeting/10 on load distribution
  - CTU-Code/2022/second-informal-meeting/12 on dunnage bags
  - CTU-Code/2022/second-informal-meeting/13 on stabilized substances
  - CTU-Code/2022/second-informal-meeting/14 on labels, marks and placards
  - CTU-Code/2022/second-informal-meeting/15 on proposals for minor editorial changes to the CTU Code

- CTU-Code/2022/second-informal-meeting/16 on formulas for bedding arrangements

7. Participants provided specific comments, as follows:

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

- The box with the extract from SOLAS should be deleted.
- The proposed appendix 6 on CTU and cargo protection should not be included in the CTU Code. A proposal could be made to issue Informative Material on CTU and cargo protection.
- Clause 5.3.1.6 on bulk CTUs should come before clauses 5.3.1.1 and 5.3.1.2.
- The clause 5.3.1.7 with reference to the HNS Protocol appears not to be well placed.
- Clauses 5.3.1.4 and 5.3.6.5 provide inconsistent information, which should be rectified.
- Clause 5.3.1.5 should include an addition that shippers should contact carriers on the likely temperatures to be encountered during a journey.
- The text should be further streamlined where possible in this document and a clean version indicating in bold added text and as strikethrough deleted text should be produced. This clean version should exclude the newly proposed definitions.

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

- A separate document with additionally proposed definitions and proposed alterations to existing definitions should be produced. For the altered definitions, reasons for alteration should be provided. This also means that definitions included in any of the other documents proposing updates to the CTU Code, should be transferred to the document on definitions.
- Changes as proposed in document 4 to chapter 4 of the CTU Code should be reviewed after the discussion on the definitions relevant to chapter 4 would be concluded. Intersessional consultations should continue with the remit of starting discussion on the proposals for altered definitions before the anticipated meetings in 2023.
- It was noted that not all proposed changes and amendments were in track changes, making it difficult for readers to make comparisons to the existing text.

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

- There were no additional comments provided.
- A clean version of this document should be produced indicating in bold added text and as strikethrough deleted text. This clean version should exclude the newly proposed definitions.

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

- CTU Code should not refer national standards, and so the reference to the British PAS 1008 should be deleted in clause 5.2.1.
- Given that the term “flexitank system” is defined in 5.2.1, this term should be used consistently in the document.
- The numbering of clauses needs to be checked and fixed: two sections are numbered 5.2.7.
- A requirement should be added in clause 5.2.7.1, bullet 1.1 under 5.2.7 ‘flexitank operation’ for the shipper to inquire from its carrier on the likely temperatures to be encountered during transport.
- The term ‘location of carriage’ is unclear in clause 5.2.7.1, bullet 2.3 under 5.2.7 ‘flexitank operation’ and should be changed.
- The phrase ‘while containers should be supplied that comply with industry repair standards’ should be removed from the clause 5.2.7.4, second para under 5.2.7 ‘flexitank operation’. Container operators are responsible for providing cargo worthy containers.

- The figure 7.52 should be deleted. Only a standardized warning label should be shown in the CTU Code. As such is not existing, ISO should be invited to develop such an international standardized warning label together with the development of an international flexitanks standard. This should also include the location for placement of a warning label on a CTU.
- Bullet 3.3. in 5.2.7.5 under 5.2.7 'flexitank operation' should state that the gross mass must be verified using Method 2 set out in SOLAS.
- Clause 5.2.7.4 under 5.2.7 transport of flexitanks, bullet 1, should incorporate a requirement for exchange of information between the shipper and its carrier on cargo temperature sensitivity.
- The formulation of the second to last paragraph in clause 5.2.7.4 under 5.2.7 transport of flexitanks should be improved, in particular the phrase 'planners should consider the consequences of'.
- A clean version of this document should be produced indicating in bold added text and as strikethrough deleted text. This clean version should exclude the newly proposed definition.

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

- There were no additional comments provided.
- A clean version of this document should be produced indicating in bold added text and as strikethrough deleted text.

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

- There were no additional comments provided.
- A clean version of this document should be produced indicating in bold added text and as strikethrough deleted text.

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

- There were no additional comments provided.
- A clean version of this document should be produced indicating in bold added text and as strikethrough deleted text.

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

- There were no additional comments provided.
- A clean version of this document should be produced indicating in bold added text and as strikethrough deleted text.

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

- The phrase 'as shown in the COVID pandemic' should be deleted from clause 10.4.1.
- A second sentence should be added to clause 10.4.3 as follows: 'Furthermore, carriers are encouraged to share this information with their service providers.'
- The information sharing about stabilizers should be considered for inclusion in document no.4 which proposes changes to chapter 4 on the chains of responsibility and information.
- A clean version of this document should be produced indicating in bold added text and as strikethrough deleted text.

CTU-Code/2022/second-informal-meeting/14:

- Consistency in usage of the terms such as placards, labels, marks and signs should be ensured between the CTU Code, DGs Model Regulations and IMDG Code. In case of lack of clarity of the consistent use of terms in DGs Model Regulations and IMDG Code, a request for clarification on these terms should be submitted to relevant intergovernmental bodies.

CTU-Code/2022/second-informal-meeting/15:

- The addition to clause 7.3.1 which says: ‘and the freight container marked in accordance with the latest edition of ISO 6346’ should be further clarified e.g. by adding an appropriate footnote.
- The phrase in the same clause which says: ‘identified as possessing reduced stacking capacity and shown on the approval plate’ should be changed to ‘identified as possessing reduced stacking capacity as shown on the approval plate’.
- A clean version of this document should be produced indicating in bold added text and as strikethrough deleted text.

CTU-Code/2022/second-informal-meeting/16:

- The section of the document indicated as ‘proposed text’ should be prioritized for incorporation in section 2 of Appendix 4 of Annex 7.
- A clean version of this document should be produced indicating in bold added text and as strikethrough deleted text.

8. The secretariat informed the participants that all the clean documents would be submitted to the next session of WP.24 in October 2022, on the one hand, to present the progress achieved in prioritizing the text for update in the CTU Code, and on the other hand, to seek relevant feedback. Summary information on work carried out would be also presented through a submission of an informal document to the IMO Sub-committee on Carriage of Cargoes and Containers in September 2022.

9. With regard to the CTU Code update proposal for prevention of pest contamination, and further to an earlier agreement to consider it in the context of the work carried out by the IPPC Sea Container Task Force (SCTF) on pest contamination, and a follow-up to this work, the secretariat and WSC informed participants about the following:

- The IPPC Commission on Phytosanitary Measures (CPM) approved the SCTF report on pest contamination and established a CPM Focus Group on Sea Containers together with an Industry Advisory Group.
- CPM agreed to hold a global workshop in 2022 to discuss the outcomes of SCTF work and the best way forward. Integral part of it was a recommendation to make suggestions for updates to the CTU Code so that the relevant actions concerning prevention of pest contamination for CTUs and their cargoes could be better explained in the CTU Code. The workshop was scheduled to take place on 19-20 September 2022 in London.
- It was expected at the time of the informal meeting that following the workshop and the establishment of the CPM Focus Group, it should be possible for the IPPC secretariat to consolidate a proposal for updates on the prevention of pest contamination to the CTU Code still in 2022, hence be available for a meeting anticipated in 2023.

10. Maritem AB presented conclusions from a background report on design accelerations for cargo securing in combined transports. As a result of the presentation, participants agreed to propose changes to the table on acceleration coefficients for rail transport (combined transport) available in chapter 5 under clause 5.3 as presented in the table below and marked through text in bold. The proposal is to (a) include a second coefficient for longitudinal direction of the value 1.2 in bracket, which refers to shock loads only with short impacts and so maybe used, e.g., for the design of packaging, and (b) further expand the footnote to the values in the bracket.

<b>Rail transport (combined transport)</b>				
<b>Securing in</b>	<b>Acceleration coefficients</b>			
	Longitudinally ( $c_x$ )		Transversely ( $c_y$ )	Minimum vertically down ( $c_z$ )
	forward	rearward		
Longitudinal direction	0.5 (1.0/ <b>1.2</b> )†	0.5 (1.0/ <b>1.2</b> )†	-	1.0 (0.7)†
Transverse direction	-	-	0.5	1.0 (0.7)†

†The values in brackets apply to shock loads only with short impacts of 150 milliseconds or shorter, and may be used, for example, for the design of packaging. **Shippers should contact their carriers for the applicable shock loads acceleration coefficient values.**

11. Participants agreed then that no changes were needed to Annex 7, clause 2.4.4. They also agreed that they do not intend to look at other tests than inclination test for evaluating suitability of a specific securing arrangement on their usefulness. Finally, they agreed there was no need to consider a list of cargo types in the context of the 150mm void space other than what is already specified in clause 2.3.6 of Annex 7.

#### **IV. CTU Code mobile application**

12. The secretariat and Brough Marine Limited reported on the intersessional consultations on the finalization of the survey. They informed the participants that discussions held among others with the Cargo Integrity Group had led to the conclusion that the survey would not assist in obtaining statistically relevant information that would aid the development of any App. It was further concluded that efforts should be rather put into elaborating a simple solution with focus on the information contained in Annex 7 of the CTU Code.

13. Based on the conclusions drawn during intersessional consultations, ETS Consulting and the secretariat prepared and presented CTU-Code/2022/second-informal-meeting/11 which provides examples on how possibly the information contained in Annex 7 could be used in the App. They stressed that the development of the simple App following the approach presented in CTU-Code/2022/second-informal-meeting/11 would require: (a) identification of cargo types for which the relevant packing methods should be presented based on the clauses of the CTU Code, Annex 7, and (b) development of a script which for every cargo type would elaborate in every detail on their relevant packing methods.

14. Participants appreciated CTU-Code/2022/second-informal-meeting/11 and welcomed in principle the approach presented therein to the development of the simple App.

15. They agreed that the simple App should focus on the Dos and Don'ts and a number of cargo types. They also agreed that the App should have a general introduction to the CTU Code. It was also suggested that the App should include the Container Packing checklist developed by the Cargo Integrity Group.

16. They further agreed that in the identification of the cargo types with most deficiencies and giving rise to most concern, the NCB experiences and the work done within the Cargo Integrity Group on the 10 cargo types of concern should be taken into account. They further agreed that the App's script elaborating the packing methods for the identified cargo types should be developed as quickly as possible and that the script be used for cost estimation for the App development.

17. Furthermore, a proposal was made that the App is developed as a progressive web application.

18. In view of the above, participants agreed that the intersessional consultations are held with the aim to elaborate a list of cargo types, prepare a script and estimate the development cost so that a document with these elements is prepared for consideration at a first meeting

anticipated in 2023. However, some participants expressed concerns as to when an App could go “live”. It was also noted that the App would need to interact with hyperlinks on the UNECE’s CTU Code website that still need to be developed; it was not clear when this could be done.

19. The following participants expressed interests to participate in the intersessional consultations on the App: Brough Marine Limited, ETS Consulting, Exis Technologies Limited, ICHCA International, ICS, MariTerm AB, NCB, TT Club and WSC. Other experts willing to be involved in the consultations should contact the secretariat before the end of July 2022.

20. Finally, it was agreed that the secretariat and the ETS Consulting would coordinate the consultations and the preparation of the document.

## **V. Other Business**

21. No issues were raised under this item.

## **VI. Date and Place of Next Meeting**

22. Participants noted that no more meetings would be held in 2022. The meetings anticipated in 2023 would be held in accordance with the decisions of WP.24 to be taken at its 65<sup>th</sup> session on 19-21 October 2022.

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