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**Economic Commission for Europe****Inland Transport Committee****Working Party on Intermodal Transport and Logistics****Sixty-seventh session**

Geneva, 16–18 October 2024

Item 7 of the provisional agenda

**Code of Practice for Packing of Cargo Transport Units****Report on the informal meetings on restructuring of the Code of Practice for Packing Cargo Transport Units****Note by the secretariat****I. Introduction**

1. The Working Party on Intermodal Transport and Logistics (WP.24) held its special session on the Code of Practice for Packing Cargo Transport Units (CTU Code) on 5–7 December 2023. The outcomes of this session were considered by the Inland Transport Committee (ITC) at its eighty-sixth session on 20–23 February 2024 and served as a basis for the ITC decision to task WP.24 with managing the process to propose restructuring the CTU Code into the CTU Code Core and Supplement and to hold a WP.24 Special Session in collaboration with other interested Working Parties on the CTU Code in 2024 as part of this process.

2. To prepare for the WP.24 Special Session on CTU Code scheduled to take place on 16 and 17 December 2024, experts on the CTU Code were invited to informal sessions to consider ways for the CTU Code restructuring so as to elaborate proposals for consideration and finalisation at the WP.24 Special Session to that end. The informal sessions also discussed possible updates to the CTU Code pertaining to the aspects of prevention of pest contamination. These aspects were not finalised in time for the Special Session in 2023 as coordination was necessary with the process of the International Plant Protection Convention (IPPC) at Food and Agriculture Organization. Therefore, the informal sessions were also tasked to consider and incorporate changes, as relevant, to the CTU Code on the issue of prevention of pest contamination based on a proposal provided by the IPPC secretariat.

3. In view of the informal work undertaken, this document presents the interim results. It also contains in annex III the records of the informal meetings held on 26 April 2024 (first meeting) and 2–3 July 2024 (second meeting).<sup>1</sup>

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<sup>1</sup> Third meeting was scheduled for 12 and 13 September 2024. Record of this meeting should be presented separately to WP.24.

4. WP.24 can consider this information for the preparation of its Special Session on CTU Code. Also, the follow-up work and the process to adopt the modified and restructured CTU Code should be considered.

## II. Outcomes of informal work

### A. CTU Code restructuring

5. The starting point in the informal work was on restructuring of the CTU Code into Core CTU Code and Supplement CTU Code, where:

(a) the Core would contain the principles as available predominantly in chapters 3 to 13 of the 2014 CTU Code version and would be subject to only very sporadic revisiting managed by the International Labour Organization (ILO), the International Maritime Organization (IMO) and the United Nations Economic Commission for Europe (ECE); while

(b) the Supplement would provide the more technical information, predominantly contained in the existing annexes and appendices, and would be subject to review as frequently as needed and be managed jointly by IMO and ECE in accordance with their working methods.

6. The following points were noted as important in the context of restructuring:

(a) The CTU Code contains clauses of relevance to occupational safety and health of workers which are included in the main chapters but also in the annexes;

(b) The mandatory nature given to the Code in various national jurisdictions should not be affected by the Code's restructuring;

(c) The Informative Materials should be considered for possible inclusion in the Supplement in a way that it does not affect the mandatory use, where applicable, of the Code; and

(d) Better terms than Core and Supplement should be proposed.

7. Further considerations resulted in working out and proposing a three-tier approach rather than restructuring the CTU Code into Core and Supplement. In the three-tier approach:

- Tier 1 includes chapters subject to very sporadic revisiting managed by ILO, IMO and ECE;
- Tier 2 includes annexes providing technical information that should be subject to regular review by IMO and ECE, unless specified otherwise; and
- Tier 3 includes appendices which supplement information provided in annexes and provide further detailing of the technical information which should also be reviewed regularly by IMO and ECE.

8. Clauses referring to occupational safety and health, even if contained in Tier 2 should be subject to revision with ILO. At the same time, a new chapter should be included in the Tier 1 on a safe and healthy working environment.

9. Following the three-tier approach, the informal work focused on the text redistribution as follows – Annex II contains a table with a summary of content:

#### **Tier 1 (chapters): Key clauses**

- Chapter 1, Introduction – would be revised to reflect the new structure
- Chapter 2, Definitions – may be revised in case additional definitions would be needed
- Chapter 3, Key requirements
- Chapter 4, Chains of responsibility and information
- Chapter 5, new chapter on a safe and healthy working environment
- Chapter 6, General transport conditions (old chapter 5)

- Chapter 7, CTU properties (old chapter 6) – was retitled to CTU types and only principal clauses on CTU types were retained
- Chapter 8, CTU suitability (old chapter 7) – was revised to retain key clauses
- Chapter 9, Arrival, checking and positioning of CTUs (old chapter 8) – was revised to retain key clauses
- Chapter 10, Packing cargo into CTUs (old chapter 9)
- Chapter 11, Additional advice on the packing of dangerous goods (old chapter 10)
- Chapter 12, new chapter on the importance of prevention of pest contamination
- Chapter 13, On completion of packing (old chapter 11)
- Chapter 14, Advice on receipt and unpacking of CTUs (old chapter 12)
- Chapter 15, Training in packing of CTUs (old chapter 13).

#### **Tier 2 (annexes): Ancillary technical clauses**

- Annex 1, Information flow, related to chapter 4
- Annex 2, Safe handling of CTUs, related to chapter 4
- Annex 3, Access to tank and bulk tops, working at height (old annex 8) – related to new chapter 5
- Annex 4, Fumigation (old annex 9), related to new chapter 5, and chapter 14
- Annex 5, Prevention of condensation damages (old annex 3), related to now chapter 6
- Annex 6, new annex on CTU Properties – prepared with technical clauses from old chapters 6 and 7 and some clauses from Informative Material (IM) 3 (CTU types), related to now chapters 7 and 8
- Annex 7, Approval plates (old annex 4) – slightly revised, related to now chapters 7, 8 and 9
- Annex 8, Receiving CTUs (old annex 5) – slightly revised by taking out clauses on seals, related to now chapter 9
- Annex 9, Packing and securing cargo into CTUs (old annex 7), related to now chapter 10
- Annex 10, Minimizing the risk of recontamination (old annex 6) – a new annex on prevention of pest contamination in elaboration, title likely to change, related to now chapter 12
- Annex 11, new annex on CTU Seals – prepared based on clauses from IM 9 (CTU seals) and clauses from old annex 5 (Receiving CTUs), related to now chapter 13
- Annex 12, Topics for consideration in a training programme (old annex 10), related to now chapter 15.

#### **Tier 3 (Appendices): Supplement technical clauses**

- Appendix 6.1, new appendix on Detailed properties of containers, prepared with six sections based on chapters 1,2, 1.3, 1.4, 1.5 and 1.6 and 3.4 of IM3, related to new annex 6
- Appendix 6.2, new appendix on Detailed properties of swap bodies, prepared with three sections based on IM3, chapters 2.1.6, 2.3 and 2.5, related to new annex 6
- Appendix 6.3, new appendix on Detailed properties of road vehicles, prepared with two sections based on IM3, chapters, 5.2 and 5.3 and chapters 5.4.5 through 5.4.8, related to new annex 6
- Appendix 6.4, new appendix on Detailed properties of railway wagons, prepared with three sections based on IM3, chapters 6.2, 6.3 and 6.4, related to new annex 6
- Appendix 9.1, Packaging marks (old appendix 1), related to now annex 9

- Appendix 9.2, Friction factors (old appendix 2), related to now annex 9
  - Appendix 9.3, Practical methods for the determination of the friction factor  $\mu$  (old appendix 3), related to now annex 9
  - Appendix 9.4, Specific packing and securing calculations (old appendix 4), related to now annex 9
  - Appendix 9.5, new appendix on Quick Lashing Guide based on IM5 (Quick Lashing Guide), related to now annex 9
  - Appendix 9.6, Practical inclination test for determination of the efficiency of cargo securing arrangements (old appendix 5), related to now annex 9.
10. Furthermore, the following annex was under discussion: new annex 13 on Manual Handling (based on IM7) to be linked to the new chapter 5 on a safe and healthy working environment. If added, it may require renumbering of annexes.
11. Also, the following appendices were under discussion:
- Appendices linked to the new annex 11 on CTU Seals:
    - Appendix on responsibilities along the chain of custody
    - Appendix on sealing requirements for special CTUs, same as above
    - Appendix on selection of seals, same as above
    - Appendix on cutting tools, same as above
    - Appendix on height adjustment, same as above
  - Appendix on testing for hazardous gases related to annex 8
  - Appendices related to a possible new annex 13:
    - Appendix on manual handling practice
    - Appendix on mechanical handling and techniques.
12. Third informal meeting scheduled for 12-13 September 2024 would be expected to conclude whether to propose inclusion of annex 13 and the appendices referred to in the paragraph above.

## **(b) Prevention of pest contamination**

13. The starting point was a proposal prepared by IPPC secretariat and the IPPC Sea Containers Focus Group. The proposal included:
- (a) Separate chapter on prevention of pest contamination;
  - (b) New annex on prevention of pest contamination based to IPPC poster; and
  - (c) Changes to clauses in the CTU Code referring to prevention of pest contamination to alter the terms used or make references to the new chapter, and further modifications to definition related to pest prevention.
14. The inclusion of a new chapter was welcomed as was the updating of the annex with a more focused content.
15. Informal meeting on 12-13 September 2024 would be expected to finalise the proposal for modifications about prevention of pest contamination in the CTU Code with the following elements:
- (a) An appropriate clause in chapter 1;
  - (b) New chapter;
  - (c) Modified text of annex;

(d) Modified clauses in chapter 4 (Chains of responsibility and information) pertaining to functional responsibilities for prevention of pest contamination; and

(e) Modified clauses in chapter 9 (old 8) on Arrival, checking and positioning of CTUs and annex 8 (old 5) on Receiving CTUs pertaining to the subject of prevention of pest contamination and further adjusted definitions related to pest contamination.

### **III. Special Session and a possible follow-up**

16. The WP.24 Special Session on CTU Code would be expected to finalise the proposal for modifications to and restructuring of the CTU Code. Once this is done, a process should be established allowing for finalisation of the new version of the CTU Code based on WP.24 proposal jointly by constituencies of ILO, IMO and ECE.

17. It is proposed that this process is implemented by means of an ILO-IMO-ECE group of experts.

18. To this end, WP.24 may consider this idea and possible terms of reference for the ILO-IMO-ECE group of experts. The draft terms of reference are provided in annex I.

## Annex I

### **Draft terms of reference for the ILO-IMO-ECE Group of Experts for finalisation of modifications and restructuring to the CTU Code**

#### **I. Mandate, working methods and duration**

1. The ILO-IMO-ECE Group of Experts should be tasked to:
  - (a) Finalize and recommend for endorsement to the IMO, ILO and ECE a revised version of the 2014 CTU Code (Core and Supplement), which should reflect the latest information, updates, best practices and requirements on the subject; and
  - (b) Define and suggest a review and amendment process for each of its sections (Core and Supplement) or any other special instructions pertaining to its chapters, annexes and appendixes.
2. The members of the Group of Experts should adopt its work (revisions, outcome document, and amendment process suggestions) by consensus, as duly ascertained and announced by the Chair.
3. The Group of Experts should be conducted with simultaneous interpretation in all United Nations official languages and in a hybrid format where possible. Meeting documents should be made available in all United Nations official languages, where possible.
4. Unless otherwise decided by the ILO Governing Body, the IMO Council, and the ECE's Inland Transport Committee, the Group of Experts should complete its work in one session (5-day meeting) to be convened in 2025 or 2026 at the Palais des Nations.

#### **II. Composition**

5. The Group of Experts should be composed by members to be nominated or invited by the ILO, the ECE and IMO secretariats, as follows:
  - (a) The ILO will be represented in the Group of Experts by four members – two representatives of employers and two representatives of workers – nominated by the ILO through the respective Employers' and Workers' groups of the ILO Governing Body.
  - (b) The IMO and ECE will be represented in the Group of Experts by representatives of its Member States. Bearing in mind that one of the key objectives of the Group of Experts is to discuss issues related to the packing of CTUs, each IMO and ECE member shall endeavour to participate with representatives from the maritime, ports, labour and rail, road or intermodal transport authorities.
6. All members may submit working and information documents and may be assisted by advisers when needed.
7. In accordance with their own practices, the secretariats of each one of the collaborating organizations (IMO, ILO, and ECE) should make their own arrangements regarding the cost of participation of their representatives at the Group of Experts.

#### **III. Officers**

8. The Group of Experts shall elect a Chair among the government representatives and three Vice-Chairpersons, one from each of the three groups (workers, employers and governments).

9. The Chair shall be responsible for declaring the opening and closing of each meeting, directing the discussions, according the right to speak, ascertaining consensus, and ruling on points of order.

#### **IV. Observers**

10. Representatives of official international organizations, non-governmental international organizations or other entities with which the ILO, IMO and ECE have established consultative relationships, with which standing agreements for such representation have been made, or which have been specially invited by the Parties' competent bodies, may attend as observers. Representatives of official international organizations may participate in the debates without decision-making power.

11. Observers shall register at least 15 days in advance of a meeting.

12. The Chair, in agreement with the Vice-Chairs, may permit the representatives of international organizations and non-governmental international organizations to make or circulate statements for the information of the meeting on matters included in its agenda.

13. The Chair, with the approval of the Vice-Chairs, may invite a limited number of technical experts on the topic(s) under consideration to speak. They may submit documents during the Group of Experts, subject to co-sponsoring by at least one member of the Group of Experts.

#### **V. Secretariat**

14. The ILO, IMO and ECE should establish a joint Secretariat. The Secretariat should be responsible for preparing draft agendas, circulating the prepared draft Code, working documents, drafting reports of meetings, and providing any other services to facilitate the Group of Experts in the discharge of its functions.

15. The joint Secretariat will be responsible to follow up and take part on the preparatory work led by ECE's WP 24 for the preparation of the proposals to be considered by the Group of Experts (new draft Code and amendment suggestions), which may have been carried out by correspondence, virtually or through WP.24 informal groups.

## Annex II

### Summary of content of the restructured CTU Code

<i>Tier 1</i>		<i>Tier 2</i>		<i>Tier 3</i>	
1	Introduction				
2	Definitions				
3	Key requirements				
4	Chains of responsibility and information	An1 An2	Information flow Safe handling of CTUs		
5	Safe and healthy working environment	An3 An4 An13	Access to tank and bulk tops, working at height Fumigation <i>Manual Handling</i>	ApA ApB	<i>Appendix on manual handling practice</i> <i>Appendix on mechanical handling and techniques</i>
6	General transport conditions	An5	Prevention of condensation damages		
7	CTU types	An6 An7	CTU Properties Approval plates	Ap6.1 Ap6.2 Ap6.3 Ap6.4	Detailed properties of containers Detailed properties of swap bodies Detailed properties of road vehicles Detailed properties of railway wagons
8	CTU suitability	An6 An7	CTU Properties Approval plates		
9	Arrival, checking and positioning of CTUs	An7 An8	Approval plates Receiving CTUs	Ap8.1	<i>Appendix on testing for hazardous gases</i>



Tier 1		Tier 2		Tier 3	
10	Packing cargo into CTUs	An9	Packing and securing cargo into CTUs	Ap9.1	Packaging marks
				Ap9.2	Friction factors
				Ap9.3	Practical methods for the determination of the friction factor $\mu$
				Ap9.4	Specific packing and securing calculations
				Ap9.5	Quick Lashing Guide
				Ap9.6	Practical inclination test for determination of the efficiency of cargo securing arrangements
11	Additional advice on the packing of dangerous goods				
12	Prevention of pest contamination	An10	Prevention pest contamination		
13	On completion of packing	An11	CTU Seals	<i>Ap11.1</i>	<i>Appendix on responsibilities along the chain of custody</i>
				<i>Ap11.2</i>	<i>Appendix on sealing requirements for special CTUs</i>
				<i>Ap11.3</i>	<i>Appendix on selection of seals</i>
				<i>Ap11.4</i>	<i>Appendix on cutting tools</i>
				<i>Ap11.5</i>	<i>Appendix on height adjustment</i>
14	Advice on receipt and unpacking of CTUs	An4 An8	Fumigation Receiving CTUs		
15	Training in packing of CTUs		Topics for consideration in a training programme		

\* Content marked in italics under consideration.

## Annex III

### Records of informal meetings

#### I. Record of the first meeting

##### A. Attendance

1. The first meeting on the restructuring of the Code of Practice for Packing of Cargo Transport Units (CTU Code) was held on 26 April 2024 in a hybrid format in English and Russian. It was organised further to the decision of the United Nations Economic Commission for Europe (ECE) Inland Transport Committee at its eighty-sixth session (Geneva, 20–23 February 2024) mandating the Working Party on Intermodal Transport and Logistics (WP.24) with managing the process to propose restructuring the CTU Code into the CTU Code Core and Supplement. The aim of the informal meetings is to work out draft restructuring proposal for consideration and finalisation at WP.24 Special session on CTU Code to be held in the second half of 2024.

2. The meeting was attended by the following Economic Commission for Europe (ECE) member States: Austria, Czechia, Finland, Germany, Italy, Portugal and Russian Federation.

3. The representatives from the following intergovernmental organizations attended: International Labour Organization (ILO), International Maritime Organization (IMO), Food and Agriculture Organization - the Secretariat of International Plant Protection Convention (IPPC).

4. The following representatives from the non-governmental organisations and private sector attended: ETS Consulting, Global Shippers Forum, International Centre for Containers Studies (CISCO), ICHCA International, International Union of Railways (UIC), MariTerm AB, National Cargo Bureau (NCB) Inc., World Shipping Council (WSC), WWF Hong Kong.

5. The meeting was moderated by the ECE secretariat.

##### B. Agenda

6. Participants endorsed the provisional agenda as prepared for the meeting by the secretariat.

##### C. CTU Code restructuring

7. The secretariat recalled the agreed starting point for the CTU Code restructuring: consider restructuring into Core CTU Code and Supplement CTU Code, where (a) the former would contain the principles as available predominantly in chapters 3 to 13 of the 2014 CTU Code version and would be subject to only very sporadic revisiting managed by ILO, IMO and ECE, while (b) the Supplement would provide the more technical information, predominantly contained in the existing annexes and appendices, and would be subject to review as frequently as needed and be managed jointly by IMO and ECE in accordance with their working methods.

8. Participants acknowledged the starting point for restructuring. They however also noted the following:

- Clauses of relevance to occupational safety and health of workers should be grouped and contained in Core, in a new chapter on a safe and healthy working environment;
- Mandatory nature given to the Code in various national jurisdictions should not be affected by the Code's restructuring;

- Informative Materials should be considered for possible inclusion in Supplement in a way that it does not affect the mandatory use, where applicable, of the Code;
  - Better terms than Core and Supplement should be proposed;
9. Participants considered then a possible, starting proposal for text redistribution between Core and Supplement prepared by the secretariat with the support of MariTerm AB and made available in document No. 1.
10. Participants agreed that Informative Material should be only considered in the second step, hence did not discuss it at the first meeting.
11. Based on the initial text redistribution proposal, participants agreed the following:
- Chapter 1 would be revised to reflect the restructuring. Discussion on how to revise it should be continued once there is a good understanding and initial acceptance on text redistribution of chapters 3–13 and annexes 1-10 between Core and Supplement.
  - Chapter 2 should be discussed once there is a good understanding and initial acceptance on text redistribution of chapters 3–13 and annexes 1–10 between Core and Supplement. In case sets of definitions should be included separately in Core and Supplement, a solution would need to be found so that definition modification in Supplement would be possible only if not affecting definitions in Core.
  - Chapter 3 should be contained in its entirety in Core.
  - Chapter 4 should be contained in its entirety in Core. Its annexes 1 and 2 should also be contained in principle in Core. For annex 1, options to further streamline the text as per ECE/TRANS/WP.24/2023/13, annex 1, Section B2 may be considered. For annex 2, the text should be reviewed, and where relevant, clauses should be elaborated for a new chapter on health and occupational safety of workers; while technical clauses should be moved to Supplement.
  - Chapter 5 should be contained in Core. If found relevant, it can be edited to follow the model of chapter 9. Annex 3 should be contained in Supplement.
  - Chapter 6 should be reviewed following the model of chapter 9 so that only principal clauses are contained in Core including requirements for approval plates while technical clauses are moved to Supplement. Annex 4 should be contained in Supplement.
  - Chapter 7 should be reviewed in the same way as chapter 6.
  - Chapter 8 should also be reviewed in the same way as chapter 6. Annex 5 should be moved to Supplement, however, its principal clauses relevant to worker occupational safety and health should be grouped (together with those in other chapters and annexes) and included in the new proposed chapter on a safe and healthy working environment. Annex 6 should be in principle contained in Supplement, however, it should be discussed when a comprehensive proposal is tabled for modifications to the CTU Code concerning the aspects of prevention of pest contamination (see item IV).
  - Chapter 9 should be contained in its entirety in Core. Its annex 7 should be contained in Supplement. Also annex 8 should be contained in Supplement, however, its clauses addressing worker’s occupational safety and health should be reflected in the new chapter on a safe and healthy working environment in Core.
  - Chapter 10 should be contained in its entirety in Core. Outstanding issue on stabilizers should be returned to when more information in this regard is available.
  - Chapter 11 should be contained in its entirety in Core. When appropriate, the chapter should be edited to follow the model of chapter 9.
  - Chapter 12 should be contained in its entirety in Core. When appropriate, the chapter should be edited to follow the model of chapter 9. Chapter 12 should also contain clear reference to annex 9. Annex 9, its technical clauses such as those in sections 3 and 4 should be contained in Supplement, while the clauses of relevance to workers’ health and safety should be included the in the new chapter in Core.

- Chapter 13 should be contained in Core. Its annex 10 which lists examples of topics of training programmes should be included in Supplement.

12. Participants agreed that the text of the Code is redistributed as per the above agreed directions, and necessary text modifications are proposed and produced in a document to be tabled by the secretariat for consideration and review at the next informal meeting.

#### **D. Proposed updates to the CTU Code regarding prevention of pest contamination**

13. The IPPC secretariat reported on the outcomes of CPM-18 and its decision adopting the CPM Recommendation 6 on Sea Containers. Given the WP.24 consent expressed at the Special Session on CTU Code in 2023 that in principle the proposals for modifications to the CTU Code on the aspects of prevention of pest contamination be aligned with the CPM-18 adopted Recommendation 6 on Sea Containers, participants requested IPPC secretariat to table a proposal for modification to the CTU Code on aspects of prevention of pest contamination at the next informal meeting.

#### **E. Other Business**

14. The secretariat discussed briefly about ways for establishment of a future process to be managed jointly by IMO and ECE for review and modification of clauses in Supplement CTU Code.

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

15. Participants agreed to hold its next informal meeting on the CTU Code restructuring on 2 and 3 July 2024, 12 to 4 pm CET, in a hybrid format with interpretation between English and Russian.

## **II. Record of the second meeting**

### **A. Attendance**

1. The second informal meeting on the restructuring of the Code of Practice for Packing of Cargo Transport Units (CTU Code) was held on 2 and 3 July 2024 as an online meeting in English and Russian. It was organised further to the decision of the United Nations Economic Commission for Europe (ECE) Inland Transport Committee at its eighty-sixth session (Geneva, 20–23 February 2024) mandating the Working Party on Intermodal Transport and Logistics (WP.24) with managing the process to propose restructuring the CTU Code into the CTU Code Core and Supplement. The aim of the informal meetings is to work out draft restructuring proposal for consideration and finalisation at WP.24 Special session on CTU Code to be held in the second half of 2024.

2. The meeting was attended by the following Economic Commission for Europe (ECE) member States: Austria, Finland, Germany, Italy and Russian Federation.

3. The representatives from the following intergovernmental organizations attended: International Labour Organization (ILO), International Maritime Organization (IMO), Food and Agriculture Organization – the Secretariat of International Plant Protection Convention (IPPC).

4. The following representatives from the non-governmental organisations and private sector attended: ETS Consulting, Global Shippers Forum, International Centre for Containers Studies (CISCO), TT Club/ICHCA International, International Union of Railways (UIC), Logistics Service Provider Association (Türkiye), MariTerm AB, National Cargo Bureau (NCB) Inc., World Shipping Council (WSC),

5. The meeting was moderated by the ECE secretariat.

## B. Agenda

6. Participants endorsed the provisional agenda as prepared for the meeting by the secretariat.

## C. CTU Code restructuring

7. Participants had agreed at the first informal meeting that chapters 6, 7 and 8 should be reviewed following the model of chapter 9, so that only principal clauses are contained in these chapters while the technical clauses are moved to annexes.

8. In response to the above, document 2-1 was prepared and presented at the meeting. This document contains a proposal for how to restructure the information in the CTU Code relating to CTU types into a new annex of the CTU Code, containing more detailed and technical information, while only retaining more general instructions and overviews in the chapters 6, 7 and 8. In doing so, and further to the agreement of the first meeting that Informative Material (IM) should be considered for possible inclusion in the CTU Code in annexes or appendices, this document further proposes how to integrate the IM 3 on CTU types in the CTU Code.

9. Participants considered the document and welcomed the proposal made for restructuring chapters 6, 7 and 8 and an elaboration of the new annex. Participants also agreed, in principle, to the integration of IM3 into the CTU Code, partially in the new annex and partially in appendices to this annex.

10. In the discussion, participants further agreed that instead of considering restructuring the CTU Code into Core and Supplement, a three-tier approach should be considered, as follows:

- First tier which includes chapters that should be subject to very sporadic revisiting managed by ILO, IMO and ECE;
- Second tier which consists of annexes providing technical information that should be subject to regular review by IMO and ECE, unless specified otherwise (see paragraph 15 of this record); and
- Third tier which includes appendices which supplement information provided in annexes and provide further detailing of the technical information which should also be reviewed regularly by IMO and ECE.

11. In the discussion, participants also stressed that inclusion of IM3 and its specific chapters, as proposed for Appendices 1–4 to the new annex only makes sense if the quality of images provided in chapters 1.2, 1.3, 1.4, 1.5, 1.6 and 3.4 (for appendix 1), 2.5 (for appendix 2), 5.2, 5.3, and 5.4.5 through 5.4.8 (for appendix 3), and 6.2, 6.3 and 6.4 (for appendix 4) of IM3 can be substantially improved.

12. Participants further agreed on the following changes to be made to the text provided in document 2–1 and to reproduce the document for the next meeting:

- Adjust the last sentence of the third paragraph of 6.2 (chapter 6) as follows (added text in bold and deleted text marked as strikethrough): “Additionally, the tare mass and the payload are marked ~~in painted letters on the door or~~ **at least** on the rear end of the freight container.”
- Remove numbering 6.7.1 of the first paragraph under 6.7 (chapter 6)
- Delete “may” in the second half of the first paragraph under 7.3 (chapter 7) as follows “... and ~~may~~ require special stowage on board a ship, where the superimposed ...”
- Remove numbering 8.2.1.1 of the first paragraph under 8.2.1 (chapter 8)

- Adjust the second paragraph of 8.2.1 to read as follows: “If there is no CSC approval plate, ~~the a~~ freight container should not be used **or supplied for use** in international traffic.”
- Keep the text of former 8.2.1.4 as the third paragraph of 8.2.1 as follows: “If there is no ACEP (**Approved Continuous Examination Programme (see annex 4.1.2.2))** mark and if the next examination date is already elapsed or is before the expected arrival time of the freight container at its destination, the freight container should not be used **or supplied for use** in intermodal or international traffic.”
- Keep in square brackets former 8.2.2.9 and 8.2.4.4 of chapter 8 and annex 6 and review based on consolidated proposal for changes concerning prevention of pest contamination (see paragraphs 23-25 of this record)
- Replace the term “vessel” with the term “ship” in paragraph 1.1.3 of the new annex as well as in other paragraphs on the case-by-case basis
- Adjust paragraph 1.3.1 of the new annex to read as follows: “The maximum gross mass of a freight container is specified on the CSC safety approval plate (see annex 4). It is additionally, along with the tare mass and the payload, marked **at least in painted letters on the door or on the rear end of the freight container.**”
- Adjust second and third bullets of 1.2 in annex 4 to read as follows: “The maximum gross mass, **which should not be exceeded**; and The allowable stacking mass, **which should not be exceeded**” as well as to remove the footnote to these bullets
- Adjust paragraph 1.2.3 in annex 4 as follows: “If there is no ACEP mark and if the next examination date is already elapsed, or is before the expected arrival time of the freight container at its destination, the freight container should not be used **or supplied for use** in intermodal or international transport.”
- Replace image A4-10 under paragraph 4.2 of annex 4 with a better-quality image.

13. Further to the agreement at the first meeting that a new chapter on a safe and healthy working environment is prepared that would include clauses of relevance to occupational safety and health of workers, participants considered document 2-2 which contains a text proposal for such a chapter.

14. In the discussion, participants recognized the fact that ILO was still working on its review of this document. In view of this, participants agreed to provide comments on the proposed text to be taken into account by ILO in its revision, as follows:

- Whenever verbs “shall” are used, they should be replaced by “should”;
- Training as referred to in paragraph 5.1.4 should be always given commensurate to the functions of the relevant stakeholders;
- Risk related to misdeclaration or inaccurate declaration of VGM should be possibly listed under paragraphs 5.2.2, 5.2.3 and 5.2.5;
- Risk related to entry into enclosed spaces should be included potentially in paragraph 5.3.1; and
- Reference to annex 11 should be reconsidered (see paragraph 16 of this record).

15. Participants also agreed that any annex or part thereof of the CTU Code referred to in the new chapter on a safe and healthy working environment, hence annexes 5.5-5.7, 8, 9 and potentially 11, should be subject to revision with ILO even if it is considered a second-tier content (see paragraph 10 of this record).

16. Concerning then the inclusion of IM5, IM7, IM9 and IM10 and the proposals included respectively in documents 2-3 through 2-6, participants agreed as follows:

- IM5: to include the entire IM5 as a relevant appendix to annex 7. At the same time, MariTerm AB should provide specimen calculation for the lashing values contained in the tables on the basis of which validation/verification of the values can be undertaken by experts.

- IM7: ILO should consider whether inclusion of annex 11 and its appendices is necessary or whether instead references to other existing, possibly ILO material, can be made with regard to manual/mechanical handling practices.
- IM9: to include in principle the content of IM9 into the CTU Code. At the same time, experts should provide written comments and suggestions on the proposal made in document 2-5 which should be discussed at the next meeting, so as to agree how/where the content of IM9 is included in the CTU Code.
- IM10: ILO should consider whether IM10 should be included in the CTU Code and in which form given that the issues covered by IM10 refer to occupational health and safety aspects.

17 Participants agreed then to continue the discussion on the new chapter and inclusion of IM7, IM9 and IM10 at the next meeting. Participants may also discuss validation or verification of the values for lashing, if requested, based on the specimen calculation.

#### **D. Proposed updates to the CTU Code regarding prevention of pest contamination**

18. The IPPC secretariat tabled document 2–7 which was prepared by the IPPC Focus Group on Sea Containers (SCFG) and provides in part 1 a proposal for a new chapter on the prevention of pest contamination. The document further provides, in part 2, initial comments on existing text in the CTU Code pertaining to the prevention of pest contamination.

19. Participants welcomed the document and the proposal made for inclusion of a separate chapter to address in an integrated way the issues on the prevention of pest contamination in intermodal transport.

20. Participants noted then the following:

- The text proposal for the new chapter refers to sea containers rather than to CTUs;
- The first two paragraphs of the introduction match almost fully the text proposed for inclusion in chapter 1, section 1.3bis; and
- Information such as on methods for contamination removal could be better placed in an annex than in the text of the new chapter.

21. In the discussion, it was clarified that the scope of the new chapter was subject to further consideration by the SCFG in view of the discussions at this meeting. One option could be that it should be applicable to all CTUs used in intermodal transport where one leg of the transport is at sea. Participants requested to be informed about the SCFG's further deliberations on this matter with subsequent clarification in the introduction to the new chapter and noted that the term "sea container" should be replaced with "CTU" throughout the text.

22. Participants further requested that the introduction to the chapter and the section 1.3bis are revisited to ensure the text is not replicated but rather the section 1.3bis would introduce the new chapter.

23. Participants considered then a poster prepared by the IPPC secretariat for awareness raising on contaminating pests and contaminants in sea containers and their cargoes and a proposal that the suggested content of the poster is introduced into CTU Code to replace the content currently available as annex 6.

24. Participants accepted this proposal yet noted that the content of the poster should be arranged to correspond to the format of the CTU Code and that there should be no logos included.

25. Participants further agreed that in instances of the CTU Code where text is provided on the aspects of the prevention of pest contamination such as clauses in chapter 8 or annex 5, this text should be reviewed and possibly replaced with a reference to the new chapter and its relevant clauses. In this way, the prevention of pest contamination would be addressed in an integrated way through the new chapter and its new annex 6.

26. Finally, participants noted the need to review the text of chapter 4 pertaining to the functional responsibilities within the supply chain to reflect therein responsibilities for prevention of pest contamination. Similar review should also be made to the amended definitions which pertain to pest contamination, including the definition of “clean CTU”.

27. Given the discussion and its results, participants requested IPPC secretariat and WSC to prepare for the next meeting the following documents:

- Document A to present the revised text of the section 1.3bis and the new chapter,
- Document B to show the poster rearranged to the format of the CTU Code for inclusion as annex 6 of the CTU Code,
- Document C to indicate further changes necessary to chapter 4 on functional responsibilities for prevention of pest contamination, and
- Document D to present possible further modifications to definitions pertaining to pest contamination, in particular the definition of a clean CTU, in part 1, and in part 2, to present the references to the new chapter which would replace the existing text in particular in chapter 8 and annex 5 pertaining to pest contamination and its prevention.

28. Participants requested that changes to chapter 4, definitions and other clauses of the CTU Code are made based on the WP.24-considered modifications to the CTU Code. To this end, the secretariat was requested to circulate the document reflecting all the text changes made so far, i.e. including those made at the 2023 WP.24 Special Session on CTU Code.

## **E. Other Business**

29. Participants, at the request of the secretariat, reflected on the WP.24 Special Session on CTU Code scheduled to take place on 16 and 17 December 2024.

30. Participants agreed with the planned duration that should be sufficient to discuss the proposed restructuring of the CTU Code and the modifications pertaining to the clauses addressing prevention of pest contamination.

31. Participants noted then with dissatisfaction the fact that the meetings at the Palais des Nations in Geneva are held as of January 2024 in-person only. Participants requested the secretariat to explore further the possibility for a hybrid meeting, which would facilitate attendance given the late-in-year scheduling of the meeting.

32. Participants requested that invitations to the WP.24 Special Session are distributed at an earliest convenience so that travel plans can be arranged especially given the time proximity to the end-of-year festivities.

33. Finally, the secretariat informed about the deadline for the finalization of documents for the WP.24 Special Session. Any official document tabled at the session would need to be ready for submission by Friday 4 October 2024.

34. The meeting also reflected on action to be undertaken further to the 2024 WP.24 Special Session on CTU Code at ILO, IMO and ECE that should result in adoption of the modified CTU Code and a new process for future modifications. Further discussion, in particular among ILO, IMO and ECE secretariats, should be held to facilitate this process.

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

35. Participants agreed to hold their next, third, online informal meeting on the CTU Code restructuring on 12 and 13 September 2024.

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