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**Group of Experts for the revision of the IMO/ILO/UNECE  
Guidelines for Packing of Cargo Transport Units**

**Third session**

Geneva, 15–17 October 2012

**Report of the Group of Experts on its third session<sup>1</sup>**

**I. Attendance**

1. The Group of Experts for the revision of the IMO/ILO/UNECE Guidelines for Packing of Cargo Transport Units (hereafter Group of Experts) held its third session at the Palais des Nations in Geneva from 15 to 17 October 2012.
2. Experts from the following countries took part in this session: Belgium, Finland, Germany, Japan, Russian Federation, Slovakia, Sweden and United Kingdom of Great Britain and Northern Ireland.
3. The secretariats of the International Labour Office (ILO), International Maritime Organization (IMO) and the United Nations Economic Commission for Europe (UNECE) were also represented.
4. Representatives of the following non-governmental organizations and industry groups were also present: Bundesverband Güterkraftverkehr Logistik und Entsorgung (German Association of Road Haulage, Logistics and Disposal, BGL), European Chemical Industry Council (CEFIC), European Shippers Council (ESC), FNV Trade Union, Global Shippers' Forum (GSF), International Cargo Handling and Coordination Organization (ICHCA), International Association of Ports and Harbors (IAPH), International Chamber of Shipping (ICS), International Federation of Freight Forwarders Associations (FIATA), International Road Transport Union (IRU), International Transport Workers Federation (ITF), MariTerm AB and World Shipping Council (WSC), and ETS Consulting.

**II. Introduction**

5. The session was chaired by Mr. Christopher Welsh (Global Shippers' Forum). Mr. Jens Hügel (International Road Transport Union) and Mr. Makoto Urata (International Transport Workers Federation) served as Vice-Chairs.

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<sup>1</sup> All documents referred in this report are available online at the UNECE website: [www.unece.org/trans/wp24/guidelinespackingctus/session\\_3.html](http://www.unece.org/trans/wp24/guidelinespackingctus/session_3.html) and [www.unece.org/trans/wp24/guidelinespackingctus/documents.html](http://www.unece.org/trans/wp24/guidelinespackingctus/documents.html)

### **III. Adoption of the agenda (agenda item 1)**

6. Taking account of the respective mandates of ILO, IMO and UNECE on the revision of the guidelines (Informal document EG GPC No. 2 (2011)) and its Terms of Reference (Informal document EG GPC No. 3 (2011) – Rev.1), the Group of Experts adopted the agenda as contained in Informal document EG GPC No. 14 (2012).

### **IV. Results of the second session of the Group of Experts for the revision of the IMO/ILO/UNECE Guidelines for Packing of Cargo Transport Units (agenda item 2)**

7. The Group of Experts adopted the report on its second session held on 19 and 20 April 2012, as reproduced in Informal document EG GPC No. 13 (2012) – Rev.1.

### **V. Updates on the second draft of the Code of Practice for Packing of Cargo Transport Units (CTU Code) (agenda item 3)**

#### **(a) Development of the second draft of the CTU Code**

8. Mr. Bill Brassington (consultant of the secretariat) reported on the progress made in the preparation of the second draft of the CTU Code.

9. The second draft of the CTU Code had been completed based on the work done by the correspondence groups and consisted of a main part divided in 15 chapters, as well as annexes and appendices. It was circulated to the participants as Informal document EG GPC No. 15 (2012), Informal document EG GPC No. 15 (2012) – Add.1 (Revised) and Informal document EG GPC No. 15 (2012) – Add.2, respectively.

#### **(b) Consideration of the sections of the second draft of the CTU Code**

10. The Group of Experts considered in detail each chapter and annex of the second draft of the CTU Code, and took into account written comments and proposals of amendments submitted by the United States of America (Informal document EG GPC No. 17 (2012)), Germany (Informal document EG GPC No. 18 (2012)), CEFIC (Informal document EG GPC No. 19 (2012)), Sweden (Informal document EG GPC No. 20 (2012)), Japan (Informal document EG GPC No. 21 (2012)) and Slovakia (Informal document EG GPC No. 23 (2012)).

11. Besides editorial amendments, the Group of Experts made a certain number of re-arrangements in the text, principally aimed at shortening the main part of the CTU Code. The Group of Experts also debated the following specific issues.

##### **1. Chains of responsibilities (Chapter 5 of the CTU Code)**

12. The Group of Experts revised Chapter 5 to include a list of functional definitions instead of listing the responsibilities of each participant in the supply chain. Moreover, a number of amendments proposed by Germany (Informal document EG GPC No. 18 (2012)), Sweden (Informal document EG GPC No. 20 (2012)) and Japan (Informal document EG GPC No. 21 (2012)), were also incorporated in the revised chapter.

**2. Packing cargo into cargo transport units (Chapter 10 of the CTU Code)**

13. The Group of Experts noted that this chapter was a core element of the Code of Practice for Packing of Cargo Transport Units.

14. A number of experts questioned the volume and the detailed description in the draft Chapter 10. They plead for a shorter version in the main part of the CTU Code and a transfer of details to an annex. Other experts wished to keep the complete text in the main part. After a lengthy discussion, it was decided to give a short overview of basic aspects of packing in the main text and refer the packer to detailed provisions in a separate annex.

**3. Handling of fumigated cargo transport units**

15. The Group of Experts noted that new and amended requirements concerning fumigated cargo transport units were recently included in international regulations for the transport of dangerous goods and that some of those provisions were referred to in the CTU Code (Chapter 12 “On completion of packing” and Chapter 14 “Advice on receipt and unpacking of CTUs”).

16. Some experts pointed out that it was estimated that 95% of the fumigated containers were still not marked in this respect or not marked correctly. They recommended that such requirements be included not only in dangerous goods regulations, but also in regulations for workplace safety.

17. The Group of Experts was informed that the United Nations Economic and Social Council had invited the Governments of Member States, the ILO and the IMO to draw the attention of authorities and other entities concerned with workplace safety to the warning, marking, documentation and training provisions concerning fumigated cargo transport units<sup>2</sup>, and to take appropriate steps to ensure their implementation and workers’ awareness<sup>3</sup>.

**4. Decisions related to the work of the IMO Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC)<sup>4</sup>**

18. The Group of Experts noted that there was on-going work at IMO on the use of refrigerant gas, and that the editorial and technical group (E&T 19) would further consider the proposal of amendments to the IMDG Code submitted by the United States of America and ICHCA. The Group of Experts considered the proposal made by the United States of America in Informal document EG GPC No. 17 (2012) and decided that there was no need at this stage to include in the CTU Code any provisions regarding guidance on the use of refrigerants, since that task concerned only container operators and their maintenance personnel.

19. The Group of Experts took note of the proposed text of the new SOLAS regulation VI/5.3 relating to the verification of gross mass of CTUs (paragraph 7.13 of Informal document EG GPC No. 22 (2012)) and noted that the Correspondence Group on Development of Measures to Prevent Loss of Containers was tasked to further consider the draft Guidelines for the verification of container weights. The Group of Experts agreed that this issue may be addressed in future within the CTU Code and decided to wait for the report of that correspondence group to the 18th session of DSC (DSC 18).

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<sup>2</sup> Contained in chapter 5.5 of the Recommendations on the Transport of Dangerous Goods: Model Regulations or in the International Maritime Dangerous Goods Code.

<sup>3</sup> See Economic and Social Council Resolution 2011/25.

<sup>4</sup> See also Chapter VI of this report.

20. The Group of Experts agreed that some parts of the CTU Code would be amended by Mr. Brassington to reflect the latest amendments to the International Convention for Safe Containers (CSC).

**5. Issues that need further consideration**

21. Some experts were of the opinion that Chapter 7 “CTU properties”, as redrafted during the session, should contain more technical details. It was agreed that Mr. Brassington would finalize this chapter by including suggestions made during the session and would send it to a correspondence group for approval. Should the correspondence group not reach consensus on the proposed text, the text would then remain as first redrafted during session.

22. The Group of Experts adopted annexes III to VIII as reorganized by a working group during the session, and allowed the working group to submit an improved annex IV to Mr. Brassington until 30 November 2012.

**6. Provisions on biosecurity**

23. In accordance with the decision taken at its second session, the Group of Experts approved the inclusion in the CTU Code of provisions related to biosecurity (Informal document EG GPC No. 16 (2012) as amended). Those provisions will reflect the work undertaken on ‘infestation’ in the framework of the International Plant Protection Convention (IPPC) and by the United Nations Food and Agricultural Organization (FAO).

**(c) Finalization of the CTU Code**

24. Mr. Brassington will prepare a final draft of the CTU Code, which will take into account the work of the correspondence groups (see paras. 21 and 22), for the beginning of December 2012.

**VI. Other business (agenda item 4)**

25. The Group of Experts was informed by the IMO secretariat of the outcome of the 17th session of DSC (17–21 September 2012) on the following matters related to its work (Informal document EG GPC No. 22 (2012)):

- Amendments to the IMDG Code with regards to counterfeit refrigerant;
- Development of measures to prevent loss of containers;
- Amendments to the International Convention for Safe Containers (CSC).

26. The Group of Experts paid tribute to Mr. Marios Meletiou who had recently retired from ILO and had contributed greatly to the work of the Group of Experts.

**VII. Date and venue of next meeting (agenda item 5)**

27. The Group of Experts took note that a fourth session of the Group of Experts had been tentatively planned in November 2013, subject to the availability of resources. This would allow the Group of Experts to consider amendments made to the final draft of the CTU Code by IMO DSC 18 and the UNECE Working Party on Intermodal Transport and Logistics (WP.24).

## **VIII. Decisions and follow-up (agenda item 6)**

28. The Group of Experts requested the secretariat to establish a report of the session reflecting only the major decisions taken, and to circulate it with the final list of participants.

29. Mr. Brassington will prepare a final draft of the CTU Code, taking into account the work of the correspondence groups on Chapter 7 and Annex IV, for the beginning of December 2012.

30. The final draft will be considered by IMO DSC 18 (16-20 September 2013) and the UNECE WP.24 (21-22 October 2013) for approval. It will then be transmitted to the IMO Maritime Safety Committee, the ILO Governing Body and the UNECE Inland Transport Committee with a view to adoption in 2014.

31. The Group of Experts recommended that the CTU Code should be made available free of charge or at low cost to facilitate its wide dissemination and usage. The IMO secretariat explained that at this point it was premature to specify if the CTU Code which is expected to be produced by IMO would be provided free of charge, and requested the Group of Experts to invite the DSC Sub-Committee to consider this recommendation.

32. However, it was recalled that the CTU Code would be part of official documents when submitted to the three organizations' governing bodies for endorsement. Those documents will be available on the organizations' websites.

33. The UNECE secretariat informed that the UNECE Inland Transport Committee would issue a resolution inviting its Member States to endorse and use the CTU Code. The CTU Code would also be sent to the other UN Regional Commissions for endorsement.

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