

## Economic Commission for Europe

### Inland Transport Committee

#### Working Party on the Transport of Dangerous Goods

##### Ninety-fourth session

Geneva, 14-16 May 2013

Item 9 of the provisional agenda

##### Any other business

6 May 2013

## Information on IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units

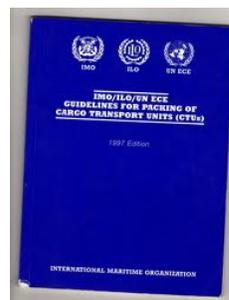
### Note by the secretariat

#### Introduction

1. Many accidents and problems in transport are attributed to poor practices in packing of transport units, including overloading and misdeclaration of contents. This has caused major concerns because the victims may be the general public or transport workers, who often have no control over the packing of such units.

2. In 1997, the International Maritime Organization (IMO) published the IMO/ILO/UNECE Guidelines for Packing of Cargo Transport Units, a 68-page document prepared by the IMO Working Group on Ship/Port Interface in cooperation with the UNECE Working Party on Combined Transport (WP.24).

3. The Guidelines were based on the IMO/ILO Guidelines for Packing Cargo in Freight Containers or Vehicles published in 1985 and applied to transport operations in all surface and water modes and to the entire intermodal transport chain.



#### Revision of the 1997 Guidelines

4. In October 2007, the Maritime Safety Committee of IMO decided to review the Guidelines within the framework of the Editorial and Technical Group of the Sub-Committee on Dangerous Goods, Solid Cargoes and Containers. The amendments to the Guidelines that were subsequently adopted, aimed principally at updating the text relating to the transport of dangerous goods.

5. In 2009, the three organizations began holding inter-secretariat consultations on the need for revising the entire Guidelines. WP.24 acknowledged the need for updating the Guidelines and requested its secretariat to collaborate with the IMO and the International Labour Organization (ILO). Informal discussions on the modality of collaboration were held between the three organizations.

6. In March 2011, the Governing Body of the ILO concluded with the creation of a joint IMO/ILO/UNECE working group with a mandate to prepare and to recommend for endorsement — by IMO, ILO and UNECE — a revised version of the Guidelines, reflecting the latest information, best practices and requirements on the subject.

7. The Group of Experts for the revision of the IMO/ILO/UNECE Guidelines for Packing of Cargo Transport Units consisted of members nominated or invited by the three secretariats. Member States, workers' and employers' organizations, intermodal and modal

transport experts were represented. At its third session in October 2012, 46 participants were present, representing 8 member States, 3 intergovernmental organizations and 11 non-governmental organizations.

8. Concurrent to the activities of the Group, the three organizations agreed to elevate the revised Guidelines to a Code of Practice. A code of practice would be more detailed and technical than guidelines, and could be used as a model for national legislation.

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

9. The Code of Practice is aimed at giving advice on safe packing of cargo transport units to those packing and securing the cargo, and to those who train packers of such units as well as control authorities and surveyors.

10. At its third session, the Group agreed on a final draft of the Code of Practice and requested the secretariat to consolidate and submit it for consideration to the eighteenth session of the IMO Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC 18, September 2013).\*

11. At that session, experts expressed different views on the length and the level of details in the new Code of Practice. Some experts preferred including technical details and calculations, while others preferred a short and easily understood text for the target audience. Agreement was convened on a short overview of basic aspects of packing in the main text and a transfer of details to annexes.

12. The Group also noted that the IMO Correspondence Group on Development of Measures to Prevent Loss of Containers was tasked to consider draft Guidelines for verifying container weights. The Group agreed that the verification of gross mass of cargo transport units may be addressed in future in the Code of Practice.

13. The draft Code of Practice, as submitted to DSC 18, consists of a core text (37 pages) and 21 annexes (276 pages). The outline of the Code of Practice is the following:

Chapter 1.	Introduction .....
Chapter 2.	Definitions .....
Chapter 3.	Key requirements .....
Chapter 4.	Chains of responsibility and information .....
Chapter 5.	General transport conditions .....
Chapter 6.	CTU properties .....
Chapter 7.	CTU suitability .....
Chapter 8.	Arrival, checking and positioning of CTUs .....
Chapter 9.	Packing cargo into CTUs .....
Chapter 10.	Additional advice on the packing of dangerous goods ..
Chapter 11.	On completion of packing .....
Chapter 12.	Advice on receipt and unpacking of CTUs .....
Chapter 13.	Training in packing of cargo transport units .....

\* The report of the Group of on its third session (Informal document EG GPC No. 24 (2012)) and related documents are available on the UNECE website: [www.unece.org/trans/wp24/guidelinespackingctus/session\\_3.html](http://www.unece.org/trans/wp24/guidelinespackingctus/session_3.html).

Annex 1.	Consequences of improper packing procedures
Annex 2.	Information and documentation flow .....
Annex 3.	Safe transport of containers at sea .....
Annex 4.	Quick lashing guides .....
Annex 5.	Condensation damage .....
Annex 6.	CTU types .....
Annex 7.	Intermodal road / rail / sea load distribution.....
Annex 8.	Approval plates .....
Annex 9.	Transport of perishable cargo .....
Annex 10.	(Left void) .....
Annex 11.	CTU condition checks .....
Annex 12.	Receiving CTUs .....
Annex 13.	Minimising the risk of recontamination .....
Annex 14.	Packing and securing cargo into CTUs .....
Annex 15.	Manual handling .....
Annex 16.	Access to tank and bulk tops, working at height
Annex 17.	CTU seals .....
Annex 18.	Fumigation .....
Annex 19.	Testing CTUs for hazardous gases .....
Annex 20.	Topics to be included in a training programme ..
Annex 21.	Acronyms .....

## Future actions

14. The draft Code of Practice will be considered by DSC 18 under document number DSC 18/8. A working/drafting group may be established during DSC 18.

15. A fourth session of the Group has been tentatively scheduled for 4 and 5 November 2013. The Group would then consider and terminate the review done by DSC 18, and finalize the Code of Practice for subsequent submission and endorsement by the relevant governing bodies of the three organizations.

16. The UNECE and IMO secretariats will make arrangements, as far as possible, for translating the Code of Practice into French, Russian and Spanish. Some industry groups expressed their readiness to translate the Code of Practice into other languages.

17. The Group recommended that the Code of Practice, that will be published by IMO, should be made available free of charge or at low cost to facilitate its wide dissemination and usage.