

Informal meeting on Code of Practice for Packing of Cargo Transport Units at the request of the United Nations Economic Commission for Europe Working Party on Intermodal Transport and Logistics

Geneva and virtual, 5-6 July 2023

Record of the 2023 second informal meeting

I. Attendance

1. The second informal meeting of 2023 on Code of Practice for Packing of Cargo Transport Units (CTU Code) was held on 5-6 July 2023. It was organised further to the decision of the United Nations Economic Commission for Europe (ECE) Working Party on Intermodal Transport and Logistics (WP.24) at its 65th session (Geneva, 19-21 October 2022) as contained in ECE/TRANS/WP.24/151, para 97. The aim of this meeting was to advance the discussion mandated for the informal pre-work to: (i) assess which areas of the CTU Code need to be prioritised 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, Germany and Russian Federation.
3. The following representatives from the non-governmental organisations and private sector attended: ETS Consulting, International Centre for Containers Studies (CISCO), International Organization for Standardization (ISO), Exis technologies (Part of NCB), Global Shippers Forum (GSF), International Centre for Containers Studies, International Federation of Freight Forwarders Associations (FIATA), International Union of Railways (UIC), MariTerm AB, National Cargo Bureau (NCB), Inc., Traffic, TT Club, World Shipping Council (WSC), WWF Hong Kong, Žilinska University.
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/2023/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 first meeting in March 2023, will serve as a basis for a preparation of a progress report to WP.24 at its 66th session in October 2023.

III. Updates to the CTU Code

6. Participants held deliberations on the issues listed below and documents issued. For the issues concerning prevention of pest contamination and definitions, the documents take into account the outcomes from the intersessional work which was undertaken by several experts:
 - (i) Prevention of pest contamination - CTU-Code/2023/second-informal-meeting/3 and CTU-Code/2023/second-informal-meeting/3B

(ii) Definitions for terms used in the CTU Code - CTU-Code/2023/ second-informal-meeting/4 and CTU-Code/2023/ second-informal-meeting/4B

(iii) Chains of responsibilities - CTU-Code/2023/second-informal-meeting/5

7. Regarding prevention of pest contamination, participants considered CTU-Code/2023/second-informal-meeting/3 submitted by GSF which proposes text for a new section for inclusion in Chapter 1 of the CTU Code, so as to give importance to the issues of the prevention of pest contamination in the outset of the CTU Code that is in a chapter which provides an introduction to it. This new section was proposed to be placed between the existing sections 1.3 and 1.4.

8. Participants welcomed the new text and its placement between sections 1.3 and 1.4 of Chapter 1. Regarding the text, a few changes were introduced and the agreed text is provided in Annex 1.

9. Participants then took note of the CTU-Code/2023/ second-informal-meeting/3B which provides place makers for possible changes to the text of the CTU Code regarding prevention of pest contamination. Participants agreed that such document should be only considered once all the necessary changes are included and coordinated with the IPPC pest prevention-focused process (IPPC process).

10. Participants requested then WSC to inform the IPPC process at workshop in Brisbane in July 2023 on the considerations on the issues of prevention of pest contamination by the informal group of experts on the CTU Code and to transmit the group's request for IPPC proposed changes on these issues to the CTU Code. This proposal may contain, if found appropriate, a chapter referring practices, guidelines or rules for prevention of pest contamination (referred to as 10 bis during the discussion of the informal pre-work). At the same time, participants noted that a strenuous effort should be put among United Nations entities in ensuring that relevant changes are proposed which are acceptable by experts on pest prevention and experts on CTUs safety.

11. Regarding definitions, participants considered CTU-Code/2023/ second-informal-meeting/4, which was prepared by ETS Consulting and included changes made to the definitions during the intersessional work. They also reviewed CTU-Code/2023/ second-informal-meeting/4B submitted by Germany (Mr. Uwe Kraft). Based on these two documents:

(a) Participants accepted the following definitions either for inclusion or as amendment without any further remarks: BK1, BK2, BK3, Blocking, Blocking capacity, Bulk material, Cargo securing method, Carrier haulage, Consignee, Consignor, EDI, EDP, Flexitank, Freight Forwarder, Inspectors/surveyors, Insurers, Label, Lashing, Lashing capacity, Locking, Mark, MSL, Merchant haulage, Pest contamination, Placards, Shoring slot, Shoring slot system, Siftproof, Sign and Visual examination.

(b) Participants accepted to delete existing/not to include newly proposed definitions as follows: Contamination, Emergency response information, HNS, Infestation, Invasive alien species, Multimodal transport operator, Pest, Pest-free CTU, Quarantine Pest and Recontamination.

(c) Participants altered or finalized the below definitions to read as follows:

(i) Bulk container: *Container for the transport of dry bulk solids, capable of withstanding the loads resulting from packing, transport motions and discharging of non-packaged dry bulk solids, and having packing and unpacking apertures and fittings.*

There are two variants:

- *non-pressurized dry bulk container - dry bulk container permitting packing and unpacking by gravity*
- *pressurized dry bulk container - dry bulk container which may be packed or unpacked by gravity or pressure discharge.*

(ii) Clean CTU: A CTU free from:

- *Any previous cargo residues;*
- *Any securing materials used from previous consignments;*
- *Any marks, placards or signs associated with previous consignments;*
- *Any detritus (waste) that may have accumulated in the CTU;*
- *Any pest contamination.*

If used for international transport where required, the CTU has further been inspected to the exterior and interior and, for reefer containers, ventilation inlet grilles and floor drain holes, and found to have no pest contamination as defined below.

(iii) Shipper: *The party who concludes a contract of carriage (or in whose name or on whose behalf a contract of carriage has been concluded) with a carrier.*

It was also decided that the following text ‘This role of shipper may be performed by the consignor, the freight forwarder or the consignee, depending on the terms of the trade’ is proposed for inclusion in Chapter 4, section 4.1.6 as an example of the role of the shipper.

(iv) Temperature sensitive cargo: *Cargo that should be packed, stored or transported within a defined temperature range with an upper and/or lower temperature value, and outside of which may cause:*

- *the cargo to be damaged*
- *the state of the cargo to change*
- *the cargo to auto ignite*
- *decomposition or polymerization*

Temperature sensitive cargos may also need to arrive within a strict time frame or be subjected to maximum dwell times during transport.

(v) Transport documentation: *Documents required by modal regulations for the movement of cargo.*

(vi) Unpacker: *The party that unloads, removes or empties the cargo from the CTU.*

(d) Participants left pending the following definitions: Pest contamination competent authority (pending a proposal including consolidated changes to CTU Code on pest contamination) as well as SADT and SAPT (pending a decision on inclusion of new section 10.4 in Chapter 10).

12. Regarding chains of responsibilities, participants considered CTU-Code/2023/second-informal-meeting/5 and accepted to propose:

(a) To add functional responsibilities for unpacker (as 4.2.9) and to adjust the functions of consignee (as 4.2.10), and

- (b) To add new functional roles for inspectors/surveyors (as 4.2.11), insurers (as 4.2.11), customs (as 4.2.12), and

13. Participants agreed then to elaborate new functional roles for freight forwarders and consolidators. Text proposal is to be developed and reviewed in informal follow-up call (see below para 18).

14. Participants made also further changes to the functional roles of packer, road haulier, consignee. The updated text is provided in Annex 2. The text contained in square brackets was left for further review pending receipt of a consolidated proposal on prevention of pest contamination.

15. Participants also considered submission from Environmental Investigation Agency (EIA), TRAFFIC, United for Wildlife (UFW), and WorldWide Fund for Nature (WWF) stipulated in CTU-Code/2023/second-informal-meeting/7 which proposes updates to CTU Code pertaining to combatting illegal wildlife trafficking in containerized shipments. The document was introduced by WWF with a statement made on behalf of partner NGOs working together to detect and combat illegal wildlife trafficking, i.e. Environmental Investigation Agency (EIA), TRAFFIC, United for Wildlife (UFW), and World Wide Fund for Nature (WWF) and was pertaining to the inclusion of a brief general section in the CTU Code on combatting illegal wildlife trafficking in containerized shipments. This statement at the request of WWF is provided in Annex 3.

16. Based on the proposals made in CTU-Code/2023/second-informal-meeting/7 the participants agreed the following:

- (a) A paragraph on illicit transport including illegal wildlife trafficking, drugs and human trafficking should be developed and included in Chapter 1, section 1.3 on security.
- (b) Definitions, as provided below, on IWT and Wildlife should be added to Chapter 2:

Illegal Wildlife Trafficking: illegal transport or trafficking of wildlife.

Wildlife: All species of wild animals and plants, whether alive or dead, and parts and derivatives of those species, whose international trade is regulated under the Convention on International Trade in Endangered Species of Wild Fauna and Flora, as well as those protected under international law, and those whose exports are restricted under national legislation implementing of the same.

- (c) The wording ‘including wildlife’ should be added at the end of clause 4.1.4.
- (d) New clauses (after the last clause 4.2.12 of the 2014 CTU Code version) should be added as follows:

‘All parties should check the integrity of the CTU and its seal when in their custody in order to detect possible intrusions into the CTU’

and

‘All parties should set up a procedure to report all suspicious cases or incidents of misdeclared or undeclared wildlife shipments with customs and law-enforcement authorities. It is important that any incidents with shippers and/or consignors misdeclaring or trying to conceal wildlife shipments be identified and reported on arrival.’

- (e) The text suggested for addition in clause 11.3 in Chapter 11 and as a new clause 13.3.3 should be further reviewed.

17. The work referred in (a) and (e) above should be undertaken during the informal follow-up call (see below para 18).

18. Due to lack of time, participants were not able to consider proposed changes to Chapter 11 and to Annex 1 as contained in CTU-Code/2023/ second-informal-meeting/5. It was agreed that written comments should be submitted to the secretariat by the end of July 2023. These comments should be reviewed during an informal follow-up call to be set up by the secretariat, possibly not later than by 9 August 2023¹.

19. Participants were not able to consider submission from WSC stipulated in CTU-Code/2023/second-informal-meeting/6 pertaining to decision of the 2023 first informal meeting that the proposed clause 5.3.7 on Weighing should not be added to the CTU Code. Participants agreed to provide written comments on the WBS submission, and possibly to discuss it in the informal follow-up call.

5. CTU Code mobile application

20. Participants were informed that the discussion on the possible involvement, and at which conditions, of commercial developers in developing the CTU Code mobile application continued with involvement of interested stakeholders, IMO and UNECE.

6. Other Business

21. No issues were raised under this item.

7. Date and Place of Next Meeting

22. No more meetings would be organized in 2023 of this Informal Group of Experts. Organization of future meetings would be subject to a decision of the Working Party on Intermodal Transport and Logistics at its 66th session on 18-22 October 2023.

23. Further to an agreement during a meeting, an informal follow-up call would be held, possibly before 9 August 2023.

24. Participants were also reminded that a Special Session of WP.24 on the CTU Code was scheduled to be held on 5-7 December 2023.

¹ Conclusions from the follow-up calls are provided in appendix to this record.

Annex 1

Agreed text for inclusion in Chapter 1 between section 1.3 and 1.4:

“1.3bis Prevention of Pest Contamination

1.3bis.1 There is international consensus among competent authorities that CTUs (especially containers) and their cargoes can carry and facilitate the introduction and spread of pests that may pose a serious risk to agriculture, forestry and natural resources. While the packing of CTUs with cargo is the most likely stage in the international CTU supply chains at which pest contamination can occur, the cleanliness of the CTUs is important. Consignors, shippers and packers should implement measures to minimize pest contamination prior to and during packing. Others in the international CTU supply chains should also implement measures to reduce the risk of pest contamination while the CTU is in their control. Such measures, or best practices, should be in accordance with the parties’ roles and responsibilities in the supply chains and should take into consideration all safety and operational constraints.

1.3bis.2 Minimizing pest contamination of CTUs and their cargoes is a shared responsibility and by applying practices set out in [Chapter 10 bis and]* Annex 6 of this Code, all parties can help keep CTUs and their cargoes clean. This will help to prevent the introduction and spread of pests through international commerce. CTUs are also likely to move through ports and other international borders and reach their final destinations faster and with less expense if they are clean.”

* [] includes reference to a section that would need to be still developed and agreed upon

Annex 2

Agreed text for functional roles of packer, road haulier and consignee:

4.2.3 The packer is responsible for:

- Ensuring that the CTU is checked before packing and that the condition of the CTU is suitable for the cargo to be transported;
- Ensuring that the floor of the CTU is not overstressed during packing operations;
- Ensuring that transport documentation is available for all dangerous goods to be packed;
- Ensuring that no incompatible or damaged dangerous goods are packed. Account should be taken of all applicable dangerous goods legislations during the entire journey of the CTU from original point of dispatch to final destination;
- Ensuring that the cargo is correctly packed in the CTU.
- Ensuring that the cargo is secured in the CTU;
- Ensuring that the cargo is correctly distributed in the CTU and properly supported where necessary;
- [Ensuring that measures are put in place to prevent pest contamination. Such measures involve use of lights that minimize the attraction of insects during active packing and closing doors and tarpaulins once active packing is interrupted but not fully finished;]
- Properly closing the CTU and sealing it, when required, and reporting seal details to the shipper with a view to sharing those details with the container operator and, where different, the carrier. CTUs used for international transport should always be sealed;
- Fitting marks and placards to the CTU as required by applicable dangerous goods regulations;
- Fitting the fumigation mark if any fumigant has been used as part of the packing process;
- Fitting other marks and / or labels applicable to the cargo being carried, e.g., flexitank labels;
- Accurately determining the gross mass² of the CTU¹ and transmitting it to the shipper;
- Ensuring that the CTU is not overloaded and complies with the maximum operating gross mass indicated on the approval plate (see annex 3);
- Providing the container/vehicle packing certificate² (new document or signed statement in the dangerous goods transport documentation as appropriate) and forwarding any documentation to the shipper with a view to sharing that information with the container operator and, where different, the carrier.

To assist with the stowing of freight containers on board ships, and as the only party who may physically see the container, the packer should also pass on to the shipper information relating to any freight container with

² The gross mass of a packed CTU needs to be obtained either by weighing or calculation before any transport operation commences. Incorrect gross masses are a hazard for any mode of transport. Therefore, the gross mass should be produced before the unit leaves the premises of the Packer. Where a cargo is to be transported in a road vehicle, rail wagon, and where the tare of the CTU is not known, the Packer needs only provide the mass of the cargo and any packing and securing material to the shipper (Note to entry – the tare of CTUs other than containers may not be known)

³ Where the CTU is a freight container in sea transport, the Packers should provide a gross mass as required by the International Convention for the Safety of Life at Sea (SOLAS) Chapter VI, Regulation 2 which shall be verified by the Shipper and transmitted to the Container Operator, and where different, the Carrier.

⁴ To include electronic documentation in accordance with 11.3.1 and 11.3.

a reduced stacking capacity (less than 192,000 kg marked on the CSC safety approval plate)^{3F5}. This information is critically important for the proper stowage of the CTU aboard ship; it should therefore be shared also with the container operator and, where different, the carrier.

4.2.5 The road haulier is responsible for:

- Confirming that the gross mass, length, width and height of the vehicle are within the national road / highway regulations limits;
- Ensuring that the driver is qualified and / or experienced in driving the vehicle with the CTU / Cargo combination, for example: road tankers and tank container;
- Ensuring that the driver is aware of any cargoes that may influence the performance of the vehicle, for example bulk liquids on the CTU or hanging foodstuffs;
- Ensuring that the driver:
 - secures the CTU properly on the trailer or chassis (except where the CTU is a trailer);
 - visually examines the exterior of the CTU to confirm that it is safe to move and that it is pest-free;
 - confirms that there are no loose components or coverings that may become detached or damage the CTU and / or cargo during transport;
 - is aware of their responsibilities in conformance with the underlying contract between the haulier and shipper (merchant haulage) or carrier (carrier haulage) with regard to securing of the cargo and determining the status of the CTU and that the CTU is pest-free;
 - Moves the CTU in such a manner that there are no exceptional stresses placed on the CTU or the cargo;
 - is in possession of all documents required by the dangerous goods regulations.

4.2.10 The consignee of CTUs is responsible for:

- Receiving the CTU from the designated transport provider and ensuring that the information supplied by the shipper concerning the consignment matches those of the CTUs received;
- Returning the CTU to the CTU operator completely empty and clean, unless otherwise agreed;

⁵ As of 1 January 2012, all freight containers with reduced stacking or racking strength are required by the international convention for safe Containers CSC to be marked in accordance with the latest version of ISO 6346: Freight containers- Coding, identification and marking.

Annex 3

Statement made on behalf of partner NGOs working together to detect and combat illegal wildlife trafficking

Dear experts,

The illegal wildlife trade (IWT) poses a significant threat to global economic and social development, security and governance, and the environment.

Illegal wildlife trade involves thousands of different species, including animals, plants and high-value timber. IWT is a global issue, harming people, wildlife and habitats: it undermines the very fabric of our existence.

According to the UN Office on Drugs and Crime and the Secretary General of the Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES), IWT is one of the most serious transnational criminal activities next to arms, drugs and human trafficking, and one of the most lucrative illegal businesses, valued at between USD7 billion and USD 23 billion per year.

IWT is often run by sophisticated, international, and well-organized criminal networks seeking to exploit the high rewards and low risks of the trade. Wildlife traffickers also rely on legitimate transport services to move their contraband nationally and transnationally, exploiting maritime supply chains to move large volumes of illicit wildlife products. Stopping IWT requires all hands on deck.

The primary mode of transport for wildlife and timber contraband is through containerized shipping. Any organization involved in the movement of CTUs faces reputational and financial risk through unknowingly harbouring malpractice and being exploited by traffickers.

An estimated 72-90% of illicit wildlife volumes are trafficked through maritime transport, implicating legitimate service providers. Contraband shipments by sea have increased in recent years, in part due to reduced air traffic as a result of COVID. Indeed Maritime seizures in 2022 accounted for over 50 percent of the cumulative weight of seized elephant ivory, rhino horn, and pangolin scales across all transportation types.

In the past decade wildlife trafficking has escalated in terms of volume, value, and number of species targeted, putting the biodiversity of a number of critical ecosystems at risk. In response, the international community has rallied together to address this trade:

The International Consortium on Combating Wildlife Crime has been formed and this is a collaborative effort comprising the secretariat of the Convention on International Trade in Endangered Species of Wild Fauna and Flora, the International Criminal Police Organization (INTERPOL), the United Nations Office on Drugs and Crime, the World Bank and the World Customs Organization.

The UN General Assembly has to date issued 5 resolutions calling upon Member States to address this trade, and providing guidance. UNODC, CITES, INTERPOL and WCO have all called upon their members to specifically address IWT.

In May last year, the International Maritime Organisation adopted the IMO Guidelines for the prevention and suppression of the smuggling of wildlife on ships engaged in international maritime traffic.

The private sector has also responded positively, including members of the transport sector who signed up to the United for Wildlife Transport Taskforce Buckingham Palace Declaration and financial institutions who came together to form the Financial Crime Taskforce, under the United for Wildlife Mansion House Declaration.

In December 2022, UN Member States agreed on the Kunming / Montreal Global Biodiversity Framework, committing to halt human-induced extinction of threatened species and reducing the rate of extinction of all species tenfold by 2050.

The actions above speak to these efforts to address the human-induced extinction of species.

The questions for us here today are: i) is the CTU Code relevant to reducing IWT, and ii) how?

The scale of illegal wildlife trade in container shipments is a serious issue that requires a coordinated effort from all stakeholders to combat it effectively.

We fully understand that it is not for companies to determine if a crime has transpired. Fundamentally, the role of employees is to follow companies' security protocols, to conduct due diligence and report suspicious shipments.

The CTU Code already makes a reference to measures to be applied by persons involved in the movement of CTUs, to prevent CTUs being used to carry migrants, contraband, undeclared or misdeclared cargoes.

Illegal wildlife cargo is not explicitly addressed. This means that frontline workers are not specifically instructed to implement consistent and reliable screening procedures for wildlife contrabands.

The inclusion of IWT-specific wording into the CTU Code, sends a signal to all stakeholders that the shipping industry recognises:

- I. The importance of strong messaging demonstrating that the shipping industry takes this matter very seriously.
- II. The threats to global security posed by illicit trafficking in wildlife
- III. The financial and reputational risks for the maritime transport sector knowingly or unknowingly being involved in IWT;
- IV. That a multi-faceted response is required, involving both private and public sectors
- V. That a strong statement from the top will cascade commitment and ethical behaviour to operations level.

Although the CTU Code is a non-mandatory instrument, adherence to the CTU Code is widely recommended. And therefore we hope that the Inclusion of wording on IWT will trigger awareness programs and training for employees on identifying possible signs of smuggling,

Call to action

On behalf of the NGOs working together to combat illegal wildlife trafficking in maritime industry – Environmental Investigation Agency (EIA), TRAFFIC, United for Wildlife (UFW), and World Wide Fund for Nature (WWF) – we request the members of this working group to agree on the inclusion of IWT-specific wording and provisions to the CTU Code. We reiterate our calls for continued collaborative efforts to address wildlife trafficking, and to the greatest extent possible, we commit to providing assistance. All persons involved in the movement of CTUs have a vital role to play in solving the problem of combating illegal wildlife trade.

Thank you.

Appendix

Conclusions from the follow up calls

These calls were held on Thursday, 3 August, and Tuesday 8 August 2023. The conclusions pertain to paras 13, 16 (a) and (e), 18 and 19 of the record of the 2023 second meeting.

Para 13:

Participants agreed on the following functional roles for consolidators (as new 4.2.4) and freight forwarders (as new 4.2.6):

4.2.4 The consolidator is responsible for:

- Fulfilling the responsibility of the packer as shown in **Error! Reference source not found.**, and
- Confirming to each and every shipper / consignor using a consolidated CTU that their cargo will be packed and secured in accordance with the requirements of the shipper / consignor to ensure the safe transport of their cargo.

[4.2.6 The freight forwarder is responsible for:

- Advising consignors about the planning and selecting the most suitable modes of transport to minimize the risk of accidents and damages for the cargo;]

The text for freight forwarder is placed in square brackets as further functional roles can be proposed and the new text should be agreed before the end of September 2023. This may further imply additional modifications to the definition of freight forwarder.

Para 16 (a) and (e):

Regarding additional clauses on transport of illicit cargo including illegal wildlife trafficking, drugs and human trafficking, the text proposal should be developed and agreed before the end of September 2023.

About addition to chapter 11, participants agreed not to make any changes to this chapter in relation to illicit transport.

Participants agreed then to insert a new clause 13.3.3. in chapter 13, as follows:

“Persons responsible for planning and supervision of packing as well as personnel responsible for the actual packing should receive appropriate education and training about risks of illegal goods smuggling, including wildlife, and the latest trends in the concealment methods and trafficking routes used by criminals. Topics for training, as appropriate, are given in annex 10, point 16.”

Participants also agreed to include point 16 in annex 10 as follows:

16	Prevention of transport of illicit cargo including illegal wildlife trafficking, drugs and human trafficking
	Common methods used to conceal illegal transport

Para 18:

Concerning the proposal to add new section 11.3.1 in chapter 11 as provided in CTU-Code/2023/second-informal-meeting/5 (Amendments to Chapter 11), participants agreed not to include this section. Instead, they agreed to further alter the definition of transport documentation as follows:

Transport documentation	Documents required for the movement of cargo related to the origin, destination, nature and character of the goods transported. Electronic records are considered equivalent to paper documents when permitted by the regulations.
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With regard to the changes proposed in CTU-Code/2023/second-informal-meeting/5 to annex 1 clause 7, participants agreed to remove this entire clause including Figure 1.2.

Concerning changes proposed in CTU-Code/2023/second-informal-meeting/5 to chapter 12, clauses 12.1.1 and annex 5, participants agreed to replace current clause 12.1.1 as follows:

12.1.1 The unpacker of a CTU should:

12.1.1.1 [Visually examine the CTU on arrival to ensure that it is pest free and continue to check that there are no signs of Pest contamination],

12.1.1.2 Check whether the unit is externally in good condition, and not significantly distorted, cracked or bent. If such damage is found, the receiver should document and notify it to the CTU operator. Specific attention should be paid to damage that may have influenced the condition of the cargo within the unit.

Participants also agreed to make the following changes in the clauses of annex 5 as follows:

1.2 – replace the term “receiver or consignee” with “unpacker”.

1.2.3 – replace the first sentence of this clause with “The unpacker should bring the discrepancy to the attention of the consignee who in turn should notify the CTU operator or, where different, the carrier and the shipper.”

8.1.2 – remove the term “receiver” from the first sentence”.

8.2.1 – add in the first sentence “unpacker and/or” before “consignee”.

8.3.2 – change this clause to: “Cargo residues should be removed and disposed of in line with the unpacker’s and / or consignee’s procedures and any applicable local or national requirements.”

Para 19

With regard to new clause 5.3.7 on Weighing, participants agreed not to accept it. Instead, they proposed to replace clause 11.3.2 with new text as follows:

“When the CTU is a container and sea transport is involved, applicable international conventions and national regulations require that the gross mass of the container is verified either by:

.1 weighing the packed container using calibrated and certified equipment; or

.2 weighing all packages and cargo items, including the mass of pallets, dunnage and other securing material to be packed in the container and adding the tare mass of the container to the sum of the single masses, using a certified method approved by the competent authority of the State in which packing of the container was completed.

Certain types of cargoes (liquid and solid bulk cargoes) do not lend themselves to individual weighing of the cargo to be packed in the container. In such cases, the method described in .1 above should be used instead.”