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FIATA's position on the

IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code)

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Preamble

The 1st IMO/ILO/UNECE Guidelines for Packing of Cargo Transport Units were published in 1997 and they applied to transport operations by all surface and water modes and to the entire intermodal transport chain.

In 2011, the International Maritime Organization (IMO), the International Labour Organization (ILO) and the Economic Commission for Europe (UNECE) set up a group of experts to revise the Guidelines so that they would reflect the latest information, best practices, and requirements on this matter. The three organisations decided to upgrade the revised guidelines to a Code of Practice by including more details and technical content.

The Group of Experts held four sessions (FIATA attended all meetings and reported at the MTI Sessions) from 2011 to 2014 and completed a Code of Practice providing guidance, not only to those responsible for packing and securing cargo, but also to those who receive and unpack such units.

Scope

The aim of this IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code) is to give advice on the safe packing of cargo transport units (CTUs) to those responsible for the packing and securing of the cargo, and by those whose task it is to train people to pack such units. The aim is also to outline theoretical details for packing and securing, as well as, to give practical measures to ensure the safe packing of cargo onto or into CTUs.

The full adoption of the IMO/ILO/UNECE Code of Practice for packing cargo transport units (CTU Code) has recently taken a massive step forward. The United Nations Economic Commission for Europe (UNECE) moved to protect the lives and safety of both workers and the general public by endorsing the draft document without amendment at its session on February 17th 2014 and the IMO on May 19th 2014. Finally the Governing Body of ILO has endorsed the CTU Code during their 322nd session held from 30 October - 13 November 2014.

FIATA's Position

The Multimodal Transport Institute (MTI) thinks that the new Code of Practice should be embraced and recognised globally. Although the code in itself is not mandatory, it is FIATA's view that this may be adopted into the National Legislation of some countries.

This Code of Practice is a comprehensive document and we strongly encourage all Association Members to create awareness with their members. The professional lashing and securing of transport units (such as containers) is at least as important as the declaration of the actual weight.

The Code of Practice could be downloaded from the UNECE website:
<http://www.unece.org/trans/wp24/guidelinespackingctus/intro.html>



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For more detailed information please contact the FIATA secretariat.

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About FIATA

FIATA, the International Federation of Freight Forwarders Associations, was founded in Vienna, Austria on May 31st 1926. It is a non-governmental organisation that today represents an industry covering approximately 40,000 forwarding and logistics firms, employing around 10 million people in some 160 countries. FIATA has consultative status with the Economic and Social Council (ECOSOC) of the United Nations (inter alia ECE, ESCAP, ESCWA, etc.), the United Nations Conference on Trade and Development (UNCTAD), and the UN Commission on International Trade Law (UNCITRAL) as well as many other UN related bodies, e.g. the World Bank. It is recognised as representing the freight forwarding industry by many other governmental organisations, governmental authorities, private international organisations in the field of transport and logistics, such as the European Commission (through CLECAT), the International Chamber of Commerce (ICC), the International Air Transport Association (IATA), the International Union of Railways (UIC), the International Road Transport Union (IRU), the World Customs Organization (WCO), the World Trade Organization (WTO), etc.

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