



South African Maritime Safety Authority

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Date: 27 July 2018

Marine Notice No. 25 of 2018

Code of Practice for Packing of Cargo Transport Units (CTU Code)

TO MASTERS OF ALL SHIPS IN SOUTH AFRICAN PORTS, SHIP OPERATORS, OWNERS, MANAGERS AND SHIP'S AGENTS, FREIGHT FORWARDERS, SHIPPERS, HAULIERS, CARGO PACKERS, PORT AUTHORITIES, TERMINAL OPERATORS, STEVEDORE COMPANIES AND PRINCIPAL OFFICERS

Marine Notice no. 24 of 2002 is hereby replaced

Summary

This Marine Notice introduces the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code).

1. Abbreviations

IMO: International Maritime Organisation

ILO: International Labour Organisation

UNECE: United Nations Economic Commission for Europe

Definition

Cargo Transport Unit (CTU): A freight container, swap body, vehicle, railway wagon or any other unit in particular when used in intermodal transport

2. The Merchant Shipping Carriage of Cargoes Regulations: 7(2)(a) Where packaged goods have been packed into or onto a cargo unit, the shipper or forwarder of such goods must ensure that the cargo is packed and secured so as to prevent, throughout the voyage, damage or hazard to the ship and the persons on board.
3. Improperly packed and secured cargo in CTU's, the use of unsuitable CTU's and the overloading of CTU's pose a risk to personnel and property during the course of the logistics chain.
4. The IMO, ILO and UNECE have produced a code of practice for packing CTU's the aim of which is to give advice:
 - a. 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.
 - b. To the packer, the CTU Code provides information and advice for all parties in the supply chain up to and including those involved in unpacking the CTU.

- c. The CTU Code is not intended to conflict with, or to replace or supersede, any existing national or international regulations which may refer to the packing and securing of cargo in CTUs, in particular existing regulations which apply to one mode of transport only, e.g. for transport of cargo in railway wagons by rail only.
5. SAMSAs strongly recommends that this advisory code of practice is considered for the packing and securing of cargo in CTU's.
6. Copies of the code can be downloaded from the IMO website, www.imo.org.
7. This marine notice is to be read with Marine Notice 30 of 2016 Guidelines for the Implementation of SOLAS VI Regulation 2 Amendment: Verification of the Gross Mass of Packed Containers

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