

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,29-30 March 2023

Consolidated Definitions

Submitted by ETS Consulting

Introduction

During the review of the CTU Code a number of amendments to existing definitions and new definitions have been identified and offered as consequential changes further to amendments to the main text.

Taking into account the functional responsibilities of key stakeholders in the transport chain, adjustments have been proposed to some definitions of the key stakeholders. Through these adjustments, any confusion should be avoided as to the functional roles of the key stakeholders for the purposes covered in the CTU Code.

This document also consolidates definitions of specific terms used in:

- Informal Document 3 (2022) – Bulk Cargo
- Informal Document 4 (2022) – Chains of responsibilities
- Informal Document 6 (2022) – Blocking
- Informal Document 7 (2022) – Flexitanks
- Informal Document 14 (2022) – Labels, marks and placards

These new definitions are proposed for inclusion in Chapter 2.

This document for each Definition specifies:

- A Source if available
- A heading **New** or **Amended Definition**
- A short text to justify the change or addition.

In some cases, there are two or more proposed amendments to the definition, in which case each is accompanied by their own justification text.

It is important to note that the proposals shown below are those that have been suggested by members of the Informal Group or Intersessional Group members, and their inclusion in the table are for information.

BK1	<p>Sheeted bulk container. An open top bulk container with rigid bottom (including hopper-type bottom), side and end walls and a non-rigid covering,</p> <p><i>Source: United Nations Recommendations on the Transport of Dangerous Goods Model Regulations</i></p> <p>New Definition</p> <p>Introduced to ensure consistency with Model Regulations and included in Annex 7 §5.3</p>
BK2	<p>Closed bulk container. A totally closed bulk container having a rigid roof, sidewalls, end walls and the - floor (including hopper-type bottoms). The term includes bulk containers with an opening roof, side or end wall that can be closed during transport. Closed bulk containers may be equipped with openings to allow for the exchange of vapour and gases with air and which prevent under normal conditions of transport the release of solid contents as well as the penetration of rain and splash water.</p> <p><i>Source: United Nations Recommendations on the Transport of Dangerous Goods Model Regulations</i></p> <p>New Definition</p> <p>Introduced to ensure consistency with Model Regulations and included in Annex 7 §5.3</p>
BK3	<p>Flexible bulk container. A flexible container with a capacity not exceeding 15 m3 and includes liners and attached handling devices and service equipment.</p> <p><i>Source: United Nations Recommendations on the Transport of Dangerous Goods Model Regulations</i></p> <p>New Definition</p> <p>Introduced to ensure consistency with Model Regulations and included in Annex 7 §5.3</p>
Blocking	<p>Cargo securing method where the cargo is prevented from sliding and/or tipping by being stowed against sufficiently strong permanent structures or fixtures on the CTU. Wedges, dunnage, stanchions, inflatable dunnage bags, temporary wooden structures and other devices which are supported directly or indirectly by fixed blocking structures are also considered as blocking elements.</p> <p><i>Source: CTU Code, Informative Material 5, §1.1.1 Standard EN 12195-1:2010, §3.1.10</i></p> <p>New Definition</p> <p>Introduced to clarify securing methods for §2.3</p>
Blocking capacity	<p>The maximum ability of a structural member, arrangement, element or material to take loading distributed over its full height and width during sustained use.</p> <p>New Definition</p>

	Introduced to clarify securing methods for §2.3
Bulk container	<p>Container for the transport of dry bulk solids, capable of withstanding the loads resulting from filling, transport motions and discharging of non-packaged dry bulk solids, having filling and discharge apertures and fittings. There are two variants:</p> <ul style="list-style-type: none"> • 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. <p><i>Source: ISO 830</i></p> <p>Note: further detail is shown in 6.2.14 of the Code.</p> <p>New Definition</p> <p>Introduced to ensure consistency with Model Regulations and included in Annex 7 §5.3</p>
Bulk materials	<p>Materials that can move freely in a CTU or that are not otherwise secured in their position and for the purpose of this document includes liquids.</p> <p>New Definition</p> <p>Introduced to ensure consistency with Model Regulations and included in Annex 7 §5.3</p>
Cargo securing method	<p>Method for preventing cargo from sliding and/or tipping in forward, backward and sideways directions by blocking, lashing, locking or a combination of these basic methods, respectively providing a pushing force, pulling force or both.</p> <p><i>Source: Standard ISO 23577:2021, §3.1.33</i> <i>EU Directive 2014/47, Annex 3, §I.4</i> <i>European Best Practice Guidelines on Cargo Stowage and Securing for Road Transport, §5.1</i></p> <p>New Definition</p> <p>Introduced to clarify securing methods for §2.3</p>
Carrier haulage	<p>When the shipping company itself takes care of the preceding and subsequent transport of a container.</p> <p>It is also referred to as liner's haulage.</p> <p>New Definition</p> <p>Introduced as a consequence of amendment to §4.2.5</p>

<p>Consignee</p>	<p>The party to whom a cargo is consigned under a contract of carriage or a transport document or electronic record.</p> <p>Also known as the receiver</p> <p>Original Definition</p> <hr/> <p>The party to whom a cargo is consigned under a contract of carriage or a transport document or electronic record. If the consignee contracts the transport operation with the carrier, the consignee will undertake the function of the shipper and may also be known as:</p> <ul style="list-style-type: none"> - The shipper (maritime) - The receiver (road transport) <p>Amended definition #1</p> <p>In some circumstances it is the Consignee who acts as the Shipper, in which case the text is amended to match that of the definition of Consignor</p> <hr/> <p>The party to whom a cargo is consigned under a contract of carriage or a transport document or electronic record.</p> <p>May also be known as:</p> <ul style="list-style-type: none"> - The receiver <p>Amended definition #2</p> <p>Amended to reflect the proposed changes made to §4.1.6</p>
<p>Consignor</p>	<p>Situation – Definition of “consignor”</p> <ul style="list-style-type: none"> • Any entity may undertake multiple roles in a transport • A specific role can be undertaken by different entities in different parts of a transport • Only for the role of “consignor” is it in the definition stated that this entity may also undertake the role of “shipper”. However, other entities may also undertake the role of “shipper”. Furthermore, other roles, such as that of e.g. “packer” may be undertaken by an entity that performs another role in the transport chain. • It only adds confusion to mention in a definition that the entity that undertakes that role may also perform a role that is the subject of another definition. <p>Conclusion</p> <ul style="list-style-type: none"> • The definition of “consignor” does not need to include a statement that the entity undertaking this role could also undertake other roles. • It should be further clarified and exemplified in chapter 4 that multiple roles may be undertaken by a single entity or shared between several entities. <hr/> <p>The party who prepares a consignment for transport. If the consignor contracts the transport operation with the carrier, the consignor will undertake the function of</p>

	<p>the shipper and may also be known as:</p> <ul style="list-style-type: none"> • The shipper (maritime); • The sender (road transport)
	<p>Original Definition</p> <p>The party who prepares a consignment for transport. May also be known as:</p> <ul style="list-style-type: none"> • The shipper (maritime); • The sender (road transport). <p>Amended definition</p> <p>Amended to reflect the proposed changes made to §4.1.6</p>
EDI	<p>Electronic data interchange - the concept of businesses electronically communicating information that was traditionally communicated on paper.</p> <p>New Definition</p> <p>Introduced as a consequence of additional text §11.3.2</p>
EDP	<p>Electronic data processing - the use of automated methods to process commercial data.</p> <p>New Definition</p> <p>Introduced as a consequence of additional text §11.3.2</p>
Emergency response information	<p>For consignments for which a dangerous goods transport document is required, appropriate information shall be immediately available at all times for use in emergency response to accidents and incidents involving dangerous goods in transport. The information shall be available away from the packages containing the dangerous goods and immediately accessible in the event of an accident or incident.</p> <p>Also known as “Instructions in Writing”</p> <p>New Definition</p> <p>Introduced as a consequence of amendments to §4.2.5 and new text §11.3.2</p>
Flexitank	<p>Bladder with a loading/discharging valve which is installed inside a general purpose CTU and is used for the transport and / or storage of a non-regulated liquid.</p> <p>New Definition</p> <p>Introduced as a consequence of amendments to §5.2</p>

<p>Freight Forwarder</p>	<p>The party who organizes shipments for individuals or other companies and may also act as a carrier. When the freight forwarder is not acting as a carrier, it acts only as an agent, in other words as a third-party logistics provider who dispatches shipments via carriers and that books or otherwise arranges space for these shipments.</p> <p>Original Definition</p> <p>The party who organizes shipments for individuals or other companies and may also act as a carrier. When the freight forwarder is not acting as a carrier and/or shipper, it acts only as an agent on behalf of the consignor or consignee, in other words as a third-party logistics provider who dispatches shipments via carriers and that books or otherwise arranges space for these shipments.</p> <p>Amended definition</p> <p>To clarify the role in relation to the Shipper.</p>
<p>Hazardous and noxious substances (HNS)</p>	<p>A substance other than oil which if introduced into the marine environment is likely to create hazards to human health, to harm living resources and marine life, to damage amenities or to interfere with other legitimate uses of the sea.</p> <p>New Definition</p> <p>Introduced to ensure consistency with Model Regulations and included in Annex 7 §5.3</p>
<p>Inspectors / surveyors</p>	<p>Parties employed by governments or commercial entities to perform inspection / surveying functions to ensure the safe transport of CTUs</p> <p>New Definition</p> <p>Introduced as a consequence of additional text §4.2.11</p>
<p>Insurers</p>	<p>Are entities / parties that provide insurances which variously cover loss or damage to cargo, CTUs, ships and other means of conveyance</p> <p>Some insurances, such as Cargo or Hull, provide cover based on the value of the item insured. Others, such as Protection & Indemnity or Carrier's Liability, cover the liability under law or contract in relation to the goods being transported and other parties who may be impacted.</p> <p>New Definition</p> <p>Introduced as a consequence of additional text §4.2.11</p>

Label	<p>a) An applied decal or panel that indicates a hazard or danger to persons or to the environment.</p> <p>b) A piece of material or plastic attached to, but not printed on, lashing equipment to provide information about its strength and other characteristics.</p> <p>New Definition</p> <p>Introduced to clarify the use of the term's labels, marks and placards in the CTU Code</p>
Lashing	<p>Cargo securing method where the cargo is prevented from sliding and/or tipping by the use of bendable devices, e.g. web- or chain lashings, steel straps, wire or ropes. Lashings can be attached by different techniques such as top-over-, half loop-, straight- or spring lashings.</p> <p><i>Source: Standard ISO 23577:2021, §3.1.32</i></p> <p>Standard EN 12195-1:2010, §3.1.1</p> <p>New Definition</p> <p>Introduced to clarify securing methods for §2.3</p>
Lashing capacity	<p>Maximum force for use in straight pull that a web lashing is designed to sustain in use</p> <p><i>Source: EN 12192-5 Part 2</i></p> <p>New Definition</p> <p>Introduced to clarify securing methods for §2.3</p>
Locking	<p>Cargo securing method where the cargo is prevented from sliding and tipping in all directions by mechanical devices, e.g. twist-locks, bolts or welds.</p> <p><i>Source: Standard EN 12195-1:2010, §3.1.15</i></p> <p>New Definition</p> <p>Introduced to clarify securing methods for §2.3</p>
Mark	<p>An applied decal or panel that provides information concerning the cargo packed.</p> <p><i>Source: United Nations Recommendations on the Transport of Dangerous Goods Model Regulations</i></p> <p>New Definition</p> <p>Introduced to clarify the use of the term's labels, marks and placards in the CTU Code</p>

<p>Maximum securing load</p>	<p>A term used to define the allowable load capacity for a device used to secure cargo to a ship. Safe working load (SWL) may be substituted for MSL for securing purposes, provided this is equal to or exceeds the strength defined by MSL. Source: Guidelines for the preparation of the Cargo Securing Manual, 2021, International Maritime Organization.</p> <p>New Definition</p> <p>Introduced to clarify securing methods for §2.3</p>
<p>Merchant haulage</p>	<p>Merchant’s haulage is when the preceding and subsequent transport is carried out by the shipper and the receiver of a container, respectively.</p> <p>New Definition</p> <p>Introduced as a consequence of amendment to §4.2.5</p>
<p>Multimodal transport operator (MTO)</p>	<p>A carrier who concludes multimodal transport contracts, i.e., contract involving transport by more than one mode of carriage, and for which MTO accepts liability as a carrier”</p> <p>New Definition</p> <p>Clarification for text in IM 1 §7.2</p>
<p>Packing Certificate declaration</p>	<p>Declaration made by the Packer: “I hereby declare that the goods described above have been packed/loaded into the CTU identified above in accordance with the applicable provisions. MUST BE COMPLETED AND SIGNED FOR ALL CTU LOADS BY PERSON RESPONSIBLE FOR PACKING/LOADING.”</p> <p>Also known as the container / vehicle Packing Certificate declaration.</p> <p>New Definition</p> <p>Introduced as a consequence of additional text §11.3.2</p>
<p>Placards</p>	<p>Placards are a larger version of labels as defined in a) above.</p> <p>New Definition</p> <p>Introduced to clarify the use of the terms labels, marks and placards in the CTU Code</p>

<p>Self-accelerating decomposition temperature (SADT)</p>	<p>the lowest temperature at which self-accelerating decomposition may occur in a substance in the packaging, IBC or tank as offered for carriage. The SADT shall be determined in accordance with the test procedures given in Part II, Section 28 of the Manual of Tests and Criteria;”1.2.</p> <p><i>Source: United Nations Recommendations on the Transport of Dangerous Goods Model Regulations</i></p> <p>New Definition</p> <p>Introduced as a result of its inclusion in new text 10.4</p>
<p>Self-accelerating polymerization temperature (SAPT)</p>	<p>the lowest temperature at which polymerization may occur with a substance in the packaging, IBC or tank as offered for carriage. The SAPT shall be determined in accordance with the test procedures established for the self-accelerating decomposition temperature for self-reactive substances in accordance with Part II, section 28 of the Manual of Tests and Criteria;</p> <p><i>Source: United Nations Recommendations on the Transport of Dangerous Goods Model Regulations</i></p> <p>New Definition</p> <p>Introduced as a result of its inclusion in new text 10.4</p>
<p>Shipper</p>	<p>Situation – Definition of “shipper”</p> <ul style="list-style-type: none"> • In maritime regulations, the term “shipper” is often used for both of the functional roles defined and applied as “consignor” and “shipper” respectively in the Code. This is by no means the fault of the CTU Code but highlights the need to be very clear which part of these roles that is used for the purpose of this code. • Unlike the other definitions, the definition of “shipper” lacks any description of that that role contributes to the transport. Instead, it is defined as the party that signs the contract and/or is named on the shipping documents. • Not all actors in the transport chain may know who signed the contract or have access to the Bill of Laden or Waybill. • In many cases other terms, such as “sender” or “exporter”, are used instead of “shipper” in the transport documents. • In many cases, it is the entity undertaking the role defined “consigner” in the code that is named on the transport documents, rather than the entity the code defines as the “shipper”. • The Code is not intended to help investigate a specific transport where the contributing parties have been named and contracts have been signed, but rather to describe typical functional responsibilities in general to help those concerned set up proper routines before any transport takes place. <p>Conclusion</p> <ul style="list-style-type: none"> • It might not be immediately clear or possible for all readers of the code to identify the entity that is named as the shipper in the transport documents or who signed the contracts

	<ul style="list-style-type: none"> • Thus, the definition of “shipper” should, in addition to the current wording, include a short description of the function that this role performs. <p>The party names on the bill of lading or waybill as shipper and/or concludes a contract of carriage (or in whose name or on whose behalf a contract of carriage has been concluded) with a carrier</p> <p>Also known as the sender</p> <p>Original Definition</p> <p>The party responsible for arranging and managing the transport of the CTU and its cargo and who concludes a contract of carriage (or in whose name or on whose behalf a contract of carriage has been concluded) with a carrier.</p> <p>The Shipper’s contact details should be entered on bills of lading or waybills or other transport documentation.</p> <p>This role of shipper is normally filled by the consignor, the freight forwarder or the consignee, depending on the terms of the trade.</p> <p>Also known as the sender.</p> <p>Amended definition</p> <p>To clarify the role of the Shipper.</p>
<p>Shipper’s Declaration</p>	<p>Declaration made by the Shipper:</p> <p>“I hereby declare that the contents of this consignment are fully and accurately described below by the Proper Shipping Name, and are classified, packaged, marked and labelled / placarded and are in all respects in proper condition for transport according to the applicable international and national governmental regulations and the CTU Code.”</p> <p>New Definition</p> <p>Introduced as a consequence of additional text §11.3.2</p>
<p>Shoring slot</p>	<p>A permanent fixture into which cargo securing bars or boards can be inserted and which will prevent cargo from placing loads in excess of the container doors’ design load on the doors during sudden motion.</p> <p><i>Source: Standard ISO 1496-1:2013 § D.1.3</i></p> <p>Note: Cargo shoring slots are optional features in all series 1 general purpose containers.</p> <p>New Definition</p> <p>Introduced as a consequence of amendments to §4.2.4</p>

Shoring slot system	<p>Is designed to restrain the cargo from forcing the door open during sudden stops of tilts of the container during transportation. It also serves to restrain dislocated cargo to prevent it from spilling out of the container when the container's doors are opened.</p> <p>Shoring slot systems consist of shoring slots and one or more cargo securing bars.</p> <p>Source: Standard ISO 1496-1:2013 § D.1.1</p> <p>New Definition</p> <p>Introduced as a consequence of amendments to §4.2.4</p>
Siftproof	<p>Means impermeable to dry contents including fine solid materials produced during transport</p> <p>Where a liner is used to make the container sift-proof it shall be made of a suitable material. The strength of the material used for, and the construction of, the liner shall be appropriate to the capacity of the container and its intended use. Joins enclosures of the liner shall withstand pressures and impacts liable to occur under normal conditions of handling and transport. For ventilated bulk containers any liner shall not impair the operation of ventilating devices</p> <p><i>Source: United Nations Recommendations on the Transport of Dangerous Goods Model Regulations</i></p> <p>New Definition</p> <p>Introduced to ensure consistency with Model Regulations and included in Annex 7 §5.3</p>
Sign (distinguishing sign)	<p>Distinguishing sign of the state of registration used on motor vehicles and trailers in international road traffic, e.g., in accordance with the Geneva Convention on Road Traffic 1949 or in the Vienna Convention on Road Traffic of 1968.</p> <p><i>Source: United Nations Recommendations on the Transport of Dangerous Goods Model Regulations</i></p> <p>New Definition</p> <p>Introduced to clarify the use of the terms labels, marks and placards in the CTU Code</p>
Temperature sensitive cargo	<p>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:</p> <ul style="list-style-type: none"> • the cargo to be damaged • the state of the cargo to change • the cargo to auto ignite <p>Temperature sensitive cargos may also need to arrive within a strict time frame or be subjected to maximum dwell times during transport.</p> <p>New Definition</p>

	<p>Introduced to assist with temperature issues for dry bulk and liquid bulk cargos.</p>
<p>Transport documentation</p>	<p>Documents required for the movement of a cargo that may include:</p> <ul style="list-style-type: none"> ● Shipping instructions ● Bill of lading ● Dangerous goods form (also known as a dangerous goods note (DGN)) ● Packing Certificate ● Safety Data Sheets for all cargo that presents a risk to life and / or the environment. ● Dangerous goods manifest (where required) <p>New Definition</p> <p>Introduced as a consequence of additional text §11.3.2</p>
<p>Unpacker</p>	<p>The party that unloads, removes or empties the cargo from the CTU; the unpacker may be contracted by the consignee, the shipper, by the freight forwarder or by the carrier. If the consignee unpacks the CTU within their own premises, the consignee is also the unpacker.</p> <p>Also known as the receiver.</p> <p>New Definition</p> <p>Introduced for new functional role to separate the unpacking process from the contractual role of Consignee in §11.3.2</p>