

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

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 – Bulk Cargo
- Informal Document 4 – Chains of responsibilities
- Informal Document 6 – Blocking
- Informal Document 7 – Flexitanks
- Informal Document 14 – 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, Amended** or **Deleted 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 the force distributed over its full height and width during sustained use.</p> <p>New Definition</p> <p>Introduced to clarify securing methods for §2.3</p>

Bulk container	<p>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, including hatches and/or doors.</p> <p>[Alternative: 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.]</p> <p>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 EU Directive 2014/47, Annex 3, §I.4 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>The main haulage carrier arranges the preceding and/or subsequent transport of a CTU.</p> <p>New Definition</p> <p>Introduced as a consequence of amendment to §4.2.5</p>
Clean CTU	<p>A CTU free from:</p> <ul style="list-style-type: none"> • Any previous cargo residues; • Any securing materials used from previous cargos; • Any marks, placards or signs associated with previous cargoes; • Any detritus (waste) that may have accumulated in the CTU;

	<ul style="list-style-type: none"> • Visible pests and other living or dead organisms, including any part, gametes, seeds, eggs or propagules of such species that may survive and subsequently reproduce; soil; organic matter; • All other items covered by contamination, infestation and invasive alien species that can be discovered upon visible inspection. <p>Original Definition</p> <p>A CTU free from:</p> <ul style="list-style-type: none"> • 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. <p>See also Pest-free CTU</p> <p>Amended definition</p> <p>To ensure that there is a clear demarcation between normal cleaning and a CTU that has been deemed to be free from pest contamination those elements that relate to pest contamination has been removed. A new definition (Pest-free CTU) is added</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> <p>The party to whom a cargo is consigned under a contract of carriage or a transport document or electronic record.</p> <p>Amended definition</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 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> <hr/> <p>The party who prepares a cargo for transport.</p> <p>Amended definition</p> <p>Amended to reflect the proposed changes made to §4.1.6</p>
<p>Contamination</p>	<p>Visible forms of animals, insects or other invertebrates (alive or dead, in any lifecycle stage, including egg casings or rafts), or any organic material of animal origin (including blood, bones, hair, flesh, secretions, excretions); viable or non-viable plants or plant products (including fruit, seeds, leaves, twigs, roots, bark); or other organic material, including fungi; or soil, or water; where such products are not the manifested cargo within the CTU.</p> <p>Original Definition</p> <p>“Contamination” should be deleted and replaced by “Pest Contamination”</p> <p>The CTU Code has the above definition, and at the time that it was developed there was considerable discussion whether it should be “Contamination” or “Pest Contamination”. “Contamination” had generally, but not exclusively, been used to describe a process where the surface coating of the CTU was damaged by chemical action. It was also felt that since the definition included contaminants that could not be described as a “Pest” (see definition</p>

	<p>of Pest below) it was felt that it was not appropriate to prefix contamination with Pest. Therefore, it was agreed that “Contamination” would be used.</p> <p>The <i>IPPC Focus Group’s subgroup on revisions to the CTU Code</i> reported that this definition should be retained although they have referred to it as “Pest Contamination”. To avoid confusion within the CTU Code, the definition of “Pest” and the associated term “Quarantine Pest” should be deleted and replaced by a new definition “Pest Contaminators”.</p>
<p>EDI</p>	<p>Electronic data interchange - the concept of businesses electronically communicating data and information that was traditionally communicated on paper.</p> <p>New Definition</p> <p>Introduced as a consequence of additional text §11.3.2</p>
<p>EDP</p>	<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>
<p>Emergency response information</p>	<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>New Definition</p> <p>Introduced as a consequence of amendments to §4.2.5 and new text §11.3.2 (see below)</p> <p>4.2.5 Amended text</p> <ul style="list-style-type: none"> ● Ensuring that the driver: <ul style="list-style-type: none"> ▪ 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;

	<ul style="list-style-type: none"> is in possession of documents such as an <i>Emergency Response Information / Instructions in Writing</i> when carrying Dangerous Goods.
	<p>11.3.2 New clause</p> <p>11.3.2 When transporting dangerous goods:</p> <p>11.3.2.1 Without prejudice to 11.3.2.2, the information required by international or national regulations may be incorporated into a single document; if not, these documents shall be attached one to the other. If the information is incorporated into a single document, the document shall include a Shipper Declaration and, where required a Packing Certificate declaration.</p> <p>11.3.2.2 If the transport documentation is presented to the carrier by means of EDI or EDP transmission techniques, the signature(s) may be electronic signature(s) or may be replaced by the name(s) (in capitals) of the person authorized to sign.</p> <p>11.3.2.3 When the transport documentation is given to a carrier by EDI or EDP techniques and subsequently the cargo is transferred to a carrier that requires paper transport documents, the shipper or carrier shall ensure that the paper document indicates "Original received electronically" and the name of the signatory shall be shown in capital letters.</p> <p>11.3.2.4 A Safety Data Sheet may be requested and, where <i>emergency response information</i> is immediately required when the CTU is to be transported by road, rail or inland waterway, it should be provided in hard copy to inland carriers unless electronic transmission has been arranged.</p>
<p>Flexitank</p>	<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 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>Note to entry</p>

	<p>A thorough review of the Roles and Responsibilities is required:</p> <ol style="list-style-type: none"> 1. Are Consolidator and Freight Forwarder Functional Roles? 2. Should Consolidator and Freight Forwarder be included in Annex 1? 3. Review 4.1.6 to consider improving the text to reinforce the multi-functional responsibilities of individual parties. 4. Review all existing Functional Roles in 4.2 to ensure that all the responsibilities for each Functional Role is appropriate.
<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>Infestation</p>	<p>Presence in a package or CTU of a visible living pest that may cause harm to the recipient environment. Infestation includes pathogens, (virus, bacterium, prion or fungus) that may cause infection of plants and/or animals and which can be discovered upon visible inspection.</p> <p>Original Definition</p> <p>Infestation is used four times outside of the definition.</p> <ul style="list-style-type: none"> • Definition “Clean CTU” – An amendment to this definition has been proposed and the term is not used; • 3.7 Unpacking second bullet “Do check the exterior of the CTU for signs of leakage or infestation. – This clause will require amending to ensure that the CTU is Pest-free. • 4.1.4 “All persons involved in the movement of CTUs also have a duty to ensure, in accordance with their roles and responsibilities in the supply chain, that the CTU is not infested with plants, plant products, insects or other animals, or that the CTU is not carrying illegal goods or immigrants, contraband or undeclared or misdeclared cargoes.” - This clause will require amending to ensure that the CTU is Pest-free. • 3.3.3 of Annex 6 which is likely to be significantly amended. <p>Therefore, it is recommended to:</p> <p>Delete definition</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>
Invasive alien species	<p>An alien (non-native) species whose introduction and/or spread threatens biological diversity "Alien species" refers to a species, subspecies or lower taxon, introduced outside its natural past or present distribution; includes any part, gametes, seeds, eggs, or propagules of such species that might survive and subsequently reproduce. It includes pests and quarantine pests of non-native origin.</p> <p>Invasive alien species may be carried within and on a wide range of substrates, both organic and inorganic.</p> <p>Original Definition</p> <p>Invasive alien species is used 5 times outside of the definition:</p> <ol style="list-style-type: none"> 1. Clean CTU definition. The text has been amended and the term deleted. 2. Twice in clause 8.2.4.4 – which will require amending due to the introduction of Pest-free CTU. 3. Clause 8.3.6 in Annex 5 – covering pest disposal which will require amending. 4. Clause 3.1.1 in Annex 6. “Soil can contain spores, seed and eggs of one or more invasive alien species, and therefore should not be carried on or in the CTU internationally.” <p>Since it is only used once and when it is used it can easily be replaced by pest or contamination pest. Therefore, it is recommended to:</p> <p>Delete definition</p>
Label	<ol style="list-style-type: none"> a) A decal or panel applied to packages and/or cargo items that indicates a hazard or danger to persons or to the environment. 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>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:</i> Standard ISO 23577:2021, §3.1.32 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 lashing is designed to sustain in use Source: EN 12192-5 Part 2</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. Source: Standard EN 12195-1:2010, §3.1.15</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. <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>
Maximum securing load	<p>A term used to define the allowable load capacity (expressed as a force) 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. <i>Source: Guidelines for the preparation of the Cargo Securing Manual, 2021, International Maritime Organization.</i></p> <p>New Definition</p> <p>Introduced to clarify securing methods for §2.4</p> <p>2.4 Lashing materials and arrangements</p> <p>2.4.1 Lashings transfer tensile forces. The strength of a lashing may be declared by its breaking strength or breaking load (BL). The maximum securing load (MSL) is a specified proportion of the breaking strength and denotes the force that should not be exceeded in securing service. The term lashing capacity (LC), used in national and regional standards, corresponds to the MSL. Values for BL, MSL or LC are indicated in units of force, i.e. kilonewton (kN) or dekanewton (daN).</p> <p>2.4.2 The relation between MSL and the breaking strength is shown in the table below. The figures are consistent with Annex 13 of the IMO Code of Safe Practice for Cargo Stowage and Securing. Corresponding relations according to standards may differ slightly.</p>

Merchant haulage	<p>Merchant haulage is when the merchant, which may be the cargo owner consignor or shipper arranges the CTU transport through their appointed service providers</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>Note:</p> <p>Not used in the CTU Code or annexes</p> <p>New Definition</p> <p>Clarification for text in IM 1 §7.2</p> <hr/> <p>IM2 Typical documents related to transport</p> <p>7 Multimodal bill of lading</p> <p>7.1 Increasingly, international trade journeys are intermodal, with freight forwarders playing a crucial coordinating role. Many multimodal transports are handled with such a document.</p> <p>7.2 The Negotiable FIATA* Multimodal Transport Bill of Lading (FBL) is a carrier-type transport document for the use by freight forwarders acting as Multimodal Transport Operators (MTO).</p> <p>7.3 A freight forwarder acting as MTO issuing a FBL is responsible for the performance of transport. The freight forwarder does not only assume responsibility for delivery of the goods at the destination, but also for all carriers and third parties engaged by him for the performance of the whole transport.</p>
Pest	<p>Any visible species, strain or biotype of plant, animal or pathogenic agent injurious to plants or plant products.</p> <p>Original Definition</p> <p>This definition has been amalgamated into Pest Contaminate as defined below. Therefore, it is recommended to:</p> <p>Delete definition</p>

Pest Contamination	<p>Visible forms of animals, insects or other invertebrates (alive or dead, in any lifecycle stage, including egg casings or rafts), or any organic material of animal origin (including blood, bones, hair, flesh, secretions, excretions); viable or non-viable plants or plant products (including fruit, seeds, leaves, twigs, roots, bark); or other organic material, including fungi; or soil, or water; where such products are not the manifested cargo within the CTU.</p> <p>Retitled Definition</p>
Pest contamination competent authority	<p>Any body or authority designated or otherwise recognized by a Member Government as being responsible for pest contamination matters in connection with these Guidelines</p> <p><i>Source GUIDELINES FOR THE IMPLEMENTATION OF THE INSPECTION OF CARGO TRANSPORT UNITS</i></p> <p>New Definition</p> <p>New definition added in preparation of revision to pest contamination amendments</p>
Pest-free CTU	<p>A clean CTU which has 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 above.</p> <p>New Definition</p> <p>To ensure that there is a clear demarcation between normal cleaning and a CTU that has been deemed to be free from pest contamination this new definition has been added.</p> <p>Adding this new definition will also require an amendment to clause 8.2.4.4.</p>
Placards	<p>Placards are a larger version of labels as defined above in a).</p> <p>New Definition</p> <p>Introduced to clarify the use of the terms labels, marks and placards in the CTU Code</p>
Quarantine Pest	<p>A pest of potential economic importance to the area endangered thereby and not yet present there, or present but not widely distributed and being officially approved.</p> <p>Original Definition</p> <p>This definition has been amalgamated into Pest Contaminate as defined below. Therefore, it is recommended to:</p> <p>Delete definition</p>
Recontamination	<p>The result of pests and other living organisms (including their nests, eggs, egg sacks, and body parts) being found in or on a clean CTU.</p> <p>Original Definition</p>

	<p>This definition requires amending or deleting as, by definition, visible pest contamination on a clean container is not to be considered "recontamination". The revision of Clean CTU, Pest-free CTU and Pest Contamination renders this term redundant. Therefore, it is recommended to:</p> <p>Delete definition</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>Note:</p> <p>Subject to further discussions regarding Stabiliser as described in CTU-Code/2022/second-informal-meeting/13 and work being carried out by the IMO on Stabilising substances</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>Note:</p> <p>Subject to further discussions regarding Stabiliser as described in CTU-Code/2022/second-informal-meeting/13</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.

	<ul style="list-style-type: none"> • 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 • 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>Amended definition</p> <p>To clarify the role of the Shipper.</p>
--	--

Shoring slot	<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><i>Source: Standard ISO 1496-1:2013 § D.1.1</i></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

	<ul style="list-style-type: none"> • 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>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>
<p>Visual examination</p>	<p>The physical examination of CTUs for Pest Contaminates using the unaided eye or lens, to detect contaminants without testing or processing</p> <p><i>Source: ISPM 5 Glossary of phytosanitary terms (modified)</i></p> <p>New Definition</p> <p>Added to establish the process for the detection of Pest Contaminates</p>