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## CONTAINER GLOSSARY

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A	B	C	D	E	F	G	H	I	J	K	L	M	
92	90	380	154	46	111	50	58	87	10	10	112	81	Total
N	O	P	Q	R	S	T	U	V	W	X	Y	Z	
26	44	138	14	135	213	153	28	38	22	0	11	3	

- A -

### AAR-600 Marking

is required for tank containers meeting the requirements set forth in Section 600 – “Specification for Acceptability of Tank Containers” – found in the Association of American Railroads.

### ACC

Abbrev. for Acceptable Container Condition.

### ACEP

Abbrev. for Approval of a Continuous Examination Programme. Label affixed on CSC plate certifying that the container is under constant control and that all repair/inspections are done in conformity with CSC regulations.

### Acid Wash

Use of strong cleaning agent to clean exterior of tank container and/or cladding.

### Active behaviour

Applies to goods that have an active influence on other goods and their environment.

### Actual Gross Weight

Total weight of the container (tare weight and its payload).

### Actual Payload

Difference between the actual gross weight and the tare weight of container. Also Net Weight, Maximum Cargo Weight, Maximum Plated Weight.

### Actuator Pole

Long metal bar used for closing non-easy accessible Twistlocks.

### Access Ladder

Ladder affixed on Tank Container enabling access to upper aperture.

### Accessorial Charges

Charges that are applied to the base tariff rate or base contract rate, e.g., bunkers, container, currency, destination/delivery.

### ACLAS

Abbrev. for Automatic Container Landing System.

### ACSD

Advanced Container Security Device program with the aim to produce a device that is mounted on a container to detect intrusions on any side as well as stowaways and so to interface with other sensors. See CSD, ICSD.

### Adhesive

Chemical substance which, when dried or cured, will hold two materials together.

### **Adjustable Stanchion**

These are collapsible stanchions that can be inserted and locked in place or unlocked and folded down. Stanchions are suitable for providing tight fitting lateral load securing for many types of load.

### **Adjusting Loading Wall**

Sheet lining, which allows dunnage bars to be fitted into the container at any point.

### **ADR (Articles Dangereux de Route)**

European agreement concerning the International Carriage of Dangerous Goods by road, in force since July 1968.

### **AEI**

Automatic Equipment Identification for containers and container related equipment.

### **Aero-Quip**

Branded product representing a system for securing cargo inside container.

### **AF**

Advance freight (payable at time goods accepted for despatch).

### **A-frame**

Frame shaped like the letter "A" used to transport sheet loads, similar to the type of frame used when transporting panes of glass.

### **AFAM (Ventilation)**

Abbrev. for Automatic Fresh Air Management. An advanced technology, which regulates air combination by auto adjusting the scale of Fresh Air Exchange. It works similar to CA (Controlled Atmosphere).

### **AGV**

Automated Guided Vehicle. An AGV is a driverless internal transport system used for horizontal internal movement of materials. AGVs transport products over free or fixed paths. These paths are determined by, for example, wires in the ground or markings on the floor. They can be used to transport a single container of 20 or 40 feet. A crane is required to put the container on the AGV. At the moment the port of Rotterdam uses AGVs for the transport of containers from the ship to the stack and vice versa.

### **AGVS**

Automated Guided Vehicle System.

### **AIAG Container**

A container that meets the recommendations of AIAG/Automotive Industry Action Group for configuration/dimensions and load capacity.

### **AIAG Placard**

Product or parts identification signs placed on containers or pallets that meet the recommendations of AIAG, The Automotive Industry Action Group.

### **Air Bag**

Flexible bags positioned within the stow and inflated so that movement of cargo might be prevented. See Cushion, Dunnage Bag, Inflatable Dunnage.

### **Air Clean**

To clean a component or equipment with high-pressure air.

### **Air Coupling**

Apertures on Reefer container for connecting to central cooling station.

### **Air Delivery Temperature**

A notation on the transport document, known as a bill of lading in the case of ocean carriage, stating the temperature at which the cargo must be maintained. This term is most commonly used in relation to a refrigerated container. Also known as Setting Temperature.

### **Air Duct**

Component, which allows proper air circulation throughout the thermal container.

### **Air Flow Stack**

A way of stowing cargo inside Reefer container that permits unobstructed flow of air between rows of cargo as well as between cargo and container walls. Also Ventilation Channel Stack.

### **Air(Freight) Container**

Container specially designed for air transport, i.e. aluminium or other light construction, designed to utilise the contoured space of aircraft. *Also* Air Cargo Container, Belly Container, "IATA" Container, ULD.

**Air Mode Container**

An ISO series container suitable for international exchange and for conveyance by road, rail and sea as well as air including interchange between these forms of transport.

**Air Opening Assembly**

The complete porthole assembly to permit cold/hot air to and from the porthole thermal container

**Air Renewal System**

Device, which allows air renewal (air venting) to reduce the concentration of carbonic gas inside the container (in case of breathing cargo).

**Air Screen Panel**

Inlet or outlet air screen panel to ensure proper air distribution in the container.

**Air Venting (Device)**

Reefer system rejects ripening gases that can reduce the shelf life of the product by providing usually 6 air changes per hour. See Air Renewal.

**AIS**

Automatic Identification System.

**Aisle Space**

The distance between rows of parked or stacked containers, which allows access for lifting or transporting equipment.

**All-Tainer Ship**

Vessel designed to carry containers only, and no other cargo. *Also* Cellular Vessel, Fullcontainer Ship, FCC.

**All-Hatch Ship**

Vessel in which decks and tweendeck, if any, consist of removable or folding panels so that (nearly) the whole length and breadth of the holds are accessible from the top, eliminating lateral cargo movement in the stowage of the vessel.

**All In**

The total price to move a container from origin to destination, inclusive of all charges.

**All-Water Route**

Container transport via sea (river, lake) only.

**Alloy-Container**

Container with sides built from aluminium or alloy.

**ALV**

Abbrev. for Automatic Lifting Vehicle (Yard Container Carrier).

**Alpha-Prefix**

Four letter codes designating the owner of the container. *Also* Alpha-Prefix, BIC Code.

**Aluminium Container**

Container with sides built from aluminium or alloy. *Also* Alloy Container.

**Ambient Temperature**

The temperature of a substance surrounding a body. Thus the ambient temperature of a container holding a refrigerated cargo would be the temperature of the air to which it is exposed outside.

**AMTS**

Abbrev. for Automotove Multi trailer System where the ATT pulls a 2 TEU trailer through a drawbar coupling (doubling payload to 120 t.).

**Anchor Bracket**

Corner casting device used on some railcars.

**Anchor Point**

An anchor point is part of the structure, fitting or attachment on a vehicle or article of cargo to which a tiedown is attached.

**ANF**

Arrival Notification Form. A document, which advises a consignee or a container operator that goods or containers have arrived at the port of discharge.

**Angled Ramp**

Loading ramp on RO/RO vessel, usually on stern and positioned at 45° enabling simultaneous RO/RO and LO/LO operation. *Also* Quarter Stern Ramp, Stern Angled Ramp.

**Anti Nose Dive Leg**

Support provided at the front end of a container chassis used to support that end during loading operations i.e. for when the initial weight of the cargo or FLT is at the front and beyond the point of balance. *Also* Dummy Legs, Landing Gear, Steady Legs, Support Legs.

**Anti-Rack Device**

Hardware normally attached to doors to provide additional strength and stiffness to the door and end frame assembly. Such a device allows containers to withstand greater transverse twisting (racking) force.

**Anti-Sway Device**

System for preventing oscillation and swinging of container crane Spreader. *Also* Anti-Swing Device.

**Apron**

Asphalted area alongside the quay, usually 30 m wide, equipped with container crane and rail tracks. *Also* Quay Surface, Wharf Surface.

**Approval Plate**

Plate 200 x 100 mm confirming that the container is in conformity with CSC and may enter and leave the country within 3 months.

**'Approved'**

Means approved by the Director of Quarantine or an officer designated by the Director of Quarantine.

**'Approved place for performing quarantine'**

Means a place approved by a Quarantine Officer in writing as a place for performing quarantine.

**'Approved Ports'**

Container may be imported into Australia only through approved ports where quarantine staff and facilities are available. See AQIS.

**AQIS**

Australian Quarantine and Inspection Service, the body prescribing and controlling quarantine procedures to exclude exotic pests and diseases while permitting reasonably rapid clearance of containers and minimum interference to their movement within Australia

**Area Code**

A code for the area where a container is situated.

**Area of Repair**

Geographical area where a container is under repair.

**Area Off Hire Lease**

Geographical area where a leased container becomes off hire.

**Area Off Hire Sublease**

Geographical area where a subleased container becomes off hire.

**Area On Hire Lease**

Geographical area where a leased container becomes on hire.

**Area On Hire Sublease**

Geographical area where a subleased container becomes on hire.

**As is**

This condition should alert the buyer that there may be damage to the container that could be expensive to repair.

**ASA**

Abbrev. for American Standard Association. Changed to USASI, ANSI and now to ASME-MH5.

**ASA-Bottom Corner Fitting**

Bottom corner fittings with round side opening as per ASA standards.

**ASC**

Automated Stacking Crane used for the storage and retrieval of containers in and from the stack. They move on rails and are controlled by the central operating system. The ASC takes/places the container with a spreader from/on the AGV. At the port of Rotterdam, the containers can be stacked six wide and two or three levels high per ASC.

**ASVTS**

Automated Secure Vessel Tracking System.

**ATCO**

Abbrev. for Association of Tank Container Operators.

**ATC**

Automated Transfer Crane.

**Athwartships stowage**

Load stowed across the beam of the container or ship (as opposed to fore and aft stowage). In the context of load securing, it is of utmost importance whether a container is stowed athwartships or fore and aft on a ship. In the case of athwartships stowage, the greatest acceleration forces act on the actual container longitudinally rather than transversely. Load securing measures must then be taken with this in mind.

**Atmospheric Floor**

Specially constructed floor of Bulk container lining system.

**ATP**

Accord international sur le Transport des denrées Perissables. Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be used for such Carriage (**A**greement on the Transport of **P**erishables); UN agreement for the cross-border transportation of foodstuffs.

**ATT**

Abbrev. for **A**utomotive **T**erminal **T**railer, a self-propelled container truck.

**Authorised Inspection Certificate**

Certificate issued by Bureau Veritas or similar register confirming that the container was built in conformity with the prescribed rules. *Also* CAW, Test Certificate.

**Auto Cleat Assembly**

Hydraulic device for closing hatches.

**Auto Container**

Container, open or closed, equipped to hold motorcars either tilted for better space utilisation, or arranged in two tiers. *Also* Car Carrier, Car Pallet.

**AutoRack**

A 40' or 45' collapsible flatrack with 2 cargo decks, each of which can accommodate up to 3 large vehicles. The upper deck is raised hydraulically while the corner posts can be raised from 8ft to a maximum height of 12ft 6in to accommodate overheight vehicles.

**Automatic Equipment Identification (AEI)**

A system of identification for equipment that uses the surface transportation infrastructures by means of transponders and interrogators combined with an unambiguous data structure.

**Automatic Fresh Air Management (AFAM+)**

AFAM+ is an advanced technology which regulates air combination by auto adjusting the scale of Fresh Air Exchange. It works similar to CA (Controlled Atmosphere) to control the composition of oxygen, carbon dioxide and others. The AFAM+ can be adjusted to influence and extend the shelf life of vegetables & fruits.

**Autotrestle**

A reverse "U" shape device connected to the trailer on the terminal thus forming an integral part of trailer during the whole sea journey. Gives maximum stability with a minimum or no extra lashing at all.

**AVI**

Automatic Vehicle Identification.

**Awkward Cargo**

Cargo of irregular size that can either be containerized (packed in container) or non-containerized (without equipment associated with) during transportation. It requires prior approval on a case by case basis before confirmation of booking.

**Axial Stern Ramp**

Ramp fitted to a RO/RO vessel which is situated at the rear of the ship and which opens in the direction of ship's length.

#### **Axle Load**

The total downward pressure exerted by a vehicle through any given axle. This may then be transmitted through two or four wheels.

### **- B -**

#### **Baby-Container**

Theoretically, a container with capacity beyond 5 cubic metres. In practice, every container smaller than ISO ID Type (10'x 8'x 8'). Also Small Container.

#### **BACAT**

Abbrev. for Barge Aboard Catamaran Ship.

#### **BACO liners**

(barge/container liners) operate in accordance with the dock principle. In this German-developed system, the barges are floated through bow doors into the carrier, which has been lowered by taking on ballast. Once the bow doors have been closed, the water is pumped out of the dock and the barges are secured with special fittings. The special BACO barges measure 24 m x 9.50 m and, at a deadweight tonnage of 800 metric tons, have a draft of 4.10 m. However, the particular dimensions of the carrier ships are such that other types of barge and even inland waterway vessels and lighters can also be carried. Several tiers of containers can be carried on deck and be loaded and unloaded with on-board lifting gear.

#### **Back Haul**

- 1) Return transportation movement usually at less revenue than the original move.
- 2) Movement in the direction of lighter traffic flow when traffic generally is heavier in the opposite direction.
- 3) To move a shipment back over part of a route already travelled.

#### **Backreach**

Crane working area counting from rear legs to the last reachable point on shore.

#### **Back-Up Plate**

A plate used behind a welded joint to prevent burning through while welding.

#### **Baffles**

Internal barriers designated to prevent surging. Surging may cause an increase in the internal pressure, which could result in an unnecessary release of product or damage to the tank container.

#### **BAM Approval Decal**

Signifies approval by Bundesanstalt fuer Materialforschung und-pruefung (German Competent Authority) for tanks operating within German borders.

#### **Banding**

- Securing cargo with steel or plastic bands.
- A strip of material that may be used to unitize articles and is tensioned and clamped or crimped back upon itself. (same as "Strapping")
- Aluminium or plastic strap used around the tank shell to keep insulation in place. Also Insulation Strap.

#### **Barge Carrier**

Ships designed to carry either barges or containers exclusively, or some variable number of barges and containers simultaneously. Currently this class includes two types of vessels, the LASH and the SEABEE. Also Sea Barge Carrier, Europe Barge Carrier, Barge On Board.

#### **Base**

- Home depot of a container or a trailer.
- Assembly (otherwise called understructure of which the principal components are:
  - the two bottom longitudinal members
  - the two bottom end members
  - the floor
  - the cross members
  - fork lift pocket, where so fitted

tunnel recess, where so fitted  
Also Base Assembly, Underside, Understructure.

#### **Base Crossmembers**

A transverse component, other than a sill, tunnel bolster, or forklift pocket side, attached to the bottom side rails and supporting a floor. Also Crossbearers, Floor Bearers, Floor Supporting Members.

#### **Base Socket**

Base into which Stacking Cones for securing first tier of deck containers are inserted. Also Foundation.

#### **Basic Stock**

Items of an inventory intended for issue against demand during the resupply lead-time.

#### **Bathtub Chassis**

A type of Yard Chassis equipped with anti-shock device and special frame that eliminates the necessity of fastening twistlocks thus speeding up the yard operations.

#### **Bay**

A vertical division of a vessel from stem to stern, used as a part of the indication of a stowage place for containers. The numbers run from stem to stern; odd numbers indicate a 20-foot position, even numbers indicate a 40-foot position.

#### **Bay Plan**

A stowage plan that shows the locations of all the containers on the vessel.

#### **Bay-row-tier system**

Numbering system for the arrangement of containers on a vessel. In this numbering system, the bay is specified first, then the container row, which runs the length of the ship, and finally the tier (vertical layer).

#### **Bay-tier-row system**

Numbering system for the arrangement of containers on a vessel. In this numbering system, the bay is specified first, then the tier (vertical layer) and finally the container row, which runs the length of the ship.

#### **Bayonet**

A twistlock on a securement device such as a spreader. Bayonet damage may include a cone shaped dent caused by the impact of a bayonet against a roof panel or corner gusset.

#### **BCV**

Abbrev. for Barge Carrying Vessel. Also Barge Carrier.

#### **Beam Tank**

Tank container design where the tank is the major load-carrying component between the end frames.

#### **Bearer**

A conical or triangular support used exclusively on beam style tank containers for attaching the shell to the end frame.

#### **Belly-Container**

Unit load device, often with contoured profile, suitable for stowage in the belly hold of aircraft. Also Airfreight Container, "IATA" Container, and ULD.

#### **Beveling**

If a board or lumber beam is used diagonally for load securing purposes in a container, the ends must be beveled to ensure a tight fit into the container, thus allowing forces to be transferred to the container.

#### **BIC**

Abbrev. for Bureau Internationale de Containers. International Container Bureau.

#### **Bilge and Cantline (Method)**

The term ***bilge and cantline*** refers to a loading method in which packages are stowed or fitted into indentations produced by the round or rounded shape of other packages.

#### **Bimodal Tractor**

Special 4 x 4 bimodal vehicle for rail and road use.

#### **Bimodal Trailer**

- A road semi-trailer with retractable running gear to allow mounting on a pair of rail boogies.  
Synonym: Road-Rail trailer
- A trailer, which is able to carry different types of, standardized unit loads, (e.g. a chassis which is appropriate for the carriage of one FEU or two TEU's).



### **Bin-Tainer**

Open-top container, with or without soft cover, with the inside constructed as a hard tray for rough bulk loads, for grab or tipper discharge.

### **Binder**

A device used to tension tiedown or combination of tiedowns.

### **Bitutainer**

Container for carrying Bitumen(ous) cargo.

### **BL (Bill of Lading)**

An official detailed receipt given by a transport company the person consigning goods, by which the company makes itself responsible for the safe delivery of the goods to the consignee.

### **Blade**

Hinge component permanently attached by welding or bolting to the door.

### **Blades**

Extremely thin wide forks on a forklift used for sliding beneath loads, which are not on pallets.  
*Also Chisel Forks.*

### **Blanking Plate (Welded Insert)**

A plate welded inside the orifice of a flange to render it closed (Tank container).

### **Blank Out**

To remove a ventilator and "blank out" the panel behind.

### **Bleeder Hole**

Hole in tank barrel reinforcing pads, and ring frames to alleviate welding gas built-up during manufacturing or weld repairing processes.

### **Block & Brace**

Blocks are cut pieces of dimensional lumber which are typically fastened to the top deck of the structure or inside of a container. They are used to provide a railing around the edge of the product to block the product in place preventing shifting from side to side or front to back during transit.

Bracing also prevents the lateral movement of the product within the container. Braces are secured to the interior walls and at times the inside top of the container.

### **Block-Container Train**

A number of railway wagons (loaded with containers), departing from a certain place and running straight to a place of destination, without marshalling, transshipping or any coupling or de-coupling of wagons.

### **Block Stowage**

The placing of cargo cargo/containers in stacks of even length with no pieces protruding so as to make the most efficient use of space. A method of loading: In block stowage, the goods are stowed as a single block, without leaving space of the flow of air. Thus, air can only pass around the block itself.

### **Blocking**

- An operation of securing the cargo inside the container by using (wooden) blocks. By blocking a cargo, you are preventing the cargo from moving longitudinally, rail cars and rail moves are most susceptible to this type of movement.
- A structure, device or another substantial article placed against or around an article of cargo to prevent horizontal movement of the article of cargo.

### **BOB TAIL**

A tractor without a trailer.

### **Bogie**

Wheel units without chassis. Come with single and tandem axles. *Also Cont-Roll Bogie.*

### **Bogie Exchange System**

Exchanging of rail bogies when the freight carrying super structure passes between railway systems of different gauges, e.g. beyond the Franco-Spanish or the Polish-Russian border.

### **Bolster**

- Frames, which are utilised to handle container without wheels on, railroad flatcars. At the present time, bolsters must be lifted and installed manually on conventional piggyback flatcars before such units can be used to handle containers. Railroads are developing railcars with retractable bolsters, which will permit rapid conversion of a flatcar to handle either trailers or containers.



- Component of a skeletal trailer that support twistlocks.
- A container consisting of a rectangular base only. See also Flat, Flat-Tainer, Platforms, Pontoons.
- A transverse load bearing structural component, particularly a part of a log bunk.

### **Bond**

Guarantee to H.M. Customs of amount of duty to be paid.

### **Bonded Goods**

Dutiable goods upon which duty has not been paid i.e. goods in transit or warehoused pending customs clearance.

### **BO-RO (BORO)**

BULK/OIL/RO-RO SHIP i.e. multipurpose vessel for carrying solid bulk, oil and rolling cargo.

### **Bottlescrew**

See Turnbuckle.

### **Bottom-Air Delivery**

A type of air circulation in a temperature control container. Air is pulled by a fan from the top of the container, passed through the evaporator coil for cooling, and then forced through the space under the load and up through the cargo. This type of airflow provides even temperatures.

### **Bottom Discharge Assembly**

(Optional dependant upon product hazard classification). Typical configuration consists of internal valve, external valve, and closure device used for discharging from the bottom of the tank.

### **Bottom Discharge Flange**

The fitting, welded to the bottom head or shell of the tank barrel, which provides for the mounting of the bottom discharge assembly.

### **Bottom End Rail**

Structural members located at the bottom of the container end structure. *Also* Door Sill.

### **Bottom Flange**

A protruding edge used to strengthen a bottom structural member. *Also* Bottom Rail Flange.

### **Bottom Frame**

The lower structural support for the floor, panels and posts. *Also* Understructure.

### **Bottom Lift**

- By means of lifting tongs, overhead grippers or grabs to fasten onto the bottom rails of the container and effect lifting.
- Handling of containers with equipment attached to the four bottom corner fittings (castings).

### **Bottom Longitudinal Member**

The longitudinal structural member at the bottom or a side of a container joining the bottom corner fittings of the side in question. *Also* Bottom Side Rail.

### **Bottom Side Rail**

The longitudinal structural member at the bottom or a side of a container joining the bottom corner fittings of the side in question.

### **Box**

American (slang) term for a Dry Box Container.

### **Bow Ramp**

Loading ramp on bow of RO/RO vessel.

### **Box Rate**

Rate of freight per shipping container, as opposed to per tonne or per cubic metre. Since a box rate is unaffected by the actual quantity loaded into the container, it is the shipper's interest to load as much cargo as possible, subject to a maximum allowed, to effectively reduce the cost of carriage for each tonne or cubic metre.

### **BOXTIME**

A standard BIMCO time charter for containerships.

### **Bracing**

- Securing cargo inside a container by means of wooden battens. In bracing a cargo, you are stopping damage from up and down movements and from vibration; this would be essential for sea and truck movements.
- A structure, device, or another substantial article placed against an article of cargo to prevent it from tipping, that may also prevent it from shifting.

### **Bracing/Bracing Beams**

Items used to secure general cargo loads. Bracing is usually made from squared lumber beams that are fitted between the load and the load-bearing sections of the container in order to take up the horizontal and vertical forces acting on the load. The bracing is subject to compressive stress.

### **Braiding**

Involves placing ring-shaped loads, such as car tires, wire rod coils with a short winding axis etc. in the core of other ring-shaped loads. Braiding has lost its importance through the use of special vehicles and the now common practice of transporting smaller batches in containers. The method is still used, however, on complete loads or fairly large batches.

### **Breakage (US)**

Where the cargo does not completely fill or fit the capacity or where the weight load limit of the container is reached in advance or the volumetric limit leaving empty space in the container. See Waste Cube.

### **Break Bulk**

- To unload and distribute a portion or all of the contents of a rail car, container, or trailer.
- Loose, non-containerized cargo.

### **Break-Bulk Cargo**

Goods shipped loose in the vessel's hold and not in a container.

### **Breaking Load (BL)**

is the nominal breaking load, generally specified by the manufacturer. However, it can also be estimated using rules of thumb.

### **Breakwater**

An above deck structure designed to protect containers from green sea.

### **Bridge Crane**

Crane with a wide span, used for marshalling containers and for stacking. Such cranes operate by straddling several rows of containers, placing and picking up containers as necessary. They can be either rail-mounted or rubber-tyred. They can be also be fitted to certain ships, such as some self-sustaining containerships. Also known as Gantry Crane.

### **Bridge Fittings**

Fitting that may be tensioned for rigidly connecting the corner castings of adjacent containers or tiers.

### **Broken Stowage**

The loss of space caused by irregularity in the size and shape of packages. Also Breakage, Waste Cube.

### **Bridge Strut**

An adjustable device connecting the outboard most stack of a below deck block of containers to ship's structure when cell guides are not used.

### **Brussels Code**

Codes for classification of goods.

### **BSI Specification**

British Standards Institution Specification for freight containers.

### **Buffer**

A cushioning device to reduce shunting shocks on rail cars.

### **Buffer Stock**

Level of stock kept as a comfort zone to prevent stock-out situation.

### **Buffer Stow**

A so-called "buffer" is required when transporting a heavy load with a high mass and small surfaces for distributing the forces acting upon the object. Lumber beams are usually used for this purpose. For certain types of load, the effort involved in this load securing method can be reduced by using part of the load as a "buffer". Round bars are a good example, as they are 1) capable of bearing high loads, and 2) suffer no damage as a result of being used as a buffer. For this method, a round bar is first loaded across the end wall

of the container. This then acts as a buffer and, in the event of jolts during transport, cushions or distributes the forces evenly across the end wall.

Since the buffer is created by the way the cargo is loaded, this method is referred to as "buffer stow".

#### **Built-in Temperature Recorder**

The temperature recording device that is part of a reefer container's cooling equipment. During transit, the temperature of the air coming out of the cooling equipment, before it enters the cargo container, is continuously recorded on a round chart, i.e. the Partlow chart. As the equipment cycles on and off (just like a home refrigerator) "peaks" and "valleys" are produced on the chart as the output is recorded. The chart is in the possession of the carrier before, during, and after the voyage.

#### **Bulb Hook**

See Elephant's foot.

#### **Bulk**

Cargo is said to be stowed in bulk when it is stowed loose instead of being loaded into containers.

#### **Bulk Bags**

A large polythene liner that can be fitted to a 20'GP as an alternative to bulk containers.

#### **Bulk Container**

Any container which by its own peculiar design i.e. roof loading hatches and door or front wall discharge hatch will allow bulk handling of commodities. *Also* Bulker, Bulkainer, Dry Bulk Container, Flow-Van Container, Silo Container.

#### **Bulk/Container Ship**

Vessel that carries either bulk cargoes or containers simultaneously or consecutively.

#### **Bulker**

Syn. for Bulk Container. *Also* Bulkainer, Dry Bulk Container, Flow-Van Container, Silo Container.

#### **Bulkhead**

- A partition in a container, providing a plenum chamber and/or air passage for either return or supply air. It may be an integral part of the appliance or a separate construction.
- Sometimes used to denote the front wall i.e. opposite the doors of a container. *Also* Container 'Head', Front Panel (Wall).
- A demountable panel which acts as an end wall in a platform-based container to provide cargo restraint.

The construction of bulkheads in trailers and containers is used to separate different types and sizes of products, especially where some are taller than others and could fall down on top of shorter ones. Bulkheads are used principally to restrain loads and to act as stabilizers and prevent loads from shifting.

#### **Bulkainer**

Syn. for Bulk Container. *Also* Bulker, Dry Bulk Container, Flow-Van Container, Silo Container.

#### **Bull Rings**

Cargo securing devices mounted in the floor of containers which provide for the lashing and securing of cargo. See D-Ring, Lashing Eye, Securing Ring.

#### **Bushing**

- A synthetic insert lining located between the hinge and hinge pin to reduce wear, provide ease of rotation and eliminate need for lubrication.
- A circular flush or low profile deck socket (e.g. post socket, or flush ISO Hole Deck Socket).

#### **Buttress**

- A rigid above deck container securing system where containers are supported on frames which in turn are supported by buttresses at the end of the hatch covers.
- A deck mounted tower-like structure which provides horizontal restraint for stacks of deck stowed containers. Portable locking frames are sometimes used to connect the container corner fittings to the buttress.

- C -

#### **C-AGV**

Abbrev. for Cassette-AGV (Automated Guided Vehicle).

## C & D

- Carriage from/to customer's premises to/from CFS.
- Collection & Delivery.

## C & E

Custom and Excise.

## C-AGV

Abbrev. for Cassette Automated Guided Vehicle.

## CA

Controlled atmosphere. Sometimes used in addition to temperature control to prolong the storage life of fruit. For example, an artificial reduction of the level of oxygen and increase in the level of carbon dioxide to extend the lifetime of goods.

## CAB

Abbrev. for Container and Automotive Business.

## Cabotage

Leasing of containers to other operators to reposition them.

## CAF

Compressed Asbestos Fibre. Material for Gasket.

## Cage-Tainer

Container with sides and roof, or sides, roof and ends, consisting of grids, meshing and lattice. Also Cage Container, Tray Container, Wire-Mesh Container.

## Calculation Strength (CS)

in kN, is an arithmetic force determined by reducing the Maximum Securing Load (MSL) by the formula:  $CS = MSL/1.5$ . CS values are only used to assess the efficiency of securing arrangements as per Annex 13 of the CSS code.

## Cam

The part of the door securing device (locking bar) that engages the female retainer (Cam Retainer), which, by a lever action, forms the cam lock.

## Cam Lock Bracket

A device attaching the locking bar to the door.

## CAMP

The Container Air Mobile Platform (CAMP) is a cargo-carrying Platform. The CAMP empty or loaded will be transportable, in any 20' steel dry freight ISO Container. A CAMP, fully loaded with ammunition, supplies or miscellaneous unit equipment is capable of being inserted into and extracted from an ISO container using a forklift. The CAMP can be locked on top of the PLS (Palletised Load System) CROP (Container Roll In/Out Platform) which allows it to be transported by the PLS truck and PLS trailer.

## Cam Retainer

Female component which retains the cam-locking device, sometimes called a "Keeper".

## Camber

Slightly arched form of container-floors to strengthen the construction.

## CakeBoxx

Called CakeBoxx, patent-pending doorless intermodal container developed by a company of same name in Oregon to provide high security against both theft and terrorist activity. Based on a concept of a presentational cake plate with protective box over it, the unit comprises a separate floor-base and doorless top section that is lifted off prior stuffing and unstuffing.

## Cant Rail

Upper longitudinal rail. Also Top Longitudinal Member, Top (Side) Rail.

## Cantline

The term **bilge and cantline** refers to a loading method in which packages are stowed or fitted into indentations produced by the round or rounded shape of other packages.

## CAP

Customs Authorities Products i.e. products subject to Customs physical checking. Usually laced in the door area of box container.

### **Capping Angle**

Additional plate in vicinity of upper corner blocks for preventing damages by Spreader cones. *Also* Corner Protection Plate, Doubler Plate, Misalignment Protection Plate, Roof Reinforcement Plate, Strikeplate.

### **Capricorn**

Multipurpose vessel for RO/RO operations and barge carrying.

### **Car Carrier**

Container (platform) built especially for carrying cars. *Also* Auto Container, Auto Frame Container, Car Pallet.

### **CARC Paint**

Chemical Agent Resistant Coating paint used for painting containers.

### **Car Pallet**

Flat tray with corner posts for transporting cars on container ships. *Also* Car Carrier, Auto (Frame) Container.

### **Cargo Consolidation**

Packing cargo (usually into containers). Unpacking is referred to as deconsolidation or devanning.

### **Cargo Container**

An enclosed, permanent, reusable non-disposable, weather tight shipping conveyance fitted with a minimum of one door.

### **Cargo Flat**

A device, larger, stronger and more durable than a pallet, used as intermodal transport equipment in some short sea trades. *See* Lanchashire flat, Manchester-flat.

### **Cargo Label Plate**

A rectangular stainless steel plate normally attached to the left door for the application of cargo labels.

### **Cargo Lashing Rail**

Cargo tie-down fittings located on walls or floor for attachment of straps or other devices to restrain movement of cargo.

### **Cargo Restraints**

Cargo tie-down fittings located on walls or floor for attachment of straps or other devices to restrain movement of cargo. *Also* Cargo Lashing Rail (Strip), Logistic Track, Stiffener.

### **Cargo Restriction Code**

A code indicating that the use of a container is restricted to particular cargo.

### **Cargo Securing Device Assembly**

Cargo tie-down fitting fixed on any part of the container for the attachment of straps or other devices to restrain movement of cargo. *See* Cargo Restraints.

### **Cargo Sweat**

Condensation on the surface of the cargo: Condensation can form on the cargo as a result of climatic conditions. Cargo sweat can always occur when the temperature of the cargo is lower than or equal to the dew point. It can also occur during transportation from temperate latitudes, e.g. from northern-hemisphere winter to the tropics.

### **Carrier(s) Containers or Shipper(s) Containers**

The term Carrier(s) Container(s) or Shipper(s) Container(s) means containers over which the carrier or the shipper has control either by ownership or by the acquisition thereof under lease or rental from container companies or container suppliers or from similar sources. Carriers are prohibited from purchasing, leasing or renting shipper owned containers.

### **Carrier's Equipment Handover Point**

A term usually found in conference tariffs and designating the place at which carrier (CTO/MTO) delivers or receive containers and or equipment.

### **Carrier's Facility**

Any facility (Depot) managed by carrier (or his agent) for the purpose of receiving, handling and delivery of cargo and or containers.

### **Carrier's Haulage**

Abbrev. CH. Indicates inland transport organised by water carrier.

### **Carrying Temperature**

A narrow, prescribed range of temperatures in a container during transit that maintains the ideal temperature

in the product and protects the product from harm. This information is displayed on a label attached to the container.

**Cartage**

- 1) Charge for pick-up and delivery of goods.
- 2) Movement of goods locally (short distances).

**Cartage-Trailers**

Type of collapsible trailers. *Also Tandem.*

**Cattle Container**

Partly open container equipped with rails, boxes, and cribs for livestock transportation.  
*Also Livestock Container, Pen Container.*

**Catwalk**

Walking platform on the upper part of Tank Container, allowing the access to filling opening. *Also Walkway.*

**Caulking**

Materials used to seal all joints and riveted seams, to insure water tightness, and used between wood flooring; at board edges, sides and end frame assembly. *Also Sealant.*

**Caution Marking**

Warning sign of overhead electrical danger, in accordance with ISO 6346.

**CAW**

Abbrev. for Certification Of Approval Of Works. Certificate issued by Bureau Veritas or similar register confirming that the container was built in conformity with the prescribed rules. *Also Authorised Inspection Certificate, Test Certificate.*

**C/B**

Abbrev. for Containerbase i.e. one from the group of English CFS. According to conference definitions, CFS is the place at which Carrier (or a person working in his name) accepts LCL shipments from Shippers (Merchant) for stuffing in container(s) i.e. at which he empties such containers for delivering goods to Consignees as break bulk cargo. *Also Consolidation/Groupage Depot.*

**CBR**

Abbrev. for Container Box Rate. Freight rate per container (no matter as to cargo inside).

**CBU**

**Capacitive Bridge Unit**; component of a remote refrigerated container monitoring system where data is transferred via the power cable. A CBU is used to capacitive modulate the data signal (using a capacitor) over the power cable.

**40CC**

**Also Cradle Cassette.** A further development of CDT (Cradle Tween Deck) providing incident free shipping of steel coils. Fitted with ISO corner castings. It caters for coils between 1,2 m and 2,2 m dia. and MGW is up to 200t. The weight of the load is transferred to the top of the tank (or to the tweendeck) not only through the corners but evenly throughout the CC's structure.

**CCA**

Abbrev. for Container Control Activity.

**CCC**

Abbrev. for Custom Cooperation Council.

**CCE**

Abbrev. for Container Control Element.

**CCIC**

Abbrev. for Container Cubic Inside Capacity.

**CCL**

Container Control System. Monitors the movement and status of containers.

**CCP**

Abbrev. for Consolidation Containerization Point.

**CCR System**

Abbrev. for Container Character Recognition System.

**CCS**

Abbrev. for Consolidated Cargo Service. Transport of goods in LCL containers. *Also* Groupage Service.

**CCS**

Abbrev. for Consolidated Cargo Service. Transport of goods in LCL containers. *Also* Groupage Service.

**CCU**

Abbrev. for Cargo Carrying Unit.

**CDL**

Abbrev. for Container Daily Logs.

**CEC**

Abbrev. for Container Even Cancellation.

**Celcure A**

Trade name for a Copper Chrome Arsenate solution, used to treat timber against wood boring insects.

**CEDEX**

Container Equipment Data Exchange. International Standard ISO 9897-1:1990.

**Cell**

The guidance system enabling containers to be carried in a vertical line in the ship, each container supporting the one above it.

**Cell Guide**

System of subdividing the hold of a ship into sections to accommodate containers and providing horizontal restraint. *Also* Corner Guide Fitting, Flip-Flop, Gathering Guide.

**Cell Position**

A place for accommodating containers on board container ship. *Also* Slot Position.

**Cellular Vessel**

Ship specially designed for carrying containers. The holds have vertical guides into which the containers are lowered to form secure stacks restrained at all four corners. *Also* FCC, (All) Full Container Ship.

**Centerline Of Tank**

Imaginary line drawn from the 6 o'clock to 12 o'clock position at the midpoint of tank barrel.

**Centralisation**

Container movement to/from non-basic service port

**Certification Plate**

A label permanently affixed to the container/chassis providing information with respect to applicable safety standards, customs requirements or road regulations or standards in effect on the date of original manufacture.

**CES**

Container Examination Stations (CES). CES' are operated by Customs in all ports of entry, where selected imported freight containers are taken for devanning and thorough examination.

**CET**

Contraband Enforcement Team. Used to explain the type of customs hold a container may have upon arrival into the USA. Example: Container has been placed on CET hold.

**CEU**

Abbrev. for Car Equivalent Unit.

**CF**

- Composite Fibre. Material for Gaskets.
- Container Fumigated.

**CFS**

Container Freight Station.

Other names: C/B i.e. container base (UK); consolidation depot; depot (Australia) - an installation at which LCL traffic is received from the Merchant by or on behalf of the carrier for packing into a container and/or at which LCL traffic is delivered by or on behalf of the carrier to the merchant after unpacking from a container.

**CFS-CFS**

See Container Freight Station to Container Freight Station.

**CFS Charge (Container Freight Charge)**



The term CFS Charge means the charge assessed for services performed at the loading or discharging port in packing or unpacking of cargo into/from containers at CFS.

**CFS-H**

See Container Freight Station to House.

**CFS Receiving Service:**

The term "CFS Receiving Services" means the service performed at loading port in receiving and packing cargo into containers from CFS to CY or shipside. "CFS Receiving Services" referred herein are restricted to the following

1. Moving empty containers from CY to CFS
2. Drayage of loaded containers from CFS to CY and/or ship's tackle
3. Tallying
4. Issuing dock receipt/shipping order
5. Physical movement of cargo into, out of and within CFS
6. Stuffing, sealing and marking containers
7. Storage
8. Ordinary sorting and stacking
9. Preparing carrier's internal container load plan

**CFS/CFS (Pier to Pier)**

The term CFS/CFS means cargo delivered by break-bulk to Carrier's CFS to be packed by Carrier into containers and to be unpacked by Carrier from the container at Carrier's destination port CFS.

**CFS/CY (Pier to House)**

The term CFS/CY means cargo delivered break-bulk to Carrier's CFS to be packed by Carrier into containers and accepted by consignee at Carrier's CY and unpacked by the consignee off Carrier's premises, all at consignee's risk and expense.

**CFS-CY**

See Container Freight Station to Container Yard.

**CH**

Carrier's Haulage. The Carrier undertakes at the Merchant's request the inland transport of a container according to the container Rules. Costs for account of the carrier, who in turn charges a transport fee as per Zone Tariff (see zone charge).

**Chain Lashing**

Lashing constructed out of chain.

**Chain Tensioner**

A type of tensioner designed for use with chain.

**Charge For Excess Redeliveries**

A charge levied to Lessor by leasing company when returning quantity of container in excess to agreed (monthly) quantity.

**Chassis**

A vehicle built specifically for the purpose of transporting a container, so that when the chassis and container are assembled, the unit produced serves the same function as a road trailer. Can be either straight-frame, gooseneck or "coupleable" (two 20 foot frames which slide together to form one 40 foot chassis), or "combination" (one chassis which hauls 20 foot or 40 foot container).

**Chassis Frame**

A frame with wheels with devices for locking container on. Comes in skeletal type, parallel frame types, perimeter frame types, etc.

**Chassis Usage**

Charge covering carrier cost of providing chassis set along with container equipment.

**CHE**

Abbrev. for Container Handling Equipment. Material Handling Equipment (MHE) required to specifically receive, manoeuvre, and dispatch containers.

**Chilled Operation / Chilled Mode**

Operating mode of a refrigerated container. During chilled operation the circulating fans run at maximum rpm and the intake air temperature is regulated constantly.

### **Chimney-style stowage**

is extremely well suited for forming pre-slung with palletized bagged cargo, it is suitable for certain bag sizes. The bags are arranged layer by layer so that they overlap around a cavity. The bags are thus connected to each other. This produces a square footprint, which is very suitable for loading containers if it has the correct dimensions.

### **Chisel Forks**

Extremely thin wide forks on a FLT used for sliding beneath non-palletised loads. *A/so* Blades.

### **Chock**

A piece of wood or other material placed at the side of a cask or package to prevent its rolling about or moving sideways.

### **Chocking**

Securing cargo with Chock.

### **C-Hook**

A C-shaped device for handling pallets.

### **CHU**

Container Handling Unit.

### **CIC**

Abbrev. for Container Interchange Criteria (as an inspection standard for damaged containers).

### **CIM**

Abbrev. for Container Inquiry Message.

### **CIMS**

Abbrev. for Crane Information Management System.

Abbrev. for China International Marine Containers.

### **CIR**

Abbrev. for Container Inspection Report. Report stating the container condition with detailed damage description, place and date of examination.

### **CIS**

Container Integrity Sensor. A sensor device mounted in the interior of the container through a standard serial data connector. Examples of sensors include radioactivity, temperature, vibration, gas detection, motion and even digital cameras.

### **CISCC**

Abbrev. for Container Inside Standard Cubic Capacity.

### **CKD**

(**C**ompletely **K**nocked **D**own). For the purposes of customs, cars are not transported fully assembled, or are partially dismantled after being assembled. Final assembly of the vehicles is subsequently carried out once they reach their destination. CKD transportation makes it possible to avoid high import duties (100% and more).

### **CKD Cars**

Cars knocked down. P.K.D. Part knocked down, i.e. cars partly assembled and packed into cases.

### **CL**

Abbrev. for "Carload" and "Containerload".

### **Cladding**

- Panels (aluminium, stainless steel, fiberglass, etc.) constituting the wall or roof of the container. *A/so* Sheeting.
- An exterior surface material of rigid construction which covers and holds insulation in place and protects it from damage, moisture, and product contamination (in tank container).

### **Cladding Strap**

Exterior circumferential or longitudinal belts usually made of stainless steel, galvanised steel, or aluminium, used to secure and seal cladding panel edges.

### **Clamping Device**

A device for coupling trailer to tow tractor. *A/so* King Pin.

### **Class Survey Marking**

Marking of classification societies and other organisations approved by the competent authority.

**Claw**

A hook especially designed to hold chain, often used in cargo securing i.e. on chain tensioners.

**CLB**

Abbrev. for Container Liner Bag. Elastic bag for transport of liquids/granulates in standard Dry Box Container. *Also* Collapsible Bladder, Fibc, Flexitank, Flexo-Drum, Inlets, Liner Bag, Pillow Tank.

**CLC**

- Abbrev. for Container Lessees Committee.
- Abbrev. for Container Location Change.

**Cleanliness Certificate**

A certificate issued by an independent surveyor upon completion of cleaning/repairing TANK CONTAINER.

Survey Company Name:  
Tank Container Serial No.  
Date of Inspection:

Address:  
Tank Type:  
Last product carried:

Telex/Telephone No.  
Depot:

The undersigned declares that a thorough visual examination has been carried out to the interior shell, fittings and valves of the subject tank container and found to be free of damage, pitting, corrosion, contamination, particles of previous product and taint.

The container is clean and dry.

The transport of edible and potable products may require additional sterilisation treatment.

**Cleat**

A strip of wood or metal used to afford additional strength; to prevent warping; to hold in position.

**Clip-on generator**

A portable generator that is mounted on the front of a refrigerated container. Very versatile; can be used on stack trains, conventional trains and trucks.

**Clip-On Unit**

Abbrev. COU. Portable refrigeration units designed to clip on to insulated containers, which normally rely on a central refrigeration system for their cold air supply.

**Closed Container**

Container, which can be loaded through one or more doors in the side or end walls.

**Closing Date**

Date after which containers will not be accepted for a particular voyage. *Also* Cut-Off Date.

**Closed Ventilated Container**

A container of a closed type, similar to general-purpose container, but specially designed for carriage of cargo where ventilation, either natural or mechanical (forced), is necessary.

**Cloverleaf Deck Fitting**

A type of deck fitting capable of accepting a lash from any direction.

**Cloverleaf D-ring**

A "D" ring designed to accept two lashings.

**CLP (Container Load Plan)**

Lists of items loaded in a specific container and where appropriate their sequence of loading. *Also* Container Packing List, Stuffing Sheet.

**CLR**

Container Load Result. A report issued to the client detailing what has been loaded into a specific container.

**Clutch Hook**

See Claw.

**CMMS**

Crane Management Monitoring Systems

**CMO**

Container Movement Order.

**CMV**

Container motor vessel.

**COA**

Container Owners Association.

**Coaming Bridge Fitting**

Bridge fitting designed for the connection of containers to the coaming.

**Coaming Chock**

See Coaming bridge fitting.

**COC**

Carrier Owned Container.

**COCOON**

A raised hatch cover on which containers are stacked.

**COFC**

Abbrev. for the Railway Service "Container On Flat Car." i.e. carriage of containers on conventional railway flat cars, as opposed to specially designed rolling stock.

**Coffeetainer**

A type of Ventilated Container for carrying raw coffee.

**Coil Carrier**

A specially built container platform for carrying coils.

**Coil Container**

Special container for transporting coils and other heavy cylindrical loads. They handle greater line loads and are equipped with coil wells and special load securing features.

**Collapsible Bladder**

A type of elastic packaging for carrying liquids/granules in standard Dry Box Container. Also CLB, FIBC, Flexitank, Flexo-Drum, Inlets, Liner Bag, Pillow Tank.

**Collapsible Container**

Container with the main parts hinged or removable so that its effective volume may be reduced for transporting in an empty condition. See Demountable Container, Folding Container.

**Collapsible Flats**

A type of Platform Container. See Combiflat, Unibed, Uniflat. Also known as Flat Racks or Stack Racks or Stack Masters.

**Coltainer**

A type of Collapsible Container.

**COLTainer®**

An unusual intermodal operation exists in U.S. state of Alabama, where coal is supplied to a power plant by a combination of rail and highway moves. Rather than transloading the coal, the coal is loaded into special open-top intermodal containers (with an end dump-gate) which are transferred between railcars and highway trucks equipped with hydraulic end dumping equipment. The rail movement is provided by Norfolk Southern. The containers are called COLTainers®, but could also be used for other types of aggregates.

**Combiflat**

A type of Flat-Rack Container, combination of Unibed and Uniflat.

**Combination Chassis**

A type of container chassis capable of carrying either 1/40' or 1/30', or 2/20' container simultaneously.

**Combination Containership**

In addition to cell holds for the accommodation of containers, other distinctive means of handling cargo are present in the same hull: roll-on roll-off, palletized cargo handling through side ports, or the capability for transporting bulk commodities in the lower holds.

**Combi Ship**

A ship designed to carry both containers and conventional cargoes.

**Combined Transport**

See CT.

**Combined Transport Document**

See CTD.

### **Commodity Box Rate**

A rate classified by commodity and quoted per container.

### **Common User Container Depot**

See Inland Container Depot.

### **"Compact Loading"**

also clearly indicates the concept. A compact load is one which is stowed without gaps or, insofar as gaps remain, where these gaps have been filled by resilient material.

### **Composite Container**

A lightweight, environmentally friendly container, conforming to ISO standards is half the weight of a steel unit but offers the same or even superior, performance. It is made of a composite material, produced by a unique, proprietary process employing various fibres and resins.

### **Compression Line**

"Compression line" refers to a series of dents in a primary structural member, which may be placed in compression directly, or through bending, such as in panels, columns, top or bottom rails.

### **Compression Pin**

Insert used between top corner castings when joining two containers in tandem. *Also* Twin-Twenties.

### **Compressor**

Compressor assembly and its driving electric motor (Reefer Container).

### **Conair Container**

Thermal container served by an external cooling system (e.g. a vessel cooling system or a Clip On Unit), which regulates the temperature of the cargo.

Refrigerated containers without their own refrigeration unit.

Conair refrigerated containers, also called insulated or porthole containers, do not have their own refrigeration unit. They are thus reliant on an external supply of cold air. This is achieved by refrigeration units of various types, permanently installed on the ship, permanently installed in the terminal or clip-on units for individual containers.

Porthole containers are thermally insulated and have two sealable openings on the end walls (the portholes) through which cold air can be blown into the container and warm air can be extracted. The cold air is forced through the lower opening into the container, then distributed throughout the load via the T-bar floor, and subsequently flows through the load to the top of the container and is extracted through the upper opening.

### **Conbulk(er)**

Abbrev. for Container/Bulk Carrier. These vessels are bulk carriers with hold/hatch dimensions arranged to permit stowage of containers in some holds. These may have portable cell guides. Hatch covers are strengthened to permit deck stowage of containers.

### **Concentro**

Data centre housed in 40' container that can hold up to 1.200 DC powered servers (used in emergencies such as Hurricane Katrina).

### **Concealed Damage**

When goods in an apparently undamaged container are damaged. Claims are hard to settle because neither shipper nor carrier wants to accept responsibility.

### **Concentration Point**

A point at which less than carload shipments are brought together to be reforwarded as a carload

### **Condesation (Sweat)**

Almost all agricultural products have a considerable intrinsic moisture content. These are hygroscopic cargoes; they are in equilibrium with the air in the container and can emit as well as absorb moisture. The amount of water available within a container of such cargoes is much larger than for manufactured goods. Translocation of a comparatively small proportion of the total moisture available may cause substantial condensation problems.

Hygroscopic cargoes change temperature comparatively slowly. Thus, when a container is shipped across climatic zones, the cargo adjusts to the changing ambient temperatures much more slowly than the container walls and the air. This delay can cause considerable temperature differences within the container; these are a major driving force for moisture translocation and condensation.

### **Condenser Grille**

Device, which protects the condenser fan outside the container.

### **CONDOCK**

is derived from container and dock ship. A large hold can be loaded with rolling cargo via a stern ramp as well as from above using the lo-lo method. These vessels have their own, very high capacity lifting gear for carrying heavy-lift cargoes. Containers can be carried in three tiers on deck. By flooding their ballast tanks, they can be lowered in the water like floating docks, and can take on floating cargoes. The dimensions of those vessels which are in service are such that LASH, BACO and sometimes even SEABEE barges can be accommodated. This class of vessel is still more versatile. Its gantry cranes are capable of handling individual items of cargo of up to 1,000 metric tons by the lo-lo method. Using the ro-ro method, heavy items of up to 2,000 metric tons can be loaded into the hold via a 20 m x 10 m ramp, while heavy and bulky items can be rolled on deck via two stern outriggers and self-propelled bogies. Floating cargo can be stowed either in the hold using the flo-flo method or on deck using the piggy back system.

### **Conectivity Cost**

A measure of the effort expended in handling containers within the terminal.

### **Cones**

1. Devices for positioning containers.
2. Devices on ships to bind and aid security of container deck stows.

Top part stacking fitting that fits into bottom hole of ISO corner casting. *Also* Locators, Stacking Adapters.

### **Conex Container**

Early type of container created and used by the US Army during World War II, when containers were used to speed up the transport of war material to Europe.

### **Connecting Rod**

A device for connecting/securing containers on deck. *Also* Diagonal Rod, Lashing Bar, Lashing Rod.

### **CON-RO (CONRO)**

An abbreviation for a combination of container/ro-ro vessel i.e. for the system of simultaneous RO/RO and LO/LO operations.

### **Conrotator**

A device on which container is placed and can be rotated around its longitudinal axis allowing easier repair.

### **Consolidated Container**

A container stuffed with cargo from one or more shippers for various consignees. *Also* LCL. See Consolidation.

### **Consolidated Data Plate**

A single rectangular plate affixed to the door, which contains certification information (gross and tare weights, external dimensions, etc.) applicable to more than one convention or regulation.

### **Consolidation**

Consolidation of cargo into one or more containers is organised by the shipping company (in contrast to Groupage, where normally forwarders are involved) for a number of shippers, who deliver their LCL parcels to one CFS for delivery to one consignee at one destination. The shipment is covered by one LCL/FCL Combined Transport Bill of Lading for each separate consignment forming part of the shipment.

### **Consolidation Depot (Point)**

Depot where LCL containers are stuffed/stripped. See C/B (Containerbase), CFS (Container Freight Station), Common User Container Depot, Groupage Depot, ICD.

### **Consolidator**

A transport contractor, carrier, or forwarder who undertakes the transportation of small shipments (LCL) in groupage. The consolidator assembles such LCL shipments in a container, which will be stripped by his receiving agent at destination area.

### **Consortium Containers**

In contrast to shippers and transshipment containers, consortium (line) containers are carried on the CTO's vessels under a so called "cross-slot-charter agreement". This implies that the respective consortium line takes care as a CTO of all port and inland transport affairs, and uses the CTO's vessels only for the purpose of ocean transport. The system CTO, therefore, acts only as a ship operator for other CTOs, with a defined responsibility restricted to ocean transportation.

### **Cont-Trak**

One of the Container Tracking Systems that monitors containers at sea and from within container stacks in the port.

### **Container**

Freight or cargo container of rectangular shape; weatherproof for transporting and storing a number of unit loads, packages or bulk material; confines and protects the contents from loss or damage; can be separated from the means of transport, handled as a unit load and transhipped without rehandling the contents.

### **Container Air Mobile Platform**

See CAMP.

### **Containerbase**

Abbrev. C/B. An installation at which LCL traffic is received from the Merchant by or on behalf of the carrier for packing into a container and/or at which LCL traffic is delivered by or on behalf of the carrier to the merchant after unpacking from a container. Also CFS, Consolidation/Groupage Depot.

### **Container Berth**

A specialised port facility allowing for high speed reception, delivery and movement of container ships and containers. See Container Terminal.

### **Container Block**

A number of horizontal stacks interconnected and secured horizontally using bridge stackers.

### **Container Bolster**

A container floor without sides or end walls, which does not have the ISO, corner fittings and is generally used for RO-RO operations. Note: A bolster can't be handled either full or empty by a container spreader without special gear.

### **Container Booking**

Arrangements with a steamship line to transport containerised cargo.

### **Container break-bulk depot**

Is a depot approved by the Australian Customs Service and the Director of Quarantine for storing, breaking down or consolidating containerised cargo. It includes accommodation for Customs and Quarantine officers and facilities and equipment for examining, weighing goods and holding goods in secure custody and can include facilities for fumigation, disinfecting and destroying goods.

### **Container Car**

A flat or open top (rail)car, such as a gondola, on which containers of freight are loaded.

### **Container Cargo Damage Causes:**

- Lack of export packaging
- Increased use of weak retail packaging
- Inadequate ventilation
- Wrong choice of container
- Poor condition of container
- Lack of effective container interchange inspection
- Ineffective sealing arrangements
- Lack of clear carriage instructions
- Ineffective internal cleaning
- Contaminated floors (taint)
- Wrong temperature settings
- Condensation
- Overloading
- Poor distribution of cargo weight
- Wrong air flow settings
- Wrongly declared cargo
- B/I temperature notations misleading/unachievable
- Lack of reefer points
- Organised crime
- Heavy containers stowed on light
- Stack weights exceeded
- Heat sensitive cargoes stowed on/adjacent to heated bunker tanks or in direct sunlight
- Fragile cargoes stowed in areas of high motion
- Damaged, worn, mixed securing equipment
- Poor monitoring of temperatures
- Wrong use of temperature controls

### **Container Certification**

Certificate attesting to the containers' compliance with the specified codes, regulations or standards, and their structural fitness for a particular service or use. Containers for certain services, such as refrigerated containers transporting perishable cargo, or tank containers transporting hazardous materials, may receive additional certificates or approvals.



### Container Chassis

A vehicle specially built for the purpose of transporting a container so that, when container and chassis are assembled, the produced unit serves as a road trailer.

### Container Chassis Vehicle

A container chassis vehicle is a semi-trailer limited to a bottom frame with one or more axles that is specially built and fitted with locking devices for the transport of cargo containers.

### Container Checklist

A full container inspection for structural damage requires a competent eye, however for cleanliness and general acceptability, common sense is the watchword. It is very much in the interests of any user whether it be FCL or LCL to carry out a quick internal and external inspection prior to stuffing and also after unstuffing the container. See Checklist Before/After Stuffing and Before Unstuffing.

### Container Checklist After Stuffing

When the planned quantity of goods have been stuffed in a container, the following checks should be made.

*Restraint:* The goods should be arranged and secured to withstand the normal stresses and strains of the journey. In particular ensure doorway cargo cannot move.

*Customs inspection:* If more than one type of article is stuffed in the container it may save time and cost of a search if a sample of each article is positioned near the door.

*Security:* When the doors are shut, all securing lugs should be properly engaged forcing the door seals into compression. The company's approved seal should be fitted in the appropriate position on the right hand door and the number noted.

*Contents:* Any label on the outside of the container advertising the contents will attract thieves and should be removed.

*Labels:* Dangerous Goods Labels, if appropriate, should be affixed in the recommended positions. The labels must be placed in such a way that they do not obscure the number of the container or other distinguishing marks.

### Container Checklist Before Stuffing

#### External

*Holes:* No obvious holes or tears in the exterior panelling.

*Doors:* No broken or distorted door hinges, locks, or door seal gaskets.

*Tilts:* Where containers are fitted with removable roof tilts or side curtains, they should fit correctly, be equipped with tilt wires and have no tears in the fabric.

*Roof Bows:* Open tops containers should have all the roof bows (supports) in place. If the roof is of the retractable sort then the roof bows should slide smoothly to the ends of the container.

*Labels:* Any labels remaining on the outside of the container which refer to the previous cargo should be removed.

#### Internal

*Clean:* No left overs (sweepings, dust, grease or liquid) of the previous cargo.

*Dry:* The interior should be dry and free of any sweat or frost.

*No infestation:* There should be no evidence of pests, insects or rodents which might contaminate cargo and lead to delay by Port Health Authorities.

*Taint-free:* If delicate goods susceptible to damage by bad odours are to be packed, then the container must be sweet-smelling. This should be checked immediately on opening the doors when any lingering smells will be at their strongest.

*Watertight:* This is best checked by entering the container and closing both doors. If any spots of light can be seen then water can gain entry. This also applies to the container floor because water can splash upwards during road haulage.

*Follow instructions:* Any recommendations posted inside the container should be noted.

### Container Checklist Before Unstuffing

When a container is empty of cargo the container should be checked for damage that might lead to claims. Most tariffs are so worded that it is obligatory for FCL customers to clean out the container after unstuffing. This includes removal of all packaging and a thorough sweep out.

It is prudent to examine the container for any signs of wet stains, holes in the sides or roof that might have affected the cargo which has just been carried.

### Container Coating

To date, containers usually have been painted with a 3-coat system consisting of a first coat of zinc rich epoxy (30 micron DFT), which is also used as a shopprimer. This is followed by an intermediate epoxy coat, which acts as an inhibiting coat and is normally applied in 30 micron DFT. Finally an acrylic topcoat of 60 micron DFT is normally applied. The base or understructure is usually coated with a zinc rich epoxy primer in 30

micron DFT followed by a heavy coat of 200 micron DFT of underseal.

The main advantages of a 3-coat system are improved mechanical resistance and general durability. The durability of the end result is obtained by the basic principle that three coats cover better than two coats since minor application flaws in any individual coat have less negative influence. Also, proper drying of each coat is more safely achieved with three thin coats than with a two-coat system, especially one with a thick topcoat. Thicker coatings have a tendency to skin-dry, resulting in solvent retention for a longer period. Proper curing creates the optimum film formation and thus the longer protection period.

### Container-Collapsible

Container of rigid construction, the major components of which can be easily folded and disassembled, then reassembled.

### Container Contamination

A container is considered contaminated when residue of previous cargo cannot be cleaned by normal sweeping or by normal steam cleaning. The remedy may then be:

- structural repair,
- removal of contaminated floor boards,
- partial or full refurbishment,
- chemical cleaning,
- fumigating,
- decontamination, or
- deodorizing.

### Container Conveyor

A device 'coupling' Shore-Side and Yard Gantry Crane thus speeding up operations and increasing lifting capacity of 40 containers/hour. See Mouse-Trap.

### Container Damage

Defined by one or more physical defects on a container that affects the cargo carrying capabilities of the unit. This could have been caused by a single or a series of events, such as impact, abrasion, or contamination. Damaged containers are inspected and repaired to the ICII standards.

Common types of container damage are listed below.

- **Racking:** Is the twisting of the structural shell of the container due to static or dynamic forces and is commonly associated with movements in a seaway. The standard ISO container racking limit is nominally 15 tonnes. To counter these forces, diagonal lashings may be applied in accordance with the vessel's lashing system. In high stacks, the lower container is subject to the greatest racking forces and the lashing systems must be designed to take this into account.
- **Toppling:** Can occur when containers are subjected to extreme rolling motions aboard ship or standing in a stack, exposed to high winds. Counter measures are twistlocks and lashings.
- **Container collapse** (corner-post compression): Results from exceeding allowable loads on the container corner posts and can be avoided by staying within weights limits of the container. Where lashings are applied aboard ship, avoid over tensioning of lashings.
- **Local structural failure:** Is the separation of structural components of a container such as side-wall separation from top and bottom rails and separation of the corner castings from the side rails.
- **Holes in containers:** are the most common kinds of damage. Roof damage is often caused by lifting spreaders indenting the roof when locating corner castings and twistlocks and lashing gear being thrown down on top. Forklift trucks can cause holes in container walls, collision with other containers or lifting devices. Holes in containers can be easily detected by interior inspection with the doors closed and noting any light entering the container. This can also reveal faulty door seal gaskets and is extremely important check to be made.
- **Interior Contamination:** Container floors become seriously contaminated by cargoes such as wet hides which can cause tainting to future cargoes. Interior paintwork can also be stripped by cargoes such as naphthalene and cloves.

### Container Depot, Container Park

- Storage area for empty containers.
- A facility, usually inland, for the collection/distribution of cargo and for stuffing/unstuffing containers. See Container Base.

### Container DPA

Abbrev. Container Damage Protection Agreement. An agreement by which leasing company offers insurance for eventual damage of containers. See DPC, DPP.

### Container Equivalents

The internationally recognized standard conversions that serve as the basis for converting containers of various sizes into comparable units. See TEU, FEU.

### **Container Examination Stations (CES)**

CES' are operated by Customs in all ports of entry, where selected imported freight containers are taken for devanning and thorough examination.

### **Container Examinations**

Every container must have a Container Safety Certificate (CSC) issued by the manufacturer and this must be renewed every 30 months after inspection by a competent inspector. An approved continuous examination programme (ACEP) can be agreed as substitute for this procedure and the ACEP number is stamped on the CSC plate. P&O Nedlloyd containers are inspected under an ACEP scheme.

### **Container Fittings**

One of the names for Corner Block, Corner Casting, Corner Unit.

### **Container Frame**

The strength members of the container.

### **Container Freight Station**

Abbrev. CFS. (syn. Pier, Terminal). An installation at which LCL traffic is received from the Merchant by or on behalf of the carrier for packing into a container and/or at which LCL traffic is delivered by or on behalf of the carrier to the Merchant after unpacking from a container. *Also* C/B, CFS, Consolidation/Groupage Depot, ICD.

### **Container Freight Station To Container Freight Station (TT)**

In this movement cargo is delivered in break-bulk form by consignor-arranged transport to the place of acceptance (POA). The carrier then arranges the stuffing of the cargo into a container. The carrier delivers the container to a facility at the place of destination where the cargo is stripped, by the carrier, from the container and made available for collection in break-bulk form by the consignee.

### **Container Freight Station To Container Yard (TY)**

In this movement cargo is delivered in break-bulk form by the consignor to the place of acceptance (POA). It is the carrier's responsibility to ensure that the cargo is containerised and delivered, in a FCL, to the place of destination for subsequent collection, still as a full container load, by the consignee.

### **Container Freight Station To House (TH)**

This type of movement covers cargo delivered in a non-containerised form to the place of acceptance (POA). The carrier is then responsible for stuffing the cargo into a container but delivering a FCL direct to the Consignee's premises.

### **Container 'Head'**

Sometimes used to describe the end opposite the doors of the container. *Also* Bulkhead, Front Panel; Front Wall.

### **Container-Heated**

Thermal container served by heat-producing appliance.

### **Container Inspection Interval**

Intermodal Container Inspection intervals are governed by regulations in 49 CFR Part 452. The interval for the initial re-inspection of a new container is 5 years. The interval for the re-inspection of existing containers is not to exceed 30 months. Upon completion of the required inspections, the owner must mark on the safety approval plate (or on the container as close as possible to the safety approval plate) the month and the year before which the container must next be examined. This mark can be a decal, stencil, or sticker as long as it is durable enough to remain legible for at least 24 months.

### **Container-Insulated**

Thermal container without the use of devices for cooling and/or heating.

### **Container Jack**

- Lifting appliance, Steady Legs, Roller Jack. *Also* Container Stillages, Jacking Legs, Lifting Legs.
- Term used for single swivelling wheels fitting attachable to bottom corner castings of containers for in-yard movements.

### **Container Lease**

The contract by which the owner of a containers (Lessor) gives the use of containers to a lessee for a specified period of time and for fixed payments.

### **Container Load**

(CL) Consignment, which, in a container, fully occupies the internal capacity or conversely reaches maximum payload for that particular unit.

**Container Load Plan (CLP)**

Lists of items loaded in a specific container and where appropriate their sequence of loading.

**Containerlock**

A special lock for sealing containers.

**Container Logistics**

The controlling and positioning of containers and other equipment.

**Container Manifest**

The document specifying the content of particular freight containers or other transport units, prepared by the party responsible for their loading into the container or unit.

**Container Movement Code**

The "container move" type identifies the responsibilities of the CTO/MTO and his customer with regards to performing certain functions related to container movement. Basic nine movements are:

- House to House
- House to Terminal (House to Container Yard)
- House to Pier (House to CFS)
- Terminal to House (Container yard to House)
- Terminal to Terminal (Container Yard to Container Yard)
- Terminal to Pier (Container yard to CFS)
- Pier to House (CFS to House)
- Pier to Terminal (CFS to Container Yard)
- Pier to pier (CFS to CFS)

**Container Movements (Moves)**

A sum of total amount of manipulated containers per one vessel's call, usually expressed in TEU.

**Container Mover**

Syn. for Straddle Carrier.

**Container Number**

Identification number of a container consisting of prefix and serial number and check digit (e.g. LPRU 123456-7). See Container Serial Number and Container Prefix).

**Container On Flat Car**

Transportation of containers without wheels on railway flatcars. American term denoting both a service and the related tariff category in rail transport. Abbrev. COFC. It is piggy-back without wheels.

**Container-Open Top**

Container with bottom, side and end walls, without roof, but often with removable tarpaulin covers.

**Container Owner**

A party who has a container at his disposal and who is entitled to lease or sell the container.

**Container Packing Certificate**

Certificate indicating correct loading of a dangerous goods container and the observance of the regulations set out in the IMDG Code (International Maritime Dangerous Goods Code). The container packing certificate is issued by the person responsible for packing the container.

**Container Park**

Facility for large-scale parking of containers.

**Container Part Load**

Consignment, which does not occupy the full capacity of a container nor equals the maximum payload and will, therefore, allow the inclusion of another or other part loads. See Consolidated Container, Groupage Container, LCL Container.

**Container PID**

Container Part Identification Number.

**Container-Platform**

Type of loadable platform equipped with top and bottom corner fittings.

**Container Pool**

Agreement between various transport carriers and/or container leasing companies concerning the exchange of containers.

**Container Prefix**

A four-letter code that forms the first part of a container identification number indicating the owner of a container.

**Container Rail Post**

A metal post usually 1 m high, placed in upper container fitting on the deck layer. Posts are connected by steel rope forming protective fence.

**Container-Refrigerated**

Thermal container served by refrigerating appliances (mechanical compressor unit, "absorption" unit/ etc.)

**Container-Refrigerated And Heated**

Thermal container served by refrigerating appliance (mechanical or expendable refrigerant) and heat producing appliance.

**Container Roll Out Box**

See CROB.

**Container Roll Out Platform**

See CROP.

**Container Safety Convention**

Abbrev. CSC. International convention for safe containers.

**Container Schubser**

Container pusher vehicle to transport empty containers within the port of Hamburg based on Mercedes-benz Sprinter van with adapted chassis and dolly trailer that cuts fuel consumption by around 60% compared to normal diesel truck, as a function of its lower tare weight and low rolling resistance.

**Container Seal**

A device for securing/sealing the container door.

**Container Section**

A packed section of a container.

**Container Security Initiative**

Abbrev. CSI. US regulation requiring 24 hrs predvance loading manifests (24-Hour Rule).

**Container Serial Number**

A seven-digit serial number (6 plus 1 Check Digit) that forms the second part of a container identification number.

**Container Service Charges**

Charges to be paid by cargo interests as per tariff.

**Container Service Terms**

- Pier-to-Pier - The steamship company receives cargo on the pier and loads it into containers. The cargo is then taken out of containers at the pier of discharge.
- Pier to House - The steamship company receives cargo on the pier and loads it into containers. The cargo and container are delivered to consignee, after discharge, direct to consignee's facility.
- House to Pier - Cargo is loaded into container at shipper's facility, moves in container to pier and then overseas. Cargo is removed from container at overseas pier.
- House-to-House - Cargo is loaded into container at shipper's facility, moves in container to pier and then overseas. The cargo and container are delivered to consignee, after discharge, direct to consignee facility.

**Container Ship**

See Cellular vessel. 2006 Max vessel = Emma Maersk 11.000 TEU /22 cts wide (superpost-Panamax crane)

**Container Size Code**

An indication of 2 digits of the nominal length and nominal height.

**Container Size/Type**

Description of the size and type of a freight container or similar unit load device as specified in ISO 6346.

**Container Stack**

Two or more containers placed one above the other forming a vertical column.

### **Container Stacker**

Syn. for Straddle Carrier.

### **Container Stillages**

See Container Jack, Jacking Legs, Lifting Legs, Steady Legs.

### **Container Stuffer**

Syn. for FLT built especially for stuffing/stripping.

### **Container Sublease**

Contract by which a carrier gives the use of a container to another carrier for a specified period of time and for fixed payments.

### **Container Sweat**

Occurs when the skin of the container is cooled to a temperature below that of the dew point of the air enclosed within the container. This results in water droplets forming on the interior roof and side panels, then dripping down on the cargo causing mould and water damage. Cargoes that spontaneously heat from within can increase the problem.

### **'Container system unit'**

Is a container (including a lift-van or tank but not including a vehicle):

- (a) designed for repeated use as a unit of cargo-handling equipment in the transport of goods by ships or aircraft specially constructed, adapted or equipped for the handling and carrying of containers of the kind to which the container belongs in the course of a transportation system in which goods are transported to and from the ship or aircraft in containers of that kind; and
- (b) fitted with devices to permit its ready handling in the course of that system and includes normal accessories and equipment of such a container when used or transported with the container.

### **Container-Tank**

A frame, built to ISO container dimensions with normal pickup and locking devices, containing a cylindrical container (tank) for the carriage of bulk liquids, powders or gasses.

### **Container Template**

Generally a moveable frame that maps the size and shape of the inside of a container. If the exact dimensions of a cargo or its packing are unknown, the 'template' can be pushed over the load in order to make sure that the correct size of container has been selected.

### **Container Terminal**

- (CT) Area where large-scale container handling, parking and storage facilities are available and used for transfer of containers between at least two different transport media (rail, road, sea, barge, air).
- A Container wharf and handling facility for the loading and unloading of ISO containers from ships with suitable container cranes. It may also incorporate a CFS. See also Container Berth, Wharf.

### **Container Test**

See Testing.

### **Container-Thermal**

Container built with insulating walls, doors, floor and roof, by which heat exchanges between the inside and outside of the container will be limited.

### **Container Throughput**

An amount of container manipulated during certain period, usually expressed in TEU.

### **Container Transport Operator**

A term used in the Container Transport Convention to denote the carrier, or contractor, taking responsibility for intermodal transportation of containers.

### **Container Type Code**

Two digits, the first of which indicates the category and the second of which indicates certain physical characteristics or other attributes.

### **Container-Type Doors**

A very strong type of truck door that opens like a single or set of "barn-type" doors. Container-Type Doors are particularly useful if employed on the side of a fixed-sided vehicle body as they can enable an operator to open up the whole side of the vehicle body for unobstructed loading and unloading of freight. Container-Type Doors are frequently used on the rear of furniture van bodies and Curtainsider vehicle bodies.

### **Container-Ventilated**



Closed container, which has in the side or end walls, in addition to the loading and unloading openings, a forced system of ventilation.

### **Container Yard (CY)**

This is a location at which carriers:

- a) Receive FCL at the place of acceptance (receipt)
- b) Store FCL awaiting movement to the ship
- c) Hold FCL at the place of delivery waiting collection by consignee
- d) Receive/deliver empty containers from/to the Merchant

Carriers are responsible for moving the full container between two container yards. Cargo moving in this way is also known as FCL cargo.

The contract of carriage will indicate the port or Container base (ICD/Terminal etc.) where the carrier's responsibility starts and finishes. CY consists of: Apron, Marshalling Area, Stacking Area etc.

### **Container Yard To Container Freight Station (YT)**

Here the carrier's responsibility starts on receipt of a FCL at the CY at the place of acceptance (POA) of the cargo and ends at the place of destination after the cargo has been stripped from the container by the carrier and made available in a 'Break bulk' form for collection by consignee.

### **Container Yard To Container Yard (YY)**

In this type of movement the carrier's responsibility starts on receipt of a FCL at container yard (CY) at the place of acceptance (POA) and ends with a delivery of FCL to the container yard at the place of delivery (POD). The responsibility for moving the FCL from the consignor's premises to the container yard at the place of receipt (POR) and from CY to the consignee's premises at the place of destination rests with the consignor/consignee.

### **Container Yard To House (YH)**

This type of movement covers cargo delivered to the carrier in FCL on transport arranged and paid for by the consignor, at the place of acceptance (POA), but delivered by the carrier direct to the consignee's premises.

### **Container Transport Vehicle**

Type of Straddle Carrier. Abbrev. CTV.

### **Container Utility Charge**

A charge levied on Reefer containers as a compensation for consumption of electricity while connected to terminal power pack.

### **Container Yard**

Abbrev. CY. A facility at which FCL traffic and empty containers are received from or delivered to the Merchant by or on behalf of the Carrier. Synonym: Marshalling Yard. Note: Often this yard is used to receive goods on behalf of the merchant and pack these in containers for FCL traffic.

### **Container Yard Charge**

A charge levied by carrier to Merchant as a compensation for expenses connected with manipulation of containers at CY. Also Equipment Handover Charge, Lifting Charge, Transfer Charge, Transfer Fee.

### **Containerisation**

Is the act of using containers for the transportation of general commodities. In a narrower sense, it is the placing of the commodities in the container in a secure manner, and the eventual removal of said commodities in an orderly manner at destination.

### **Containerised**

Indication that goods have been stowed in a container.

### **Continuous Seals**

A term denoting that seals on a vehicle/container remained intact during the movement from origin to destination.

### **Con trailer Lift**

Name of a fully hydraulic self-loader unit, fitted on a truck loading platform, semi-trailer, etc., for the handling of a container from ground on to trailer or rail vehicle or vv. One-man operation.

### **Cont-Roll Bogie**

American term for set of wheels temporarily attached to container for in-yard movement. Also Cont-Roller.

### **CONT-RO/RO-B**



Abbrev. for multipurpose vessel capable to carry and operate containers, rolling cargo and bulk cargo simultaneously.

### **Controlled Atmosphere Container**

A type of Reefer container equipped with a device for emanating inert gases (nitrogen) thus controlling the temperature adequate for carrying perishables. See Freshtainer. Benefits of Controlled Atmosphere:

- Delays aging, ripening, and associated changes in product
- Reduces water loss and weight shrinkage
- Allows longer transit time, so shipments can go to further destinations and/or to new markets
- Provides better quality control
- Improves control of insects in some commodities

### **Controller**

Device, which controls essential functions of the refrigeration unit, especially temperature.

### **Controller Box**

Box which contains all the electrical and electronic equipment components of the controller.

### **Convenience Vanned**

Also Container Vessel Convenience. Designates consignment booked for conventional carriage which carrier for his own benefit stuff into container, strip at destination and delivers to consign as conventional break-bulk shipment.

### **Converter Dollies**

A set of wheels affixed to a frame put under the Semi-Trailer converting it to a Drawbar Trailer. See Dolly.

### **Cooltainer**

A type of Reefer container.

### **Corner Block**

See Corner Casting, Corner Fitting, Corner Unit.

### **Corner Casting**

Hardware located on top and bottom of each container corner post used for handling and securing a container. Also Corner Block, Corner Fitting, Corner Unit.

Corner fittings located at all eight corners of the container. They are used to handle the container. Lifting gear, such as container gantries and cranes, is attached to the corner castings of the containers in order to lift them. The corner castings are used in conjunction with twist locks to secure containers when travelling on road vehicles or stack and fasten them securely to the deck of ocean-going vessel. The twist locks are placed in the corner castings and engage with the corner castings (on the floor) of the next container.

### **Corner Fitting**

Fittings located at the eight corners of the container, which normally provide means for handling, stacking and securing. Also Corner Block, Corner Casting, Corner Unit.

### **Corner Guide Fitting**

A fitting that guides the container into a position when being loaded on the vessel or lifting spreader guides. See Cell Guide, Flip-Flop, Gathering Guide.

### **Corner Lock**

A hook for lifting containers by means of steel ropes.

### **Corner Penguin Hook**

A corner-casting insert that provides a hook for a lash eye end. Also Corner Casting Pin. See Securing Fitting/Pad.

### **Corner Post**

Vertical structure member at either side of an end frame of a container joining a top and a bottom corner fitting. Containers are lifted and secured in a stack using the castings at the ends.

### **Corner Post Gusset**

A reinforcement between the Corner Fitting and the Corner Post, particularly in a platform-based container.

### **Corner Post Hinge Lug**

Hinge component permanently attached by welding to the rear corner post.

### **Corner Post J-bar**

The portion of the exterior part of the rear corner post that encircles the door hinge.

**Corner Protection Plate**

Additional plate in vicinity of upper corner blocks for preventing damages by Spreader cones. *Also* Capping Angle, Doubler Plate, Misalignment Protection Plate, Roof Reinforcement Plate, Strikeplate.

**Corner Protector**

Usually an L-profile put over edges of the cargo on MAFI trailers to protect it from the damages caused by banding or securing with chains. *Also* Edge Protector.

**Corner Structure**

Four main vertical frame components located at the corners of the container, integral with the corner fittings and connecting the roof and floor structures. *Also* Corner Post.

**Corner Unit**

See Corner Block, Corner Casting, Corner Fitting.

**Corner Wheel**

A special wheel attached to container bottom fittings thus turning it into a kind of trailer.

**Corrugated Container**

Container with corrugated walls and ends, which give, added strength.

**COT**

- Abbrev. for Customer's Own Transport. Customer collects from/delivers to CFS/CY but agrees to retribute the container back to the CFS/CY (terminal or depot).
- Abbrev. for Clip-on Type.

**COU**

Abbrev. for Clip-On Unit. Detachable aggregate for a temperature controlled container (Conair).

**Coupleable Chassis**

Two 20' chassis coupled into one 40' chassis.

**Coupler**

Device required for coupling the bottom corner casting when joining two 20' containers into a single 40' unit. *Also* Twin Twenties, Twin Lift Device.

**Coverage Level**

An amount of damage covered by DPP, meaning that the Lessee may return damaged containers to the Lessor if the damage is not exceeding the agreed amount.

**Covered Container**

Container insured according to DPP / DPC.

**CPC Unit**

Abbrev. for Cellular Palletwide Container i.e. container 2,5 m wide.

**CPDS**

Abbrev. for Container Position Detection System.

**CPIS**

Abbrev. for Container Position Identification System.

**Crash Plate**

A steel plate near the rear sill protecting the edge of the container floor. *Also* Dump Plate, Floor Protection Plate, Threshold Plate, Tread Plate.

**Cradle Cassete**

Also 40CC. A further development of CDT (Cradle Tween Deck) providing incident free shipping of steel coils. Fitted with ISO corner castings. It caters for coils between 1,2 m and 2,2 m dia. and mgw is up to 200t. The weight of the load is transferred to the top of the tank (or to the tweendeck) not only through the corners but evenly throughout the CC's structure.

**Cradle Tween Deck**

Abbrev. CTD. Cradle structure that provides safe stowage for the coils without lashing and can be placed high in the cargo hold. The CTD pontoons can be lifted with same equipment as the steel coils and, when not in use, can be piled in front of deckhouse to free the cargo holds for other uses.

**Crating**

The use of wood to form a secured outside package to provide stability and security.

**CRC**

Abbrev. for Container Reefer Capacity.

### CRM

Abbrev. for Container Refrigeration Machinery.

### CROB

The Container Roll Out Box (CROB) is a cargo-carrying container. The CROB empty or loaded will be transportable, in any 20' steel dry freight ISO Container. A CROB, fully loaded with ammunition, supplies or miscellaneous unit equipment is capable of being inserted into and extracted from an ISO container using a forklift. The CROB can be locked on top of the PLS CROP. Which allows it to be transported by the PLS truck and PLS trailer.

### CROP

The Container Roll Out Platform concept is a redesign of the PLS load handling system platform allowing conformance to the "interior envelope" of a standard ISO freight container. This configuration has a high potential for meeting Total Army Distribution System needs while improving the efficiency of loading and unloading end-opening steel dry freight containers. The best characteristic of the CROP is that it can be used with any commercially available standard end-opening freight container. Commercial ISO containers can be used as is and would not require any modification. The CROP will reduce the amount of individual pallet handling and permit the handling of 16.13 tons of cargo in a single lift. The wholesale portion of the distribution will be greatly improved because of the compatibility with the ISO intermodal transportation system (flatbed and chassis trailers, railcars, ISO handling equipment, and container ships). The retail portion of the distribution would benefit because PLS load-handling system will have a direct link to the strategic intermodal system. Since CROP will have low tare weight after being extracted from ISO containers, the maximum number of rounds of ammunition will be delivered to the weapon system in the battlefield.

### Cross-docking

Transshipment of goods at various points along the supply chain. It relates to the physical receipt of goods and their immediate transfer to the next onward phase without being brought into inventory.

### Crossbearer

A transverse component, other than a sill, tunnel bolster, or forklift pocket side, attached to the bottom side rails and supporting a floor. Also Base Crossmember, Crossmember, Floor Bearer, Floor Supporting Member.

### Crossmember

A transverse component, other than a sill, tunnel bolster, or forklift pocket side, attached to the bottom side rails and supporting a floor. Also Base Crossmember, Crossbearer, Floor Bearer, Floor Supporting Member.

### Cross-tie Stow

In a **cross-tie stow**, packages are stowed alternately longitudinally and transversely. In this way, they are firmly interconnected.

### Cross-Town

When a drayman or railroad delivers a container or trailer from one railroad to another for continuance of the move.

### Cryogenic

Using a freezing mixture to administer refrigeration.

### Cryptoclimate

(Greek: kryptos - concealed, hidden) Microclimate in a closed space, in this case in a container.

### CSC

Abbrev. for International Convention for Safe Containers. An international treaty which entered into force on September 6, 1977, requiring approval of existing (i.e., built before that date) and new containers, the affixing of a safety approval plate ("CSC plate"), periodic inspection at specified intervals thereafter, and maintenance in safe condition. The CSC is administered by individual governments with the advice of the International Maritime Organisation (IMO), a branch of the United Nations.

### CSC Plate

Safety Approval Plate: A plate bearing all necessary weights and test values which have to be observed and kept in accordance to the ISO/TC 104 repair requirements after each major repair. After introduction of the CSC rules, classification societies will inspect containers periodically and approve or reject repairs/conditions accordingly. Five years free time for new containers.

CSC SAFETY APPROVAL  
USA/AT-644/80 REINSPECT BEFORE  
\_\_\_ / \_\_\_  
DATE MANUFACTURED      \_\_\_ / \_\_\_  
IDENTIFICATION No.      UFCU 222222-2  
MAXIMUM GROSS WEIGHT 20.320 KG.      44.800 LBS.  
ALLOW. STACK. WT. 1.8 G. 121.920 KG.      268.780 LBS.  
RACKINGTEST LOAD VALUE 15.240 KG.      33.600 LBS.

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NOTE: \_\_\_/\_\_\_ = (month/year)

### CSCT

Abbrev. for Container Seal Cutting Tool. Battery drive,, one touch operation, automatic retraction once cut is complete, cutting head rotates 360°, highly portable (1,9 kg.)

### CSD

Container Security Device, a small, low-cost device, mounted on to a container to detect door opening, removal or tampering, as well as communicating door data at points along the supply chain.

### CSF

Abbrev. for Cargo Sliding Frame. Special frame at the bottom of general cargo ship's hold for transversal shifting of container to the centre of hold enabling crane lifting.

### CSI

Abbrev. for Container Security Initiative. An initiative launched in 2002 by the U.S. Bureau of Customs and Border Protection (CBP), an agency of the Department of Homeland Security. Its purpose was to increase security for containerized cargo shipped to the United States from around the world.

### CSL

Container Stuffing List. List showing how cargo is stowed in each container.

### CSM

Abbrev. for Chopped Strand Mat (GRP/FRP repair material).

### CSP

Abbrev. for Container Service Port.

### CST

Container Service Tariff.

### CT

(Combined Transport). Carriage by more than one mode of transport against one contract of carriage.

### CTD

Abbrev. for Cradle Tween Deck i.e. cradle structure that provides safe stowage for the coils without lashing and can be placed high in the cargo hold. The CTD pontoons can be lifted with same equipment as the steel coils and, when not in use, can be piled in front of deckhouse to free the cargo holds for other uses.

### CTIM

Abbrev. for Container Tracking Interface Modem tha communicates with the satellite terminal, container sensors and other containers that do not have line-of-sights to satellites over a 2.4GHz network.

### CTMS

Container Terminal Management System is a total system package for container terminals. CTMS consists of the following sub-systems: Container data management, documentation, etc., Yard plan, Ship stowage plan, etc., Container handling equipment management, work instruction transmission, etc.

### CTO

Syn. for "Combined Transport Operator", i.e. the carrier responsible for the contracted type and distance of transport requiring more than one mode of transport.

### CTU

Abbrev. for Cargo Transport Unit. Same as ITU (Intermodal Transport Unit).

### CTU / CTU guidelines

**Cargo Transport Unit:** Guidelines for the packing of loads except bulk goods either in or on CTUs for transport by means of any method of land-based or water-based transportation.

### CTV

Abbrev. for Container Transport Vehicle. A type of Straddle Carrier.

Abbrev. for Container Turbine Vessel.

### **Cube Out**

Occurs when the volumetric capacity of a container has been reached in advance of the permitted weight limit.

### **Cubic Capacity**

Useful internal load carrying space usually expressed in cubic feet, cubic meters or gallons or litres. Also referred to as: "available cube" or simply "cube".

### **Curbside**

The side of the container/chassis nearest the curb when container/chassis travelling forward on the road on the right hand side; i.e. the right side when travelling in the U.S.A. and the European continent. Opposite to "roadside"

### **Curtain Package**

A package containing curtain (poly sheet) to be inserted into ribbon/side channels placed inside reefer container adjacent to reefer rear door to prevent air leakage.

### **Curtain Sided Container**

A type of Open-Side Container with sides covered by tarpaulin.

### **Curtainsider**

See Tautliner.

### **Curtain Sided Roll-Trailer**

A type of RO/RO trailer with sides protected by curtains, similar to Open-Side Container.

### **Cushion**

A material that exerts a constant resistive force to variable displacement; used as a shock or vibration insulator. There are inflatable, also self-inflating, types to be inserted in the gaps of stacked cargo in containers. See Air Bag, Dunnage Bag, Inflatable Dunnage.

### **Cushion Tyres**

Solid rubber tyre made of fairly soft rubber or composition.

### **Cushioning**

**Package cushioning** is used to help protect fragile items during shipment. It is not uncommon for a transport package to be dropped, kicked, and impacted: These events may produce potentially damaging shocks. Transportation vibration from conveyors, trucks, railroads, or aircraft can also damage some items. Shock and vibration are controlled by cushioning so that the chance of product damage is greatly reduced. Cushioning is usually inside a shipping container such as a corrugated box. It is designed to deform or crush to help keep levels of shock and vibration below levels that which may damage the product inside the box. Depending on the specific situation, package cushioning can often be between two and three inches thick.

### **Customhouse Broker**

Acts as agent for the importer clearing inbound shipments through customs, arranging for entry, the payment of duties, the payments of collect freight charges, and the movement of the cargo to the door of the consignee.

### **Customs Approval Plate**

See TIR Approval Plate.

### **Customs Catch**

A device permanently attached to a container that prevents the left-hand door from being opened unless the right-hand door has been opened.

### **Customs Entry**

To make a Customs entry it is necessary to produce a bill of lading and an invoice covering the merchandise. Customs entry may be made for consumption, for warehousing, for transportation to an interior point for the purpose of completing Customs clearance; for export to a foreign country or for transportation and exportation to a foreign country. Estimated duties must be deposited or secured by posting bond for payment.

### **Customs Flap**

A rain cover fastened over the door handle retainer to which the customs seal is affixed. See Customs seal protection cover.

### **Customs Plate**

A plate permanently affixed to a container, indicating compliance with the Customs Convention on Containers.

**Customs Seal**

A temporary device fitted to the container that prevents the container from being opened without detection.

**Customs Seal Protection Cover**

Rain cover fastened over door handle retainer to which the Customs seal is affixed. *Also* Customs Flap, Protective Seal Cover.

**Customs Seal Retainer**

Retainer, to which custom seal is affixed, usually positioned at door handle on inner bar of closure door.

**Cut-Off Date**

Last day for accepting the containers for loading onto agreed vessel. *Also* Closing Date.

**Cut-Off Time**

The time a container or trailer must be ingated at the terminal to meet a scheduled train loading for departure.

**CVC**

Abbrev. for Container Vessel Convenience. Designates consignment booked for conventional carriage which carrier for his own benefit stuff into container, strip at destination and delivers to consign as conventional break bulk shipment.

**CW – Cargo Worthy**

This quality of container can be used in containerized export shipments. Cargo worthy containers must meet standards of structural strength and be wind and water tight. Containers meeting IICL 5 standards generally are of a better quality than containers showing as just cargo worthy.

**CWE**

Abbrev. for (Custom) Cleared Without Examination.

**CY**

Abbrev. for Container Yard. Area designated for stocking and transfer of FCL and/or empty containers. CY consists of Apron, Marshalling Area, Stacking Area etc.

**CY (Container Yard)**

The term CY means the location designated by Carrier in the port terminal area for receiving, assembling, holding, storing and delivering containers, and where containers may be picked up by shippers or re-delivered by consignees. No container yard (CY) shall be a shipper's, consignee's, NVOCC's, or a forwarder's place of business, unless otherwise provided.

**CY Monitoring**

Service covering the administrative issues relating to a CY booking with carrier.

**CYC**

Container Yard Charges - Charges at destination.

**Cycle Stock**

- That portion of stock available or planned to be available in a given period for normal demand, excluding excess stock and safety stock.
- Form on which physical damage is recorded (e.g. containers).

**CY-CFS**

See Container Yard to Container Freight Station (YT).

**CY/CFS (House to Pier)**

The term CY/CFS means containers packed by shipper of carrier's premises and delivered by shipper to Carrier's CY, all at shipper's risk and expense and unpacked by Carrier at the destination port CFS.

**CY-CY**

See Container Yard to Container Yard (YY).

**CY/CY (House to House)**

The term CY/CY means containers packed by shipper off Carrier's premises and delivered by shipper to Carrier's CY and accepted by consignee at Carrier's CY and unpacked by consignee off Carrier's premises, all at the risk and expense of cargo.

**CY-H**

See Container Yard to House (YH).

- D -

**D-Ring**

A lashing device to which cargo is fastened i.e. secured. *Also* Lashing Eye, Securing Ring.

**DAD**

Delivery Authorization Document. Issued and signed by US Customs representative upon payment of duty. Freight cannot move outside the custody of US Customs without this control document.

**Daily Rental Rate**

*Also* Daily Leasing Rate, Daily Rental Charge, Per Diem Rate.

**Damage Protection Coverage**

See DPC.

**Damage Protection Plan**

See DPP.

**Damage Report**

Form on which physical damage is recorded (e.g. containers).

**Dangerous Goods**

"Dangerous" has the same meaning as in the IMDG Code and/or the national regulations which carriers/shippers are bound to observe.

**Dangerous Goods Packing Certificate**

A document as part of the dangerous goods declaration in which the responsible party declares that the cargo has been stowed in accordance with the rules in a clean container in compliance with the IMDG regulations and properly secured.

**Data Logger**

Device used for automatic (and continuous) recording of data. The data can then be read out at a later time, for instance, using a laptop.

**Data Plate**

Plate affixed to a container giving details of gross and tare weights and external dimensions.  
See Consolidated Data Plate.

**DCD**

Dummy Container Details.

**DCP**

Abbrev. for Dislocated (Decentralised) Container Park. An area to which containers are moved from a terminal and from which import containers are made available to a consignee. See ICD.

**DDC**

Abbrev. for "Destination Delivery Charge." A charge, based on container size, that is applied in many tariffs to cargo. This charge is considered accessorial and is added to the base ocean freight. This charge covers crane lifts off the vessel, drayage of the container within the terminal and gate fees at the terminal operation.

**Dead Air Zone**

Area in a cargo stack with insufficient ventilation.

**Dead Heading**

One leg of a move without a paying cargo load. Usually refers to repositioning an empty piece of equipment. See Dispositioning, Positioning, Relocation.

**Dear Space**

Space in a container, truck, vessel, etc., that is not utilized.

**Deadweight Cargo**

Cargo, which is measured by weight *avoirdupois*, in contrast to measurement by dimensions. Heavy cargoes such as coal, ore, etc., which measure less than 40 cu. ft. to a ton weight (2,240 lb), are described as deadweight and freight is paid on the weight in tons.

**Debarging**



Discharging barges from SEABEE/LASH vessel.

**Decal (Panel)**

Pressure sensitive label printed with appropriate numbering, letters or symbols for identification purposes and affixed on panel. (*also* Sign Panel).

**Decentralised (Dislocated) Container Park**

An area to which containers are moved from a terminal and from which import containers are made available to a consignee. See DCP. *Also* ICD.

**Deck Fitting**

Fitting that connects securing equipment to ship's structure.

**Deck Socket**

See Deck fitting. Sometimes Raised Deck Socket is referred to as a Stool or Seat.

**Decking**

Container floor.

**Deconsolidation**

Unpacking cargo (usually from containers). Packing is referred to as consolidation or vanning.

**Deconsolidation Point**

Place where loose or other non-containerised cargo is ungrouped for delivery.

**Deep Sea Route**

Carriage of containers over ocean.

**De-Humidifiers**

In very special cases de-humidifiers can be used in containers prior to loading to ensure a dry container is presented for loading. The moisture content in the floors of containers is an important aspect of condensation control and maximum permissible amounts may be specified by customers, e.g. 15-18 % moisture.

**Dehumidification**

Process of blowing warm, dry air into a full container of cargo to reduce the moisture content of the air and contents in the container and to thereby minimise the possibility of condensation damage.

**Delivery-Air**

Cooled or warmed air leaving the evaporator delivered to the interior of the container. Supply air is usually called Supply Air.

**Demountable Body**

A box of a motor freight vehicle (chassis or trailer) so constructed as to be used interchangeably on flat car equipment of railroads.

**Demountable Container**

*Also* Collapsible Container, Folding Container.

**Demurrage**

Fee charged to an importer who fails to collect his container from a terminal or depot after a reasonable time has elapsed after discharge from a ship. The charge is meant to prevent congestion.

**Depot**

A place at which a carrier can discharge his containers either for devanning or for onward transportation by another means of transport; a terminal provides specialised lifting and handling gear and parking facilities. *Also* CFS. A place at which leasing company takes or delivers his equipment.

**Depot Container**

Container freight station or a designated area where empty containers can be picked up or dropped off.

**Depot Limits**

See Charge For Excess Redeliveries, Monthly Redelivery Quantity, Return Limitation.

**Depreciated Replacement Value**

In case container being lost or destroyed the Lessee have to pay to the Lessor the remuneration (DRV) as per following formula:

$$DRV = (DC \times RL) + SV \quad \text{where:}$$

$$REPLACEMENT \text{ VALUE (RV) } = US \$ \text{ xxxx per container}$$

SCRAP VALUE (SV)	= 35% of REPLACEMENT VALUE
DEPRECIABLE COST (DC)	= 65% of REPLACEMENT VALUE (RV - SV)
REMAINING LIFE (RL)	= 180 - months from date of manufacture

### **Deramp**

Lifting of intermodal containers or trailers off intermodal flatcars by special lift machines.

### **Design Gross Weight**

The weight rating on which the structural design of the container is based, and is equal to or greater than the maximum gross weight.

### **Design Load**

The minimum statically applied load which the container is to be designed to withstand.

### **Despatch Bays**

Places (of origin/destination) at which containers were physically loaded/discharged.

### **Desiccants**

Desiccants used in non-refrigerated containers (such as silica gel, Møler clay or certain polymers) are waterabsorbent and remove moisture from the surrounding air. They may be supplied in bags, specially-lined sheets or as polymerbased paint. Once the maximum absorption capacity of such products is exhausted, they have no further beneficial effect. Thus, when using desiccants, their type and amount must be chosen carefully for the type of cargo and the voyage.

### **Destination Delivery Charge (DDC)**

A charge based on container size, that is applied in many tariffs to cargo. This charge is considered accessorial and is added to the base ocean freight. It covers crane lifts off the vessel, drayage of the container within the terminal and gate fees at the terminal operation.

### **Destuff**

Destuff (to) - To unload a shipping container. *Also* Devanning, Emptying, Stripping, Unpacking, Unstuffing.

### **Detachable Header**

Moveable transverse upper rail on end side of Open-Top Container. *Also* (Door) Header, Moveable Upper Beam, Pivoting Lintel, Swinging Header.

### **Detention**

Costs incurred when a shipper/consignee or his/her agent removes a container from the carrier's origin/destination CY to the shipper/consignee's place of business, and does not return the loaded/empty container to the CY or to another location designated by the carrier within the permitted free time as stipulated in the applicable tariff.

### **Devanning**

Removal of contents from a container or cargo van. *Also* Destuffing, Emptying, Stripping, Unpacking, Unstuffing.

### **Devanning Packet**

Warehouse receiving report generated upon devanning an ocean container indicating orders details and quantities received. This report should mirror the container manifest.

### **Dew Point**

The temperature of a glass or metal object just cold enough to cause dew to appear upon it when exposed to that air.

### **D.I.D.**

Disposable inflatable dunnage bags.

### **Diagonal Brace**

A diagonal member connecting rails and/or post and/or members for strengthening the frame.

### **Digital Data Collecting Unit**

The units that gather transportation data are typically quite small (5cm x 5cm x 15cm) and battery powered. They record the exact data and the time of any incident that results in unusual gravitational forces affecting the package. The information retrieved will advise all parties concerned as to which exact point of the transit the problem occurred. They record effects on packages of such factors as condensation, shock forces, vibrations or impacts and are, in many ways, similar to the "black boxes" carried on aircraft.

The recorders fall in to the following categories:

1. SHOCK AND VIBRATION RECORDER. This records full wave forms exceeding selected thresholds;

2. DROP HEIGHT RECORDER, which accurately records data from drop heights and acceleration wave forms; and

3. PEAK ACCELERATION RECORDER. This records humidity levels and temperatures experienced over long periods (up to 180 days).

Although not necessarily determining the exact cause of a problem, these new recorders can be of great help to both shippers and carriers in rectifying and identifying weak links in the transport chain.

#### **DIO**

Departed Import Container from Overseas.

#### **Diptube**

A top discharge assembly component. Tube from top discharge flange to bottom of tank interior to load/discharge liquid.

#### **Diptube Support**

A support structure welded in the area of the sump which prevents vibration or movement of the diptube.

#### **Direct Interchange**

Means direct interchange of container from one Lessee to another one without returning it previously to the Lessor.

#### **Discharge Hatch**

Bottom openings at the end door of Bulk Container for discharging the solid bulk cargoes by gravity.

Also Front Discharge Hatch.

#### **Diskhead**

A device around D-Ring, protecting it from vehicles.

#### **Displacement**

The cubic volume of a container.

#### **Disposable Container**

A container, which, because of its type of manufacture, can be abandoned after it, has made an economic journey.

#### **Dispositioning**

All activities relating to the inland movement of empty and or full containers.

#### **Disseminate**

To remove more than one shipment from a container for separate deliveries.

#### **DIT**

Destination Interchange Terminal. An ocean carrier's term which identifies the final location / bill of lading destination where cargo is made available for delivery to a customer and "interchanged" to the delivering motor carrier. The DIT may be a port, the ocean carrier's container yard.

#### **Divider Sheet**

When stuffing commodities with different packaging (cartons with crates), divider sheets must be used between the different kinds to separate them and prevent damage.

#### **DO**

Also D.O. Drop-off: The physical (re)delivery of an empty container to e.g. the leasing company's depot.

#### **Dobson Legs**

Apparatus for lifting and lowering containers consisting of four separate hydraulically operated legs placed at each bottom corner casting of the container and operated together via a central pump connected to each leg by hoses.

#### **DOC**

See Drop-Off Charge.

#### **Dock**

As used in trucking, that enclosed area of a truck terminal, which is used for the handling of cargo on and off the trucks, backed up to the doors.

#### **Dock Leveller**

A loading ramp used to close the gap between the floor and container threshold, allowing free entrance to FLT. See Mobile Container ramp.

#### **Dockside Tractor**

Tractor unit for handling roll-on roll-off semi-trailers between quayside and a ferry. This tractor has got a device for coupling to cope with any height of KING-PIN; it may also be equipped with a gooseneck. *Also* Dock Truck, IMV, Terminal Tractor, Tow Tractor, Trailer Spotter, Tug-Master, Yard Tractor.

**Dock Truck**

See Dockside Tractor, IMV, Terminal Tractor, Tow Tractor, Trailer Spotter, Tug-Master, Yard Tractor.

**Document Holder**

A device on container door designated for keeping/protecting (customs) documents under seal.

**Dog Bone Bridge**

Fitting for connecting together two twistlocks in adjacent stacks.

**Dolly**

- A set of wheels placed under the front of a semi-trailer to convert it into a drawbar trailer,
- A set of wheels in a frame onto which a container can be secured, used for in-yard movements, or in conjunction with PA movements.

**Dome Lid**

Hinged lid that covers the manhole and allows for easy access. *Also* Manlid.

**Domestic Container**

A non-ISO container, used in domestic transport only. *Also* Inland Container, Overland Container. See Eurocontainer.

**Domestic Freight Forwarders And Carloaders**

Collect small and large shipments, consolidate them and ship them in carload and truckload lots. In addition to engaging trucking companies and railroads, they sometimes use the services of barge lines and utilise the inland waterways. Regulated by the Interstate Commerce Commission the domestic freight forwarder performs a through service, assuming full responsibility from point of receipt to the consignee.

**Door**

- A kind of container movement.
- Container door, usually on rear end of a container.

**Door Frame**

An assembly of stiffening members of a door.

**Door Gasket**

A piece of rubber or other suitable material attached to the door edges in order to provide a waterproof seal between the door and the end frame of a container. See Door (Rubber) Seal.

**Door Handle**

A device attached to each locking bar, used to rotate the bar when opening, closing, and locking the container door.

**Door Handle Catch**

The rotating part of the door handles retainer assembly that locks handle in a closed position.

**Door Handle Retainer**

A device to hold the door handle in a closed position

**Door Header**

Moveable transverse upper rail on end side of Open-Top Container. See Detachable Header, Moveable Upper Beam, Pivoting Lintel, Swinging Header.

**Door Holdback**

Piece of hardware or fitting to hold door in the open position when loading or unloading. *Also* Door Holder Receptacle, Door Retainer, Holdback Catch, Tieback.

**Door Holder Receptacle**

Piece of hardware or fitting to hold door in the open position when loading or unloading. *Also* Door Holdback, Door Retainer, Holdback Catch, Tieback.

**Door Locking Bar**

See Locking Bar.

**Door Locking Handle**

A device for closing container door.

**Door Locking Handle Retainer**

A device keeping door handle in a closed position.

**Door Panel**

Metal panel affixed to door frame. *A/so* Door Skin.

**Door Retainer**

Piece of hardware or fitting to hold door in the open position when loading or unloading. *A/so* Door Holdback, Door Holder Receptacle, Holdback Catch, Tieback.

**Door Seal**

Rubber hardware affixed to door edge for better closure. *A/so* Door Gasket.

**Door Sill**

Transverse bottom door frame.

*A/so* Bottom End Crossmember (Rail), Rear SILL.

**Door Skin**

Metal panel affixed to door frame. *A/so* Door Skin, Door Panel.

**Door Structure**

A door frame on which other door components are affixed.

**Door To Door**

Through transport of containers from consignor to consignee without any discharging or reloading of goods, except possibly at Customs control. Also known as House to House. Not necessarily a through rate.

**Doorless Container**

Called CakeBoxx, patent-pending doorless intermodal container developed by a company of same name in Oregon to provide high security against both theft and terrorist activity. Based on a concept of a presentational cake plate with protective box over it, the unit comprises a separate floor-base and doorless top section that is lifted off prior stuffing and unstuffing.

**Door to Pier**

Container movement from shippers warehouse to the pier at destination.

**DOT Exemption Marking**

Marking authorised from the regulations governing packages, containers, and the preparation and offering of hazardous materials for shipments, by the US Department of Transport.

**Dot Plan**

General container stowage plan.

**Double-Bottom**

Term describing a road vehicle configuration where a tractor pulls a semi-trailer and full trailer in combination. The second trailer may have been converted into a drawbar trailer by use of a dolly.

**Double-Decked Pallet**

Pallet with equal upper and bottom face, both capable of carrying cargo. *A/so* Double-Face Pallet, Reversible Pallet. See Reversible Pallet.

**Double-Decker**

A 40' Dry Box Container-a with two decks for carrying cars.

**Double-Stack Rail Car (Wagon)**

A low profile rail car capable of carrying two layers of containers. *A/so* Twin-Stack Railcar.

**Double Stacking Cone**

A device which fits into container corner fittings to connect adjacent stacks of containers when cell guides are not used.

**Doubler**

A plate added to, or placed on top of, an original plate for added stiffness or local strength.

*A/so* Doubler Patch, Fish Plate.

**Doubler Plate**

Additional plate in vicinity of upper corner blocks for preventing damages by Spreader cones. *A/so* Capping Angle, Corner Protection Plate, Misalignment Protection Plate, Roof Reinforcement Plate, Strikeplate.

**Dove-Tail Socket**

A low profile deck socket.

**Dovetail Foundation**

Base for sliding socket.

**Dowel**

American term for Stacking Cone.

**Down-Rated**

The amount by which the lifting capacity of a forklift is reduced as a result of fitting attachments/increasing load centres. etc.

**Down Time**

The period during which equipment or piece of machinery is not operating or producing.

**DPA**

Abbrev. for Damage Protection Agreement. Insurance against container damage offered by leasing company in addition to daily rental. *Also* DPC, DPP. See Coverage Level, Covered Container.

**DPC**

Abbrev. for Damage Protection Coverage i.e. Plan. Insurance against container damage offered by leasing company in addition to daily rental. *Also* DPA, DPP. See Coverage Level, Covered Container.

**DPP**

Damage Protection Plan: The insurance against damages to containers verified subsequent to redelivery to the leasing company's depot. *Also* DPA, DPC. See Coverage Level, Covered Container.

**Drain Hole**

Opening in Spill Box where Drain Pipe connects.

**Drain Pipe**

Tubing connected to Spill Box for drainage.

**Drawback**

Repayment of import duty, wholly or partially.

**Drawbar Trailer**

Type of a trailer with flat platform.

**Drayage**

Synonym: Connecting Road Haulage

- The hauling of a load by a cart with detachable sides (dray).
- Road transportation between the nearest railway terminal and the stuffing place.
- Charge made for local hauling by dray or truck. Same as Cartage.

**Drayage to Shipside**

The charge made for carting, draying or trucking freight alongside a vessel.

**Drayman**

A person employed to pick up or drop off a container or trailer at an intermodal terminal.

**DRFS**

Abbreviation for "Destination Rail Freight Station". Same as CFS at destination, except a DRFS is operated by the rail carrier participating in the shipment.

**Dricon**

For the treatment of timber against wood boring insects.

**Drive-On/Drive-Off Ferry**

Ferry equipped with bow and stern loading ramp.

**Dromedary**

A container that can be mounted behind the power unit of a truck or carried on a flatbed trailer or in a van and which can be used to transport less-truckload shipments.

**Drop Deck Flat Bed**

A type of a semi-trailer.

**Drop Legs**

Lifting wires between spreaders and container.

**Drop-Off Charge**

Charge rose by container owner and/or terminal operators for delivery of a leased, or pool container into depot stock. The drop-off charge may be a combination of actual handling and storage charges with surcharges.

**Dropside Curtain Container**

A type of Open-Side Container with collapsible sides, partly or completely covered by tarpaulins.

**Drum Carrier**

A type of container flat for carrying drums.

**DRV**

Abbrev. for Depreciated Replacement Value.

**Dry Box Container**

Container for carrying dry packed cargo. *Also* Box Container, Closed Container, Dry Cargo Container, Dry Freight Container, Dry Van Container, General Purpose Container.

**Dry Bulk Container**

Syn. for Bulk Container. *Also* Bulker, Bulkainer, Dry Bulk Container, Flow-Van Container, Silo Container. Containers of this type have type code 80 and 81.

**Dry Cargo Container**

Container for carrying dry packed cargo. *Also* Box Container, Closed Container, Dry Box/Freight/Van Container, General Purpose Container.

**Dry Freight**

Any dry cargo not requiring controlled temperature protection.

**Dry Ice**

Solid CO<sub>2</sub> (Carbon Dioxide).

**Dry Van Container**

Container for carrying dry packed cargo. *Also* Box Container, Closed Container, Dry Box Container, Dry Cargo Container, Dry Freight Container, General Purpose Container.

**DSG**

Locks which are inserted into the corner castings of containers and which lock into these castings when turned.

**DST**

The acronym meaning "Double Stack Train" service, which is the transport by rail between two points of a trainload or containers with two containers, one on top of the other, per chassis.

**DTD**

Door-to-Door. Shipment placed in a container at origin residence and delivered in the same container to a destination residence.

**DTI**

Department of Trade and Industry. *Also* D.T.I.

**DTP**

Door-to-Port. Shipment placed in a container at origin residence and delivered in the same container to the port of entry in the destinations country.

**Dual-temp Refrigerated Containers**

Reefer containers with two separate temperature compartments within the same unit allowing mixed load shipments: from fresh chilled produce to ice cream. Compartments operate independently allowing temperatures to range from 80°F to -20°F or any combination between.

**Dummy Legs**

See Anti-Nose Dive Legs, Landing Gear, Steady Legs, Support Legs.

**Dump Plate**

A steel plate near the rear sill protecting the edge of the container floor. *Also* Crash Plate, Floor Protection Plate, Threshold Plate, Tread Plate.

**Dump Trailer**

A type of a semi-trailer.

**Dumper-Tainer**



A container without fixed roof, similar to an Open-Top Container but with vertically hinged end doors, or chutes in lieu of doors, and with a rough inner shell or bin. These containers are designed for bulk loading and discharge by tipping. Some constructions include the twin (base and tipper) frames with hydraulic cylinders etc.

#### **Dunnage**

Materials which are not fastened firmly to the means of transport or transport container and are used to protect the goods from sweat, dirt, or mechanical stress, for instance, or as an aid in stowage (interlayer dunnage). Depending on its application, it is referred to as floor dunnage, interlayer dunnage, lateral dunnage or top dunnage.

Materials of various types, often timber or matting, placed among the cargo for separation, and hence protection from damage, for ventilation and, in the case of certain cargoes, to provide a space in which the tynes of a forklift truck may be inserted.

The main use of dunnage is to prevent or limit damage to cargo by breakage, chaffing, crushing, as well as to reduce damage from sweat and moisture.

*The use of sufficient dunnage is one of the principal precautions against damage to cargo.*

See Filler, Lashing Material.

#### **Dunnage Bag**

Flexible bags positioned within the stow and inflated so that movement of cargo might be prevented.

Also Air Bag, Cushion, Inflatable Dunnage.

#### **DVIR**

Abbrev. for Driver Vehicle Inspection Report.

#### **Dwell Time**

Expected time of container 'lying' at terminal (CY).

#### **Dynalift-System**

Hydraulic device for lifting/transferring containers.

- E -

#### **E-AGV**

Electric driven AGV (Automated Guided Vehicle).

#### **ECR**

Abbrev. for Estimated Cost Of Repair. Also Repair Estimate.

#### **Econship**

Big container vessels (4.458 TEU) engaged in the RTW (Round The World) service.

#### **ECSTC**

Abbrev. for Empty Loaded Container Storage and Transfer Centre, a new concept in marine and intermodal terminals that uses a racking system that can hold containers stacked up to 25 high, with gantry cranes running atop to handle vessels, stacks and rail.

#### **Edge Beams**

Supporting edge beams are flexurally rigid (stiffened against bending) in design with a right angle profile. They are used for transferring and distributing forces from topper lashings to cargo sections. Edge beams can be made of wood, aluminium or similar material of sufficient strength.

#### **Edge Protector**

Usually an L-profile put over edges of the cargo on MAFI trailers to protect it from the damages caused by banding or securing with chains. Also Corner Protector.

#### **EDR**

Abbrev. for Equipment Damage Report. Written statement concerning damage to equipment, based on a physical inspection.

#### **EGC**

Elevating Girder Crane.

#### **EHA**

Abbrev. for Equipment Handover Agreement. Agreement acknowledging condition signed when taking over Carrier's equipment and when returning it, which incorporates terms of contract under which hirer takes over the equipment.

**EHC**

Equipment Handover Charge: The charge levied by the carrier when releasing/receiving equipment (empty containers with or without chassis) for the purpose of or after Merchant Haulage.

**EIR**

An abbreviation for Equipment Interchange Receipt. A document executed at a time of delivery, which attests to the interchange of a container, and which is normally signed by both parties. See CIR.

**Elephant's Foot Hook**

Lash end fitting used on RO/RO ships. Used in conjunction with a cloverleaf or keyhole deck socket. Also Bulb Hook.

**Elevating Transfer Machine**

Fork Lift Truck. Also FLT, Forklifter, Lift Truck.

**Embarging**

Loading barges on SEABEE/LASH vessel.

**Empty Container Handler**

A type of Straddle Carrier for empty units only.

**Emptying**

Unpacking goods from containers. Also Destuffing, Devanning, Stripping, Unpacking, Unstuffing.

**Empty Repo**

Contraction for Empty Repositioning. The movement of empty containers.

**Empty Slot**

An available loading position on a stack car created when a container is not loaded to an available position. Also known as a vacant slot.

**End Door**

Door at the rear end of a container.

**End Frame**

Frame on the rear side of container.

**End Load**

The combined static and dynamic load imposed by the cargo on the container walls or doors, or both, which are perpendicular to the longitudinal axis of the container.

**End Panel**

Panel on the rear end of a container. Also End Wall.

**End Wall**

The panels of a transverse side of the container opposite the end containing the doors. Also End Panel.

**E.P.D.M.**

Ethylene-propylene-diene terpolymer (material for Seals and Gaskets).

**Equipment Damage Report**

Abbrev. EDR. Written statement concerning damage to equipment, based on a physical inspection.

**Equipment Handover Agreement (EHA)**

Abbrev. EHA. Agreement between carrier and Lessee as to terms and conditions of delivery/redelivery of carrier's equipment.

**Equipment Handover Charge (EHC)**

A charge levied by carrier to MERCHANT as a compensation for expenses connected with manipulation of containers at CY. Also Container Yard Charge, Lifting Charge, Transfer Charge, Transfer Fee.

**Equipment Interchange Receipt (EIR)**

A document transferring a container from one carrier to another, or to/from a terminal.

**Equipment Interchange Report**

Abbrev. EIR. Physical inspection and transfer receipt.

**Equipment Protection Plan**

See DPA, DPC, DPP.

**ERTG**

Abbrev. for Electrical RTG (Rubber Tyred Gantry Crane).

**eTR**

Abbrev. for Electronic Terminal Receipt.

**ETV**

Abbrev. for Elevating Transfer Vehicle (Machine). *Also* FLT, Forklifter, Lift Truck.

**Euro Pallet**

Flat pallet of 800 x 1200 mm developed 1959 as standard pallet for use within the European Pallet Pool.

**Euro Rail Route Wagon**

Standardised railway wagon for kangaroo transport of trailers and trailer-mounted containers.

**Eurocontainer**

40' container, 2,50 m wide allowing stuffing of 24 Euro pallets instead of 21 that can be stuffed into ISO container 8' (2,44 m) wide. *Also* Euro-Pallet Box, Pallet-Wide Container, Superbox, Supercube. See Domestic Container, Inland Container, Overland Container.

**Euro-Pallet Box**

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**Evaporator Grille**

Device, which protects the evaporator fan inside the container.

**Even Weight Distribution**

A stowing principle where cargos weight is distributed over all floor area equally.

**Expendable Refrigerant Container**

Reefer container with no outside control of temperature. Inside temperature is controlled by solid CO<sub>2</sub> (Dry Ice), etc.

**Export License**

Export merchandise declared by United States Department of Commerce as a requiring special authorisation or "licensing" before being permitted to leave the United States.

**Extendable**

A container, which can be extended, to accommodate long freight such as structural steel.

**Extendibles**

A type of extendible semi-trailers. *Also* Expandables.

**Extension Fork**

Prolonged forks of a FLT.

**EYE**

See Lashing Eye or D-ring.

**EZC**

Abbrev. for European Zone Charge. Charge for European inland transport in organisation of water carrier.

- F -

**Face**

Any one of the plane surfaces of a container.

**Face Stow**

Refers to the loading of coils, rolls etc., with their axis oriented parallel to the longitudinal axis of the warehouse or means of transport.

**Factory Plate**

A plate with manufacturer's data. *Also* Maker's Plate, Manufacturer's Plate.

**Fair Wear and Tear**

The age-related deterioration of the container or any of its component parts while being properly maintained and used for intended purpose.

**FAK Rate**

Abbrev. for Freight All Kind Rate. A uniform rate of tariff applicable irrespective of commodity. Usually refers to full container loads of mixed shipments.

**Fan**

Device to produce a volume of air through the coil (Reefer Container).

**Fan Outlets**

"Spray-tight" openings for pressure equalization in closed standard container.

**Fantainer**

A general-purpose container with a special hatch located high in the left hand container door. This hatch can also be fitted with an electric extraction fan, which must have a supply of electricity when it is operated as fantainer. In this mode, the cargo (onions, potatoes) is stowed upon pallets, which form a false floor and create an air duct under the cargo, which consequently prevent the formation of condensation. 20' only.

**FAT**

Fully-Automatic Twistlocks.

**FAV**

Fresh Air Valve (reefer)

**FCC**

Abbrev. for Fully Cellular Containership. *Also* All Containership, Full Containership.

**FCL**

Abbrev. for Full Container Load. Denotes a container load of cargo for which the responsibility for stuffing/stripping rests with the Merchant.

**FCL Abate(ment)**

See FCL Rebate

**FCL Allowance**

Deduction from the FCL freight provided by a shipping line or liner conference to a shipper who loads a minimum number of tonnes or cubic metres of cargo into a shipping container. *Also* Utilisation Allowance.

**FCL/LCL**

Abbrev. for Full Container Load/Less Than Container Load.

**FCL Rebate**

Incentive to FCL customers usually as a rebate on the basic service rate allowed on some (bulk) commodities shipped as FCL.

**FCR**

Forwarder's certificate of receipt the forwarding agent's through document for goods, negotiable worldwide. *Also* F.C.R.

**Feeder Service**

Inland or short sea trade connecting regional ports with central hub port called by deep sea (long-haul) vessels.

**Feeder Ship**

A short-sea vessel, which transfers cargo between a central "hub", port and smaller "spoke" ports.

**Feeding**

Container movements to/from non-basic service ports at cost of carrier - centralisation.

**FEU**

Forty Foot Equivalent Unit - shipping containers. 1 x 40' container = 1 FEU, 2 x 40' containers = 2 FEU, etc. NOTE: it is much more common to use TEU (Twenty Equivalent Unit).

**F.F.**

Folded flat.

**FFE**

Forty-foot Equivalent Unit. *See* FEU.

**FFI**

(For Further Instructions). Used in Place of Delivery box where final destination uncertain at time of shipment, i.e. Barking FFI.

### **FIBC**

Abbrev. for Flexible Intermediate Bulk Containers. Elastic bag for transport of liquids/granulates in standard Dry Box Container. Also CLB, Collapsible Bladder, Flexitank, Flexo-Drum, Inlets, Liner Bag, Pillow Tank.

### **Fiberglass**

A type of fabric made from woven glass fibers and plastic reinforced by glass fibers. Fibreglass is used on the bodies of boats, cars, equipment, etc. and to make materials such as insulation.

### **Fifth Wheel**

That part of the tractor that engages the underside of the trailer or van and locks onto the "kingpin" with a manually operated spring lock device. Almost circular "wheel like" looking which is reason for name "fifth wheel."

### **Filler**

Dunnage material used to fill void spaces between cargos. Also Dunnage.

### **Filling Bulge**

Expansion of the original outside dimensions of an individual transport-package during the filling process.

### **Fish Plate**

A plate that is welded or bolted across the joint of two connecting members in order to provide structural continuity at the joint. Also Doubler (Patch).

### **Fishy-Back**

American term for carrying road vehicles aboard vessels.

### **Fixed Head**

A rigid end of a rod that fits directly into a corner casting.

### **Fixed Lashing Plate**

A lashing plate welded directly on to the hatch cover.

### **Flange**

A protruding edge used to strengthen a structural member (by resisting tension or compression forces).

### **Flap**

Metal attachments to a RO/RO ramp for easier wheel access.

### **Flash Point**

The temperature at which a liquid produces enough vapour to form an inflammable mixture with air.

### **Flat**

This describes both a bottom lift container base and a flat deck container wagon.

### **Flat-Bed**

- A type of a semi-trailer.
- A container with no sides and frame members at the front and rear. Container can be loaded from the sides and top.

### **Flat-Car**

A rail car with flat platform for carrying containers.

### **Flat-Rack Container**

A type of Platform Container. See Combiflat, Unibed, Uniflat. Flat racks are also known as Collapsible Flats or Stack Racks or Stack Masters or Sledges.

### **Flat-Tainer**

Container consisting of bottom frame and bulkheads or corner posts only. They differ from an ordinary 'Manchester' flat in that they can be handled by the top corner castings of the bulkheads, like other containers. See Flat-Rack Container.

### **Flexible Container Securing System**

System where the stiffness of the container affects the securing forces and forces developed in the end frame structure of the containers; e.g., lashing systems.

### **Flexitank**

A type of elastic packaging (polythene liner) for carrying non-hazardous liquids/granules in standard Dry Box Container. *Also* CLB, Collapsible Bladder, Flexo-Drum, Inlet, Liner Bag, Pillow Tank.

#### **Flexi-Van System**

Method of transferring containers between rail and road vehicles. The van is transferred from its road bogies to a flat rail car equipped with a turntable.

#### **Flexo-Drum**

A type of elastic packaging for carrying liquids/granules in standard Dry Box Container. *Also* CLB, Collapsible Bladder, Flexitank, Inlet, Liner Bag, Pillow Tank.

#### **FLI/FLO**

Abbrev. for Float-In/Float-Out. System of loading barges into LASH vessel by help of tugboats and ship mounted crane.

#### **Flip**

When a container is picked up off of the ground and mounted on a chassis for street or highway transport.

#### **Flip Charges**

Charges assessed to a shipper when the railroad is required to provide an unnecessary or extra flip. An example of this is when a private container is grounded off of a train and no chassis is available at that time. A flip charge is assessed because a flip is required at a time after the train is unloaded.

#### **Flip-Flop**

Wedge shaped pieces set at the ends of two adjacent cells allowing easier container entry. *Also* Cell Guide, Corner Guide Fitting, Gathering Guide.

#### **Floating Container**

The barge is often referred to as the floating container.

#### **Floating Terminal**

See Linkspan.

#### **Floor**

The main structure supporting the payload of the container, which is in turn supported by crossmembers and rails. *Also* Decking.

#### **Floor Air-Duct**

A passage or passages in a (thermal) container located beneath the cargo support surface to direct air flow.

#### **Floor Bearer**

A transverse component, other than a sill, tunnel bolster, or forklift pocket side, attached to the bottom side rails and supporting a floor. In general cargo containers, such components are commonly laid transversely. In such cases they are also known as "cross members" or "intermediate transverse members", i.e. transverse members in the base structure, intermediate between the "bottom end transverse members" in the "end frame". In platform based containers, transverse floor planking is sometimes supported on additional longitudinal members, in which case these may also be regarded as floor bearers. *Also* Cross Bearer, Crossmember, Floor Bearer, Floor Supporting Member.

#### **Floor Drains**

Drains installed in container floor panel to drain excessive water from container sweat.

#### **Floor Loading**

The static and dynamic loads imposed on the floor by the payload and the wheels of handling equipment when used.

#### **Floor Loading Capability**

In general use the term "floor loading" signifies the static or dynamic loading imposed by the payload or by wheeled equipment used to pack or empty the container. But in the context of freight container testing, the term is used to indicate the ability of a container floor to withstand loads imposed by wheeled equipment having defined characteristics.

#### **Floor Protection Plate**

A steel plate near the rear sill protecting the edge of the container floor. *Also* Crash Plate, Dump Plate, Threshold Plate, Tread Plate.

#### **Floor Supporting Member**

A transverse component, other than a sill, tunnel bolster, or forklift pocket side, attached to the bottom side rails and supporting a floor. *Also* Base Crossmember, Crossbearer, Crossmember, Floor Bearer.

### **Flow Line**

The direction of flow in which e.g. pallets have been positioned and stowed.

### **Flow-Van Container**

Closed container with extra hatches or chutes in top, ends, and/or bottom, for loading and discharge of free flowing solids. *Also* (Dry) Bulk Container, Bulker, Bulkainer, Silo Container.

### **Flush Deck Socket**

A deck socket that does not project above the ship structure. See Low profile deck socket.

### **FLT**

Abbrev. for Fork Lift Truck. *Also* Elevating Transfer Machine (Vehicle), Forklifter, Lift Truck.

### **FNG**

Forwarding & Groupage.

### **Folding Container**

- A collapsible van container, which forms a proper closed unit when erected, but can be folded down for empty transportation, normally, reducing its cubic volume by about three quarters. *Also* Collapsible Container, Demountable Container.
- Term also used for Inlets.

### **Folding Lashing Plate**

A lashing plate that folds down horizontally when not in use.

### **Foot Print**

- The area of the tyre measured in square inches, which actually comes into contact with the surface on which it is operating under a given load. For purposes of design of container floors, the footprint of a pneumatic and cushion tyre is estimated at 22 square inches.
- Bedding area and particular bedding precautions (Heavy Lifts) are sometimes referred to as the "Footprint".

### **Fore and Aft Stowage**

Load stowed along the length of the container or the ship. Contrast athwartships stowage. In the context of load securing, it is of utmost importance whether a container is stowed fore and aft or athwartships on a ship. In the case of athwartships stowage, the greatest acceleration forces act on the actual container longitudinally rather than transversely. Load securing measures must then be taken with this in mind.

### **Fork Pockets**

Reinforced pockets running transversely across the base of a container piercing the bottom side rails at prescribed positions to permit the entry of the tines of forklift devices for lifting and carrying the container. *Also* Fork Tunnels, Tyne Holes.

### **Forklift Pocket Bars**

Strips or bars welded to bottom opening of the forklift pockets. These members may extend the full depth of the pocket.

### **Forklift Pocket Strap**

The plate welded to the bottom of each forklift pocket entrance.

### **Forklifter**

Fork Lift Truck. *Also* Elevating Transfer Machine/Vehicle, FLT, Lift Truck.

### **Forty Footer**

A container which is... 40'L x 8'W x 8.5'H ..... or ..... 40'L x 8'W x 9.5'H.

### **Foundation**

See Base Socket.

### **Four way block pallet**

A pallet which, by its design and construction, is accessible to a pallet jack from all four sides; a full four-way entry pallet.

### **Four-way container**

A container that is accessible from all four sides for storage and retrieval purposes.

### **Four-way entry pallet**

Openings on all four sides of a pallet or the base of a pallet or container, which allow fork truck handling from all four sides.



#### **Four-Way Pallet**

Pallet, which can be lifted by FLT from any side.

#### **Four way stringer pallet**

A pallet which utilizes stringers in its construction with these stringers being notched to allow four way insertion of forks.

#### **Frame Tank**

Tank container design where a structural frame is the major load carrying component of the container. The ISO block load is carried by the frame.

#### **Frame Work**

The peripheral structural assembly, including corner fittings, rails, and/or posts, around one face of the container.

#### **Frangible Disc**

A non-reclosing pressure relief device on tank container actuated by inlet static pressure and designated to fail at a set pressure by bursting the disc. *Also* Rupture Disc Device.

#### **FRC**

Abbrev. for Free Sea Carrier.

#### **Free Days**

Time allowed by container owner/operator for use of container by shipper and consignee for loading, unloading, overnight storage, customs examination, etc. *Also* Free Time.

#### **Free Lift**

The distance the forks of a FLT can raise without the overall collapse height of the mast increasing.

#### **Freeport**

Zone where goods can be stored without payment of relevant duties and taxes until leaving zone.

#### **Freezer Container**

This is a special type of refrigerated container which can maintain the temperature of the cargo at approximately -65°C. At approximately -62°C, the "eutectic point" is reached, i.e. as of this temperature, all the water in a product is completely frozen. No microbial activity can occur when there is no free water, and therefore the product does not suffer any further loss of quality. At these temperatures, the product has an infinite storage life.

#### **Freight Container**

See Container.

#### **Freight Container Terminology**

ISO 668, series 1 freight containers - Classification, external dimensions and rating.

ISO 1496, series 1 freight containers - Specification and testing.

Part 1: General Cargo containers

Part 2: Thermal containers

Part 3: Tank containers for liquids and gases

Part 5: Platform (container)

Part 6a: Platform based container with incomplete superstructure and fixed ends.

Part 6c: Platform based container with complete superstructure.

ISO 1894, General purpose series 1 freight containers - minimum internal dimensions.

ISO 6346, Freight containers - Coding, identification and marking.

#### **Freight Village**

A single large site which includes terminal, other technical and administrative facilities associated with combined transport (agents, shippers, customs...) and accommodation for companies engaged in combined transport.

#### **Fresh Air Exchange**

The introduction of fresh air into a container through porthole or vents. The fresh air removes excess carbon dioxide and ethylene that can harm a load.

#### **Freshtainer**

Type of Controlled Atmosphere Container.

#### **Friction Mat**

A device placed between the deck of a vehicle/container and article of cargo, or between articles of cargo, intended to provide greater friction than exists naturally between these surfaces.

**Front Bottom Rail**

Also Door Sill, Front Bottom Crossmember, Front Sill.

**Front Discharge Hatch**

Opening at the bottom of end door of a Bulk Container for discharging bulk cargo by gravity (tipping).  
Also Discharge Opening.

**Front End Frame**

The frame containing the end wall.

**Front End Loader**

A type of container handler. Also Front Lifting Mobile Crane.

**Front Frame Crossmember**

Transverse rail on the front side of a container.

**Front Lifting Mobile Crane**

A type of a container handler. Also Front (End) Loader.

**Front Panel**

An individual flat or corrugated sheet contained in the end wall. Also Bulkhead, Container 'Head', Front Wall.

**Front Pin Locking Device**

A container securing device that, when locked, prevents the container from disengaging from the chassis.

**Front Post**

Posts on the container front sides.

**Front Side**

A 'blind' side of a container, opposite to door side.

**Front Sill**

The lower transverse member (or rail) of the front-end frame joining the bottom corner fittings.  
Also Front Bottom Rail.

**Front Top End Rail**

Upper transverse member at the front side of a container.

**FRP**

Abbrev. for Fiberglass Reinforced Plywood/Polyester/Plastic.

**FSV**

Abbrev. for Fresh Air Valve (Reefer).

**Full Container Load**

See FCL.

**Full Container Load/Less Than Container Load**

See FCL / LCL.

**Full Container Ship**

Container vessel. Also All Container Ship, FCC.

**Full Tilt Container**

Container with full sides and roof, maybe also ends, covered by tarpaulin, drop sides notwithstanding.

**Fumigant Markings**

As from 1. October 1998 FUMIGANT marking requirement has been adopted which requires display of the marking (sign) on a transport vehicle (truck body or trailer), freight container or railcar, in which the lading has been fumigated or is undergoing fumigation, and now applies to all modes of transportation.

**Fumigating Nozzle**

A nozzle set in the side (or front) panel, which permits fumigation of the container.

**FWC**

Abbrev. for Fully Loaded Weight And Capacity.

- A container ideally stowed to its maximum capacity in weight and volume.
- The gross weight and capacity of a container, normally shown on the outside of the container.

- G -

**Gantry Crane**

A quay crane specifically designed for the handling of containers. *Also* Bridge Crane.

**Garment Container**

Dry Box Container equipped with transverse rails for hanging clothes. *Also* Garmentainer, Hangertainer.

**Garmentainer**

Garments on hanger (GOH) specially designed containers (Garmentainers) give customers the option of using a string or bar system or a combination of both. The containers allow increased flexibility, greater load Internal Capacity and savings on transportation and handling cost. Garmentainers are available in 20 ft and 40 ft sizes. *Also* Hangertainer.

**Gas-Container**

A tank container for carrying liquefied gases. *Also* Gas Tank Container.

**GAS Countries**

Countries that have containers compulsorily inspected for Giant African Snails (*Achatina fulica*) according to Australian regulations. See AQIS.

**Gasket Assembly**

The seal running round the edge of a door and other fittings needed to ensure its proper fixing.

**Gasket Retainer Strip**

A strip running inside a gasket around a door through which fasteners are passed to secure the gasket to the door edge.

**Gate Ins And Outs**

This service refers to receipt or delivery of containers at the gate, as well as loading or unloading of containers or chassis to inland carrier's equipment that is specifically located within the Container Yard and is not associated with a throughput move. This service also includes container stacking, un-stacking, loading or unloading of inland carrier's equipment that is not held in a specified yard location or is not being held for vessel dispatch.

**Gatehouse**

A structure at the gate where a clerk inspects and clears the entrance and exit of all containers and trailers.

**Gateway**

A point at which freight moving from one territory to another is interchanged between transportation lines.

**Gather**

Half the centering effect produced by any device to assist containers to be handled. That is half the total off-line measurement of two flippers, or two flip-flops or two cathedral arches.

**Gathering Guides**

See Spreader Guides.

**Gator Tail Tensioner**

Tensioner primarily used with chains.

**GCCC**

Abbrev. for Geneva Custom Convention On Containers.

**Gearless Ship**

Terms used to indicate lack of cranes or other lifting equipment on containerhips. *Also* Non-Geared Ship.

**General Cargo Container**

This is a general term applicable to any type of container which is not intended for use in air mode transport and which is not primarily intended for the carriage of a particular category of cargo such as a cargo requiring temperature control, a liquid or gas cargo, dry solids in bulk or cargoes such as automobiles (cars) or livestock.

**General cargo MILVAN**

DOD-owned intermodal container usually 20 feet by 8 feet by 8 feet with plywood liners used for transporting general military cargo.

**General License**

Merchandise leaving the United States that requires no special permission.

### General Purpose Container

Syn. for Dry Box Container, a container used for the carriage of general cargo without any special requirements for the transport and or the conditioning of the goods. (See ISO 1496/1): Freight container, totally enclosed and weather proof, having a rigid roof, rigid side walls, rigid end walls and a floor, having at least one of its end walls equipped with doors and intended to be suitable for the transport of cargo of the greatest possible variety. The simplest form of this type of container is given the type code 00. A general purpose container having an opening roof may be used for the same specific purposes as an open top container. Such a container is given type code 03. *Also* Box Container, Closed Container, Dry Cargo/Freight/Van Container.

### Generator

A generator which can be attached to a container or a truck chassis and which generates power for supplying electricity to a refrigerated container (COU and Integrals). *Also* Gen-Set.

### Genoa Corner Fitting

A type of Corner Casting.

### Genset (Gen-set)

*Also* Generator. Three kinds of Gensets are used: Clip-on, Sidemount and Centermount. **Clip-on** are aerodynamically design and quick-disconnect clamps for mounting on the upper front container casting. Usual for train; high center of gravity; vulnerable to damage. **Sidemount** fastens to the side of the container chassis and **Centermount** fastens to the center of the container chassis. Leaves maximum road clearance.

### G factor

The constant multiplying factors when considering the effects of acceleration on mass e.g. a force of 6g in relation to a 2-ton load would be equivalent to 12 tons.

### GOH

Garment-on-Hanger. A method of shipping garments where they are shipped hanging from beams within a container. See Garmentainer, Hangertainer.

### Goliath Crane

Appliance for loading containers on and of railway wagons, trailers etc.

### Gondola Flat

Type of half-height Flat-Rack Container.

### Gooseneck

- On a drop-frame chassis, the upper level of the front of chassis, together with the structure connecting it to the lower level behind it. The gooseneck rails normally fit into the tunnel recess of containers so constructed.
- Actually gooseneck shaped connecting arm resting by means of its king-pin on the fifth wheel of a tractor. The lower end then inserts into a recess of shipboard trailers, low-slung trailers or dollies for pick up. Used for RO/RO and in-yard operations.

### Gooseneck Chassis

A chassis equipped with a fixed gooseneck.

### Gooseneck Tunnel

Opening on front side of a Roll-Trailer for Gooseneck entry.

### GOS

Abbrev. for Gate Operating System software.

### GP

General Purpose container. See DRY CONTAINER.

### Grabomatic

A device mounted on FLT forks allowing simultaneous handling of two drums.

### Grappler Arm

A type of a Spreader, for Piggy-Back operations. *Also* Piggy-Back Device.

### Grappler Arm Lifting Areas

Recesses in the bottom side rails of a container having specified features to permit the use of grappler arms for lifting and carrying the container.

### Grating

- Floor of a refrigerated hold/container which is designed so that air can flow along the floor and into the space where the floor is not covered by a load. T-bar gratings comprising aluminium tee profiles are used in refrigerated containers. Hole gratings (braced boards with holes) are normally used on refrigerated cargo ships.
- Wooden boards used for separating layers of cargo. Also Spacer/Walking Board.

### **GRI**

Abbrev. for General Rate Increase.

### **Grid Number**

An indication of the position of a container in a bay plan by means of a combination of page number, column and line. The page number often represents the bay number.

### **Gross Weight**

Total mass of the container i.e. its own mass, mass of cargo as well as of eventual lashing material.  
Also MGW, Rating.

### **Ground Conveyor**

General term for conveying equipment which runs on wheels along the ground, can be freely steered and is used to convey, pull or push loads, such as forklift trucks or side loaders.

### **Grounding**

Removing the container from the stack train and putting it on a chassis.

### **Groupage**

A service providing facilities for small consignments to be consolidated and transported in a container.

### **Groupage Agent**

One who consolidates LCL consignments to offer to a Carrier as an FCL.

### **Groupage Centre**

A location where groupage takes place (roadcargo).

- 1) An estimation or calculation in advance: a prediction
- 2) The amount of cargo expected to be booked for a certain sailing of a vessel
- 3) The number of containers expected to be used in a certain area, for steering purposes.

### **Groupage Container**

See Consolidated Container.

### **Groupage Depot**

See C/B (Containerbase), CFS (Container Freight Station), Consolidation Depot.

### **GRP**

Abbrev. for Glass Reinforced Polyester/Plastic/Plywood. See FRP.

### **Gusset**

A plate or bracket for strengthening an angle between structural members.

### **GVW**

Abbrev. for Gross Vehicle Weight. Combined mass of semi-trailer, container and pulling vehicle (Prime Mover).

### **GVWR**

Abbrev. for Gross Vehicle Weight Rating. The rated structural capacity of chassis, including tare weight of the chassis being supported by the kingpin and axle(s) with the load uniformly distributed over its cargo bearing area. The GVWR is to be specified in kilograms or pounds.

- H -

### **Half Height Container**

A container with open top, with or without a soft cover, between 1.12m and 1.45m (4'0" and 4'9") high.

### **Half Tilt Container**

Container with larger part of sides. or sides and roof, covered by tarpaulin or similar material.

### **Hand Stuffed Cargo**

Susceptible cargo that must be stuffed manually.

**Handle Lock**

Also Handle Retainer.

**Handling Charge**

See EHC, HC, THC.

**Hangertainer**

Specialised container equipped with hanger beams for the purpose of stowing garments on hangers.  
Also Garmentainer.

**Hanging Rail Assembly**

Rail for hanging cargo in the container.

**Hanging Rail Bar**

Bars for hanging cargo in the container.

**Hanging Rail Hook**

Hook for hanging cargo in the container.

**Hard Top Container**

Closed container with roof that opens or lifts off.

**Hard Top Open Top Container**

Container that opens at the top and can be closed with a solid roof (steel sheet). Like all containers that open at the top, this is suitable for crane loading.

**Hardware**

- Ancillary equipment used on containers such as door hinges and locking devices.
- Screws, nuts and bolts.

**Hat-Section Center Spacer**

A steel section, found in some containers with plywood panel flooring, running down the centre of the container from the rear sill to the front sill (or to the tunnel bolster) and separating the plywood panels.

**Hatch Assembly**

A hatch, when opened, which is used to discharge/load bulk cargo.

**Hatchcoverless Containership**

A container ship without hatch covers. Also Open Cellular Containership, "Open-top" Containership.

**Haulage**

The inland carriage of cargo or containers between named locations/points. Synonym: Cartage.

1. Merchant inspired Carrier Haulage or customer nominated Carrier Haulage or shipper preferred Carrier Haulage mean service performed by a sub-contractor of the merchant.
2. Carrier inspired Merchant haulage means Haulage service performed by a sub-contractor of the Carrier.

**Haulier**

Also Motor Carrier.

**Hazardous Labels**

Labels fixed to the goods and container indicating the type and level of hazardous cargo contained.

**HAZMAT**

Hazardous Material.

**HC**

Abbrev. for Handling Charge. Charge for the handling of empty containers in a depot.

**HCC**

See Hybrid Composite Container.

**Headboard**

The 'end wall' of a vehicle's platform body or Lanchashire flat.

**Header (Bar)**

The upper transverse member (or rail) of front end or rear end frame joining the top corner fittings.  
See Door Header, Moveable Upper Beam, Pivoting Lintel, Swinging Header.

**Header Extension Plate**

The portion of a front or rear header that extends beyond a transverse line joining the blind walls of the respective corner fittings.

**Heat Transition Coefficient**

Also known as the k-value; physical value that specifies the degree of insulation provided by a wall or similar. For containers, heat transition takes account of the heat transfer from the air inside the container to the wall, the heat transmitted by the wall, and the heat transferred to the air outside the container; unit of measurement:  $W/(m^2K)$ ; Typical value for refrigerated containers: 0.3  $W/(m^2K)$  (new), 0.4  $W/(m^2K)$  (old).

**Heated Container**

Container built with insulated walls, including doors, floor and roof where provided, fitted with a heat producing appliance which is capable of raising the temperature inside the container and thereafter maintaining it in accordance with such conditions as may be required. Containers of this type have type code 22. See Thermal Container.

**Heavy Duty Trailer**

Special trailer for very heavy cargo. Also HGV (Heavy Goods Vehicle).

**Heavy Lifts**

Single commodities exceeding normal loading equipment design capacities and requiring special equipment/rigging techniques for handling.

**HGMV**

Hot Gas Modulating Valve (reefer).

**Height Marking**

Optional height marks for containers of height greater than 2,6 m (8'6"), in accordance with ISO 6346.

**H/H (Half Height)**

Container with a height of 4ft for the carriage of closeweight goods.

**High Cube Container (Hicube)**

A container 9'6" high (2,8954 M). Also Jumbo Container.

**Hinge**

Fitting on which the door rotates.

**Hinge Blade**

Hinge component that is secured to the door and holds the pin.

**Hinge Butt**

See Lug.

**Hinge Pin**

Axle on which manlid rotates for opening and closing.

**Hinterland**

Industrial zone behind the port.

**Hitchment Cargo**

Cargo/containers from different origins to be included under a single B/L, called a 'Hitchment Bill of Lading'.

**HiVent**

Type of Ventilated Container, having three times greater vent apertures than standard vent containers ( $1,22 m^2$ ).

**H/L**

Heavy Lift.

**Holdback Catch**

Piece of hardware or fitting to hold door in the open position when loading or unloading. Also Door Holdback, Door Holder Receptacle, Door Retainer, Tieback.

**Hook**

Fitting to connect lash to tensioner or corner casting in container securing practice.

**Hoop**

Transverse member for holding tarp on Open-Top Container. Also Tarp Bow.

**Hopper-Tainer**



Container frame holding one or more hopper bins for bulk loading (from the top) and discharge (through the bottom) of solid bulk commodities.

#### **Horn**

A structural member on the front of a chassis to serve as a gathering device for guiding a container into its proper place on the chassis for securement. Also known as Container Guide or Stop.

#### **Hot Hatch**

Sequenced on deck loading of containers to enable priority discharge at arrival port – usually required for direct discharge to vehicle to meet a Just In Time delivery.

#### **Hourmeter**

Clock which records the compressor running hours (Reefer Container).

#### **House**

The word "House" is a synonym for the shipper's or consignee's premises and is used in container movement context when the goods are either collected or delivered in FCL (Full Container Loads) to the shipper's or consignee's premises. In some services the word "Door" is a synonym for "House". Cargo moved in this way is also known as FCL cargo.

#### **House To House (HH)**

A type of FCL/FCL movement. Syn. Door To Door (in United States Point To Point).

#### **House To House Transport**

The transport of cargo from the premises of the consignor to the premises of the consignee. Synonym: Door to Door Transport, Point to Point Transport. Note: In the US the term Point to Point Transport is used instead of the term Door to Door Transport, because the term house may mean customs house or brokers house, which are usually located in the port.

#### **House To Container Yard (HY)**

A type of FCL/FCL movement.

#### **House To CFS (HT)**

A type of FCL/FCL movement. Syn. House To Pier, House To Terminal.

#### **HUB**

Central point for the collection, sorting and distribution for a particular region or area.

#### **Huckepack**

German term for Piggy-Back i.e. Kangaroo. See COFC, TOFC.

#### **Humidity Motor**

Circulation produced when the temperature gradient between the cargo and the container wall is too steep. This increases the transport of humidity to the surfaces of the container.

#### **Hustler**

Tractor that pulls containers around the pier for positioning. Also known as a yard hustler.

#### **Hybrid Composite Container**

Abbrev. HCC. A 20ft composite container, 15-20% lighter than standard container, with built in sensors to detect intrusion.

#### **Hygroscopic Substance**

Material capable of absorbing water vapour from the surrounding atmosphere, and used in packing goods and containers to minimise contamination or damage from water condensation during transportation and storage. Note: some hygroscopic substances also give up any absorbed water vapour when subject to an increase in temperature (e.g. SILICA GEL), so the selection of such substances must be carefully made to protect cargo transiting through various temperature zones during

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#### **IATA Container**

Container sizes and types approved by IATA for which concessionary airfreight rates are applied. Also Airfreight Container, Belly Container, ULD.

#### **IBC**

Intermediate Bulk Container: A special type of bulk container for hazardous materials.

**ICC**

Abbrev. for Inflatable Container Curtain, an inflatable curtain used in Reefer container for separating cargo that may damage each other.

**ICD (Inland Clearance Depot)**

A CFS with Customs Clearance Facilities. A/so Common User Container Depot, "Dry Port".

**ICHCA**

Abbrev. for International Cargo Handling Co-ordination Association.

**ICL**

Abbrev. for Integrated Container Lashing. A new automatic (un)locking system for containers that dispenses with the need for twistlocks as loose lashing gear.

**ICM**

See International Container Management.

**ICTF**

See Intermodal Container Transfer Facility.

**ICSD**

Electronic integrated Container Security Device (ICSD), which allow the shipper to arm the container using a unique, encrypted code after it is stuffed and sealed with a traditional bolt seal.

**Identification Marking Set**

Owner's code, serial number and check digit, size and type code; in accordance with ISO 6346.

**Idle Time**

The amount of ineffective time whereby the available resources are not used e.g. a container in a yard.

**IEP**

Abbrev. for Intermodal Equipment Providers.

**Igloo**

Airfreight loading unit consisting of a platform and a folding or detachable hood shaped to the airfreight contour.

**IICL**

Institute of International Container Lessors: Represents the international container leasing industry worldwide, its aims being to facilitate leasing and to advise and assist the container industry.

**IIR**

Abbrev. for Institute Of Intermodal Repairers.

**Imboard Row**

Inside row of containers.

**IMCO**

Abbrev. for International Maritime Consultative Organisation. Not all countries are signatories to this organisation, but most of the major maritime nations are. It is the vehicle through which Dangerous Goods and other regulations can become internationally acceptable.

**Immatriculation**

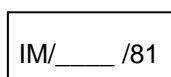
The inspection and registration process established by the International Union of Railways. This is required for containers, which are to benefit from certain uniform rules of European railways.

**'Immediate release'**

Is quarantine release from a wharf/terminal or airport based on presentation of appropriate documents without any quarantine inspection/treatment other than the external inspection of the container undertaken during unloading.

**Immunization Plate**

Metal plate affixed to container and stating that all wooden parts were treated against wood boring insects in accordance with Australian regulations. A/so TCT Plate. Scheme:



Legend: IM = immunisation  
\_\_\_\_ = abbreviation of preservative  
81 = year of immunisation

**Improper Repair**

(Especially patches) that is not safe, watertight or thermally sound. Must be reworked.

#### **IMV**

Internal Movement Vehicle. Tug used for towing trailers within a terminal or CFS. *A/so* Dock-Side Tractor, Dock Truck, Terminal Tractor, Tow Tractor, Trailer Spotter, Tug-Master, Yard Tractor.

#### **Inbound Dsposition Sheet**

A listing of all bills of lading on board a vessel. This listing can be aaranged by consignee, container or destination.

#### **INCOTERMS**

Abbrev. for International Commercial Terms. Definitions of international trading terms such as CIF, FOB etc., issued by the International Chamber of Commerce.

#### **Inertia Reel**

A safety line connected to a lashing worker to prevent falls from container stacks.

#### **Inflatable Dunnage**

Flexible bags positioned within the stow and inflated so that movement of cargo might be prevented. *A/so* Air Bag, Cushion, Dunnage Bag.

#### **In Gate**

The transaction or interchange that occurs at the time a container is received by a rail terminal or water port from another carrier.

#### **Inland Container**

Container not admissible for international circulation. *A/so* Domestic Container, Overland Container. See Eurocontainer

#### **Inland Depot**

Hinterland terminal. *A/so* Common User Container Depot , ICD, Inland Clearance Depot, "Dry Port", Off-Dock Depot.

#### **Inland Haulage**

Land transport.

#### **Inlets**

Collapsible inlets are made of rubber or synthetic materials, used in containers for the transport of liquids, or free-flowing solids, e.g. granulates. *A/so* CLB, Collapsible Bladder, Fibc, Flexitank, Flexo-Drum, Liner Bag, Pillow Tank, Van Tanks.

#### **Insert**

To remove and replace part of the cross sectional profile of a component over its entire length and/or width. The replacement portion is butt welded to the original component.

#### **Insertion Guides**

The upper ends of the guide rails through which containers are loaded/discharged from ship's hold.

#### **Inside Cross Lash**

A lashing arrangement where the lashing cross but are independent of, and do not cross, the lashings of adjacent container stacks.

#### **Inside Height**

Unobstructed internal height that determines the maximum height of cargo that can be stuffed inside a container.

#### **Inside Length**

Unobstructed internal length that determines the maximum length of cargo that can be stuffed inside a container.

#### **Inside Width**

Unobstructed internal width that determines the maximum width of cargo that can be stuffed inside a container.

#### **Inspection Report**

A written statement as to condition of container/equipment. *A/so* CIR, EIR. See Interchange Form.

#### **Inspection Seal**

Decal affixed to a container by register having carried out the survey that building was in accordance with preset regulations.

**Institute of International Container Lessors (IICL)**

A technical committee consisting of container owners, operators, and manufacturers located in Bedford, NY, who prepare the Repair Manual for Steel Freight Containers. The repair manual implements the physical standards for general cargo containers established by the International Convention for Safe Containers (CSC-International Safe Container Act of 1980, 46 U.S.C. 1503).

**Insulated Container**

Container built with insulated walls, including doors, floor and roof where provided, by which heat exchanges between the inside and outside of a container can be limited in accordance with such conditions as may be required without the use of a source of heat or cold. Also INSUL.

**Insulated Tank Container**

Container frame holding one or more thermal insulated tanks for liquids. Also Insul-Tainer.

**Insulated Van**

Closed, insulated trailer for carrying perishables.

**Insulation Blanket**

Insulation blankets are normally used to clad the inside of a GP container with temporary insulation. They are used mainly to combat cold being conducted through steel GP containers to cargoes such as red wine and liqueurs.

**Insulation Strap**

Aluminium or plastic strap used around the tank shell to keep insulation in place. Also Banding.

**Insuliner**

Insulation kit to transfer a standard container into an insulated one to protect cargo from high summer or low winter temperatures.

**Intact**

A container which is handled "intact". There is no need to open the container to strip out other freight. The consignee or interline carrier merely pick up the container.

**Intake Air Temperature**

Temperature of the air as it leaves the cooling mechanism and is blown into the refrigerated hold/container. The intake air temperature is regulated during chilled operation.

**Integral**

Syn. for Reefer.

**Integral Refrigerated Container**

Insulated refrigerated container with an integrated refrigeration unit. Requires a three-phase power supply for operation.

**Integrated Unit**

Refrigerated container with integrated refrigeration unit.

**Interbox Connector**

See Cones, Vertical Stacker.

**Interbridge Stacking Adapter**

Type of cones for vertical securing of adjacent containers.

**Interchange Fee**

Charge imposed to Lessee when delivering/redelivering containers.

**Interchange Form**

Document to be made out as record of change of possession of container to establish responsibility for rental and damages if any. See CIR, EIR.

**Interchange Point**

A location where one carrier delivers freight to another carrier.

**Interchange Ratio**

Agreed quantity of containers, which Lessee can return to leasing company depot during one-month period. Also Maximum Redelivery Quantity, Monthly Redelivery Quantity, Percentage Redelivery Allowance, Return Limitation.

**Interchange Report**

A standardized document issued and signed by the two parties concerned and reflecting, inter alia, the outward appearance of a container whenever there is a change in the status of a container.

**Intercontainer**

A co-operative formed by 19 European Railways, for the management of international rail container traffic in Europe.

**INTERFACE**

A place where container is transferred from transport mean to another.

**Intermeddle**

Referring to the capacity to go from ship to train to truck, or the like, the adjective generally refers to containerized shipping or the capacity to handle same.

**Intermodal**

Used to denote ability of containers to change from rail to truck to ship in any order.

**Intermodal Container Transfer Facility**

Abbrev. ICTF. A site where cargo is transferred from one form of transit to another, such as rail to ship.

**Intermodalism**

The concept of transportation as a door-to-door service rather than port-to-port. Thus efficiency is enhanced by having a single carrier coordinating the movement and documentation among different modes of transportation.

**Intermodal Co-Ordinated Transport**

is normally used to describe the capability of interchange of container units among the various carriers. The fact that the containers are of recognized modular dimensions, and have common handling characteristics, permits them to be transferred from trucker to railroad, to ocean carrier, in an origin-to-destination movement.

**Intermodal Transport**

The movement of goods (containers) in one and the same loading unit or vehicle which uses successively several modes of transport without handling of the goods themselves in changing modes.

**Internal Unobstructed Dimensions**

Dimensions determined upon the greatest unobstructed, rectangular, parallel edges that can be inscribed in the container, excluding corner fittings.

**Internal Movement Vehicle (IMV)**

Heavy-haul truck used to move containers between facilities within the port.

**International Cargo Handling Coordination Association**

The ICHCA: (a) collects, edits, and disseminates technical information relating to cargo handling by all modes of transport; (b) maintains consultative status with the International Standards Organization for the development of standards relating to cargo handling equipment (such as hooks, containers, wire slings, spreaders, and pallets); (c) maintains a library for members' use; and (d) represents members' interests on an international basis. There is an ICHSA U.S. National Section. The ICHCA Secretariat General is in London, England.

**International Container Management**

The art of arranging that the right numbers of the right types of container are available in the right place at the right time to meet requirements.

**International Freight Forwarder**

From seller's plant site to the door of the consignee, the foreign freight forwarder handles every detail of the shipment and supervises its movement. He arranges for insurance, for transportation to the port. In the port he carries out the instructions of the letter of credit, he handles consular documentation, he prepares the export declaration, certificate of origin, import permit, export license. He books it aboard ship, prepares the bill of lading and the dock receipt and he advances the ocean freight.

**Interrogator**

See Tag.

**IPI**

Abbreviation for "Inland Point Intermodal." Refers to inland points (non-ports) that can be served by carriers on a through bill of lading.

**IRU**

Abbrev. for International Road Transport Union.

### **ISIS**

Integrated Container Inspection System.

### **ISO**

Abbrev. for International Organisation for Standardisation, an international standards-writing body composed of national standards associations. Headquarters are in Geneva, Switzerland. Technical work is carried out by technical committees (TCs), such as ISO/TC 104 (Freight Containers).

ISO 668:1988 Series 1 freight containers, Classification, dimensions and ratings.

ISO 830:1981 Freight containers - Terminology

Amendment 1: 1984 (Trilingual edition)

Amendment 2: 1988 (Trilingual edition)

ISO 1161:1984 Series 1 freight containers - Corner fittings - Specification

ISO 1496-1:1990 Series 1 freight containers - Specification and testing - Part 1: General cargo containers for general purposes.

ISO 1496-2:1988 Series 1 freight containers - Specification and testing - Part 2: Thermal Containers.

ISO 1496-3:1991 Series 1 freight containers - Specification and testing - Part 3: Tank containers for liquids, gases and pressurized dry bulk.

ISO 1496-4:1991 Series 1 freight containers - Specification and testing - Part 4: Non-pressurized containers for dry bulk.

ISO 1496-5:1991 Series 1 freight containers - Specification and testing - Part 5: Platform and platform based containers.

ISO 1496-6:1977 Series 1 freight containers - Specification and testing - Part 6c): Platform based containers, open-sided, with complete superstructure.

ISO 2308:1972 Hooks for lifting freight containers of up to 30 tonnes capacity - Basic requirements.

ISO 3874:1988 Series 1 freight containers - Handling and securing Amendment 1:1990

ISO 6346:1984 Freight containers - Coding, identification and marking

Amendment 1: 1988

ISO 8323:1985 Freight containers - Air/surface (intermodal) general purpose containers - Specification and tests.

ISO 9669:1990 Series 1 freight containers - Interface connections for tank containers.

Amendment 1:1992 Sections 3 and 4

ISO 9711-1:1990 Freight containers - Information related to containers on board vessels - Part 1: Bay plan system.

ISO 9711-2:1990 Freight containers - Information related to containers on board vessels - Part 2: Telex data transmission.

ISO 9897-1:1990 Freight containers - Container equipment data exchange (CEDEX)- Part 1: General communication codes

ISO 9897-3:1990 Freight containers - Container equipment data exchange (CEDEX)- Part 3: Message types for electronic data interchange.

ISO 10368:1992 Freight thermal containers - Remote condition monitoring.

ISO 10374:1991 Freight containers - Automatic identification.

### **ISO base**

The base of a stacker tailored to fit the ISO hole.

### **ISO Clip-On Unit**

A mountable refrigerating unit to be connected to Reefer container.

### **ISO hole**

Shape of corner casting holes in top and bottom of containers as specified by ISO.

### **ISO Marking Codes**

ISO code denoting container owner, country of registration, serial number, size and type of container.

### **ISO TC-104**

Abbrev. for ISO Technical Committee 104.

### **Isotainers**

Syn. for ISO Containers i.e. container built according to ISO standards.

### **ISTU**

Abbrev. for Integrated Standard Transportation Unit.

### **ITBL**

Abbrev. for Integrated Transport Bill of Lading.

### **ITSS**

Abbrev. for Integrated Terminal Ship System. (Direct ULCC-Feeder operation)

### **ITU**

Abbrev. for Intermodal Transport Unit i.e. Containers, swap bodies and semi-trailers suitable for intermodal transport. Same as CTU (Cargo Transport Unit).

### **IWT**

Abbrev. for Inland Water Transport.

**Japan Fire Department Approval Decal**

Certification that the Japanese Fire Defense Agency has determined the individual tank is within compliance with Japanese fire law.

**J-Bar**

The portion of the exterior skin of the rear corner post that encircles the door hinges.

**Jacking Legs**

Metal posts allowing container to stay in elevated position thus facilitating cargo operations. *Also* Container Jack, Container Stillages, Lifting Legs.

**JCC**

Jumbo Container Crane which can handle a Jumbo Container Vessel within 24 hours.

**Jeep Adapters**

Type of Dolly.

**JIT**

Abbrev. for Just In Time. In this method of inventory control, warehousing is minimal or non-existent: The container is a "movable" warehouse and must arrive neither too early nor too late.

**JO-DOG**

A mechanical device attached to a fifth wheel to increase a tractor to a 3-axle unit, increasing the legal weight carrying capacity of the tractor.

**Joinable Containers**

Containers whose dimensions and specifications are fixed so as to permit the loading of the containers on to a container flat, so that the whole unit can be handled as one ISO container.

**Joloda**

A system for loading/unloading (stuffing/stripping) containers by means of pallets or cages rolling on retractable castings guided by rails built into container floor.

**Jumbo Container**

Syn. for High Cube Container.

- K -

**KANGAROO**

Combined rail/road transport system. When TOFC or piggy-back is not possible because the loading gauge restricts its application, kangaroo system is used. A special tractor drives only slightly modified traditional trailers or semi-trailers on to tailor-made wagons, which allow the wheels of the trailer to sink partly into the wagon's chassis, so that the running gear is situated below the normal platform level. See TOFC, Huckepack

**KDCL**

Knocked Down in Carload Lots.

**KDLCL**

Knocked Down in Less than Carload Lots.

**Keeper**

A locking bar cam retainer.

**Keyhole Socket**

A deck fitting with a keyhole-shaped hole used for lashing ISO containers.

**King-Pin**

A cylindrical projection from under the nose (front) end of the trailer or van used as a fastening device for the fifth wheel of the tractor. *Also* Clamping Device.

**Kitting**

The act of grouping related components into a single entity or "kit" for the convenience of the end user.

**Knocked Down (KD)**



An article taken apart, folded, or telescoped in such a manner as to reduce its bulk at least 33-1/3% below its assembled bulk.

**Knuckle Radius**

Curved portion of head providing smooth transition from tank head radius to tank shell plate.

**KVO**

Abbrev. for Kraftverkehrsordnung. German rules governing the inland road traffic.

- L -

**Label**

Labels are, in accordance with the dangerous goods stipulations of the IMDG code, adhesive labels that indicate to all parties concerned what type of dangerous goods are being transported. They differ from placards in terms of size, although placards have the same purpose. *Also* Decal, Sticker.

Labels of a size of 10x10 cm must be attached to each package to be transported.

Placards of at least 25x25 cm must be attached to the outside of the container or vehicle.

**LACH**

Abbrev. for Light Amphibious Container Handler. Special container handler used by US Army.

**Ladder**

Allows safe access to the top of container, usually found on one or both ends of tank container.

**Laminated Floor**

Floor consisting of wood and/or other materials bonded together.

**Lancashire Flat**

Type of flat with headboard at one end.

**Landbridge Service**

Descriptive term for an overland transit coming between two ocean passages during a container's journey from starting point to destination.

**Land Container**

Standardized container according to the International Railway Union (UIC) norms, for an optimal use mainly in rail-road combined transport.

**Landing Gear**

The "legs" with small wheels at the ends toward the forward end of the trailer or van that are manually lowered and locked before tractor is disengaged. *Also* Anti-Nose Dive Legs, Dummy Legs, Steady Legs, Support Legs.

**Lanemetre**

Used particularly in connection with the transportation of trailers. One lanemetre is one metre of deck, with a width of 2.5 to 3.0 metres. The capacity of ships built for the transportation of new automobiles is normally expressed by the number of cars carried, or by the area of deckspace, in square metres.

**LASH**

Abbrev. for Lighter Aboard Ship. A type of barge-carrying vessel. See Barge Carrier (Vessel).

**Lash End Fitting**

Fitting for connecting a lash to either corner casting or tensioner, in container securing practice.

**LASH ship**

Lighter Aboard Ship. A type of vessel which carries lighters (barges) loaded with containers. The vessel anchors off a port and the barges are used to carry their containers to a discharge point.

**Lashing**

Container or cargo securing member effective in tension - usually rod, wire or chain; in general the securing of the cargo.

Attaching or fixing/securing a load to a means of transport/or securing a load inside a container in order to prevent it from sliding or falling. Lashing is a widely used international term.

The term can be modified to indicate the type of lashing that is meant (direct lashing, diagonal lashing, tie-down lashing) The lashing equipment may be prefabricated lashing belts, chains, wire rope, as well as ropes made of artificial or natural fibers, or a combination of such.

### **Lashing Bar**

- Metal rod for securing containers on deck. *Also* Connecting Rod, Diagonal Rod, Lashing Rod.
- Bar for the attachment of straps or other devices to restrain movement of cargo in container.

### **Lashing Cage**

A man-carrying cage fitted by a container gantry crane from which lashing operations can be accomplished.

### **Lashing Capacity**

The permissible lashing capacity (LC) is the maximum force that may be applied to a lashing. This lashing capacity can be found on a label that is attached to the lashing equipment.

For maritime transport, "MSL" is to be used in accordance with appendix 13 of the guideline entitled "Bekanntmachung von Änderungen von Richtlinien für die sachgerechte Stauung von Ladung bei der Beförderung mit Seeschiffen" ("Publication of amendments to guidelines for the correct stowage of cargoes for carriage in ocean-going ships") of 14 February 1996 (published in the German "Bundesanzeiger" newspaper, 7 May 1996).

### **Lashing Diagram**

Scheme for securing cargo (containers).

### **Lashing Equipment**

Devices or aids for securing loads against slippage, tipping and falling. It may comprise chains, wires, ropes, straps or rods and is generally used in conjunction with a tensioning device (e.g. turnbuckle, twistlock or ratchet tensioner). Depending on the way in which the load is secured, it may be referred to as cylinder lashing, cross lashing, wire-rope lashing or round-turn lashing. Verb: to lash

### **Lashing Eyes**

A lashing device to which cargo is fastened i.e. secured. *Also* Lashing Rings, Securing Rings.

### **Lashing Fitting**

Cargo tie-down fittings for the attachment of straps or other devices to restrain movement of cargo.

### **Lashing Material**

Securing material. *Also* Dunnage.

### **Lashing Net**

Net spread over the small cargo items to secure them on Roll-Trailers, or over the cargo near the container door to prevent it from falling.

### **Lashing Plate**

A flat plate projecting above deck or hatch cover to which a tensioner is connected.

### **Lashing Pocket**

A device welded on hatch covers for securing lashings. *Also* Lashing Pot.

### **Lashing Point**

Deck fitting to which a lashing is attached.

### **Lashing Pot**

A flush or low profile deck fitting to which a lash can be attached.

### **Lashing Ring**

A device mounted at floor level or sometimes in the walls to secure the load. Sometimes called "D" rings because of their shape.

### **Lashing Rod**

A stout metal rod used in on-deck container stowage that secures containers to the deck. It ties a container corner casting to a fitting on the deck or on the lashing bridge. Used in conjunction with the interbox connector, this stabilizes the stacks on deck. This is necessary to compensate for the effects of ship movement in the open sea. See Lashing Bar.

### **Lashing Strips**

See Logistic Track.

### **Last In First Out**

Abbreviation: L.I.F.O.

A method of which the assumption is that the most recently received (last in) is the first to be used or sold (first out).

### **Lateral Tier**

Lateral layer of cargo. Generally used to stabilize the stow or to close off the face of the load.

**Lattice**

Grid-like structure, mainly wooden, used to secure the load.

**Latticed Sided Container**

Container with at least one latticed side allowing good ventilation.

**LCL**

Abbrev. for Less Than Container Load - Denotes cargo in any quantity intended for carriage in a container for which the responsibility for stuffing/stripping rests with the carrier. *Also* Container Part Load. See Consolidated Container.

**LCL/FCL**

Abbrev. for Less Than Container Load/Full Container Load.

**LCL Service Charge**

A charge imposed by carrier to Merchant as remuneration for:

- accepting export LCL shipments, their storing, stuffing in containers at CFS and delivery on board;
- accepting import LCL containers, their stripping at CFS, handling and delivery of cargo including the paper work.

**Leakage Test (Tightness Test or Air Test)**

Pneumatic test using air, steam, or other gas as a pressurizing medium to confirm leak free integrity of the tank barrel, valves and fittings.

**Leasable Container**

A container, which is commercially and technically fit for lease.

**Lease Rate**

*Also* Rental Rate.

**Leasing Agreement (Contract)**

An agreement between Lessee and Lessor. We differentiate Spot or Trip Lease (subdivided on One-Way and Round-Trip), Short Term, Medium Term, Long Term (subdivided on Buy-Out, Finance, Purchase Lease).

**Less than Carload**

The quantity of freight less than that required for the application of a carload rate.

**Less than Truckload (LTL)**

Rates applicable when the quantity of freight is less than the volume or truckload minimum weight.

**Lessee**

A person leasing the container from Leasing company (lessor).

**Lessor**

A person that lends out the container to Lessee. A Leasing company.

**Levelling Pedestal**

A stacking fitting that permits bridge fittings to be used with containers of different heights.

**Lever Tensioner**

A tensioner primarily used with chains. See Chain tensioner.

**Lgjs Container Car**

Series of rail cars for container transportation. The letter j in the name indicates that the car is fitted with buffers.

**LIFO**

Inventory control or valuation method of "Last-In, First-Out".

**Lift**

A lift is the picking up and placing of a container.

**Lift AGV**

First Automated Guided Vehicle with an in-built mechanism for lifting containers using a passive steel rack at the interchange area of an automated stacking crane (ASC) module.

**Lift truck**

Vehicles used to lift, move, stack, rack, or otherwise manipulate loads. Material handling people use a lot of terms to describe lift trucks, some terms describe specific types of vehicles, others are slang terms or trade names that people often mistakenly use to describe trucks. Terms include industrial truck, forklift, reach

truck, motorized pallet trucks, turret trucks, counterbalanced forklift, walkie, rider, walkie rider, walkie stacker, straddle lift, side loader, order pickers, high lift, cherry picker, Jeep, Towmotor, Yale, Crown, Hyster, Raymond, Clark, Drexel.

**Liftainer**

Type of Straddle Carrier.

**Lifting Charge**

A charge levied by carrier to Merchant as a compensation for expenses connected with manipulation of containers at CY. *Also* Container Yard Charge, Equipment Handover Charge, Transfer Charge, Transfer Fee.

**Lifting Frame**

Special Spreader for lifting Overhigh containers.

**Lifting Legs**

Metal posts allowing container to stay in elevated position thus facilitating cargo operations. *Also* Container Jack, Container Stillages, Jacking Legs.

**Lifting Lugs**

Rings or loops attached to a container for lifting or securing.

**Lift-On/Lift-Off**

Term applied to vessel with facilities for lifting containers without wheels onto and off the vessel. Facilities may be vessel powered or shore powered. Abbrev. LO/LO.

(Lo-Lo) Loading and unloading of Intermodal Transport Units (ITUs) using lifting gear.

**Lift Truck**

Fork Lift Truck. *Also* Elevating Transfer Machine, ETV, FLT, Forklifter.

**Light Box**

A van containing less than a full load of cargo by volume or weight and in which other small shipments can be reasonably loaded.

**Light Test**

Standing inside the closed container, looking for light entry via the roof, side, door panels and deck. Also, previous patches and repairs must be checked to ensure they are watertight. Hose (water) or smoke tests are alternative methods of discovery.

**Light Vessel**

A vessel, which has space available for acceptance of additional loaded containers.

**Likwitainer**

Type of Tank Container.

**Line Haul**

The movement of freight over road or water from one town, city, or country (usually a long distance) to another town, city or country.

**Line Load**

Weight force which can be withstood by a container floor per running meter.

**Liner Bag**

A type of elastic packaging for carrying liquids/granules in standard Dry Box Container. *Also* CLB, FIBC, Collapsible Bladder, Flexitank, Flexo-Drum, Inlets, Pillow Tank.

**Lining**

Plywood or other material attached to the interior side and end walls and/or roof to protect the cargo.

**Linkage Plate**

A plate that fits over twistlocks or single stacking cones and connects adjacent stacks of containers.

**Linkspan**

A floating ramp for RO/RO operations at port with great tide difference. *Also* Floating Platform, Floating Terminal.

**Livestock Container**

Container specially built for carrying livestock. *Also* Cattle Container, Pen Container.

**Livestock Roll-Trailer**

Roll-Trailer with sides and door at the end, built especially for carrying livestock.

### **Lo-Tare**

Very light containers (2.100 kos), distributed in kit so that 10 take a place of one fully erected container. Used in so-called unbalanced trades.

### **Load Equalizing Device**

Fitting used to balance the load between two paired lashings. Enables two connections to two containers with both lashing rods being fully effective. Can only be used with designated lashing rods.

### **Load Limit Line**

A red line in refrigerated containers that indicates the maximum stowage height of the load to allow sufficient air circulation below the roof.

### **Load Lock**

Also Load Lok. System for securing cargo inside a container.

### **Load Securement Devices**

See Securement Devices.

### **Load-Securing Foam**

Foams which are used as fillers, generally made from PE or PU. They are used to fill gaps in the container, and thus to ensure tight fit and firm securing of the load.

### **Load Shift**

The term when the contents of a container or trailer are shifted inside the unit sometime after it leaves the actual origin and before it arrives at the final destination.

### **Load Stabilizer**

A wide variety of materials and methods are used to stabilize the load during handling and transportation; in order to minimize shifting which would subject the product and or equipment to damages. Stretch-wrapping, heat-shrink, metal and nylon banding, adhesives, air bags, slip sheets, kick-blocks, and bracing are some of the methods.

### **Loading Data Plate**

Metal plate affixed on container and displaying loading data (tare, payload, rating, cubic capacity).

### **Loading Ramp**

Ramp for loading/discharging rolling vehicles on/from RO-/RO vessel.  
See Ramp, Bow/Quarter/Slewing/Stern Ramp.

### **Loading Track**

Track on which goods are loaded, unloaded, transhipped from wagons onto the platform or road vehicles.

### **Loading With Bonded Block Method**

The principle of this method of loading is to build up the load in blocks, in which the cartons are bonded together into units by reversing each layer.

### **Located Externally**

Partially or totally outside the external dimensional envelope of the (thermal) container as defined in ISO 668. It is implicit in this definition that an appliance located externally must be removable or retractable to allow or facilitate transport in certain modes.

### **Located Internally**

Totally within the external dimensional envelope of the (thermal) container as defined in ISO 668.

### **Locating Pin**

A steel cone onto which the bottom opening of a corner casting will fit. Locating pins either in fixed or retractable position are used to hold containers in place on ship's deck, flatbed vehicles. Also Stacking Adapter.

### **Locator**

See Cones.

### **Lock Fitting**

A device inserted into a container corner fitting which can transmit tensile loads. Carries the separation forces in a stack of containers. A twistlock or a pin lock are common lock fittings.

### **Locking**

See Pinlock, Twistlock.

### **Locking Bar**

The vertical shaft or rod to which the cam locks are fitted. When rotated, the cams may be locked in the cam retainer, forming an integral part of the door frame assembly.

**Locking Bar Bracket**

A device attaching the locking bar to the top and bottom of the door, usually containing a bushing.

**Locking Bar Cam**

The part of the door securing device (locking bar) that engages the female retainer, which, by a lever action, forms the cam lock.

**Locking Bar Cam Retainer**

The female component, which retains the cam-locking device (sometimes called a "keeper").

**Locking Bar Guide**

A component, intermediate to the locking bar brackets, which holds the locking bar to the door in proper alignment.

**Locking Pad**

Device for securing containers to a ship's deck, chassis, etc., by means of twistlocks-prepared positions for tying down containers. See Lashing Pocket.

**Lockmatic Stacker**

A patented automatic stacking fitting.

**Logistic Track**

Cargo tie-down fittings located on walls or floor for attachment of straps or other devices to restrain movement of cargo. *Also* Cargo Lashing Rail (Strip), Cargo Restraint (Track), Stiffener.

**LO/LO**

Containership designed for vertical lifting and lowering of containers into and out of the holds.

**Longterm Lease**

A type of a leasing agreement by which after paying rental for a period of 3 to 5 years Lessee usually becomes the owner of leased equipment.

**Loop**

A delivery and pickup from common point to common point.

**Low Bed Trailer**

Low profile trailer, with many wheels, suitable for heavy cargoes.

**Low Loader Wagon**

A rail wagon with a low loading platform specially built to carry intermodal transport equipments.

**Low Profile Deck Socket**

A deck sockets that project above the ship's structure, but not so high as to restrict the use of vehicles. See Flush deck socket.

**Low-temperature Refrigerated Containers**

Refrigerated containers that enable goods to be transported at temperatures as low as -60°C.

**Lower Side Rail**

Bottom longitudinal rail. *Also* Bottom Longitudinal Member.

**LPR**

Licence Plate Recognition.

**LRIT**

Long Range International Tracking.

**LTL**

Abbrev. for Less Than Truck Load. Small consignment, not sufficient to fill whole truck capacity.

**LT**

Abbrev. for Long Term Lease Agreement.

**Lubetainer**

Container for carrying lubricants.

**LUF**

Abbrev. for Lifting Unit Frame. A special platform mounted on wheels and capable of carrying four container simultaneously (two on two tiers) thus speeding up RO/RO operations.

**Lug**

Hinge component permanently attached by welding to the rear corner post. *Also* Hinge Butt.

**Lumper**

A person hired to help unload a container or trailer instead of using the driver.

- M -

**M & R**

Abbrev. for Maintenance & Repair.

**MA**

Modified Atmosphere. A blend of gases tailored to replace the normal atmosphere within a container.

**Magnum Strips**

Desiccant strips designed to be fitted in the container wall corrugations.

**Maintenance & Repair**

Abbrev. M & R. Necessary measures to keep the container in operating condition.

**Maker's Plate**

A plate indicating the name and address of the container manufacturer and particulars of the container. *Also* Factory Plate, Manufacturer's Plate.

**MAM**

Material stuffed along with cargo in order to absorb moisture and protect the cargo during transport.

**Manchester-Flat**

A cargo flat of about 120 ft<sup>2</sup> without superstructure, used for intermodal transport in areas bordering the Irish Sea.

**Manhole**

Reinforced circular opening that allows access to interior of tank barrel. *Also* Manway.

**Manlid**

Hinged lid that covers the manhole and allows for easy access. *Also* Dome Lid.

**Manlid Gasket**

Sealing gasket, forms seal between manlid and neck ring.

**Manufacturer's Data Plate**

Plate affixed to a container identifying manufacturer, address and manufacturer's serial number along with pertinent particulars of container design.

**Manway**

Reinforced circular opening that allows access to interior of tank barrel. *Also* Manlid.

**Maritime Container**

A container conforming to standards that enable it to be used in a cellular ship. Most marine containers conform to International Standard Organisation (ISO) standards.

**Marker Lights**

Lights located on the front side and rear of the chassis and/or container in accordance with over-the-road regulations. *Also* Clearance Lights.

**Marking Panel**

A panel of a corrugated side wall containing a flat portion used for the display of markings.

**Marking Plates**

Durable plates which are permanently affixed to a container, upon which is contained certification or manufacturer's information.

**Markings**

Numbers, letters and symbols which are used to identify ownership and/or convey information i.e., the owner's code and serial number, e.g. (ABCU 222333), country of ownership and equipment type, e.g. (USA 2010 - owned by a US. firm, a 20 foot ventilated container). This also applies to owner's markings or logos that may be applied, as well as Customs and safety plates, Certifications, etc.



**Marshalling Area**

An area adjacent to Apron for manipulating containers.

**Marshalling Yard**

This is a container parking lot, or any open area where containers are stored in a precise order according to the ship loading plan. Containers terminals may use a grounded or wheeled layout. If the cargo box is placed directly on the ground, it is called a grounded operation. If the box is on a chassis/trailer, it is a wheeled operation.

**Mass Marking**

Maximum gross and tare weights in accordance with ISO 6346; payload.

**Master Lease**

A type of general contract for leasing containers. *Also* Master Contract.

**Matched Set or Unit**

A combination of highway chassis and a sea container.

**Material Safety Data Sheet**

See MSDS.

**MAWP**

Maximum Allowable Working Pressure (of tank barrels).

**Maximum Cargo Weight**

Maximum allowable weight of a payload i.e. maximum gross weight less tare weight. *Also* (Actual) Payload, Net Cargo Weight.

**Maximum Gross Weight (Mass)**

The sum, as certified by a classification society or manufacturer, of the tare (empty) weight of a container plus the maximum allowable weight (mass) of its contents (payload). Abbrev. MGW (MGM). *Also* Rating.

**Maximum Payload**

Maximum allowable weight of payload (maximum gross weight less tare weight). Maximum payload is sometimes referred to as the net weight.

**Maximum Plated Weight**

See (Actual) Payload.

**Maximum Redelivery Quantity**

Agreed quantity of containers, which Lessee can return to leasing company depot during one-month period. *Also* Interchange Ratio, Monthly Redelivery Quantity, Percentage Redelivery Allowance, Return Limitation.

**Maximum Securing Load (MSL)**

in kN, is the greatest permissible force which can be applied to a load securing element or device.

**MCFS**

Abbreviation for "Master Container Freight Station." See CFS.

**Megavan**

A demountable wagon body which can be fitted onto a (Megafret) low bed wagon, to deliver a capacity of 62 double-stack ISO pallets per platform, or 124 pallets per articulated twin.

**Mechanically Refrigerated Container**

Thermal container served by refrigerating appliance (mechanical compressor unit, absorption unit, etc.). Containers of this type have type code 31.

**Mechanically Ventilated Container**

Closed container equipped with means of forced air ventilation.

**Merchant**

Includes the shipper, holder of the Bill of Lading, consignee, receiver of the goods, any person owning or entitled to possession of the goods or of the Bill of Lading, and anyone acting on behalf of any such persons.

**Merchant Haulage**

Abbrev. MH. Inland haulage of containers (equipment) in Merchant's organisation.

**Merchant Inspired Carrier Haulage**

Carrier haulage by a carrier, which is nominated by the shipper or receiver of the goods, but paid by the carrier.

**Merchant Marine Decal**

(Optional) Signifies French Maritime (MMF) Certification that the container was specifically designed for marine transport.

**Mesh container**

Often referred to as a wire mesh container, this material handling device is made from welded metal wire mesh and possesses a substructure to give the container strength and rigidity.

A container that is made of woven, knit or knotted material of open texture with evenly spaced holes.

**Methyl Bromide**

Fumigant used to kill infestation in various commodities. May on occasion be used to fumigate in the container. An odourless and potentially dangerous poison.

**MGW (MGM)**

Abbrev. for Maximum Gross Weight (Mass).

**MH**

Merchant Haulage: The merchant undertakes the inland transport of a container according to the Container Rules of the Conference. Costs are for account of the Merchant.

**MHC**

Mobile Harbour Crane .

**Microbridge**

A cargo movement in which the water carrier provides a through service between an inland point and the port of load/discharge. The carrier is responsible for cargo and costs from origin on to destination. Also known as IPI or Through Service.

**MILVAN**

Abbrev. for Military Van. A military-owned demountable container, conforming to United States and international standards, operated in a centrally controlled fleet to move military cargo. This term is synonymous with " container" and " van," but specifies military ownership or control. There are two types of MILVANS currently in use, general cargo and restraint.

**Minibridge Traffic**

Transport of containers covered by Through B/L from foreign port to USA port and than by rail to rail terminal at other USA port or vice versa.

**Mini-Landbridge (MLB)**

An intermodal system for transporting containers by ocean and then by rail or motor to a port previously served as an all-water move. For example, cargo from China is mini-landbridged through Seattle to New York.

**Misalignment Protection Plate**

Additional plate in vicinity of upper corner blocks for preventing damages by Spreader cones. Also Capping Angle, Doubler Plate, Corner Protection Plate, Roof Reinforcement Plate, Strikeplate.

**MIS-STOW**

A container, which is stowed, in an improper position on a vessel or a container on a vessel, which does not belong on that vessel.

**Mixed Commodity Box**

Container loaded with different items, each of them covered by a special tariff rate.

**Mixed Container Load**

A container load of different articles in a single consignment.

**ML**

Abbrev. for Master Lease Agreement.

**MLB**

Abbreviation for Mini Landbridge. An intermodal system for transporting containers from/to a foreign country by water to/from a U.S. ocean port other than the arrival port by rail at through rates and documents.

**MLO**

(Container) Main-line Operator.

**MMO**

Abbrev. for Multi-Modal Operator.

**Mobile Containeramp**

Mobile loading ramp allowing stuffing of container on trailer by means of FLT eliminating the need of lifting off/on the container from vehicle. See Dock Leveller.

**Modified Atmosphere**

A blend of gases tailored to replace the normal atmosphere within a container.

**Modular Unit Load Dimensions**

Packages or unit loads are suitable for modular container stuffing if their dimensions or multiples of their dimensions are equal to the internal dimensions of the container. By using appropriately dimensioned load units it is possible to tightly pack the container making good use of the "natural" securing elements of the container, namely the side and end walls. If the cargo modular unit load dimensions and the overall load is of appropriate dimensions, there may be no need for additional load securing measures to be implemented.

**Modular Unit Load Packaging**

Packaging whose dimensions permit the items in a consignment to be grouped together to form modules. Modules are predefined basic sizes defined for cargo units which enable them to fit together, to be combined and to be transported with different means of transport.

**Module**

A volume described in multiples or similar measurements to that of the container. Altering a module can, under some circumstances, improve the utilisation of a container.

**Monthly Redelivery Quantity**

Agreed quantity of containers that Lessee can return to leasing company depot during one-month period. Also Interchange Ratio, Maximum Redelivery Quantity, Percentage Redelivery Allowance, Return Limitation.

**Mother Vessel**

Main ocean vessel in a liner service designated to move containers from set origin points to set destination ports/points on a regular basis.

**Motor Carrier**

Also Haulier.

**Mouse-Trap**

A term designating Container Crane Buffer i.e. Container Conveyor that 'connects' Shore-Side and Yard Gantry Crane thus speeding up lifting capacity to 40 containers per hour.

**Move**

Statistical count for the number of containers moved by a container gantry crane.

**Moveable Upper Beam**

Moveable transverse upper rail on end side of Open-Top Container. Also Detachable Header, Pivoting Lintel, Swinging Header.

**MPC**

Mobile Portal Crane.

**MSDS**

Material Safety Data Sheet – the product manufacturer's data sheet containing the exact chemical name, composition, hazard identification, first aid measures, fire fighting measures, accidental release measures, handling and storage, exposure controls/personal protection, physical and chemical properties, stability and reactivity, toxicological information, ecological information, disposal considerations, transport information, regulatory information, and other information.

**MSL**

MSL or Maximum Securing Load is to securing devices as safe working load (SWL) is to lifting tackle. It is a term used to define the load capacity for a securing device. The total of the MSL values of the securing devices on each side of a unit of cargo (port as well as starboard) should equal the weight of the unit.

**MT (M/T)**

Abbreviation for an Empty Container.

**MTO**

Abbrev. for Multimodal Transport Operator. See CTO.

**MTS**

Abbrev. for Marine Transfer Stations.

**Mule**

Small vehicle used for moving two-axle dollies; 2) yard tractor or hustler.

**Multi Door Container**

Container with doors at the end and at least one side.

**Multiflex**

Also Multipurpose Ship.

**Multi-function Terminal**

Universal terminal for handling general cargoes of various kinds, vehicles, for example, conventional general cargoes and containers.

**Multimodal Transport**

The carriage of goods (containers) by at least two different modes of transport.

**Multipurpose Ship**

Any ship capable of carrying different types of cargo which require different methods of handling. There are several types of ships falling into this category, for example, ships which can carry roll on/roll off cargo together with containers.

**Multi-Sort System**

A system of stowing empty chassis vertically by mean of FLT equipped with special attachment. Great space saving is achieved as 9 chassis are stowed in a place occupied by one laying horizontally.

**Multi-Stops**

A type of service offered by sea carrier who with his truck delivers the same container to several Merchants' stuffing/stripping places.

**Multi-Tank Container**

Container frame enclosing two or more separate tanks for liquids.

**Multi-Vent Unit**

Syn. for Ventilated Container.

- N -

**NACS**

The North American Container System (NACS) is an Intermodal equipment program designed to facilitate the free interchange of domestic 48' and 53' containers between member railroads. NACS is an "unbundled" transportation product, meaning that transportation costs do not include equipment detention costs. In other words, the customer is responsible for detention charges when the equipment is not moving on a participating NACS railroad system. Members of NACS program include BNSF, CN, CSXI, KCS, NS and CP

**Nachtsprung**

Designation for German north/south and vv rail transport, done in 8 - 10 hours at night between the most important transfer points.

**Name-Plate**

Also Decal Panel, Sign Panel.

**Named Cargo Types**

Various types of containers such as automobile (car) containers, livestock containers and others, are built in general accordance with ISO container requirements either solely or primarily for the carriage of a named cargo. Type code numbers have been allocated to cattle carriers (85) and automobile carriers (86) and spare numbers exist for other "named cargo types".

**NB**

Northbound

**NDT**

Non Destructive Test – method employed to aid in the inspection of materials or equipment without causing harm or damage to the parts under observation.

**Neck Ring**

Collar welded into shell upon which the manway lid closes.

**Needle Valve**

Small orifice valve placed in front of pressure indicator, which may be closed in order to avoid pressure on the indicator when not in use (tank safety reason).

**Nested**

Packed one within another.

**Nested Net Weight**

- 1) Weight of article without packing and container.
- 2) Weight of entire contents of vehicle.
- 3) Weight of cargo before containerisation.

**Nesting**

Fitting one article of cargo inside the other to economise space.

**Nesting container**

Containers that can be placed one on another, either wholly or partially, and there in saving on the total cubic displacement.

**Net Weight**

See Payload.

**Non-corrugated steel container**

A metal container fabricated from corrugated steel sheet and with the same characteristics as corrugated steel containers.

**Non-Geared Ship**

Also Gearless Ship.

**Nonreversible pallet**

A pallet designed and constructed to utilize only the top deckboard and does not incorporate a bottom deckboard.

**Non-Self-Sustaining Containership**

A containership that does not have a built-in capability to load or offload containers, and requires port crane service.

**Non-Vessel Operating Common Carrier**

A "Carrier" defined by Maritime Law, offering an international cargo transport service through the use of underlying carriers and under their own a rate structure in accordance with tariffs filed with the Federal Maritime Commission in Washington. The rates filed are required to cover only the port-to-port portion. Specific authority for the NVOCC is given in the Code of Federal Regulations, Title 46, Chapter IV FMC Sub-Part B. entitled, "Regulations affecting Maritime Carriers and Related Activities." General Order 4, Amendment 1, Section 510.21 (d) states: The term "non-vessel operating common carrier by water" means a person who holds himself out by the establishment and maintenance of tariffs, by advertisement, solicitation, or otherwise, to provide transportation for hire by water in interstate commerce as defined in the Act, and in commerce from the United States as defined in paragraph (b) of the section; assumes responsibility or has liability imposed by law for safe transportation of shipments; and arranges in his own name with underlying water carriers for the performance of such transportation whether or not owning or controlling the means by which such transportation is affected.

**Non Vessel Owning Carrier**

An NVOCC is a firm which consolidates and disperses international containers that originate at, or are bound for, inland ports.

**Nonwoven Fabric**

Water absorbent cloth underneath the container roof.

**Nose**

Front of a container or trailer - opposite the tail.

**No Show**

Freight that has been booked to a ship, but has not physically arrived in time to be loaded on that ship.

**No-Tilt Discharge System**

System of discharging free flowing solids from Dry Box Container, without tipping chassis. Prior loading the container floor is covered by long plastic lining placed zigzag. At discharging place the lining is pulled out (rolled on) by electromotor thus slowly discharging all the bulk.

**NSSN**

Abbrev. for National Standard Shipping Note.

**NVOC**

Abbrev. for Non Vessel Owning Carrier - An NVOC is a firm which consolidates and disperses international containers that originate at, or are bound for, inland ports.

**NVOOC**

See Non-Vessel Operating Common Carrier.

- O -

**Obnoxious Cargo**

Cargo that can by its nature contaminate its container, the vessel, or other cargo, for example: hides or fish meal.

**OCP**

- Abbrev. for On-Carriage Point (Port).
- Abbrev. for Overland Common Point. A special rate concession made by shipping lines serving the US. West Coast and by Rail Carriers service the US. West Coast for export and import traffic intended to benefit Midwest shippers and importers by equalising rates to and from other coastal areas and offering these Midwest companies a comparable alternative. The steamship companies lower their rates and the railroads pick up the terminal charges that consist of handling charges, wharfage charges and carloading or unloading charges. The areas considered overland territories are east of and including North Dakota, South Dakota, Nebraska, Colorado and New Mexico.

**OCR**

Optical Container Recognition.

**Off-Hire**

Denotes the last date until and inclusive of which hire charges are to be paid. This date may but must not be identical to the redelivery or drop-off date.

**OHF**

Overheight frame. Attachment to spreader for lifting overheight cargo.

**On-Carriage**

The carriage of goods (containers) by any mode of transport to the place of delivery after discharge from the ocean vessel (main means of transport) at the port (place) of discharge.

**On-Dock-Rail**

Direct shipside rail service. Includes the ability to load and unload containers/breakbulk directly from rail car to vessel.

**On-Hire**

Denotes the date as of which hire charges for a leased container start to count. This date may but must not be identical with the pick-up date.

**"One-trip box"**

may be used to refer to a container which is at the end of its useful life and is to be used to transport goods on a single or final journey.

**One-Way Lease**

Lessee of a container for the forward voyage only; the container being returned to lessor at or near destination.

**OOG**

Out of Gauge i.e. goods whose dimensions exceed those of the container in which they are packed.

**OOR**

Abbrev. for Out Of Roundness. Maximum OOR of Tank Container = inside diameter - 25 mm.

**Open Base**

A raised deck fitting with draining holes used to assist the securing of containers.

**Open Cellular Containership**

A container ship without hatch covers. Also Hatchcoverless Containership, "Open-top" Containership.

**Open Container**

A container with sides and/or ends of bars, grilles, mesh or entirely left open, with or without roof.

**Open-End Flatrack**

A type of Flat-Rack Container. Also called Unibed.

**Open-Frame Container**

These containers do not fully enclose and protect the load, which must be insensitive to rain. Sides may consist of lattice, grilles, bars, or meshing, and the top may be open or fully or partly closed.

**Open-Side Container**

A container similar to Side-Door Container but with doors or shutters opening at least one side from end to end. This type of container is meant to offer the best of two worlds: a completely closed van – yet random direct access for FLT to any part of the load, or load space. Also Open-Wall Container, Side Access Container.

**Open-Top Container**

Container with bottom, side and end walls but having no roof. Also Removable Roof Container, Soft-Top Container, Top Loader.

**“Open-top” Containership**

A container ship without hatch covers. Also Open Cellular Containership, Hatchless Containership.

**Open-Topped Reefer**

Open topped container that is temporarily protected by a removable insulated cover.

**Open-Wall Container**

Container without one or more side walls. Also Open-Side Container, Side Access Container.

**Opening**

Hinged (e.g. hinged door(s) movable (e.g. sliding door) or removable panel designed as a load bearing structure and also designed to be watertight and reasonably airtight.

**Optimum Cube**

The highest level of cube utilization that can be achieved when loading cargo into a container.

**Outboard Row**

Outside row of a containers aboard the vessel.

**OS&D Report**

Overage, Shortage and Damage Report which indicates any discrepancies with quantity or product condition against the container manifest.

**Out Gate**

Transaction or interchange that occurs at the time a container leaves a rail or water terminal. Process of checking a container or trailer out of an intermodal facility. The process includes inspection of the unit, input of data into a computer system. Draymen at the out gate must indicate shipper, vehicle initial and number and assigned pick up security number.

**Outreach**

Working area of a container crane counting from pier to most protruding point at sea.

**Outrigger**

A short crossmember connecting the tunnel rail to the bottom side rail.

**Over-The-Road**

A term used principally in USA designating a road freight carrier or vehicle - 'over-the-road' operation.

**Overall External Dimensions**

The greatest outside dimensions of a container.

**Overall Weight**

Maximum weight of a container or chassis including all fittings, etc. and dunnage.

**Overcentre Tensioner**

See Quick release tensioner.

**Overflow Container**

The remaining portion of household goods that could not fit in the main body of the shipment.

**Overheight Cargo**



Cargo that exceeds the nominal container loading height. Great care should be exercised in loading such cargoes and in any case prior agreement of carrier should be obtained.

#### **Overland Container**

A non-ISO container used in domestic transport only. *Also* Domestic Container, Inland Container. See Eurocontainer.

#### **Overlapping Partial Section**

To remove and replace part of the cross sectional profile of a component over its entire length and width. The replacement portion is overlapped with and fillet welded to the original component. The exterior of the patch is continuously welded to the original component. The interior may be continuously or skip welded with sealer applied to the seams between skip welds.

#### **Overlength Cargo**

Cargo, exceeding the standard (container) length.

#### **Overloading**

Stuffing container with cargo that exceeds the payload capacity.

#### **Overload Protection Switch**

Safety device to switch off the system in case of overloading the motor (Reefer Container).

#### **Overpanamax**

Ship with dimensions greater than 295 m (length), 32,25 m (beam overall) or 13,50 m (max draught).

#### **Over Post Panamax Quayside Container Crane**

The world's first ever container crane with Seismic Isolation System, with outreach over 50 m.

#### **Overwidth Cargo**

Cargo, exceeding the standard (container) width.

#### **Owner's Code**

Four letter codes designating the owner of the container. *Also* Alpha-Prefix, BIC Code.

- P -

#### **PA**

Abbrev. for Porteur Amenage. Name of older road/rail container system in Europe, based on dollies or built-in caster wheels by means of which containers were transferred laterally between p.a. rail wagons and special road delivery vehicles.

#### **Packaging Container**

The container in which the package contents (cargo) are packaged. The following are examples of packaging containers: cartons, boxes, crates, sacks, cans, drums, jars, bottles, jerricans, bags, shrink covers etc..

#### **'Packer's declaration'**

Is a certificate issued by the person or organisation responsible for packing a container.

#### **Packing**

- Stuffing, Vanning.
- The assembly of items in a container, including the necessary supports, cushioning, desiccants, etc. and the weatherproofing, strapping and marking of the container.

#### **Packing List**

Specification list of cargo stuffed in container. *Also* Stuffing Sheet.

#### **Pad**

An area within a parking lot or intermodal terminal designated for a particular type of container or trailer, such as loaded outbound.

#### **Pad Eye**

A type of lash end fitting.

#### **Pallet**

Basic feature in the mechanised handling of freight. Standard size platforms, on which loads can be stacked, constructed so as to give access for the forks of FLT. See Four-Way Pallet, Two-Way Pallet.

**Pallet Box**

Transport container/box with integrated pallet.

**Pallet Pool**

An agreement whereby pool member firm each introduce into circulation pallets of a specific uniform size and construction. Pallets passed by one pool member to another are credited and debited.

**Pallet-Wide Container**

40' container, 2,50 m wide allowing stuffing of 24 Euro pallets instead of 21 that can be stuffed into ISO container 8' (2,44 m) wide. *Also* Eurocontainer, Euro-Pallet Box, Superbox, Supercube. See Domestic Container, Inland Container, Overland Container.

**Palletization**

Loading of uniform packages onto pallets in accordance with a predefined packing plan. For reasons of stability this should be done in such a way that the load items interlock.

**Palletized**

Cargo which has been grouped into a single cargo unit. Better rates are generally available for packing containers with palletized loads in the case of LCL (Less than Container Load), as a pallet load can be better handled with ground conveyors (q.v.) than individual items.

**Panamax Vessel**

A vessel specially constructed to pass through Panama Canal (LOA 295 M, Beam 32,25 M, Draft 13,50 M). Containerships that can transit the locks of the Panama Canal. They can accommodate up to 5,000 standard containers, whereas up to 15,000 standard containers will fit on to the larger containerships of the post-panamax class.

**Panel**

Material used to cover the interior and exterior surface of container. *Also* Cladding, Sheeting.

**Panel Edge Profile**

A profile that closes off the edge of an insulated panel, usually a door panel.

**Panel-frame**

A profile that frames the door, usually an insulated type.

**Panel Inner Cladding**

Inner lining panel of an insulated panel.

**Panel Joint Capping**

Curved moulding or angle that closes off between insulated side wall and roof panels.

**Panel Joint Profile**

A profile that secures the panel joint capping to the side wall and/or roof panel.

**Panel Outer Cladding**

The material on the outside of an insulated panel.

**Partial Containership**

A ship with a portion of its cargo space specially designed and equipped for the exclusive carriage of containers without associated equipment. Remainder of cargo space is available for noncontainerized cargo. This ship may or may not be a self-sustaining containership. *Also* Semi-Containership.

**Partial Refurbishment**

To remove localised corrosion and repaint the surface of the equipment fully or partially.

**Partlow Chart**

A chart that indicates the temperature reading in a reefer container.

**Partlow Recorder**

The Partlow recorder is a mechanical temperature recorder. Unlike the microprocessor data logger, the technician can read the real time as well as the historical temperature readings from the chart immediately without downloading the data into handheld computer. It greatly help the technicians to understand the potential problem and rectify it at the right time. Carriers also use the Microprocessor Data Logger as a backup device.

**Patch**

A piece of the same material of original cladding, usually riveted and sealed on the cladding to cover damaged cladding.

**Payload**

Cargo weight/measurement on which freight is paid. *Also* Net Weight, Net Cargo Weight.

**PCTC**

Abbrev. for Pure Car Truck Carrier. Vessel constructed for carrying empty vehicles only.

**PCU**

Abbrev. For Product Containment Unit i.e. an emergency containment vessel (ISO certified) for up to 35.000 litres of product should the tank container system be compromised in any way

**PDS**

Abbrev. for Position Detecting System.

**Pedestal**

See Levelling pedestal.

**Pelican Hook**

A one-piece hook assembly used to connect a tensioner to D-ring or lashing plate (used for cargo securing).

**Pen Container**

Container for carrying livestock. *Also* Cattle Container, Livestock Container.

**Penguin Hook**

A corner casting insert that provides a hook for a lash eye end.

**Per Container Rate**

Rates and/or charges on shipment transported in containers or trailers and rated on the basis of the category of the container or trailer.

**Per Diem Rate**

*Also* Daily (Rental) Rate, Per Diem Fee.

**Percentage Redelivery Allowance**

Agreed quantity of containers that Lessee can return to leasing company depot during one-month period. *Also* Interchange Ratio, Maximum (Monthly) Redelivery Quantity, Return Limitation.

**PEU**

Abbrev. for Platform Equivalent Unit (1 PEU = 4 - 5,8 TEU). Unit of capacity of Double-Stack Rail Car i.e. special flat rail car capable of carrying containers two high.

**PES**

Periodical Examination Scheme of containers carried out at intervals not exceeding 30 months, unless the container is new in which case the first examination should be carried out within 5 years of the date of its manufacture. Examinations under an ACEP are required to be carried out after any major repair, refurbishment or on-hire/off-hire interchange, but at intervals of no more than 30 months.

**PFB**

Abbrev. for Port Feeder Barge i.e. in-port , geared container barge for intra-terminal shifting of containers from road to waterway.

**Pick/Pack**

Picking and packing immediately into shipment containers.

**Pick-Up Charge**

Amount raised by a depot for pool or leasing containers, for handling over the container, placing same on transport and issuing CIR.

**Pickup Number**

A secure number provided to parties listed on the waybill. It allows only those parties to receive a container in order to outgate from our ramp facilities.

**Pick-Up Plate**

Device over the driving wheels of a tractor to receive and hold King-Pin. *Also* Coupler, Fifth-Wheel.

**Pier To House**

Transport of containers stuffed at port of loading and stripped at inland destination. *Also* Pier To Door.

**Pier To Pier**

Transport of containers stuffed at port of loading and stripped at port of discharge. Use of container restricted to ship operation, not intermodal transportation.

**Pig Transfer**

Transfer of freight from a van to railroad trailer equipment.

**Pig Yard**

A railroad parking yard where trailers are loaded and unloaded from trains.

**Piggy-Back**

The hauling of road vehicles and/or trailers on railway flat cars. See COFC, Huckepack, Kangaroo, TOFC.

**Piggy Packer**

A mobile container-handling crane used to load/unload containers to/from railcars.

**Pigs**

A railroad term for trailers loaded on flat cars.

**Pillow Tank**

Collapsible inlets for transport of liquids, granulates, etc. in containers. A/so CLB, y, FIBC, Flexitank, Flexo-Drum, Inlets, Liner Bag.

**Pin**

(Hinge Pin) Hinge component attaching the blade to the lug.

**Pinlock**

A stacking fitting locked into a corner casting by a pin that projects through a side hole of the corner casting into the cone of the stacking fitting.

**Pivoting Lintel**

Moveable transverse upper rail on end side of Open-Top Container. A/so Detachable Header, Moveable Upper Beam, Swinging Header.

**Placard**

A sign or symbol designed to be hung on a wall, container or vehicle containing warning information to convey the level of hazard.

Placards are, in accordance with the dangerous goods stipulations of the IMDG code, adhesive placards that indicate to all parties concerned what type of dangerous goods are being transported. They differ from labels in terms of size, although labels have the same purpose.

Placards of at least 25x25 cm must be attached to the outside of the container or vehicle.

Labels of a size of 10x10 cm must be attached to each package to be transported

**Placard Holder**

Device used to secure or attach a placard.

**Place of Acceptance**

See POA.

**Place of Delivery**

See POD.

**Place of Receipt**

See POA.

**Place of Rest:**

The term "Place of Rest" as used in the Containerised Cargo Rules means that location on the floor, dock, platform or doorway at the CFS to which cargo is first delivered by shipper or agent thereof.

**Plain Flat Container**

Container base and corner posts, loose stanchions or runners for sides and ends notwithstanding.

**Plain Van Container**

Another name for a General Purpose Container.

**Plank**

A solid or laminated hardwood or softwood board.

**Platen**

A) A flat plate or a roller which brings the shipping container in contact with compression testing machine.

B) The wide blades of a pushpull liftruck.

**Platform Based**

Term applied to deep base structures similar to the structures of platform (containers) necessary in containers without side walls, i.e. open sided.

**Platform Based Container Open Sided**

This is a general term applied to any general cargo container which does not have rigid side walls or equivalent structures capable of withstanding all of the loads that may be withstood or transmitted by a side wall of a general purpose container and which, for this reason, has a base structure similar to that of a platform (container).

**Platform Based Container Open Sided - with complete superstructure**

(See ISO 1496/6 c) Platform based container, having a permanently fixed longitudinal load-carrying structure between ends at the top.

Note: the term "load" as used refers to a static/dynamic type of load, not a cargo load.

Containers of this type have the following type codes:

65 for those having a rigid roof and rigid end walls (open sided);

54 for those having an open top and rigid end walls;

55 for those having an open top and open ends (skeletal).

**Platform Based Container with incomplete superstructure and folding ends**

Platform based container with incomplete superstructure, but having folding end frames with a complete transverse structural connection between corner posts. Containers of this type have typecodes 63 and 64.

**Platform Based Containers with incomplete superstructure and folding ends**

(See ISO 1496/6a) Platform based container without any permanently fixed longitudinal loadcarrying structure between ends other than at the base. Containers of this type have typecodes 61 and 62.

**Platform Body**

A truck or trailer without ends, sides or top but with only a floor.

**Platform Container**

(See ISO 1496/5): Loadable platform having no superstructure whatever but having the same length and width as the base of a container of the same series and equipped with top and bottom corner fittings, located in the plan view as on containers of series 1, so that some of the same securing and lifting devices can be used. Containers of this type have type code 60.

**Platform Equivalent Unit**

Abbrev. for PEU. (1 PEU = 4 - 5,8 TEU). Unit of capacity of Double-Stack Rail Car, i.e. special flat rail-car capable of carrying containers two high.

**Platform Semi-Trailer**

Semi-trailer without superstructure often equipped with fixed or retractable twistlocks or locating pin and tie-down rails or rings so as to permit alternative use for containers and certain other cargoes such as steel, timber.

**Plug**

A lash end fitting that is inserted into the corner casting.

**Plymetal**

Panel construction consisting of a plywood core and galvanised steel or aluminium facing.

**Pneumatic Dunnage**

Reusable rubber or synthetic material or non-reusable paper bags capable of maintaining specified air pressure. Used in transportation vehicles, per AAR commodity and loading publications, to fill lengthwise and/or crosswise voids.

**POA**

Place of Acceptance. Where the goods are received for transit and Carrier's liability commences. (Now more usually called a POR).

**Pocket Wagon**

A rail wagon with recessed pockets to accept the road vehicles of semi-trailers, and sometimes, a swap body.

**POD**

Place of Delivery. Where goods are delivered and Carrier's liability ceases.

**Point of Rest**

Means that area at the terminal which is assigned for the receipt of containers, trailers or other cargo carried on board container or ro-ro vessels, and from which inbound containers, trailers or other cargo may be delivered to the owners or to which outbound containers, trailers or other cargoes are delivered for shipment.

**Point-To-Point Transport**

See House To House.

**Point Value**

The point value can be seen as the relative value of an empty container of a certain size type in a depot location. The system serves to quantify the imbalance costs resulting from a full container move and are the result of empty optimization calculations. Point values are created on forecasted container flows between depot locations. They are calculated taking into account a.o. the forecasted imbalances plus repositioning, storage and container costs for empty moves and expressed in USD.

Note: In the various computer systems point values are used to calculate the imbalance charge or credit for a particular container flow. This charge or credit is the difference in point values between start and end depot location.

**Polarstream**

The name for a liquid Nitrogen refrigeration system.

**Polyurethane**

Insulation that can be in "block" or "poured" or "frothed". Made up of minute cells containing Free Gas.

**Polyurethane Foam**

Used to insulate refrigerated containers. It is also known as construction foam.

**Pool Container**

Container available to any partner in a pool, on predetermined conditions set out in the pool contract or pool participation agreement.

**Pontoons**

A container consisting of a rectangular base only. See also Bolsters, Flat, Flat-Tainer, Platforms.

**POR**

See POA.

**Portal Crane**

A type of gantry crane with vertical legs with sufficient height and width to permit vehicles or railroad equipment to pass between the legs.

**Porta-Lift**

Hydraulic handling vehicle for containers and certain flats for movements in yards as well as loading and unloading of RO/RO ships.

**Portable Cone Recess**

A base for inserting Stacking Cones to accommodate first tier of containers on deck. Also Base Socket, Foundation.

**Portable Temperature Recorder**

A battery powered self-contained temperature recording device that is independent of a reefer container's cooling equipment. One or more units are placed in a container (usually by the supplier) when the cargo is loaded. During transit, the temperature of the air inside the cargo container is continuously recorded on a roll of paper, e.g. the Ryan tape. When the cargo is unloaded at its final destination, the unit is removed by the consignee, who usually opens the unit and removes the tape. The unit can be sent to the manufacturer for testing and authentication of its accuracy.

**Portainer**

- Trademark name for Quayside Container Crane manufactured by Paceco.
- Name commonly given to all gantry cranes.

**Porthole Container**

A Reefer container having two porthole shaped apertures at the front for coupling to a ship or terminal cooling system.

Refrigerated containers without a separate refrigeration unit:

Porthole refrigerated containers, also called insulated or CONAIR containers, do not have their own refrigeration unit. They are thus reliant on an external supply of cold air. This is achieved by refrigeration units of various types, permanently installed on the ship, permanently installed in the terminal or clip-on units

for individual containers.

Porthole containers are thermally insulated and have two sealable openings on the end walls (the portholes) through which cold air can be blown into the container and warm air can be extracted. The cold air is forced through the lower opening into the container, then distributed throughout the load via the T-bar floor, and subsequently flows through the load to the top of the container and is extracted through the upper opening.

**Positioning**

Placing containers where needed. See Dead Heading, Dispositioning.

**Positioning Arrows**

Directional markings printed on shipping containers to indicate the direction it is to be loaded.

**Positioning Cone**

A cone on hatch covers for securing the first tier of containers. Also Base Socket, Deck Socket.

**Post Extenders**

Extenders of 1, 2 & 3ft lengths that can be located in the folded end corners of the standard flatrack and used in various combinations to create a reduced height/half height unit or fitted to the top castings of the erected endwalls to extend the height up to 11ft 6in depending on requirements.

**Post-Panamax Vessel**

A vessel specially constructed to pass through Panama Canal after canal expansion scheduled for 2014 (LOA 366 M, Beam 49 M, Draft 15 M).

**Post Socket**

Deck socket with a circular shaped hole.

**Post Stacker**

Stacking fitting that can only be used at the base of a stack and which fits into a post socket.

**Pot**

A sunken deck socket into which a lashing is connected.

**Power Box**

A van equipped with self-contained diesel generators to provide auxiliary power for reefers over and above the normal reefer compliment of the vessel.

**Power Pack**

An auxiliary power unit that supplies the refrigerated or heating unit of controlled temperature containers.

**Precarriage**

The carriage of goods (containers) by any mode of transport from the place of receipt to the port (place) of loading into the ocean vessel (main means of transport).

**Pre-Cooling**

A process employed in the shipment of citrus fruits and other perishable commodities. The fruit is packed and placed in a cold room from which the heat is gradually extracted. The boxes of fruit are packed in containers that have been thoroughly cooled and transported through to destination without opening the doors.

**Pressure Indicator (Manometer)**

Optional device that indicates tank internal pressure.

**Pre-fabricated Lashing Belts**

These are ready-made lashing belts with hooks and tensioning elements sewn in.

**Pre-Trip Inspection**

Abbrev. PTI. Checking the functionality of Reefer container prior its employment.

**Preslung Cargo Units**

In order to accelerate unloading, the strops used on loading are left on the cargo units. This then makes slinging unnecessary when discharging the cargo.

**Prime Mover**

Vehicle used for transporting containers. Also Tow-Tractor, Tractive Unit.

**Primer**

First coating(s) of paint applied to metal surface to prevent corrosion. On steel, this normally is zinc rich type paint.

**Principal Carrier**



The Carrier issuing a CTD (regardless of whether or not goods are carried on his own or consortium member's vessel.

**Produce Carriers**

Containers designed primarily for transport of bagged cargo such as onions, potatoes and garlic. Usually available in 20' units with tarpaulin sides which makes loading easier and the internal grills prevents the cargo from shifting or leaning against the tarpaulin whilst in transit.

**Production Run Containers**

To build multiple amounts of a specific container typically done under contract or through a purchase order.

**Production Units**

Identical containers built under conditions which duplicate, insofar as is practicable, the conditions under which the prototype was built.

**Product Residue**

Residual substance from previous cargo remaining on interior or exterior of tank and/or fittings and accessories of tank.

**Proof Load**

A test load applied to a container securing device during production testing. Generally, the proof load is the safe working load of the device multiplied by a factor of 1.1.

**Protective Seal Cover**

A rubber piece of hardware for protection of seals. *Also* Customs Flap, Seal Protection Cover.

**Protim Salts**

For treatment of timber against wood boring insects.

**Prototype**

A representative unit of a series of identical containers built under conditions which duplicate, insofar as practicable, the conditions under which all of the containers in the series are to be fitted.

**Prototype Securing Device**

A representative unit of a series of container securing devices or fittings.

**PSI**

Abbrev. for Pre-Shipment Inspection.

**PSL**

Abbrev. for Practical Storage Lives (of temperature controlled cargo).

**PTFE**

Abbrev. for Polytetrafluorethylene (Teflon). Material for Seals and Gaskets.

**PTI**

Abbrev. for Pre-Trip Inspection. Testing the working condition of Reefer container cooling system prior to his use/delivery to Merchant.

**PU**

*Also* P.U. Pick-up: The physical receipt of an empty container from e.g. a leasing company's depot.

**pu&d**

PU&D is the acronym for pick up and delivery relating to the transportation industry.

**PUP**

A short semi-trailer used jointly with a dolly and another semi-trailer to create a twin trailer.  
A 28' trailer, used mostly in less than truckload business.

**P to P (Port to Port)**

Marine carriage only (as opposed to Combined Transport).

**PWC**

Abbrev. for Pallet Wide Container.

**PWHC**

Abbrev. for Pallet Wide High Cube Container.

## **QE**

Quarantine Entry must be lodged by the importer or his agent for any container that is subject to quarantine. See AQIS.

## **Quad Tier**

The addition of a 4th tier of containers above deck on a ship. Originally designed for 3 tiers, research indicated some vessels could be stowed with 4 tiers above deck.

## **QUADCON**

A quadruple container box 57.5 inches long by 96 inches wide by 96 inches high with a steel frame, pallet base, and ISO corner blocks. Four of these boxes can be lashed together to form a 20-foot ANSI/ISO intermodal container.

## **Quadruple Container**

See QUADCON.

## **Quadruple Stacker**

A stacking fitting connecting four corner casting (each belonging to different container).

## **Quay; Pier; Dock**

A berth is that part of a pier or quay used for vessel to tie-up. The dock is the area used to discharge or assemble cargo.

## **Quay Fitting**

The technique of inserting twistlocks upside down into the base of a container before loading on to the ship.

## **Quaiside Container Crane**

See Portainer.

## **Quarantine control area**

An area where inspection, treatment and other quarantine action can be undertaken under quarantine control and includes quarantine stations, wharfs, terminals, container break-bulk depots and approved places for performing quarantine.

## **Quay Trailer**

A specially built trailer for in yard manipulations only.

## **Quick Release Lashing Device**

A device for securing cargo, easy for handling.

## **Quick Release Tensioner**

Tensioner designed primarily for use with wire lashings.

## **Quick-Tate**

A patented tensioner.

## **Quoin**

Shaped timber wedge used to secure barrels against movement.

## **Quarter Stern Ramp**

See Stern Angled Ramp.

- R -

## **R & R**

Abbrev. for Repair & Refurbishment.

## **Racking**

The deformation of the container end frame in shear, or similar cross-sectional deformation in other aspects e.g. ships.

Distortion of the container end or side due to horizontal forces.

## **Racking Force or Load**

Resultant force from the horizontal static and dynamic forces from ship motion, the securing forces from lashing or shoring and the self-racking force of the container in question.

**Radio Frequency Data Communication (RFDC)**

Hand-held or vehicle mounted units that send and receive messages by radio frequency. Information from the units is displayed on a screen for workers. It allows real-time, two-exchange of data between terminals, one often mobile and the other a host computer at a distant location.

**Radio Frequency Identification (RFID)**

The use of small radio transponders which are activated by a reading transmitter. The transponder can carry a unique ID code or other information in its memory, and can be read at a distance without line of sight.

**Radio Frequency Terminals (RF Terminals)**

A wireless portable device used to interact with a remote host computer.

**RAG/OPEN TOP**

A piece of equipment with a removable canvas top and roof support bows used for loading odd-size equipment.

**Rag Top**

A slang term for an open-top trailer or container with a tarpaulin cover.

**Rail Container Crane**

This is a Container Lifter made by MiJack and is called a 'Piggy Packer'.

**Rail Doubling Plate**

An additional plate attached to the container roof, adjacent to the top corner fittings, providing protection from misuse of spreader equipment.

**Rail Grounding**

The time that the container was discharged (grounded) from the train.

**Rail Gusset**

Reinforcement plate – either between the corner fitting and the side or end rail, or – inside the front and rear lower rail.

**Rail Loading Gauge:**

- A Gauge – Total height wagon + ITU 3,85 above the rail and 1,28 m on either side of the track axle (UIC).
- B Gauge – Total height wagon + ITU 4,08 above the rail and 1,28 m on either side of the track axle (UIC).
- B+ Gauge – Total height wagon + ITU 4,18 above the rail and 1,36 m on either side of the track axle (UIC).
- C Gauge – Total height wagon + ITU 4,65 above the rail and 1,45 m on either side of the track axle (UIC).

**Rail Mounted Gantry Crane**

A gantry crane mounted on rails. Also Rail Mounted Transtainer.

**Rail Pig**

A railroad owned container.

**Rail Yard**

Location where rail cars are concentrated for loading and unloading of containers.

**Railhead**

Location for loading and unloading containers at railroad terminal.

**Rails**

Main horizontal frame components attached to corner fittings and corner posts at top and bottom of container.

**Railway Approval Decal /UIC**

Certification that the tank container has been approved in accordance with UIC-Codex. The country of registration is displayed on the bottom half of the marking.

**Rain Gutter**

Part of, or attachment to, rear (door) header to divert water away from door frame.

**Raised Deck Socket**

A deck socket projecting above the ship's structure, which does not project below the deck plating.

**Ramp**

- An artificial inclined path, road or track along which wheeled vehicles cargo and trailers may pass for the purpose of changing their elevation.
- Railroad terminal where containers are received or delivered and trains loaded or discharged. Originally, trailers moved onto the rearmost flatcar via a ramp and driven into position in a technique

known as "circus loading." Most modern rail facilities use lifting equipment to position containers onto the flatcars.

#### **Ramp-To-Door**

A movement where the load initiates at an origin rail ramp and terminates at a consignee's door.

#### **Ramp-To-Ramp**

A movement of equipment from an origin rail ramp to a destination rail ramp only.

#### **RAT**

Abbrev. for Remote Automatic Twistlock. RATs are locked and unlocked automatically via radio signals from a handheld remote control device or from a crane cab. All four locks on a container can be locked or unlocked simultaneously.

#### **Rates**

In the transport of goods by vessel or truck or rail, rates are set up on two bases. They are known as "class" rates and "commodity" rates.

A Class Rate is a rate stated, not on an article but on a symbol, which represents many articles. A Commodity Rate is a rate stated on a specific commodity or description of traffic. In a trade in which there are both class and commodity rates, an article on which a commodity rate is stated may come within a class description in the class rates. Because the existence of a commodity rate indicates that special consideration has been given to the article for rate purposes the commodity rate takes preference over the class rate.

Whether charges in a trade are based only on commodity rates or on both commodity and class rates, there is a catch-all description of traffic for shipments that come under no specific description in the classification or list of commodity rates. The description is usually "Cargo, N.O.S." (not otherwise specified). This is known as general cargo rate and is usually higher than the rates on most commodities, for the carrier cannot know exactly what kinds of goods "not otherwise specified" will be offered for transportation.

The rate charged for transportation by a through route is called a "through rate."

The rate charged for transportation over the line of one carrier is called a "local" rate. When the rate is the sum of the local rate of the two or more carriers for their respective segments of the through route plus an amount to cover the cost of transfer at the transshipment points, such rates are called "combination through rates". When the through rate is lower than the combination of local rates, it is called a "joint rate."

Proportional rates are those applying on traffic originating and/or beyond the points to which such rates apply.

#### **Rating**

Maximum gross weight (mass) of the container including its own weight. *Also* MGW (MGM).

The term "weight" is still widely (but incorrectly) used instead of the form "mass".

Rating (R) This is the maximum permissible combined mass of the container and its contents, i.e. the maximum operating gross mass. Ratings are given in ISO 668.

Tare Mass (T) Mass of empty container including all fittings and appliances associated with a particular type of container in its normal operating condition, i.e. in the case of a mechanically refrigerated container: with its refrigeration equipment installed and, where appropriate, full of fuel. The term "tare" is synonymous with the term "tare mass" and the more commonly (but incorrectly) used term "tare weight".

Payload (P) Maximum permitted mass of payload (including such cargo securement arrangements and/or dunnage as are not associated with the container in its normal operating condition), determined by subtracting tare mass (T) from rating (R).

#### **RCHM**

Abbrev. for Robotic Container Handling Machine.

#### **RDT**

Radio data terminal.

#### **RE**

Abbrev. for Repair Estimate.

#### **Reach Stacker**

Tractor vehicle with front lifting equipment for stacking and moving containers or swap bodies.

#### **Re-align**

- To remove or unfasten a component, usually doors, and refit to bring into alignment.
- To move chassis tandem into align.

#### **Rear Frame**

The frame of the container face containing the end door, including the rear corner fittings, corner posts, header and sill. *Also* Door Frame.

**Rear Frame Top Crossmember**

Also Door (Frame) Header, Rear Header, Rear Top Rail.

**Rear Side**

Also End Side i.e. the side on which the door (bottom discharge) are.

**Rear Sill**

The lower transverse member (or rail) of the rear end frame joining the bottom corner fittings.

Also Door Frame Bottom Crossmember, Rear Bottom Rail.

**Receiving Date**

Date from which containers will be accepted for a particular voyage.

**Recessed Lashing Ring**

A device for securing the cargo.

**Recommended Load Volume**

See RLV.

**Reconditioning**

An act of returning the container in the condition as when leased out. Also Refurbishing.

**Reconsignment**

1. Reloading the contents of a railcar, van, or container at a station to enable resorting for export or import
2. Any change, other than a change in route, made in a consignment before the arrival of goods at their billed destination.

**Redelivery**

An act of returning the container from lease. Usually as CIR is issued to state the redelivery condition.

**Reefer**

A controlled temperature container. Also Cooltainer, Refrigerated Container. ISO differentiate:

- Mechanically Refrigerated (ISO type code 31), allowing the temperature control from outside
- Expendable Refrigerant (ISO type code 30), cooled from inside by means of "Dry ice" or similar.

**Reefer Outlet**

Air ducts on Porthole Container.

**Reefer Tank**

A type of Tank Container capable of controlling temperature from -20° up to +50°C.

**REFCON**

Abbrev. for Remote Reefer Container Monitoring System. Any temperature or other irregularities within the container unit triggers an alarm in the reefer control office, which dispatches a mechanic to investigate the problem.

**Refrigerated Container**

Container built with insulated walls, including doors, floor and roof, where provided, using a source of cold other than a mechanical or 'absorption' unit which is capable of lowering the temperature inside the container and thereafter maintaining it, in accordance with such conditions as may be required.

**Refrigerated Container (expendable refrigerant)**

Thermal container using a means of cooling, such as ice, or dry ice, with or without sublimation control, or, liquefied gases, with or without evaporation control. It is implicit in this definition that such a container requires no external power supply or fuel supply. Containers of this type have type code 30.

**Refrigerated and Heated Container**

Thermal container served by refrigerating appliance (mechanical or expendable refrigerant) and heat producing appliance. Containers of this type have type code 32.

**Refurbishment**

General repair/reconditioning of container.

**Re-glass**

To repair surface and veneer cracks or damage to GRP panels.

**Regroupage**

The process of splitting up shipments into various consignments (degroupage) and combining these small consignments into other shipments (groupage).

**Rehandling**

Moving containers aboard in order achieve better stability, better discharging order etc.

**Reinforcing Pad**

An additional piece of material used to strengthen or distribute concentrated forces.

**Reinspection Decal**

Decal placed on CSC plate and stating next required inspection date. Lately replaced by ACEP decal.

**Relative Humidity**

Relative humidity is derived from the ratio of absolute moisture content to saturation content.

Depending on its temperature, air can absorb different quantities of water vapor until it is saturated (100% relative humidity). Absolute humidity (moisture content) is the quantity of water actually present in the air and is measured in grams per cubic meter (g/m<sup>3</sup>). Relative humidity expresses as a percentage the quantity of water vapor the air has at a specific temperature, relative to its saturation content.

If, for instance, air at 20°C has an absolute humidity of 12.1 g/m<sup>3</sup>, it will have a relative humidity of 70%. If air has reached its saturation content at 20°C, it has absorbed 17.3 g/m<sup>3</sup> of water.

**Relay**

The transfer of containers from one ship to another when both vessels are controlled by the same network (carrier) manager.

**Relay Port**

Port where vessels discharge containers, which are then loaded to another vessel to reach their final destination.

**Relay Van**

A van arriving on one vessel into a port and reloading on to another to reach its ultimate destination.

**Release Note**

Abbrev. RN. Receipt signed by customer acknowledging delivery of goods.

**Relocation**

Movement of empty containers from one location to another; relocation. See Dead Head.

**Re-mark**

To replace markings.

**Remove and Dispose**

To remove and dispose of debris, dunnage or packing material.

**Removable equipment**

Refrigerating and/or heating appliance which is designed primarily for attaching to or detaching from the (thermal) container when transferring between different modes of transportation.

**Repair Estimate**

Abbrev. RE. Also ECR.

**Replacement Value**

Also Replacement Cost. An agreed amount that Lessee is due to pay to Lessor as compensation for destroyed or lost equipment.

**Re-rate**

To modify data relating to maximum gross weight or tare weight on any data plate or weight marking.

**Re-Shipment**

Goods reshipped under conditions which do not make the act subject to the reconsignment rules and charges of the carrier. (See Diversion)

**RE-STOW**

A container, which requires unloading and reloading aboard the same vessel during the stevedoring sequence of events.

**Restrained**

An article that is not contained, but is prevented from tipping or shifting.

**Restraint Capability**

Ability of the container to withstand those longitudinal accelerations which may be encountered in service when a container is secured by features in its base structure to an item of transport equipment.

**Restraint MILVAN**

MILVAN with a mechanical load bracing system designed for transporting ammunition.

**Restraint Track**

Cargo tie-down fittings located on walls or floor for attachment of straps or other devices to restrain movement of cargo. *Also* Cargo Lashing Rail (Strip), Logistic Track, Stiffener.

**Retain Paper**

Rough paper used between stowage blocks of fiberboard containers with smooth exteriors to prevent sliding or shifting.

**Retainer**

A female part keeping door handle in a closed position. *Also* Handle Lock (Retainer).

**Retaining Strip**

A galvanised steel or aluminium strip secured to the door frame holding the door gasket in position.

**Return Air**

Air warmed by the container cargo delivered to the evaporator.

**Return Air Temperature**

Temperature of the air which is drawn off from the refrigerated hold/container. The return air temperature is controlled during refrigeration.

**Return Limitation**

Agreed quantity of containers that Lessee can return to leasing company depot during one-month period. *Also* Monthly (Maximum) Redelivery Quantity, Percentage Redelivery Allowance, Interchange (Redelivery) Ratio.

**Revenue Empty**

Movement of an empty container or trailer that generates revenue for the railroad. Done for repositioning purposes.

**Reversible Pallet**

Pallet with equal upper and bottom face, both capable of carrying cargo. *Also* Double-Decked Pallet, Double-Face Pallet.

**Reversible Stacking Cone**

A single stacker that can be used either way up.

**Reverse IPI**

An inland point provided by an all-water carrier's through bill of lading in the U.S. by first discharging the container in an East Coast port.

**RFID**

Radio Frequency Identification. The use of small radio transponders which are activated by a reading transmitter. The transponder can carry a unique ID code or other information in its memory, and can be read at a distance without line of sight.

**RFR**

Abbrev. for Reefer.

**RID/ADR Decal**

Signifies container design approval verified in accordance with European road and rail code requirements.

**Right-Lock Twistlock**

A twistlock which is locked when the handle is pointing to the right.

**"Rigid Loading"**

means exactly what it says: the load must be secured on or in a cargo transport unit in such a way that it is unable to move. If this demand is met, the load is unable to topple, fall down or become damaged/cause damage in any way. However, the term does not specify the method of securing that is to be used.

**Rigidity**

Ability of a container to withstand either transverse or longitudinal racking loads of stated amounts, resulting particularly from ship movement.

**RLV**

Abbrev. for Recommended Load Volume. RLV refers to the suggested maximum cube to use in calculating a full container load. The RLV can be about 10-15% less than the container capacity, depending on the export pack dimensions.



**RMG**

Rail-Mounted Gantry Crane.

**RMU**

Abbrev. for Remote Monitoring Unit a waterproof device positioned on Reefer container for monitoring temperature up to 60 days. Can be connected to CMS (Central Monitoring System) on terminal/vessel that is usually connected to a computer.

**RN**

Release Note. Receipt signed by customer acknowledging delivery of goods.

**Roadability Check**

This service is provided by the Port for inspection of containers and chassis to ensure satisfactory condition before release to an inland carrier.

**Road Dirt**

General term for dirty film build up on exterior of tank container that accumulates during transport and storage.

**Road-Rail Wagon**

German - SSW (Schiene-Strasse Waggon). A special semi-trailer equipped with two pair of rail dollies enabling its move on rail tracks too.

**RoadRailer**

Semitrailer specially designed to travel both on highway and on rails.

A standard 45' dry van fitted with a hydraulically adjusted bogie between the rear axles. The unit is thus bi-modal and can operate on either rail or road.

**Roadside**

Container left side. Opposite of Curbside.

**RO CON**

A system of discharging bulk cargoes from Open-Top Container by mean of special device (Ro Con Rotator) mounted on Spreader that turns the container for 180° around its longitudinal axis.

**ROD**

A lashing constructed out of solid metal alloy.

**Rolled**

A container is considered rolled if the booking changes from one vessel to another (or from one Port to another) once the container is received into the yard. The Rolled Container Fee will apply for all rolled containers, whether or not the container is moved. Charges are assessed against the booking carrier.

**Roller Jack**

See Container Jack.

**Rolling**

The side-to-side rocking movement of a ship.

**Roll-On/Roll-Off**

Term applied to vessels with facilities for the trailers being driven on and off the vessel by tractor power. Abbrev. RO/RO.

**Roll-Trailer**

A special trailer for carrying cargo/containers on RO/RO vessels.

**Rolux System**

A new concept of carrying RO/RO cargoes on special trailers composed of hydraulic Bogies with eight wheels and cassette i.e. special frame on which cargo rests after bogie has been lowered and pulled out. Dim: 12,5 M x 2,6 M x 0,855 mm, tare 4,5 T, capacity 50 T.

**Roof**

Assembly forming the top closure of the container limited by the headers and the top side rails.

**ro-mo**

Truck-on-train service.

**Roof Bows**

A members mounted transversely across the top of the interior of a container and either forming part of a rigid roof structure or supporting a flexible, removable cover.

Steel or aluminium frame construction in conjunction with removable wooden/aluminium gates that hold the tarpaulin of a truck, trailer, semi-trailer or a swap body. This type of open-sided construction is sometimes known as a tarpaulin truck.

**Roof Bow Securement Device**

A device at the top rail to support the ends of the Roof Bow.

**Roof Cladding**

Also Roof Panel, Roof Sheet.

**Roof Hatches**

Opening on Bulk Container for loading cargo. Also Filling Opening.

**Roof Load**

External combined static and dynamic load imposed on the roof of a container.

**Roof Panel**

An individual flat or corrugated sheet contained in the roof.

**Roof Rail**

Longitudinal structural member situated at the top edge on either side of a container.

**Roof Reinforcement Plate**

Additional plate in vicinity of upper corner blocks for preventing damages by Spreader cones. Also Capping Angle, Corner Protection Plate, Doubler Plate, Misalignment Protection Plate, Strikeplate.

**Roof Sheet**

Roof panel. Also Roof Cladding.

**RO/RO**

Abbrev. for Roll-On/Roll-Off. A vessel designated for carrying so called Wheeled Cargo. Cargo ship on which the mobile cargo can be rolled directly on and off board (by lorry, trailer, etc.) by means of bow, stern and side doors (ramps). In contrast to this, cargo loaded and discharged on other cargo ships by means of their own or external loading tackle (vertical handling).

**Rotary Gauge**

A device, which provide visual indication of the amount of gas in a tank container. Also used in filling the tank to the proper liquid level.

**Rough Terrain Container Crane**

The RTCC is used to transfer 20 and 40 ft. ANSI/ISO containers weighing up to 67,000 lbs. from one mode of transportation to another or to the ground. It is also used to load and unload slinged palletized projectiles weighing up to 15,000 lbs.

**Round Trip Lease**

Type of Spot i.e. Trip Lease Agreement.

**Round Turn**

Hawsers, ropes or belts wound around an item. On the one hand as a basis for forming a knot, on the other hand as a method of lashing. Unfortunately, round turn lashing is a widespread "securing method". It is absolutely unsuitable for securing a cargo as the cargo can move "freely" in the loop and no securing effect is thus achieved.

**RSC**

Reach Stacker Crane.

**RTCC**

See Rough Terrain Container Crane.

**RTCH**

Rough Terrain Container Handler.

**RTE**

Abbrev. for Rail Transfer Equipment. Also R.T.E. Syn. for Side-Loader.

**RTG**

See Rubber Tyred Gantry Crane.

**RTLS**

Abbrev. for Real Time Locating System that combines aspects of a DGPS position detection system (PDS) with RFID-based RTSL technology.

**RTSI**

Reefer Technical Standing Instruction.

**RTW Service**

Abbrev. for Round The World Service.

**Rubber Cushion**

Flexible bags positioned within the stow and inflated so that movement of cargo might be prevented. Also Cushion, Inflatable Dunnage.

**Rubber Tyred Gantry Crane**

Also Overhead Crane, Transfer Crane, Travel Crane, Yard Crane.

**Rubber Wheel Interchange**

Containers or trailers that are interchanged between two railroads by means of drayage.

**Running Gear**

- The bogies attached to a semi-trailer and/or chassis.
- Complementary equipment for terminal and over-the-road handling containers.

**Rupture Disc Device**

A non-reclosing pressure relief device on tank container actuated by inlet static pressure and designated to fail at a set pressure by bursting the disc. Also FRANGIBLE DISC.

- S -

**Saddlepak**

Product term used to describe corrugated dunnage use in product protection of single skids positioned in the center of a trailer, container or rail car.

**Safe Working Load (SWL)**

The design breaking load of a securing device divided by an appropriate safety factor given in Table 19.2.(1). The maximum resultant load upon a component is not to exceed this load.

**Safety Approval Plate**

CSC Safety Approval Plate required by 49 CFR 451 and note the maximum gross weight. This plate is evidence that a freight container was designed, constructed, and tested under international rules incorporated into 49 CFR parts 450 through 453. Ensure that all maximum gross weight markings on the container are consistent with the gross weight information on the safety approval plate in accordance with 49 CFR 450.07. Also, to the extent possible, ensure that the combined gross weight of cargo indicated on the shipping papers for the container does not exceed the maximum gross weight on the safety approval plate. If the container is over 5 years old and has a CSC Safety Approval Plate, check for the presence of a CSC examination marking required by 49 CFR 452. A container may be examined under a periodic examination program for which a marking will indicate the next examination due date, or an approved continuous examination program (ACEP) for which the marking must read "ACEP/Country Code/(Year Program was approved). Markings must be on or next to the approval plate and should be a decal, sticker, stencil or other marking.

**Safety Certificate**

A certificate stating that the tank container is gas free: (it is not a Cleanliness Certificate):

Cleaning company name:	Address:	Telex/Telephone No.
Tank container serial No.	Tank type:	
Date of inspection: Depot:	Last product carried:	
Cleaning procedure used:	Test carried out:	
Gas detection:	Swab analysis:	Effluent Analysis:
Visual:		
The undersigned declares that the tank has been thoroughly cleaned and tested and that the tank is:		
Free from harmful products.		
Safe from fire. Safe to enter.		
Remarks:	Signed:	Name:

### **Safety Relief Valve**

One or more relief valves situated at the top of the tank vapor space in order to provide overpressure and/or vacuum implosion protection.

### **Said to Contain**

Abbreviation: S.T.C.

Term in a Bill of Lading signifying that the master and the carrier are unaware of the nature of quantity of the contents of e.g. a carton, crate, container or bundle and are relying on the description furnished by the shipper.

### **SB**

Southbound

### **SC**

Shipper's container: A container owned or leased by the shipper, stuffed by him, contracted for multimodal transport with the CTO, stripped by the consignee. Depending on the scope of the transport contract, the CTO may also be responsible for the back-haulage to the shipper. Such container does not belong to the CTO's system, but it must be tracked as long as in his custody.

### **SCAC Code**

See Owner Code.

### **Schedule "A" No.**

Commodity codes required for statistical classification of imports.

### **Schedule "B" No.**

Commodity codes required for statistical classification on Export Declaration.

### **Scuff Plate**

A full length, 3mm thick x 240mm high corten steel corrugated plate installed at the bottom of each side panel in order to reduce sidewall and bottom side rail damage.

### **Sea-Air**

Container moving both modes. Movement of cargo by sea to connecting discharge port, then air freighted to ultimate destination.

### **Sea Cell**

A revolutionary new container design which offers two pallet internal width and can be stowed in deep-sea ships both in cell guides and on close deck fittings. Sea cell is truly intermodal pallet wide container and can be operated worldwide. Sea Cell has standard ISO frame but has side wall corrugations, which extend beyond the frame width. This unique corrugation design allows Sea Cell units to stow next to each other, with corrugations fitting together.

### **Seal**

- A device used for containers, lockers, truck or lorries to proof relevant parties that they have remained closed during transport.
- Device applied to freight car/motor vehicle/container door fastening.
- To repair pinholes in a tarpaulin cover or tilt using sealant.
- To apply sealant to or around components.

### **Seal Log**

A document used to record seal numbers.

### **Seal Protection Cover**

Rain cover fastened over door handle retainer to which the Customs seal is affixed. Also Customs Flap, Protective Seal Cover.

### **Sealant**

Flexible filler used to maintain water tight integrity in a joint or seam. Also Caulking.

### **Seashed**

A temporary deck in container ships for transport of large military vehicles and oversized breakbulk cargo that will not fit into containers.

### **Seastainers**

American term for overseas containers. (Marine Containers, Sea Containers).

### **Seavan**

Commercial or government-owned (or leased) shipping containers which are moved via ocean transportation without bogey wheels attached.

### Section

To remove and replace the complete cross sectional profile of a component over part of its length and/or width.

### SECU

**Stora Enso Cargo Unit.** "Big Box" up to 90 t when fully loaded, 13,8m long, 3,7m high (without feet) and 3,59m wide moved by gooseneck-fork and "Translifter"-roller on board special RO-RO-cargo ferries.

### Securement Devices

Some of the most common load securement devices or systems are:

- **Load Locks** or **Cargo Bars** are among the most common restraints because they're inexpensive and versatile. Most consist of two metal tubes that telescope to adjust overall length and a lever-operated ratchet for small adjustments and locking the device into position.
- **Tracking** consists of metal strips riveted to trailer walls. The strips have holes punched through them. Various restraints lock into the holes to create very strong cargo securement that can be strength rated to satisfy inspectors. Tracking comes in three types, defined by the shape of the holes: F, round holes, is the weakest; A rectangular holes, is medium strength; E, the strongest, is I-shaped holes, oddly enough. Downside: If not embedded, can decrease interior width up to 11.5 inches.
- **Load Straps** are cheap, lightweight, easy to stow and versatile, as they come with hooks or E, A or F track fittings at the ends. They can be strength rated up to thousands of pounds.
- **Simple cam buckles** are tightened by pulling on the loose end; stronger ratchet buckles are tightened with a lever that turns a ratcheted spool; and overcenter buckles, the strongest, are secured by two locking levers that fold over the center of the buckle. Caution: If you overly tighten the straps on sharp edges without edge protectors, freight can be damaged.
- **Shoring Bars** consist of two telescoping metal tubes with F track fittings on the ends. They can be strength-rated: round tubes to about 500 lbs. and square tubes to about 1,000 lbs.
- **Shoring Beams** consist of two telescoping, rectangular tubes made of very heavy gauge steel or aluminum with fittings at each end that are usually designed to lock into E tracking. They can be strength rated up to several thousand pounds of freight. Several shoring beams working together can be rated up to several tons.
- **Track-Mounted D Rings** are versatile, inexpensive, light, easily stored, portable tie-down points that can be strength rated. They consist of an F, A or E track fitting and a D ring joined by a few inches of strap. By attaching the fitting to the track, drivers create a secure tie-down point for straps or chains.
- **Bull Rings**, or **floor-mounted pan fittings**, can be strength rated up to several thousand pounds.
- **Friction Mats** are inexpensive, light and made of specialized rubber sold in 3-foot squares or in bulk on spools. Placed on cargo box or trailer floors beneath heavy freight, mats create high friction between freight and floor, thus stabilizing the freight. Caution: Mats won't stop freight from tipping.
- **Chock Blocks** are wood blocks or wedges that are secured to the trailer floor, usually with nails, around freight to keep it from sliding. They are usually used with other restraints to prevent tipping. Drawbacks: They must be removed after each load, the box floor eventually gets riddled with holes, and leftover nails are a menace.

### Securing Arrangement

is a reasonable arrangement of load securing means with the aim of securing a cargo item or a cargo block.

### Securing Element

is an individual item of equipment on board ship which is used for load securing, e.g. a shackle, a deck ring, a turnbuckle, chain or wire rope.

### Securing Device

is a suitable combination of elements which together form a means of load securing, e.g. lashing or bracing.

### Securing Fittings

Also Corner Casting Pin, Corner Penguin Hook, Securing Pad.

### Securing Pad

See Lash end fitting.

### Securing Ring

A lashing device to which cargo is fastened i.e. secured. Also D - Ring, Lashing Eyes.

**SED**

See Shipper's Export Declaration.

**Segregate**

Sort contents of container to shipping marks and/or destinations for on-carriage.

**Self Levelling Spreader**

Spreader for handling containers by ordinary single hook cranes, equipped with balancing device to ensure even position despite off-centre gravity. See Anti-Sway Device, Anti-Swing Device.

**Self Loading Roll-Trailer**

A type of Roll-Trailer with self sustained loading ramps.

**Self-Racking Force**

That portion of the container's own gross weight which contributes to the racking load on the container.

**Self-Sustaining Containership**

A containership which has her own crane for loading and discharging shipping containers enabling the ship to serve ports which do not have suitable lifting equipment.

**Semi-Containership**

Also known as Partial Containership. A conventional general cargo ship with one or two holds fitted with vertical cells. In most configurations, additional holds can be converted to cell stowage, if container traffic demands. Nonstandard cargo containers and/or break bulk cargo is carried in the conventional holds and 'tween decks.

**Semi-Trailer**

A trailer without front wheels designed to connect by means of a king-pin under its front portion with the fifth wheel of a tractor. The opposite to a 'full' or drawbar trailer.

**Semitrailer (trailer)**

Trailer with a rear axle assembly that is pulled by a towing tractor or truck tractor. There are two different kinds of trailer:

Semitrailers that are also permitted in road traffic, and roll trailers (cargo trailers) that are pulled by towing tractors and are used only in ro-ro operations. These towing tractors are permitted only in terminal operations, and not allowed to be used on public roads.

**Service-unique Container**

Any 20- or 40-foot ANSI/ISO container procured or leased by a Service to meet Service-unique requirements.

**Set Point Temperature**

The point, or points, at which the microprocessor controller in a refrigerated container is set that will maintain the ideal pulp temperature in the product.

**Setting**

A notation on the transport document, known as a bill of lading in the case of ocean carriage, stating the temperature at which the cargo must be maintained. This term is most commonly used in relation to a refrigerated container. Also known as Air Delivery Temperature.

**Shackle**

A U-shaped piece of iron with a pin fitted through a hole on either side of the top, which is screwed in or secured with a forelock, used to connect various sections of cargo gear.

**Shank**

The threaded bar of a turnbuckle.

**SHC**

Abbrev. for Ship's Convenience. Also Convenience Vanned, CVC. Designates consignment booked for conventional carriage which carrier for his own benefit stuff into container, strip at destination and delivers to consign as conventional break bulk shipment.

**Sheating**

Also Cladding, Panel.

**Shell**

Cylindrical section of tank barrel fabricated from rolled plate or plates.

**Ship-Board Trailer**

A four wheel low slung trailer on small wheels designed to travel with its load on RO/RO ships. Some shipboard trailers are fit for public roads, and can be lowered and raised pneumatically.

### **Shipper Packed**

Contents of containers as loaded (stuffed), stowed (packed/braced), weighed and/or counted by or for the shipper, usually a CY load.

### **Shipper's Export Declaration**

Document required by US. Customs for all cargo moving out of the United States. Abbrev. SED.

### **Ship Lap**

A milling on a section of wood where half the board thickness is removed at the edge of the wood. Shiplapped edges of two adjacent pieces of wood are designed to fit together to form a watertight junction.

### **Shipping Container**

Standard-sized rectangular box used to transport freight by ship, rail and highway. International shipping containers are 20 or 40 feet long, conform to International Standards Organization (ISO) standards and are designed to fit in ships' holds. Containers are transported on public roads atop a container chassis towed by a tractor.

### **Shipping Container Symbol**

The 14-digit number applied to intermediate packs and shipping containers containing U.P.C. marked items.

### **Ship's Convenience (Option)**

Also CVC.

### **Ship-Shore Container Crane**

See Portainer.

### **Shiptainer**

Also Self Sustained Gantry Crane, Ship Mounted Gantry Crane.

### **Shores**

A prop or support placed against or beneath anything to prevent sinking or sagging.

### **Shoring**

- Securing cargo with timber stays.
- A pad, rail, brace or framework which provides horizontal support for containers.

NOTE: The construction of containers requires that any shoring must contact the structure members (side rails) only, and the pressures thus formed be distributed by additional longitudinal members placed along the lower sides. Any vertical shoring should be to corners and roof rails only.

### **Shoring Bar**

A device placed transversely between the walls of a vehicle/container and cargo to prevent cargo from tipping or shifting.

### **Short Term Agreement**

A type of leasing agreement.

### **Shrink Wrap**

Polyethylene or similar substance heat-treated and shrunk into an envelope around several units, thereby securing them as a single pack for presentation or to secure units on a pallet.

Shrink wrapping involves enclosing the package contents in shrink film (flat or tubular film), heat sealing any unsealed portions and separating the package from the film web or covering the package contents with a shrink cover. Depending upon the shape and weight of the package contents, the shrink material used should be PE or plasticized PVC film of a thickness of 0.01 to 0.2 mm, with PE films being particularly suitable for heavy items. The film is heated from the outside in a shrink-wrap oven or with hand-held heat gun, thus releasing the captive tension in the film. Shrink films are produced in either monoaxial (in a single direction) or biaxial (in two directions) orientation. As the film cools down, it shrinks around the package contents, applying a very low pressure per unit area.

### **Shut-Out**

Containers not loaded on a ship, usually because of late arrival.

### **Shuttle Carrier**

A fast cycling, 1 over 1 straddle carrier to shuttle containers between the quay crane and the waterside end of an automated stack. Also Sprinter Carrier.



**Side Access Container**

A container whose sides can be fully opened thus allowing easier cargo access. *Also* Open-Side Container, Open Wall Container.

**Side Bracing**

Cargo securing by means of wooden battens. *See* Stanchion, Strut.

**Side Door Container**

A closed container, differing from End Door container by having at least one door in one of the sides, in addition to the normal rear door. Some side door van units have extra door in both sides.

**Side Frame**

Each of the structure parallel to the longitudinal axis of the container, consisting of the corner posts, bottom side rails and roof rails

**Side Frame Handling**

A FLT attachment capable of handling empty and fully loaded 20 and 40 feet ISO containers by lifting from only one side of the unit.

**Side-Lifter**

A skeletal road trailer, normally drawn by a prime-mover, which is fitted with lifting equipment (cranes) to lift an ISO shipping container on/off itself. It may be of either 20' or 40' configuration or be adjustable for either.

**Side Load**

The combined static and dynamic load imposed by the cargo on the container walls or doors, or both, which are perpendicular to the transverse axis of the container.

**Side-Loader**

A lift-truck with the forks situated in such a manner as to lift the container on its side. *See* RTE.

**Side Panel**

An individual flat or corrugated sheet contained in a side (or end) wall.

**Side Port**

An opening in the side of a vessel giving direct access from the pier to the hold. Some side ports allow RO/RO operation, but most are designed for FLT, one on the pier, the other in the hold, to pass pallet loads to each other.

**Side Post**

A reinforcing vertical member, placed between top and bottom side rails (or between header and sill), in a side (or end) wall.

**Side Wall**

The panels of the longitudinal side of the container.

**Sign Panel**

A part of container wall (sheeting, cladding) on which owners markings are affixed. *Also* Decal (Panel), Name Plate.

**Silo Container**

Closed container with extra hatches or chutes in top, ends, and/or bottom, for loading and discharge of free flowing solids. *Also* Bulk, Bulker, Bulkainer, Dry Bulk Container, Flow-Van Container.

**Single-Axle Boogie**

An assembly consisting of two wheels, axles, suspension system and overhead mounting for securing and supporting one 20' container. The bogie also carries rear lights, licence plates and mud guard flaps.

**Single Stacking Cone**

A device inserted into a container corner fitting which provides alignment and shear restraint in a stack of containers when cell guides are not used.

**Single Use or One Way or One Trip Container**

These are new containers that have had one load shipped in them. By allowing a shipper to use the container for a single load, Lessor's cost to position a new container into XXXX reduced significantly.

**SIO Container**

Abbrev. for SIX-IN-ONE Container i.e. dry box container that can be dismantled into seven component parts which can be locked together and stacked into six-unit module the size of a conventional ISO 20' container.

### **SKD**

SKD (**semi knocked-down cars**): For export to countries which apply high levels of customs duty to luxury goods, automobiles are shipped in completely knocked down (CKD) or semi/part knocked down (SKD, PKD) form. In this case, the package sizes for the individual components are adapted precisely to the container in which they are transported, which means that the cargo is secured by tight fit.

### **Skeletal Container**

An open container, with base and frames and no walls or roof.

### **Skel**

A skel is a "skeletonised" container wagon that consists of a central beam for strength and structure, and outriggers to secure the containers.

### **Skeletal Trailer**

Semi-trailer without floor (platform) mostly constructed with different transverse ribs so as to offer various container-locating possibilities for different sizes of a container.

### **Skid**

Beams fixed under the bottom of boxes or older container types so as to ease their handling by FLT.

### **Skin**

A term referring to any dry container.

### **Skirt**

The circular section, extended from the circumference of the heads attaching the tank to the end frame.

### **Sledge**

Synonym for Flat.

### **Sleepers**

Loaded containers moving within the railroad system that are not clearly identified on any internally generated reports.

### **Sleepsheet**

Method of loading packages in a container via a thin linerboard and forklift.

### **Slewing Ramp**

Loading ramp capable to be turned left or right thus enabling RO/RO vessel to operate normally no matter by which side is berthed.

### **Sliding Loading Method**

allows cargo to move in the direction of impact as a result of the jolting forces that occur during rail transportation. With this method, jolting energy is absorbed by friction work. The magnitude of deceleration in g ( $1\text{ g} = 9.81\text{ m/s}^2$ ) corresponds to the size of the friction coefficient between the package and the loading surface. The lower the friction coefficient, the lower the forces acting on the cargo, but the greater the travel and vice versa. As a result of the limited travel which is possible, this method is geared toward the friction between wood and wood with travel of at least 1.5 m on each side of the object. If the possible travel is less than 1.5 m, then the use of non-slip materials placed between the load and the floor of the rail car is required.

### **Sling**

Endless rope, wire or strap used for lifting cargo.

### **Slip Sheeting**

Hard plastic sheeting used to stack cartons, optimising container space.

### **Slot**

The space in a ship occupied by one TEU (container). *A/so* Cell Position, Slot Position.

### **Slot Allotment**

A container vessel space for carrying containers, expressed in TEU.

### **Slot Charter**

A voyage charter whereby the shipowner agrees to place a certain number of container slots (TEU and/or FEU) at the charterer's disposal.

### **Slot Exchange and Purchase**

An arrangement under which one container shipping company will make available container space on one of its vessels to another container shipping company. Shipping companies may exchange slots, or one shipping company may purchase or rent slots from its partners under the same or different arrangement.

**Slot Position**

Specifies the position of the container on board the ship, for example using the Bay Row Tier system.

**Slot Rate**

Rate used to calculate the cost of renting a slot for transporting a single container on board a ship.

**Slot Utilization**

The method of utilizing every space available on a double stack car. A slot includes the space above a container when another container can be double-stacked. A five platform double stack car has 10 slots available for loading. If all 10 slots are loaded, you have 100% slot utilization.

**SLT**

Self-Loading Trailer.

**Small Container**

In practice the terms include every unit smaller than ISO ID size (10' x 8' x 8') or it is used to denote a reusable boxes without caster wheels designed for carriage inside van containers or trailers. Also Baby-Container.

**Smart Reefer**

A type of refrigerated container (trade name).

**S N**

Straw Packing And/Or Rice Hulls And/Or Similar Packing Not Used. See Immunization Plate, TCT.

**Snake Loading**

Loading products in a container in the sequence with which the goods will be unloaded and stored in at destination.

**SNO FLO**

Trade name for a liquid CO<sub>2</sub> (Dry Ice) Refrigeration system.

**SOC**

Abbrev. for Shipper's Owned Container.

**Soft Top Container**

Open top container with tarpaulin or similar cover.

**Solid Frame Securing System**

A rigid structure for restraining containers e.g. cell guide or buttress.

**Solid Stack**

Compactly stuffed cargo in a container.

**Solo Tank Container**

Tank for liquids enclosed in container frame.

**Source Load**

Cargo loaded at shipper facility in a container and then transported to a carriers container yard.

**Source Stuffed Cargo**

Cargo which economically fills a container from a single point of origin.

**Space Utilisation**

In relation to container shipping, this is a percentage calculated by dividing the total number of loaded containers in terms of TEU shipped or delivered by the usable capacity of container vessel fleet operating on a particular route.

**Spacer**

Material placed beneath an article or between tiers of articles.

**Spacer Board**

Plywood board, generally around 2 cm thick, often used for load securing and for interlayer dunnage or top dunnage. Also Grating, Walking Board.

**Special Container**

This is a general term applicable to all general cargo containers having constructional features either for the "specific Purpose" of facilitating packing and emptying other than by means of doors at one end of the container, or for other specific purposes such as ventilation.

**Specific Cargo Containers**

A specific cargo container is primarily intended for the carriage of particular categories of cargo. It includes the types listed below.

A **thermal container** has insulating walls, doors, floor and roof. Thermal containers may be:

- (1) insulated - with no devices for cooling and/or heating;
- (2) refrigerated - using expendable refrigerants such as ice, dry ice or liquefied gases, and with no external power or fuel supply;
- (3) mechanically refrigerated - (often known as "reefers") served by a refrigerating appliance such as a mechanical compressor unit or an absorption unit;
- (4) heated - served by heat-producing appliances; or
- (5) refrigerated and heated.

A **tank container** includes 2 basic elements: the tank or tanks, and the framework.

A **dry bulk container** consists of a structure for the carriage of dry solids in bulk without packaging which is firmly secured within an ISO series 1 framework.

Normal cargo types of containers are built in general accordance with ISO container requirements either solely or principally for the carriage of normal cargo such as cars and livestock.

### Specific Purpose Container

A specific purpose container is one with constructional features specifically for the purpose of facilitating packing or emptying the container other than by means of doors at one end of the container, or for other specific purposes such as ventilation. The term covers the containers described below.

- A **closed vented/ventilated container** is a closed type similar to a general purpose container but designed to allow air exchange between its interior and the outside atmosphere. Vented containers have passive vents at the upper part of their cargo space. Ventilated containers are designed to ventilate the atmosphere throughout the container as uniformly as possible whether by nonmechanical, or internal or external mechanical means.
- An **open top container** is similar in all respects to a general purpose container except that it has no rigid roof. It may have a flexible or removable cover, eg of canvas or plastic, or reinforced plastic material, normally supported on movable or removable roof bows. Such containers may have movable or removable top end transverse members above their end doors.
- A **platform container** has no superstructure whatsoever but is the same length and width as a container of the same series and is equipped with top and bottom corner fittings, located in plan view as on series 1 containers, so that the same securing and lifting devices can be used.
- A **platform based container** has no side walls but has a structure similar to a platform container. It may have a complete superstructure with permanent fixed longitudinal load-carrying structure between the 2 ends at the top or it may have an incomplete superstructure without such a longitudinal structure at the top. Platform based containers which incorporate superstructures may have fixed ends or folding ends. The latter are often referred to as flatracks. FIC 794/1 gives guidance on the erection and dismantling of folding end containers.

### Specific requirement for containerized cargoes

- Pre-stuffing sanitation
- Pre-cooling of containers
- Cooling during part loaded conditions
- Prohibition of stuffing cargo at mixed temperatures
- Stowage requirements
- Ventilation
- Carriage temperature
- Maximum time without refrigeration
- Air circulation rate
- Relative humidity
- Measurement and reporting requirements
- Special conditions for cold weather
- Need to pass instructions to subsequent carrier
- Need to notify if limits exceeded
- For controlled atmosphere shipments, additionally:
  - Levels (ranges) for O<sub>2</sub>, CO<sub>2</sub>, humidity, ethylene
  - Permitted time to reach specified levels
  - Procedure in event of CA system failure
  - Safety requirements
  - Discharge atmosphere requirements

### Speedloader

A type of Straddle Carrier.

### Spill Box

An enclosure around tank access fitting that contains an directs spillage. A covered spill box also serves as a security closure for customs purposes.

### Spine Car

An articulated five-platform railcar. Used where height and weight restrictions limit the use of stack cars. It holds five 40-foot containers or combinations of 40- and 20-foot containers.

### Splice

To repair by section using rivets with, usually, a doubler piece or backing plate at the joint.

### Split-Away Chassis

A 40' chassis constructed so that it detaches at midpoint and becomes two 20' chassis, each fitted with tie down corner fittings for receiving and securing a 20' container. The two single-axle bogies work in tandem when the chassis are joined together to form a 40' unit, but separate (one under each chassis) when the unit is split into two, 20' chassis.

### Spot Lease

Syn. for a Trip Lease.

### Spotting

Directing container to its cargo pick up (vanning, stuffing) locality, or more generally the tracking and control of the movements of containers.

### Spotting Equipment

Terminal equipment. Includes Trailer Spotter and Port Container Chassis.

### Spreader

A device used for handling (lifting) containers by their corner casting. Containers were traditionally handled using four wire ropes and cranes. However as the opening angle of the wire ropes placed considerable horizontal pressure on the tops of the containers, steel framed constructions (spreaders) were introduced in order reduce these forces. These spreaders have undergone constant development and are still used on container gantries today.

### Spreader Chain

Chain between side walls of container to prevent walls being pushed out by cargo.

### Spreader Guides

Also called Gathering Guides. Devices attached to corners of spreader and/or trailer chassis, when spreader and/or container become lowered these guide the twistocks into exact position.

### Sprinter Carrier

A fast cycling, 1 over 1 straddle carrier to shuttle containers between the quay crane and the waterside end of an automated stack. Also Shuttle Carrier.

### SRV

See Safety Relief Valve.

### Stack

An identifiable amount of containers stowed in an orderly way in one specific place on (ocean) terminal, container freight station, container yard or depot.

### Stack Car

An articulated five-platform rail car that allows containers to be double stacked. A typical stack car holds ten 40-foot equivalent units (FEU's).

### Stack only container

A container that possesses self-supporting and straight walls. This feature means that the container walls are straight and can support the total weight of several stacked containers. Stackability reduces the required floor or rack storage space for empty containers.

### Stacker

A one-piece stacking fitting with non-locking parts.

### Stacking

- Stowing containers on top of previous layer - Stock Piling.
- Loading, packing or stowing packages in layers so that the edges of the packages lie flush above each other.

### Stacking Adapter

See Locating Pin, Vertical Stacker.

### **Stacking Area**

An area designated for stowing containers.

### **Stacking Capability**

Ability of a container to support a certain number of fully loaded containers of the same nominal length and the same rating under the acceleration conditions encountered in ship cell structures, taking into account relative eccentricities between containers due to cell structure clearances.

### **Stacking Cones**

See Dowel. Sometimes called Stacking Peg.

### **Stacking Fitting**

A fitting that connects into corner casting of top and bottom containers. May be locking or non-locking.

### **Stacking Load**

The force acting on lower packing units as a result of the units stacked on top of them. Standardized DIN and ISO symbols are used to identify the permitted stacking loads.

### **Stack Masters**

A type of Platform Container. See Combiflat, Unibed, Uniflat. Stack Masters are also known as Collapsible Flats or Flat Racks or Stack Racks.

### **Stack Racks**

A type of Platform Container. See Combiflat, Unibed, Uniflat. Stack racks are also known as Collapsible Flats or Flat Racks or Stack Racks.

### **Stacktrain**

A rail service whereby rail cars carry containers stacked two high on specially operated unit trains. Each train includes up to 35 articulated multi-platform cars. Each car is comprised of 5 well-type platforms upon which containers can be stacked. No chassis accompany containers.

### **Stackweight**

The total weight of the containers and cargo in a certain row.

### **Stac-Pac Container**

Type of Auto Container / Car Container.

### **Stanchion**

Metal posts inserted in side openings on flats or roll trailers for securing cargo. See Side Bracing, Strut.

### **Stanchion Lashing System**

A system used in open-side containers to provide mutual support to stanchions by means of chains and hooks running between stanchions on opposite sides.

### **Stanchion Pocket (Socket)**

Openings for accommodation of Stanchions.

### **Star Fitting**

See Cloverleaf deck fitting.

### **Status of a Container**

A statement whether a container is full or empty, giving the relevant stage of the container's progress through the transport chain.

### **S.T.C.**

Abbrev. for Sait to Contain. Term in a Bill of Lading signifying that the master and the carrier are unaware of the nature of quantity of the contents of e.g. a carton, crate, container or bundle and are relying on the description furnished by the shipper.

### **Steady Legs**

Support posts which can be attached to the four corners of a container. Some kinds are foldable and will accompany the container; other will remain behind as yard equipment. Also Anti-Nose Dive Leg, Dummy Legs, Landing Gear, Support Leg.

### **Steam Clean**

To clean the component, usually the floor, using high-pressure steam.

### **Steam Pan**

Steam heating system for the process of heating or cooling internal contents of a tank by circulating thermal transfer media.

**Steam Relief Valve**

Safety relief device used to prevent over pressurizing of the tank steam system.

**Steel Container**

Usually has a ribbed configuration, or a double skin construction if used without secondary posts.

**Steel Wheel Interchange**

Containers or trailers that are interchanged between two railroads while on the railroad flatcar.

**Steering of Containers**

The function, with the aid of specific software for tracking and forecasting, to direct empty containers to demanding areas at minimum costs.

**Stern Angled Ramp**

Loading ramp on stern allowing simultaneous RO/RO and LO/LO operations. *Also* Stern Quarter Ramp.

**Sticker**

*Also* Decal, Label, Placard.

**Stiffener**

- Cargo tie-down fittings located on walls or floor for attachment of straps or other devices to restrain movement of cargo. *Also* Cargo Lashing Rail (Strip), Cargo Restraint (Track), Logistic Track.
- Additional support designed to add strength to a particular area.

**Stiffening Ring**

Metal bands or channels welded to the exterior of the tank shell for structural support and resistance against external pressure or internal vacuum.

**Stock**

Denotes the number of empty containers actually available to CTO in a depot, terminal, or logistic area.

**Store-Door Pick-up**

Picking up an empty container from a carrier, delivering it to a merchant and returning the laden container; the portion of store-door pick up performed by the carrier's trucker.

**STO-RO**

Abbrev. for Stow - Roll. Loading/discharging containers and break bulk cargo on RO/RO vessels with the use of FLT.

**STO-RO Side**

A new concept of STO-RO operation enabling simultaneous operation through stern and side ramp.

**Storage Charge**

Charge assigned to the shipper or consignee for holding containers or trailers at an intermodal terminal beyond the free time allotted to them.

**Storage Trailer**

A type of closed semi-trailer.

**Storm Door**

Sliding Door i.e. A door which opens by moving side wise.

**Straddle Carrier**

Mobile truck equipment with the capacity for lifting a container within its own framework. *Also* Container Handler, Container Mover, Container Stacker, Liftainer, Van Carrier. See Shuttle/Sprinter Carrier.

**Straddle Crane**

A crane usually running on rails and spanning an open area such as railtracks or roadways.

**Straight Frame**

Type of chassis used to move containers.

**Strapping**

Any material (string, plastic tape, sticky tape, etc.) used to secure pallet loads. *Also* Banding.

**Straps**

Cargo tie-down fittings located on walls or floor for attachment of straps or other devices to restrain movement of cargo. *Also* Cargo Lashing Rail, Cargo Restraints, Logistic Track, Stiffener.



**Straight wall container**

A container made from plastic or metal whose walls are not corrugated but are indeed straight walls with no ridges or perforations.

**Street Time**

The time a container or trailer is away from the possession of the railroad.

**Street Interchange**

Transfer of financial responsibility of a unit from one trucking carrier to another on a date and time specified by the drayage firm in control of that container or by an IMC (Intermodal Marketing Company) that has financial responsibility for that particular container.

**Strikeplate**

Additional plate in vicinity of upper corner blocks for preventing damages by Spreader cones. *Also* Capping Angle, Corner Protection Plate, Doubler Plate, Misalignment Protection Plate, Roof Reinforcement Plate.

**Stripper**

Van with freight for various consignees requiring unloading at carrier's terminal for the accomplishment of separation and delivery.

**Stripping**

American term for unloading contents of a container. *Also* Destuffing, Devanning, Emptying, Unpacking, Unstuffing.

**Strops**

Ropes or wires with an eye at each end used for slinging cargo.

**Strut**

*Also* Stanchion.

**STS**

Ship-To-Shore.

**“Stuffie Container”**

During a port operation, the Stuffie container can be used when transferring frozen fish from fishing vessels into “Super Freezer” containers. The Stuffie container is equipped with an air-tight rubber membrane which is connected to the “Super Freezer”. This ensures an optimal environment for the products during the stuffing operation. The products are discharged directly into the Stuffie container through a hatch in the roof and transferred under refrigeration into the super freezer.

**Stuffing**

Loading containers ('stowing' is a more accurate definition). *Also* Packing, Vanning.

**Stuffing Sheet**

Detail Report of Stuffed Cargo. *Also* CLP (Container Load Plan), Container Packing List.

**S U**

Abbrev. for Straw Packing And/Or Rice Hulls And/Or Similar Packing Material Used.  
See Immunization Plate, TCT.

**SUF**

Abbrev. for Space Utilisation Factor.

**Sump**

A reservoir serving as the draining area for liquids; the lowest point in the draining or discharge area of a tank barrel.

**Sun Shield**

Shield covering not less than the upper third, but not more than the upper half of the tank's surface and separated from the shell by an air space of about 4 cm.

**Superbox**

*Also* Eurocontainer, Euro-Pallet Box, Pallet-Wide Container, Supercube.  
See Domestic Container, Inland Container, Overland Container.

**Supercube**

*Also* Eurocontainer, Euro-Pallet Box, Pallet-Wide Container, Superbox.  
See Domestic Container, Inland Container, Overland Container.

**“Super Freezer”**

A 40' long x 9'6" high container capable of maintaining a temperature between minus 10°C/14°F and minus 60°C/76°F throughout the entire transportation.

#### **Super High Cube Container**

Container of extra standard ISO length, width and height. These dimensions may fluctuate, reaching lengths of 45' (13,72 m), 48' (14,64 m) or 53' (16,10 m),

#### **Superimposed Load**

The static and dynamic load forces imposed downward externally and vertically on the structure of a container.

#### **Superpost-Panamax Ship-to-Shore Crane**

Container crane capable of handling 23-wide container ship.

#### **Support Legs**

Support posts which can be attached to the four corners of a container. Some kinds are foldable and will accompany the container; other will remain behind as yard equipment. *Also* Anti-Nose Dive Leg, Dummy Legs, Landing Gear, Steady Legs.

#### **Surcharge**

(in container leasing): An extra amount raised as, or added to, the drop-off charge for certain towns or countries at certain times.

#### **SWAP Body**

- A type of Demountable Body System i.e. special container that can be mounted on container chassis turning it to a Semi-trailer.
- Freight carrying unit not strong enough to be stackable, except in some cases when empty, or top lifted. Used mainly in rail-road movements.

#### **Swing**

To transfer freight from one container to another.

#### **Swingbolt Assembly**

Complete set of components used in sealing of manlid.

#### **Swinging Header**

Moveable transverse upper rail on end side of Open-Top Container. *Also* Detachable Header, Moveable Upper Beam, Pivoting Lintel.

#### **SWL**

Safe Working Load. *Also* S.F.L.

#### **SWR**

Sweet White Rubber or Food Quality Neoprene (material for Seals and Gaskets).

#### **Sweat Damage**

Cargo damage caused by water condensing from humid air inside a container or hold of a vessel due to a drop in the outside temperature.

- T -

#### **Tag**

A device fitted to the exterior of a container, which contains electronically readable data that is applicable to the container. The reading device, which is not part of the container, is sometimes called an interrogator. *Also* Transponder.

#### **Tail**

Rear of a container or trailer-opposite the front or nose.

#### **Taint**

Some basic considerations to protect against taint damage are:

- Inspect containers prior to stuffing for odours, previous cargo residues and staining of floorboards. The container should be kept closed for some time until immediately before inspection.

- Containers which have recently been used for the carriage of odorous chemicals should not be used for foodstuffs, even if no detectable odour remains. More generally, operators should consider keeping separate pools of containers designated for chemicals and for foodstuffs.
- Stow containers containing foodstuffs away from strong odours onboard. This is particularly relevant when using ventilated containers, where the air-exchange rate, and thus the potential for transmission of external taints, is much greater than for non-ventilated containers.
- Floorboards, pallets, crates, etc. are often treated with fungicidal wood preservatives containing chlorophenols. These are also contained in mould-inhibitors used on jute bags and the adhesives in some fibreboard cartons. Chlorophenols are themselves a potential source of taint. Although the levels used are usually insufficient to cause commercial problems, they can be converted to chloroanisoles by certain micro-organisms, especially in the presence of excessive moisture such as may result from condensation. Chloroanisoles are an extremely potent source of taint, causing a characteristic musty odour and flavour even in very minute proportions.

### **Tandem**

Expression used in shipping to describe the working together of two cranes/heavy gear to increase maximum lifting capacity.

### **Tandem Quattro**

New design of crane spreader capable to handle four 20ft boxes at once.

### **Tank Barrel**

The Tank Barrel (TBA) is defined as actual "tank" of Tank Container. It consists of two major divisions: the two heads and the shell.

### **Tank Container**

Container especially built for transporting liquids and gases in bulk. (See ISO 1496/3) A freightcontainer, which includes two basis elements, the tank or tanks and the framework, and complies with the requirements of ISO 1496/3. Containers of this type have type codes 70 to 79. *Also* Tank-Tainer.

### **Tank Mounting**

Any number of design used to secure or attach tank barrel to frame. Examples: Saddle Plate, Wing Plate, Shock Mount, Skirt, Broken Skirt, Bolster Support, Cradle Support, etc.

### **Tank-Tainer**

A steel tank built into container frame (tank container).

### **Tank Testing**

A table with Tank Container testing which must be performed in order to extend the validity of certificates:

Max. interval between tests (Year)

T E S T	CSC	IMO	DOT	UKDOT	USRID/ADR
Hydraulic & visual	-	5	5	5	5
Visual exam. interior, exterior & fittings	-	2,5	2,5	2,5	5
Test relief valves	-	2,5	2,5	2,5	-
Leakproof test (check valve operation)	-	-	-	-	2,5
Structural integrity	5/2,5	-	-	-	- (visual)

### **Tanolith C**

Trade name for Copper Chrome Arsenate solution used in immunising timber against wood boring insects.

### **Tanolith U**

A fluoride Chrome Arsenate Pentachlorophyl solution used for immunising timber against wood boring insects.

### **Tare Weight**

Weight (mass) of empty container, including all fittings and appliances associated with a particular type of container in its normal operating condition.

### **Tarp**

Jargon for "tarpaulin", a waterproof fabric used for covering cargo on an open-top container. *Also* Tilt.

### **Tarpaulin Grommet**

A ring set in the tarpaulin that fits over the TIR Cord Ring.

### **Tarp Bow**

Transverse support of metal, wood, or combination of both used to support tarp, usually removable from tracks on container sides. *Also Hoop.*

### **Tarp Tiedown Rings**

Rings for securing tarpaulins.

### **Tautliner**

A tautliner or curtainsider is a container which uses a heavy material such as nylon or canvas curtains as sides rather than being enclosed by solid metal. Tautliner/curtainsider containers allow easy side loading and unloading, but are usually heavier than all steel containers in order to provide adequate roof support.

### **TBA**

See Tank Barrel.

### **TBU**

**Transformer Bypass Unit:** Component of a remote refrigerated container monitoring system with data transfer via the power cable. A TBU allows a transformer to be bridged, that would otherwise not let the data signal pass.

### **TC**

Abbrev. for Tank Container.

### **TCA**

Tank Container Association, Houston.

### **TC Impact Approval Decal**

Signifies Canadian rail approval determined via satisfactory rail impact test (formerly CTC).

### **TCN**

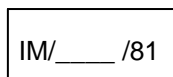
Abbrev. for Timbers Component Nil. Clause confirms there are no timber components inside container. See Immunization Plate, TCT.

### **TCT**

An abbreviation for Timber Component Treatment, an immunisation of exposed wooden components in compliance with Plant Quarantine requirements of the Australian Department of Health.

### **TCT Plate**

A plate confirming that the container was treated against insects according to Australian Health Institute requirement. Also Immunisation Plate.



Legend: IM = immunisation  
\_\_\_ = abbreviation of preservative  
81 = year of immunisation

### **TDR**

Terminal Departure Report.

### **Telescopic Spreader**

Spreader which can be adjusted to various container lengths by crane driver from his cab.

### **Tell-tale Indicator**

Device (usually a pressure gauge) that indicates whether Rupture Disc has been compromised.

### **Temperature Indicator Assembly**

Device to measure temperature of cargo in Tank Container.

### **Temperature Recorder**

A waterproof device to record permanently the inside temperature of the specially adapted controlled temperature containers. (Thermal Container)

### **Temperature Recording Devices**

**Built-in Temperature Recorder** - The temperature recording device that is part of a reefer container's cooling equipment. During transit, the temperature of the air coming out of the cooling equipment, before it enters the cargo container, is continuously recorded on a round chart, i.e. the Partlow chart. As the equipment cycles on and off (just like a home refrigerator) "peaks" and "valleys" are produced on the chart as the output is recorded. The chart is in the possession of the carrier before, during, and after the voyage.

**Portable Temperature Recorder** - A battery powered self-contained temperature recording device that is independent of a reefer container's cooling equipment. One or more units are placed in a container

(usually by the supplier) when the cargo is loaded. During transit, the temperature of the air inside the cargo container is continuously recorded on a roll of paper, e.g. the Ryan tape. When the cargo is unloaded at its final destination, the unit is removed by the consignee, who usually opens the unit and removes the tape. The unit can be sent to the manufacturer for testing and authentication of its accuracy.

**Tender**

The offer of goods for transportation or the offer to place cars or containers for loading or unloading.

**Tensioning Device**

An adjustable device used to tighten a lashing (i.e., turnbuckle). It may be manually or power operated.

**TEQ**

See TEU.

**Terminal**

A depot at which a carrier can discharge his containers either for devanning or for onward transportation by another means of transport; a terminal provides specialised lifting and handling gear and parking facilities.

**Terminal Charge**

A charge made for a service performed in a carrier's terminal area.

**Terminal Chassis**

A chassis built for terminal use only. *Also* Terminal Trailer, Yard Cart, Yard Chassis.

**Terminal Check Point**

A place, usually at terminal's gate at which thorough checking of container is performed.

**Terminal Destination Chart**

List of depots at which leasing company accepts the container from Lessee at certain agreed compensation.

**Terminal Handling Charge**

Abbrev. THC. The charge payable as per Conference regulations by the Merchant to cover the costs of handling export and import FCL containers on the terminal, together with the associated documentation. *Also* TSC (Terminal Service Charge).

**Terminal Mounting Plate**

Electrical connections on the compressor motor (Reefer Container).

**Terminal Operator**

Means the port management or a party designated by the ports authority to operate and manage a container terminal (container terminal operator) or trailer terminal (trailer terminal operator). The term port terminal operator is synonymous.

**Terminal Tractor (Tug)**

A towing/pulling machine for handling terminal chassis. *Also* Dock Truck, Dock-Side Tractor, IMV, Tow Tractor, Trailer Spotter, Tug-Master, Yard Tractor.

**Terminal Trailer**

A trailer used to move containers in the terminal area only and not licensed for public roads. *Also* Terminal Chassis, Yard Cart, Yard Chassis.

**Terminal Train (for Tower Transport)**

The Train consist of a front Bogie and Back Bogie. Each of them is capable of carrying up to 50 tons.

**Termination Fee**

A charged imposed to Lessee when returning containers to depot which is not in the agreed return depot list. *Also* Termination Charge.

**Termination Point**

A Depot at which container is returned from lease.

**TESC**

Tamper Evident Secure Container. The TESC solution is a combination of physical enhancements to the container and an electronic integrated Container Security Device (ICSD), which allow the shipper to arm the container using a unique, encrypted code after it is stuffed and sealed with a traditional bolt seal.

**Test Certificate**

Certificate issued by Bureau Veritas or similar register confirming that the container was built in conformity with the prescribed rules. *Also* CAW, Authorised Inspection Certificate.

**Testing**

Container testing include:

- Roof Strength Test.
- Floor Strength Test.
- Stacking Test.
- Racking Test
- Testing Of Side Walls
- Testing Of End Walls
- Restraint Test
- Airtightness Test
- Heat Loss Test
- Spray Water Test
- Lifting By Fork Lift Trucks
- Lifting Through Bottom/Upper Corner Fittings.

### TEU

Abbrev. for Twenty Foot Equivalent Unit. Unit of quantity equivalent to one 20' container.

Also Transformed Element Unit, TEQ, TFE, TFL.

### TEU Days

A Leasing agreement term denoting the nominal number of containers that must remain in lease expressed in TEU days.

### T-floor Assembly

An aluminium flooring of T-section which permit airflow, used in thermal containers.

### TGS

Abbrev. for Twenty Foot Ground Slot. Area occupied by 1 TEU i.e. the unit to express the ground capacity of container terminal.

### THC

Abbrev. for Terminal Handling Charge. Also TSC (Terminal Service Charge).

### Thermal Conductivity

The quantity of heat (British Thermal Units) transferred through one inch of material per square foot of surface, per hour, per degree Fahrenheit. Generally referred to in terms of K-Factor, which is determined by the equation.

$$\text{K Factor} = \frac{\text{BTU, Inch}}{\text{Sq.Ft., Hour } ^\circ\text{F}}$$

### Thermal Container (Reefer)

A common term designating well insulated containers capable of controlling inside temperature:

- Insulated Container (ISO type code 20 and 21)
- Heated Container (ISO type code 22)
- Refrigerated Container: Mechanically Refrigerated (ISO type code 31)
- Expendable Refrigerant (ISO type code 30)
- Refrigerated & Heated Container (ISO type code 32)

### Thermostat

Device that regulates the container inside temperature according to the set point temperature.

### Threshold Plate

A steel plate near the rear sill protecting the edge of the container floor against cargo handling equipment.

Also Crash Plate, Dump Plate, Floor Protection Plate, Tread Plate.

### Throughput

The term "throughput" denotes the single movement of a container between vessel stowage and inland carrier and incorporates the following: the use of working areas, facilities and utilities at the terminal, and services in connection with receipt, delivery, checking, care, custody and control required by vessel in the transfer of containers and/or chassis.

### Throughput Charge

The charge for moving a container through a container yard off or onto a ship.

### Through Transport Operator

See TTO.

### **Tieback**

See Holdback Catch.

### **Tiedown**

A tiedown is a combination of securing devices which forms an assembly that attaches articles of cargo to, or restrains articles of cargo on, a vehicle or trailer, and is attached to anchor point(s). Tiedown assemblies can be made from chains, wire rope, steel strapping, synthetic webbing or rope unless prohibited by a specific rule.

### **Tier**

- A horizontal division of a vessel from bottom to top. The numbers run from bottom to the deck and from the deck upwards and are used as a part of indication of a stowage place for containers.
- A single layer of units forming part of a unit load, column, stack row or block.

### **Tier of Containers**

A horizontal row of containers at the same level in a block of containers.

### **Tight Fit**

A method of securing the load by direct or indirect physical contact with load-bearing components of the means of transport or the transport container.

### **Tilt**

Canvas or other waterproof material used to cover or protect the interior of an open top or one-sided container. *Also* Tarpaulin.

### **Tilt-Tainer**

Container with or without end doors, the (open) sides or the sides and the roof of which are covered by tarpaulins. They allow easy access to any part of the load or loadspace by any means from sides or top.

### **TIR**

Abbrev. for Transport International De Routiers. Road transport approval under regulation of customs authorities of different nations, allowing movement of goods across international frontiers. TIR usually allows sealed containers to cross borders without inspection.

### **TIR Approval Plate**

*Also* Customs Approval Plate. A metal plate confirming the container is in conformity with CCC and TIR Convention. Scheme:

APPROVED FOR TRANSPORT UNDER CUSTOMS SEAL	
J/___/___	
Type _____	Manufacturer's No of the Container _____

Note: (J/\_\_\_/\_\_\_ = Country/Approval No./Year of Approval)

### **TIR Clasp**

Spill box assembly on tank container; fitting to allow sealing of spill box.

### **TIR Cord**

The cord specified by Customs Convention which, passed through the TIR Cord Ring, seals the container.

### **TIR Cord Ring**

Rings set in a container which secure the tarpaulin by means of the grommets, and which takes the TIR Cord.

### **TIR Fasteners**

Fasteners approved by customs authorities which cannot easily be removed externally without visible evidence of tampering.

### **TIR Tape**

PVC welding tape for container tarp repair approved by TIR to be applied to the perimeter of all newly installed patches as per international requirements.

### **TMS**

Terminal Management System.



**TOFC**

Abbrev. for Trailer On Flat Car. *Also known as Piggyback.* Complete trailer or van is loaded on railcar for transport.

**Tongue And Groove**

A milling on a section of wood where one board edge has a groove removed from the middle of the edge, and the other board edge retains the middle of the edge and has the remainder of the edge removed. The design permits the grooved edge to fit over the tongued edge and form a watertight seal.

**Top-Air Delivery**

A type of air circulation in a container. In top air units, air is drawn from the bottom of the container, filtered through the evaporator for cooling and then forced through the ducted passages along the top of the container. This type of airflow requires a special loading pattern.

**Top-Coat**

Final coating(s) of paint applied over primer. Acts as weather protection for the primer coat, as additional abrasion protection and a decorative coating.

**Top Discharge Assembly**

Optional, dependant upon product hazard classification, used for loading or unloading tank from the top by displacement (pressurizing the tank) or pumping. Components: diptube, valve, closure.

**Top Frame**

The upper structural support for the roof composed of top side rails and headers.

**Top Handlers**

Equipment that unloads/loads container yard.

**Toplift**

A piece of equipment similar to a forklift that lifts from above rather than below. Used to handle containers in the storage yard to and from storage stacks, trucks and railcars.

**Top Lift**

A container which is fitted with twist lock pockets in the roof and can therefore be lifted from the top. This is the preferred type of container as it can be safely lifted by overhead gantry cranes and reach stackers (mobile container handling equipment).

**Top Loader**

Syn. for Open-Top Container. *Also Top Loading Container.*

**Top Off**

*Also Cube Out.* Designate container filled up to its cubic capacity.

**Top Rail**

Transverse upper member on front side or upper longitudinal member on container side.

**TOPS**

Fully fledged TOS (Terminal Operating System)

**Top Side Rail**

Longitudinal structural member at the bottom of a side of a container joining the bottom corner fittings of the side in question. In platform based containers which are open sided and open top, these longitudinal members may be removable, and are not necessarily intended to take longitudinal loadings. In open top containers, they may be used to support removable (or sliding) roof bows, which in turn support a canvas or plastic cover.

**Top Tier**

The upper most layer of containers.

**TOS**

Terminal Operating System.

**TOW**

Abbrev. for Tier On Weight. Stowing principle i.e. stowing light on top of heavy containers.

**Tow Tractor**

A tractive unit used to pull containers. *Also Dock Truck, Dock-Side Tractor, IMV, Terminal Tractor, Trailer Spotter, Tug-Master, Yard Tractor.*

### **Tower Units**

Cooling equipment for supplying of cool air to porthole containers in terminals.

### **Tracing**

The action of retrieving information concerning the whereabouts of cargo, cargo items, consignments or equipments. See Spotting.

### **Track Gauge**

The distance between the internal sides of rails on a railway line. It is generally 1,435 m.

### **Tractive Unit**

The front (or towing) part of an articulated vehicle. In jargon "Mule". Also Prime Mover.

### **Tractor**

The motor unit (sometimes referred to as a "horse") that is used to pull trailers or vans. The complete coupled unit is called a "rig".

### **Tractor-Trailer**

Some trucks are a solid unit, such as a van, but many have three main units. The front section where the driver sits is called the cab or the tractor (because it pulls a load). Cargo is loaded into the metal box (container), which is loaded onto the wheel base called a chassis or a trailer. These big trucks are often also called 18-wheelers.

### **Trailer**

Used to describe a container together with a removable chassis or boogie.

### **Trailer Chock**

A wooden/metal/rubber wedge inserted under the wheels.

### **Trailer Horse**

Also Trailer Jack.

### **Trailer Jack**

Also Trailer Leg.

### **Trailer on Flat Car (TOFC)**

Probably the most common and best-known form of piggyback. Highway truck trailers are either lifted on and off in side transfer, or else end loaded and unloaded from a fixed ramp. When containers move in this type of service, they are first mounted on a chassis or bogie, prior to loading on the piggyback rail car.

### **Trailer Spotter**

Also Dock Truck, Dock-Side Tractor, IMV, Tow Tractor, Tug-Master, Yard Tractor.

### **Transcontainer**

Designation of a container used mainly by European railways, to distinguish large ocean shipping containers (20' and larger) from the smaller, older European containers listed in ISO series II.

### **Transfer Charge**

A charge levied by carrier to Merchant as a compensation for expenses connected with manipulation of containers at CY. Also Container Yard Charge, Equipment Handover Charge, Lifting Charge, Transfer Fee.

### **Transfer Crane**

Container crane for manipulating containers on terminal. They are Rail-Based or Tyre-Based.

Also Travel Crane, Transtainer.

### **Transfer Fee**

A charge levied by carrier to Merchant as a compensation for expenses connected with manipulation of containers at CY. Also Container Yard Charge, Equipment Handover Charge, Lifting Charge, Transfer Charge.

### **Transfer Unit**

Chassis equipped with a device which when attached to a container, enables it to be pulled from rail car on to semi-trailer eliminating the use of heavy equipment.

### **Transiflat**

A transiflat is essentially the base of a container. Variations have end guides and sides, but the top is open. Transiflats cannot be in the bottom position for double stacking and can only be bottom lifted.

### **Transloading**

- Transfer of containers from one vessel to another vessel. Synonymous with Transshipments

- Transferring bulk shipments from the vehicle/container of one mode to that of another at a terminal interchange point.

### **Transmodalist**

Intermodal container operator that is not limited to one mode (such as a steamship company, a trucker or a railroad) but who has flexibility of all modes and ability to render a door-to-door service.

### **Transponder**

See TAG. A device (chip) used for identification which automatically transmits certain coded data when actuated by a special signal from an interrogator.

### **Transport-related Acceleration Forces**

Negative and positive accelerations are dynamic, mechanical stresses which occur in two main types during the transportation of goods:

- regular acceleration forces and
- irregular acceleration forces.

Regular acceleration forces primarily occur in maritime transport. Acceleration of up to one g ( $g = 9.81 \text{ [m/s}^2\text{]}$ ) and, in extreme cases, even more, may occur due to rolling and pitching in rough seas. Such regular acceleration forces have an impact on the effort involved in load securing.

Irregular acceleration forces occur during cornering or when a train passes over switches, during braking, starting up, hoisting and lowering. Such acceleration forces are not generally repeated, but they may occur several times at varying intensities during transport. These are the typical stresses of land transport and transport, handling and storage operations.

### **Trans-Rak**

An easy-to-operate, retractable, car transport system fitted inside a 40' high cube container. Four hardtop Chery cars can be shipped in one 40' high-cube container which provides protection for the cars against weather, theft and dents.

### **Trans-shipment**

Trans-shipment is the term used to describe the transfer of a container from one train onto another. For example a container consigned from Melbourne to Alice Springs would be trans-shipped in Adelaide from the Melbourne to Adelaide train to the Adelaide to Alice Springs train. *Also* Transloading.

### **Transtainer®**

Transtainer® is a trademark of transfer cranes in container yard for the PACECO Group. They are Rail-Based or Tyre-Based. *Also* Transfer Crane, Travel Crane.

### **Transversal Lashing System**

A method of below-deck securing where containers are connected laterally by bridge fittings to each other or to the ship's structure.

### **Transverse Members**

Transverse structural members at the top and bottom of an ISO container joining the corner fitting of the end in question.

### **Travel Crane**

Container crane for manipulating containers on terminal. There are Rail-Based or Tyre-Based. *Also* Transfer Crane, Transtainer.

### **Tray**

Trays are preformed containers made from plastic to take individual fruits that are particularly sensitive to pressure.

### **Tray Container**

A type of a Drum Carrier. *Also* Cage-Tainer, Wire-Mesh Container.

### **TRC**

Abbrev. for Terminal Receival Charge.

### **Tread Plate**

A steel plate near the rear sill protecting the edge of the container floor. *Also* Crash Plate, Dump Plate, Floor Protection Plate, Threshold Plate.

### **TREC**

Tamper-Resistant Embedded Controllers. Intelligent, real time tracking devices fitted to freight containers and designed to withstand the environment they operate in.

### **TRI-AXLE CHASSIS**

A chassis for 20' transport with three axles, which extends allowing for, increased weight in 20' containers.

### **Trip Lease**

Leasing container for one trip only.

### **Triple E class**

Triple E" family of containerhips with a capacity of 18,000 TEU, with an emphasis on lower fuel consumption. "Triple E class" highlights three design principles: "*Economy of scale, Energy efficient and Environmentally improved*"

### **Truck To Truck Operation**

Passing of palletised cargo directly from truck to truck by use of FLTs eliminating cranes or winches and physical labour.

### **Trunking**

Transfer of containers between Terminal and CFS.

### **TS**

Transshipment container: A container operated by another CTO, and delivered to the system CTO under a transshipment contract for transport either to the container's final destination as per Bill of Lading, or the agreed port or location of delivery. These transshipments may take the form of pre-carriage, with another CTO performing the on-carriage, or vice versa. The repositioning of containers owned by lessors on a vessel of the CTO would likewise be considered "transshipment".

### **TSC**

Abbrev. for Terminal Service Charge. Also THC (Terminal Handling Charge).

### **TTO**

A Carrier who contracts to carry goods (only part of which carriage he undertakes himself) on the basis that he is a principal whilst the goods are in his personal care and an agent only whilst they are not.

### **Tug-Master (Tugmaster)**

Brand name of tractor unit used in ports to pull trailers. They are equipped with a fifth wheel or a gooseneck type of coupling. Also Dock-Side Tractor, Dock Truck, IMV, Terminal Tractor, Tow Tractor, Trailer Spotter, Yard Tractor.

### **Tunnel (Assmbly)**

Recess in the front portion of a container understructure to accommodate the raised portion of a gooseneck chassis. See Gooseneck tunnel.

### **Tunnel Bolster**

The crossmember supporting the rearmost portion of the tunnel.

### **Tunnel Plate**

A steel plate separating the tunnel recess from the interior of the container.

### **Tunnel Rails**

The longitudinal rails supporting the tunnel plate and forming the sides of the tunnel recess.

### **Tunnel Recess**

Opening on front bottom part of container i.e. on Roll-Trailer for accommodating Gooseneck of container chassis i.e. Tug-Master.

### **Turnaround Time**

A period for one container to perform its voyage and return to place of origin.

### **Turnbuckle**

A tensioner that is tightened by turning a threaded screw with left and right hand thread. Syn. Screw or Bottlescrew

### **TVA (time volume agreement)**

A contract between a carrier and shipper that specifies the movement of a certain number of containers over a period of time, usually 12 months.

### **Tyne**

Also Fork.

### **Twin Lift Device**

Also Coupler.

**Twin-Stack Car**

Also Double-Stack Rail Car.

**Twin Twenties**

Two 20' containers joined together as a 40' trailing unit, either self-supporting coupled, or assembled on a chassis frame or chassis.

**Twinning**

The act of joining two 20' containers into one 40' by means of metal hardware called Coupler, Twin Device or Twin Lift Device.

**Twistlock**

A rotating triangular shaped securing device designed to engage corner fittings through apertures in such fittings.

**Two-Way Pallet**

Pallet which can be lifted by FLT from two opposite sides only.

**Tyne Holes**

Recesses in the sides of containers for the entry of the forks of fork lift trucks. See Fork Pockets.

- U -

**UC**

Uncontainerised Cargo. Some of the commonly carried UC cargo: Luxury Yacht, Helicopters, Large Vehicles and Machinery.

**UCC**

Abbrev. for Ultimate Container Carrier. A new design of hatch-less container vessel.

**UIC**

Abbrev. for Union Internationale Des Chemins De Fer. Organisation primarily of European railroads which establishes standards for container transport on member railroads.

**UIC Mark**

An UIC mark on container registered for railroad transport:

I	C	◀ Sign for Transcontainers
70		◀ No. of Code (70 for British Railways)

**UIT**

Abbrev. for Unaccompanied Intermodal Traffic.

**ULCS**

Ultra-large Containership.

**ULD**

Abbrev. for Unit Load Device. IATA term for standard pallet for air transport. Also Air Cargo Container, Belly Container, "IATA" Container, Igloo.

**Ullage**

Portion of the total capacity of a tank container not occupied by its liquid cargo; expressed as a percentage of that capacity.

**Ultimate Container Carrier**

See UCC.

**UNCON**

Abbrev. for Uncontainerable Goods. Goods which, because of their dimensions, cannot be containerised and which are therefore carried other than in a container. Also UC.

**Unibed**

A type of Flat-Rack Container. Also Openend Flatrack.

**Uniflat**

A type of Flat-Rack Container having posts on front and rear side connected with two swinging half-headers.

**Uncontainerised Cargo**

Also UC. See UNCON.

**Undercoat**

A waterproof material painted or sprayed on underside of container structure. It protects the steel members from corrosion and waterproofs wooden flooring. Also Underseal.

**Underframe**

The structural supporting members under the container floor cross members, forklift pockets and tunnel recess. Also Base (Assembly), Underside, Understructure.

**Underseal**

See Undercoat.

**Underside**

Also Base (Assembly), Underframe, Understructure.

**Under-slung Generator**

A portable generator for a container that is mounted beneath a chassis; used for containers moving on a truck or conventional rail.

**Understructure**

Also Base (Assembly), Underframe, Underside.

**Unitization**

The consolidation of a number of individual items into one large shipping unit for easier handling. It is also the securing or loading of one or more large items of cargo onto a single structure, such as a pallet.

**Unit Load (Unitized Load)**

A number of individual packages bonded, palletised or strapped together to form a single unit for more efficient handling by mechanical equipment.

Unit loads are parts of a shipment that can be treated as a single unit during cargo handling and transportation. The size or dimensions of the unit load can vary according to requirements and to the means of transport and packaging container available. To optimize the cargo handling, transport and storage processes, standardization of unit loads is desirable. The most common unit loads are pallets and components with bases that resemble pallets, such as pallet boxes, IBCs, etc. The most important properties of a unit load are that it can be loaded to ensure a tight fit, its modularity and its stability, the last of which ensures that it can be stowed safely and will not be damaged by load securing measures.

**Unload**

Removing cargo and/or containers from the ship. Also may refer to unpacking containers.

**Unpacking**

Removal of cargo, dunnage, etc, from container. Also Destuffing, Devanning, Emptying, Stripping.

**Unstuffing**

Also Destuffing, Devanning, Emptying, Stripping, Unpacking.

**Upright Blocking**

In the context of load securing, upright blocking is understood to be wooden elements inserted vertically in order to take up and transfer loads.

**Utilisation Allowance**

Deduction from the FCL freight provided by a shipping line or liner conference to a shipper who loads a minimum number of tonnes or cubic metres of cargo into a shipping container. Also FCL Allowance.

**Utilisation Rate**

In relation to container leasing business this is percentage calculated by dividing the volume of containers on-hired to customers in terms of TEU by the total capacity of Lessor's container fleet in terms of TEU.

- V -

**Vacant Space**

See Waste Cube.

**Van**

- From "Caravan". Used to describe the permanently attached box and wheels.

- A van is an enclosed wagon which can be used instead of containers. Vans are not usually accommodated at intermodal terminals because the loading requires a platform or additional resources to handle the individual items of freight and are usually loaded and unloaded in private sidings. *Also see Lifts.*

#### **Van Carrier**

A truck built in a shape of a tunnel so as to straddle containers and equipped with a hydraulically operated spreader to lift them. *See Straddle Carrier.*

#### **Van Container**

American term for a Dry Box Container.

#### **Van Container Bogie**

Container built to be used as a semi-trailer highway van, i.e. the recess for the tractor pin is inserted into the bottom of a container in a reinforced area. Dolly wheels and anti-nose dive legs are also part of the bottom structure.

#### **Van Container Chassis**

A semi-trailer chassis with ASA/ISO tie down corner fittings for receiving and securing a van container of matching size. *Also Skeletal Trailer.*

#### **Van Grounding**

The event when a container or trailer is taken off of the train and placed on the ground for customer pickup. At this time, the container is mounted on a chassis and the notify party is notified.

#### **Van-Mover**

*See Straddle Carrier. Also Van Carrier.*

#### **Van Notify**

The event when the notify party is notified by the railroad that the container or trailer is available for pickup.

#### **Van Pool**

Facility used for storage of containers and/or chassis. May be attached to another facility or separate.

#### **Van Tanks**

*See Inlets.*

#### **Vanning**

American term sometimes used for packing a container. *Also Packing, Stuffing.*

#### **Vapor Space**

Area located between top of liquid cargo and internal top of tank barrel.

#### **Variable Reach Truck**

Machine capable to place a load of more than 20 t in the middle of a 20' container.

#### **Vario-Flat Container**

A flat or open container, or an open top or dumper-tainer, equipped with extensible corner posts so that the height of the unit can be extended from half height (about 4'3") to full height (8' or more).

#### **Vent-Containers**

GP containers having vent ducts along the side panels at top and bottom rails achieve this by convection effect. Warm moist air is expelled via the upper ducts and replaced with colder ambient air via the lower ducts. Plywood insulation on the interior of side panels is fitted only on part of the owned fleet and is preferable. High leasing costs are an issue with this equipment. *Also Vent-Tainer/Vented/Ventilated Container.*

#### **Vent-Tainer**

Ventilated Container. *Also Vent-Container/Vented/Ventilated*

#### **Vent Doors**

Small doors or disc panel openings to provide and/or control air circulation. *Also Vents.*

#### **Vented Container**

Container equipped with small vents on upper part of side panels allowing free air circulation. ISO differentiate:

- container with vents up to 25 cm<sup>2</sup> per 1 m<sup>2</sup> of side panel
- container with vents over 25 cm<sup>2</sup> per 1 m<sup>2</sup> of side panel



### **Ventilated Container**

Container with openings in the side and/or end walls to allow the ingress of outside air when the doors are shut. ISO differentiate:

- container with mechanical system for ventilation (Multi-Vents Unit)
- container with in-built ventilation system
- container with ventilation system mounted outside

### **Ventilated/Coffee**

Identical to the GP, except for the inclusion of full length ventilation galleries sited along the top and bottom side rails, and thus ideal for the carriage of coffee, as condensation is prevented from accumulating. 20' only.

### **Ventilation Channel Stack**

A way of stowing cargo inside Reefer container that permits unobstructed flow of air between rows of cargo as well as between cargo and container walls. *Also* Air-Flow Stack.

### **Ventilation Holes**

Die-cut holes provide for passage of air through a container.

### **Ventilator**

A device permanently attached to the side (or front) panel of a container which permits the exchange of air in the interior.

### **Ventilator Baffle**

A baffle inside the ventilator which prevents ingress of sea water.

### **Ventilator Cover**

The outermost portion of the ventilator, which is a part of the exterior of the container.

### **Ventilator Grid**

Lower portion of the ventilator, which is either pierced with holes or formed with mesh to permit passage of air.

### **Ventilator Panel**

The portion of the side (or front) panel located behind the ventilator cover.

### **Vents**

Small holes or slots in sides of containers for air circulation. *Also* Vent Doors.

### **Vent-Tainer**

Ventilated Container.

### **Vessel Rehandling**

The single movement of a container from a vessel slot or cell to another position in stowage on the same vessel and voyage is classified as vessel rehandling.

### **Vessel Sharing Agreement (VSA)**

Vessel Sharing Agreement. A term agreement between two or more carriers in which a number of container positions ("slots") equal in space are reserved on particular vessels for each of the participants. The number of slots (space) on different vessels on the same route can vary by vessel type and direction but may also be expressed as each party's capacity use of the vessels employed jointly.

### **Vikane**

Trade name for Sulphur hexafluoride. Used as a fumigant to control insect pests of timber - often to fumigate containers.

### **Void Filler**

Material used to fill a space between articles of cargo and the structure of the vehicle that has sufficient strength to prevent movement of the articles of cargo.

### **Volatility Allowance**

The largest difference in container availability taking into account past peaks in net demand after having removed the trend in container demand during the repositioning trade-off period.

### **VSA**

See Vessel Sharing Agreement.

### **VTL**

Abbrev. for Vertical Tandem Lifting. The practice of lifting two or more vertically connected containers as a single lift.

#### **VTs**

Abbrev. for Vessel Tracking System.

### **- W -**

#### **W & W Criteria**

Abbrev. for Wind & Watertight Criteria.

#### **Wagon**

Wagons are the vehicles used for carrying freight. The most common type for containerised freight are the 3 slot wagon, which carries up to three TEU. Five-pack skel wagons and five-pack well wagons can carry up to 12 TEU or up to 24 TEU double stacked.

#### **Walking Board**

Plywood board, generally around 2 cm thick, often used for load securing and for interlayer dunnage or top dunnage. *Also* Grating, Spacer Board.

#### **Walkways**

Walking platform on the upper part of Tank Container, allowing the access to filling opening. *Also* Catwalk.

#### **Warning Sign of Overhead Electrical Danger**

A mark designated by a lightening flash that indicates a warning sign of the possibility of overhead electrical danger.

#### **Waste Cube**

When cargo does not completely fill or fit the interior of the container due to bad packing, awkward shapes, weight limitations, or lack of cargo. *Also* Broken Stowage. *See* Breakage.

#### **Water-Tight Test**

Specified test to determine if a container is watertight.

#### **Wayport**

For a container, any port on the service route other than the destination of the container.

#### **Web**

A metal sheet or plate connecting together the flanges of a structural member.

#### **Wedge**

A structure used to provide a container stack with a horizontal base on a sloping deck or hatch cover.

#### **Weight Panel**

Markings, usually in the form of a decal, affixed to the door panel to indicate weights and capacity. They include maximum gross weight (mass), tare (empty) weight, cubic capacity, and payload (maximum gross weight less tare).

#### **Weld-in Flange**

Welded into the shell of the tank providing a base for mechanically mounting valves and fittings.

#### **Well Wagon (Car)**

A railway wagon with a lowered, reinforced deck between the bogies, designed for extra heavy loads/or articles of excessive height. *Also* known as (Double) Stack Car. A drop-frame Rail Flat Car.

#### **Weep Holes**

Small holes in the cladding under the tank barrel that allows evacuation of condensation or liquid.

#### **Wharf**

A facility where a ship can moor and discharge/load directly onto dry land. It will usually incorporate suitable sheds, equipment, etc. *See* Container Terminal.

#### **Wheeled Cargo**

*Also* Ro/Ro Cargo, Rolling Cargo.

#### **Wire-Mesh Container**

An open container, without roof and with mesh sides. *See* Cage-Tainer, Drum Carrier, Tray Container.

**W N**

Abbrev. for Wooden Crates, Cases, Pallets, Dunnage Not Used.

**WSG**

Wide Span Gantry.

**W T**

Abbrev. for Wooden Crates, Cases, Pallets, Dunnage Treated (against insects).

**WUT**

Abbrev. for Wooden Crates, Cases, Pallets, Dunnage Untreated (against insects)

**WWT (Wind & Water Tight)**

This conditional information indicates that the container is dry and suitable for storage. Regrettably, some sellers are using temporary repair methods in order to state that the container is "wind and water tight".

- Y -

**YAR**

Abbrev. for York Antwerpen Rules, International agreement for settlement of average to ocean ships.

**Yard**

A classification, storage or switching area.

**Yard Cart**

A four-wheeled drawbar trailer used for shunting containers around a yard or dock area.  
Also Terminal Chassis, Terminal Trailer, Yard Chassis.

**Yard Chassis**

See Terminal Chassis, Terminal Trailer, Yard Cart.

**Yard Gantry Crane**

Container crane for manipulating containers on terminal. They are Rail-Based or Tyre-Based.  
Also Transfer Crane, Transstainer, Travel Crane.

**Yard Hustler**

Tractor that pulls containers around the pier for positioning.

**Yard Rehandling**

Yard rehandling is defined as extra movement of containers within the container facility. These rehandles include sorting, extra stacking or unstacking, extra movement to or from chassis, and extra movements to or from holding locations.

**Yard Tractor**

A tractive unit - usually unlicensed - for moving containers within a dock or terminal.  
Also Dock-Side Tractor, Dock Truck, Hustler, Mule, Terminal Tractor, Trailer Spotter, Tug-Master.

**Yield Load**

Load at which irreversible deformation begins.

**YMS**

Yard Management system.

**YO-YO Work**

Combined work of two cranes lifting the cargo whose mass exceeds the lifting capacity of single crane.

- Z -

**Zone Haulage Rate**

The rate for which the carrier will undertake the haulage of goods or containers between either the place of delivery and the carrier's appropriate terminal. Such haulage will be undertaken only subject to the terms and conditions of the tariff and the carrier's Combined Transport Bill of Lading.

**Zone Service - ZS**

Inland haulage service.

**Zone Service Rate - ZSR**

Charge for inland haulage service.

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