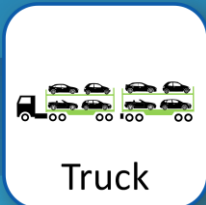




# Glossary of Vehicle Logistics Terminology



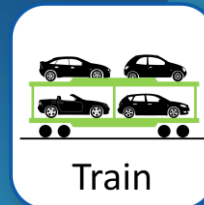
Truck



Ship



Compound



Train



Barge

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Established in 1997, ECG is the Association of European Vehicle Logistics and represents around 100 leading vehicle logistics companies from 28 countries across Europe, including Georgia, the Russian Federation, Ukraine and Turkey. ECG Members provide transport, distribution, storage, preparation and post-production services to manufacturers, importers, car rental companies and vehicle leasing operators. ECG's Brussels based secretariat works daily to fulfil the core mission of the Association, i.e. Information & Awareness; Education; Networking & Integration; Lobbying & Representation; and Standardisation.

For more information, please visit the ECG website: [www.ecgassociation.eu](http://www.ecgassociation.eu)

## List of Abbreviations

AIDC	Automatic Identification and Data Capture
ATA	Actual time of arrival
ATD	Actual time of departure
BAF	Bunker Adjustment Factor
CAF	Currency Adjustment Factor
CEN	European Committee for Standardisation
CMR	Convention on the Contract for the International Carriage of Goods by Road <sup>1</sup>
EDI	Electronic Data Interchange <sup>2</sup>
EFAF	Emergency fuel adjustment factor
ETA	Estimated time of arrival
ETD	Estimated time of departure
EV	Electric Vehicle
FPR	First point of rest
FEU	Forty-foot equivalent unit
FAS	Free alongside
FIO	Free In and Out
FOB	Free on Board
FOR	Free On Rail
FOT	Free On Truck
GIS	Geographic Information System
GPS	Global Positioning by Satellite
GSM	Global System for Mobile Communications
GSM-R	Global System for Mobile Communications for Railways
GTL	Global Transport Label
GHG	Greenhouse Gases
GVW	Gross Vehicle Weight
HEV	Hybrid Electric Vehicle
HGV	Heavy Goods Vehicle
H&H	High and Heavy cargo
IOC	Information of collection
IOD	Information of delivery
ISO	International Organization for Standardization <sup>3</sup>
ISPS	International Ship and Port Facility Security Code
ITS	Intelligent Transport Systems
LPR	Last point of rest
LLP	Lead Logistics Provider
LCV	Light Commercial Vehicle
LSP	Logistics Service Provider
OEM	Original Equipment Manufacturer
PC	Personal Car
PMR	Personal Mobile Radio
POE	Port of Entry
PPO	Post Production Option
PDI	Pre-Delivery Inspection

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<sup>1</sup> <http://www.jus.uio.no/lm/un.cmr.road.carriage.contract.convention.1956/doc.html>

<sup>2</sup> <http://www.cen.eu/Pages/default.aspx>

<sup>3</sup> <http://www.iso.org/iso/home.html>

POV	Privately Owned Vehicle
POC	Proof of collection
POD	Proof of delivery
PO	Purchase order
RFID	Radio-frequency identification
Ro-Pax	Roll-on-roll-off passenger
Ro-Ro	Roll-on-roll-off
TEU	Twenty-foot equivalent unit
UCR	Unique Consignment Reference
VPC	Vehicle Processing Centre
VIN	Vehicle Identification Number
WCO	World Customs Organisation <sup>4</sup>
1D	One dimension
2D	Two dimensions
3PL	Third Party Logistics Services Provider
4PL	Fourth Party Logistics Services Provider

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<sup>4</sup> <http://www.wcoomd.org/en.aspx>

# GLOSSARY

## Finished Vehicle Logistics Terminology

**Alternative fuels** – known as non-conventional or advanced fuels, are any materials or substances that can be used as fuels, other than conventional fuels. Conventional fuels include: fossil fuels (petroleum (oil), coal, and natural gas), as well as nuclear materials such as uranium and thorium, as well as artificial radioisotope fuels that are made in nuclear reactors. Some well-known alternative fuels include biodiesel, bioalcohol (methanol, ethanol, butanol), chemically stored electricity (batteries and fuel cells), hydrogen, non-fossil methane, non-fossil natural gas, vegetable oil, propane, and other biomass sources.<sup>5</sup>

**Actual time of arrival (ATA)** – the time when a means of transport actually arrives at its place of destination.<sup>6</sup>

**Actual time of departure (ATD)** – the time when goods are actually departed.<sup>7</sup>

**Arrival notice** – a notification sent by a carrier to a nominated notifies party advising the arrival of a means of transport for a certain consignment.

**Backhaul** – to haul a shipment back over part of a route that it has already travelled; return movement of cargo, usually opposite from the direction of its primary cargo destination.<sup>8</sup>

**Barcode** – barcode is an optical machine-readable representation of data relating to the object to which it is attached. Originally barcodes systematically represented data by varying the widths and spacings of parallel lines, and may be referred to as linear or one-dimensional (1D). Later they evolved into rectangles, dots, hexagons and other geometric patterns in two dimensions (2D). Although 2D systems use a variety of symbols, they are generally referred to as barcodes as well. Barcodes originally were scanned by special optical scanners called barcode readers.

**Bill of Lading** – is a document issued by the carrier to the shipper, signed by the captain, agent or owner of a vessel, providing written evidence regarding receipt of the goods (cargo), the conditions on which transportation is made (contract of carriage), the conditions of the goods and the engagement to deliver the goods at the prescribed port of destination to the lawful holder of the bill of lading. It is, therefore, both a receipt for merchandise and a contract to deliver it as freight. An inland bill of lading (a waybill on rail or the “pro forma” bill of lading in trucking) is used to document the transportation of the goods between the port and the point of origin or destination. A waybill can also be used for ocean transportation.

**Block train or full train** – railway train in which all the wagons contain the goods of one customer, and are shipped from the same origin to the same destination, without being split up or stored on route.

**Break Bulk Cargo** – is conventional, uncontainerised cargo that is shipped in units of one (such as uncontainerised machinery or trucks) or shipped in units or packages (such as palletised or boxed cargo).

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<sup>5</sup> [http://en.wikipedia.org/wiki/Alternative\\_fuel](http://en.wikipedia.org/wiki/Alternative_fuel)

<sup>6</sup> [file:///C:/Users/OSK/Downloads/2\\_EIT%20-%20Projektrapport\\_Bilaga\\_2.pdf](file:///C:/Users/OSK/Downloads/2_EIT%20-%20Projektrapport_Bilaga_2.pdf)

<sup>7</sup> Ibid.

<sup>8</sup> <http://www.seinemaritime.net/suports/uploads/files/Glossary%20of%20Port%20and%20Shipping%20Terms.pdf>

**Broker** – person whose business it is to prepare shipping and customs documents for international shipments. Brokers often have offices at major freight gateways, including border crossings, seaports, and airports.<sup>9</sup>

**Bunker Adjustment Factor (BAF)** – is a freight charge adjustment that takes into account the fluctuation of the bunker (fuel) prices during the contract period.

**Cabotage** – traditionally refers to shipping along coastal routes, port to port. Now the word is often used to refer to the transport of goods or passengers between two points in the same country by a vessel or an aircraft registered in another country. Originally a shipping term, cabotage now also covers aviation, railways, and road transport. Cabotage is used in the context of "cabotage rights", the right of a company from one country to trade in another country. In aviation terms, it is the right to operate within the domestic borders of another country. Most countries do not permit aviation cabotage, for reasons of economic protectionism, national security or public safety. One notable exception is the European Union, whose members all grant cabotage rights to each other.<sup>10</sup>

**Carbon footprint** – a popular term for the summation of all carbon dioxide emissions (or other greenhouse gas emissions) caused during the product life cycle, from raw material extraction to waste management for a product, such as a vehicle, vehicle fuel, a transport service or a road.<sup>11</sup>

**Cargo rail station, freight depot/yard** – cargo traffic location where goods are handled and prepared for upcoming transportation. See also: Yard.

**Carrier** – is any person or company who, in a contract of carriage, undertakes to perform or to procure the performance of transport by rail, road, air, sea, inland waterways or by combinations of such modes.

**CMR** – the CMR Convention (full title Convention on the Contract for the International Carriage of Goods by Road) is a United Nations convention that was signed in Geneva on 19 May 1956. It relates to various legal issues concerning transportation of cargo by road. It has been ratified by the majority of European states. As of 2013, it has been ratified by 55 states.<sup>12</sup>

**Combined transport or intermodal transport** – this method involves the transportation of cargo in a container or swap body or trailer, using various means of transportation (rail, ocean vessel and truck), without any handling of the freight itself when changing modes.

**Compound** – an area for storing vehicles.

**Consignee** – is the company or person named in a freight contract to whom the goods have been shipped, as stated on the Bill of Lading.

**Contract of Carriage** – is a binding agreement (evidenced usually by a bill of lading) which contains conditions of carriage that spell out the obligations and rights of a carrier and a shipper. The carrier undertakes to deliver goods from a named place of departure to a named destination, in consideration for a freight charge. This contract addresses issues associated specifically with what is being carried, and how the liability and compensation for damage or loss of the goods is assessed, apportioned, and paid.

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<sup>9</sup>[http://www1.agric.gov.ab.ca/\\$Department/deptdocs.nsf/all/explore13593/\\$FILE/DistributionFactsheet1Glossary.pdf](http://www1.agric.gov.ab.ca/$Department/deptdocs.nsf/all/explore13593/$FILE/DistributionFactsheet1Glossary.pdf)

<sup>10</sup> <http://en.wikipedia.org/wiki/Cabotage>

<sup>11</sup> [file:///C:/Users/OSK/Downloads/2\\_EIT%20-%20Projektrapport\\_Bilaga\\_2.pdf](file:///C:/Users/OSK/Downloads/2_EIT%20-%20Projektrapport_Bilaga_2.pdf)

<sup>12</sup> For more information see: <http://www.jus.uio.no/lm/un.cmr.road.carriage.contract.convention.1956/doc.html> and [http://www.globalnegotiator.com/blog\\_en/transport-documents-cmr-bill-of-lading-air-waybill/](http://www.globalnegotiator.com/blog_en/transport-documents-cmr-bill-of-lading-air-waybill/)

**Cross-docking** – the concept of packing products on the incoming shipments so they can be easily sorted at intermediate warehouses or for outgoing shipments based on final destination. The items are carried from the incoming vehicle docking point to the outgoing vehicle docking point without being stored in inventory at the warehouse. Cross-docking reduces inventory investment and storage space requirements.<sup>13</sup>

**Currency Adjustment Factor (CAF)** – is a freight charge adjustment used by an international Carrier to offset foreign currency fluctuations.

**Damage Codes** – a set of codes which are used to report damages on a vehicle. AIAG prepared ‘Standard Global Damage Codes’ which ECG supports.<sup>14</sup>

**Delivery** – the physical process of handing over goods to the consignee or to the party acting on his behalf. Synonym: drop off.

**Delivery date** – is the date within which the shipper must deliver the goods to the Carrier in the port of loading.

**Direct transport** – the conveyance of goods directly from the consignor to the consignee without intermediate storage or unnecessary delay in the distribution activities.

**Drop off** – See Delivery.

**Electronic Data Interchange (EDI)** – an electronic communication method that provides standards for exchanging data via any electronic means. By adhering to the same standard, two different companies, even in two different countries, can electronically exchange documents (such as purchase orders, invoices, shipping notices, and many others).<sup>15</sup>

**EDU** – Equivalent Delivery Unit.

**Emergency fuel adjustment factor (EFAF)** – is a freight charge adjustment that takes into account the fluctuation of the fuel prices where no BAF is present in the contract of carriage, or where the BAF does not adequately cover the additional bunker costs.

**Estimated time of arrival (ETA)** – the time when a carrier estimates that a means of transport will arrive at its place of destination.<sup>16</sup>

**Estimated time of departure (ETD)** – the time when a carrier estimates that a means of transport will depart from its place of departure.<sup>17</sup>

**Euro Class** – European emission standards define the acceptable limits for exhaust emissions of new vehicles sold in EU member states. The emission standards are defined in a series of European Union directives (Euro 4, Euro 5, ...) staging the progressive introduction of increasingly stringent standards.

**Electric vehicle (EV)** – also referred to as an *electric drive vehicle*, uses one or more electric motors or traction motors for propulsion. An electric vehicle may be powered through a collector system by electricity from off-vehicle sources, or may be self-contained with a battery to provide electricity or generator to convert fuel to electricity. EVs include road and rail vehicles, surface and underwater vessels, electric aircraft and electrically powered space vehicles.<sup>18</sup>

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<sup>13</sup> [file:///C:/Users/OSK/Downloads/2\\_EIT%20-%20Projektrapport\\_Bilaga\\_2.pdf](file:///C:/Users/OSK/Downloads/2_EIT%20-%20Projektrapport_Bilaga_2.pdf)

<sup>14</sup> See the AIAG and ECG joint publication of M22 that includes the Global Damage Codes:

<http://www.ecgassociation.eu/publicationsreports/fvltransportdamagereporting.aspx>

<sup>15</sup> For more information see: [http://en.wikipedia.org/wiki/Electronic\\_data\\_interchange](http://en.wikipedia.org/wiki/Electronic_data_interchange)

<sup>16</sup> [file:///C:/Users/OSK/Downloads/2\\_EIT%20-%20Projektrapport\\_Bilaga\\_2.pdf](file:///C:/Users/OSK/Downloads/2_EIT%20-%20Projektrapport_Bilaga_2.pdf)

<sup>17</sup> Ibid.

<sup>18</sup> [http://en.wikipedia.org/wiki/Electric\\_vehicle](http://en.wikipedia.org/wiki/Electric_vehicle)

**Fairway dues** – are taxes collected by the State to cover costs it incurs from the construction, maintenance and care of public fairways used for navigation, and safety devices required by waterborne traffic, and from assistance provided by icebreakers.

**Final consignee** – the receiving party for a scheduled vehicle movement.

**First point of rest (FPR)** – a nominated area where vehicles are parked when unloaded after a transport leg. Often they are inspected for damage at FPR as part of the process of handover from one LSP to another.

**Fleet Management System** – a system for collecting data on vehicle operations (route, fuel consumption, shipments, goods, etc.) and links this to office systems (ERP, accounting, etc.).

**Forty-foot equivalent unit (FEU)** – a unit of measurement equivalent to one forty-foot container. Two twenty-foot containers (TEUs) equal one FEU.<sup>19</sup>

**Fourth Party Logistics Services Provider (4PL) or fourth-party logistics provider** – a supplier of outsourced supply chain coordination and management services that generally does not own or operate the underlying logistical assets and resources.<sup>20</sup> Synonym: Lead logistics provider and Control Tower.

**Free alongside (FAS)** – a maritime trade term requiring the seller to deliver goods to a named port alongside a vessel designated by the buyer. "Alongside" means that the goods are within reach of a ship's lifting tackle. When used in trade terms, the word "free" means the seller has an obligation to deliver goods to a named place for transfer to a carrier.<sup>21</sup>

**Free on Board (FOB)** – a maritime trade term requiring the seller to deliver goods on board a vessel designated by the buyer. The seller fulfils its obligations to deliver when the goods have passed over the ship's rail. When used in trade terms, the word "free" means the seller has an obligation to deliver goods to a named place for transfer to a carrier.<sup>22</sup>

**Freight** – is the term for all merchandise, goods, products or commodities shipped by rail, air, road or water, other than baggage, express mail or regular mail.

**Freight Charge** – is the charge assessed for transporting freight.

**Freight forwarder** – person or company involved in the collection, consolidation, shipping and distribution of goods, who acts as an agent on behalf of a shipper. A freight forwarder frequently consolidates shipments from several shippers and co-ordinates booking reservations, clears freight through customs, prepares documents and arranges shipping, warehousing and delivery<sup>23</sup>.

**Freight invoice** – a document issued by a transport service provider, specifying freight costs and charges incurred for a transport operation and stating conditions of payment. Synonym: Freight bill.

**Freight payer** – party responsible for the payment of freight charges.

**Freight wagon** – vehicles used for the transportation of goods (from all-round to special-purpose types) for rail transportation.

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<sup>19</sup> <http://www.seinemaritime.net/suports/uploads/files/Glossary%20of%20Port%20and%20Shipping%20Terms.pdf>

<sup>20</sup> <http://www.logisuite.com/logistics-terms-glossary/>

<sup>21</sup> <http://www.investopedia.com/terms/f/fas.asp>

<sup>22</sup> Ibid.

<sup>23</sup> [http://www1.agric.gov.ab.ca/\\$Department/deptdocs.nsf/all/explore13593/\\$FILE/DistributionFactsheet1Glossary.pdf](http://www1.agric.gov.ab.ca/$Department/deptdocs.nsf/all/explore13593/$FILE/DistributionFactsheet1Glossary.pdf)



**Freightways** – European cross-border tracks for freight transportation used by all European train operators.

**Full train** – see ‘block train.’

**Geographic Information System (GIS)** – high quality database for assets using exact geographic information for object location, in most cases referenced to a national grid system. It may include full mapping information. Generally of a relational type and based on a standard software such as ORACLE or ARCINFO.

**Global Positioning by Satellite (GPS)** – navigation based on measuring time delays of signals received from four or five satellites. See also DGPS.

**Global System for Mobile Communications (GSM)** – internationally agreed standard and protocols for mobile radio (telephone type) communications using cellular arrangements to maximise use of the frequency spectrum.

**Global System for Mobile Communications for Railways (GSM-R)** – specialised GSM cellular Personal Mobile Radio (PMR) implementation for railways using the 900MHz band and with a higher level of reliability and safety and more features than GSM.

**Global Transport Label (GTL)** – a label used between supplier and customer containing information related to the goods, parties and the electronic dispatch advice. Globally unique ID. Under implementation but already widely used in Europe and in the US. Published by JAIF, Joint Automotive Industry Forum, in Europe represented by Odette International.<sup>24</sup>

**Greenhouse Gases (GHG)** – a gas in an atmosphere that absorbs and emits radiation within the thermal infrared range. This process is the fundamental cause of the greenhouse effect.[1] The primary greenhouse gases in the Earth's atmosphere are water vapor, carbon dioxide, methane, nitrous oxide, and ozone. Greenhouse gases greatly affect the temperature of the Earth; without them, Earth's surface would average about 33 °C colder, which is about 59 °F below the present average of 14 °C (57 °F).<sup>25</sup>

**Gross Vehicle Weight (GVW)** – combined total weight of a vehicle and its freight.<sup>26</sup>

**Harbourmaster** – an officer who is in charge of vessel movements, safety, security, and environmental issues within a port.<sup>27</sup>

**Haulage** – the inland transport service which is offered by the carrier under the terms and conditions of the tariff and of the relative transport document.<sup>28</sup>

**Headway** – the time interval between the passing of the front ends of successive multiple units or trains moving along the same lane or track in the same direction.

**Heavy Goods Vehicle (HGV)** – the kind of road transport used for transporting car parts, materials or finished vehicles. Normally refers to vehicle / trailer combinations of more than 3.5 tonnes.

**High and Heavy cargo (H&H)** – the term for self-propelled cargo (excluding passenger cars and LCV) and agricultural/industrial trailers. Self-propelled cargo includes: commercial and passenger vehicles with a Gross Vehicle Weight of above 3.5 tonnes and agricultural/industrial/construction vehicles.

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<sup>24</sup> [file:///C:/Users/OSK/Downloads/2\\_EIT%20-%20Projektrapport\\_Bilaga\\_2.pdf](file:///C:/Users/OSK/Downloads/2_EIT%20-%20Projektrapport_Bilaga_2.pdf)

<sup>25</sup> [http://en.wikipedia.org/wiki/Greenhouse\\_gas](http://en.wikipedia.org/wiki/Greenhouse_gas)

<sup>26</sup> [http://www1.agric.gov.ab.ca/\\$Department/deptdocs.nsf/all/explore13593/\\$FILE/DistributionFactsheet1Glossary.pdf](http://www1.agric.gov.ab.ca/$Department/deptdocs.nsf/all/explore13593/$FILE/DistributionFactsheet1Glossary.pdf)

<sup>27</sup> Ibid.

<sup>28</sup> [http://cscmp.org/sites/default/files/user\\_uploads/resources/downloads/glossary-2013.pdf](http://cscmp.org/sites/default/files/user_uploads/resources/downloads/glossary-2013.pdf)

**Hub** – common connection point for devices in a network. Often used as a reference in a transportation network such as in "hub and spoke" commonly used in the airline and trucking industry.<sup>29</sup>

**Hybrid vehicle** – a vehicle that uses two or more distinct power sources to move the vehicle. The term most commonly refers to hybrid electric vehicles (HEVs), which combine an internal combustion engine and one or more electric motors. However, other mechanisms to capture and use energy are included.<sup>30</sup>

**Inbound logistics** – movement of raw materials and components from suppliers/vendors to production processes and storage facilities.

**Incoterms** – an internationally recognised standard and are used worldwide in international and domestic contracts for the sale of goods. They provide definitions and rules of interpretation for most common commercial terms. The latest version was published in 2010. These rules have nothing to do with the shipping terms, but are purely related to the sale of goods. Common Incoterms used in the logistics sector are: FAS (Free Alongside), FOB (Free On Board), FOR (Free On Rail), FOT (Free On Truck), and FIO (Free In and Out).

**Information of collection (IOC)** – the process of receiving a consignment usually against the issue of a status report. As and from this moment the party accepting the consignment becomes responsible for the consignment.<sup>31</sup>

**Information of delivery (IOD)** – the process of receiving a consignment usually against the issue of a status report. As and from this moment the party accepting the consignment becomes responsible for the consignment.<sup>32</sup>

**Inland bill of lading** – is the Bill of Lading for transport over land and/or inland waterways, on the way to the point where the goods will be put aboard a ship and a normal (carrier's) Bill of Lading will be issued.

**Intermodal traffic** – Freight transportation involving several different Types of transport mode (e.g. rail, truck, aircraft etc.)

**Intermodal transport** – movement of goods in which the same loading unit is used in a transport chain in an integrated manner using successively more than one mode of transport without the handling of goods.

**International Ship and Port Facility Security (ISPS) Code** – is an amendment to the Safety of Life at Sea (SOLAS) Convention (1974/1988) on minimum security arrangements for ships, ports and government agencies. Having come into force in 2004, it prescribes responsibilities to governments, shipping companies, shipboard personnel, and port/facility personnel to "detect security threats and take preventative measures against security incidents affecting ships or port facilities used in international trade".

**Intelligent Transport Systems (ITS)** – the term ITS refers to information and communication technology (applied to transport infrastructure and vehicles) that improve transport outcomes such as transport safety, transport productivity, travel reliability, informed travel choices, social equity, environmental performance and network operation resilience.<sup>33</sup>

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<sup>29</sup> <http://www.seinemaritime.net/suports/uploads/files/Glossary%20of%20Port%20and%20Shipping%20Terms.pdf>

<sup>30</sup> [http://en.wikipedia.org/wiki/Hybrid\\_vehicle](http://en.wikipedia.org/wiki/Hybrid_vehicle)

<sup>31</sup> [file:///C:/Users/OSK/Downloads/2\\_EIT%20-%20Projektrapport\\_Bilaga\\_2.pdf](file:///C:/Users/OSK/Downloads/2_EIT%20-%20Projektrapport_Bilaga_2.pdf)

<sup>32</sup> Ibid.

<sup>33</sup> [file:///C:/Users/OSK/Downloads/2\\_EIT%20-%20Projektrapport\\_Bilaga\\_2.pdf](file:///C:/Users/OSK/Downloads/2_EIT%20-%20Projektrapport_Bilaga_2.pdf)

**Jockey / yard jockey** – is a person responsible for the movement and positioning of cars within compound or loading /unloading them on a vessel/train/truck.

**Kaizen (Jap.)** – a system of continuous improvement in which muda (waste) is eliminated by all employees.<sup>34</sup>

**Lane metres** – the length of parking lanes available for vehicle storage either on the compound or on board ship.

**Last point of rest (LPR)** – is the last official stop before the Carrier takes custody/responsibility of the goods.

**Lead Logistics Provider (LLP)** – Synonym: Control Tower or Fourth Party Logistics Services Provider (4PL)

**Lead Mileage** – the distance from a place of loading to a place of delivery.

**Lead time** – amount of time required for an item to be available for use from the time it is ordered. Lead time should include purchase order processing time, vendor processing time, in transit time, receiving, inspection, and any prepack times. However, based on the way many inventory systems work, there may be problems incorporating internal factors such as post-receipt processing in Lead-time, so in many systems, the lead time just represents the period of time from which the item is ordered to the time it arrives at your dock.<sup>35</sup>

**Lean** – an enabler to identify optimal value for the customer and each product's value stream. Lean focuses on eliminating wasteful activities and creating smooth product and process flow, enabling an effective pull system. As a mindset, culture, and toolkit, lean is applicable to all organizational areas. A lean environment requires all team members' dedication and is focused on ongoing continuous improvement.<sup>36</sup>

**Licensed Operator** – a company or organisation who is granted a licence by the Rail Regulator to operate rail services, and to operate vehicles on the track, under terms and conditions defined by the Rail Regulator.

**Light Commercial Vehicle (LCV)** – is the term for commercial vehicles with a gross vehicle weight (GVW) of up to 3.5 tonnes.

**Light dues** – are taxes paid by ships entering UK ports to cover the cost of lighthouses, beacons and other navigational aids in the UK and Republic of Ireland waters. Such taxes are not applied in most European Union member states.

**Line haul** – the intermediate/line hauls stage of transport in the movement of a consignment of goods. Synonym: Main Carriage.

**Load factor** – a term describing the transport efficiency of a system, such as a vehicle, a route, a logistic strategy or any other system that performs transportation work. Possible interpretations are for example that a load factor of 100% is a theoretical term that means that no further goods can be added to the transport system, or that 100% means that all vehicles within the transport system are fully loaded. Many other interpretations may also be considered, hence suggesting that the term needs to be defined or replaced by a more precise term to describe transport efficiency.<sup>37</sup>

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<sup>34</sup> [http://www.transfreight.com/lean\\_logistics\\_overview/lean\\_terms.aspx](http://www.transfreight.com/lean_logistics_overview/lean_terms.aspx)

<sup>35</sup> <http://www.logisuite.com/logistics-terms-glossary/>

<sup>36</sup> [http://www.transfreight.com/lean\\_logistics\\_overview/lean\\_terms.aspx](http://www.transfreight.com/lean_logistics_overview/lean_terms.aspx)

<sup>37</sup> [file:///C:/Users/OSK/Downloads/2\\_EIT%20-%20Projektrapport\\_Bilaga\\_2.pdf](file:///C:/Users/OSK/Downloads/2_EIT%20-%20Projektrapport_Bilaga_2.pdf)

**Loading Gauge** – the dimensions of height and width which must not be exceeded by a rail vehicle or its load, so as not to foul lineside fixtures or structures. Similarly, the dimensions in respect to the rails which must not be infringed by such structures (structure gauge).

**Loading yard** – European cross-border tracks for freight transportation used by all European train operators.

**Location ID/ Location code** - unique identifier for a specific physical location of any type. There are several identification schemes like UN location codes, GS1 location numbers or similar coding based on ISO Data Identifiers.

**Locomotive** – a self-propelled, non-revenue rail vehicle designed to convert electrical or mechanical energy into tractive effort to haul trains of non-powered carriages and freight cars.

**Logistics** – all activities involved in the management of product movement; delivering the right product from the right origin to the right destination, with the right quality and quantity, at the right schedule and price to satisfy consumer demand. The process of planning, implementing and controlling the efficient and cost-effective flow and storage of raw materials, in-process stocks, finished goods and related information from the point of origin to the point of consumption for customers. Logistics encompasses 4 warehousing, transport, added-value/pre-retailing services and IT solutions and covers inbound, outbound, internal, international and reverse product flows.<sup>38</sup>

**Logistics Service Provider (LSP)** – an organisation that provides logistics services.

**Logistic unit** – in this context Logistic Unit is equivalent with Package, Piece and Transport Handling Unit. It describes a unit that carries/contains the goods. Can be a parcel, packaging material, pallet, box, bag, container or a trailer unit. Represents lowest packaging unit handled by the transport service provider.

**Logistics label** – See Transport label. The wording of “Transport label” and “Logistics label” are not always used in a similar way, some strictly differentiate between the two while others see them as synonyms.

**Manifest (in transport)** – listing of goods comprising the cargo carried in a means of transport or in a transport-unit. The manifest gives the commercial particulars of the goods.

**Marshalling yard** – is a railroad yard found at some freight train stations, used to separate wagons on to one of several tracks.

**Modalsplit** – the amount of total traffic volume (tonnage) according to the transportation mode (road, rail, ship).

**Muda (Jap.)** – means “waste” in Japanese, can involve overproduction, waiting, conveyance, processing, inventory, motion, and / or correction.<sup>39</sup>

**Multi-modal traffic** – freight transportation involving several different Types of transport mode (e.g. rail, truck, aircraft etc.)

**Narrow Gauge** – a railway gauge narrower than standard gauge. A gauge of 24 inches or less is commonly employed for industrial railways. Metre gauge is often used in territories at some time under the influence of Germany and France while UK influenced areas are dominated by 3ft6in tracks (1067mm).

**Original Equipment Manufacturer (OEM)** – In the context of these Guidelines, an automotive manufacturer

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<sup>38</sup> [http://www1.agric.gov.ab.ca/\\$Department/deptdocs.nsf/all/explore13593/\\$FILE/DistributionFactsheet1Glossary.pdf](http://www1.agric.gov.ab.ca/$Department/deptdocs.nsf/all/explore13593/$FILE/DistributionFactsheet1Glossary.pdf)

<sup>39</sup> [http://www.transfreight.com/lean\\_logistics\\_overview/lean\\_terms.aspx](http://www.transfreight.com/lean_logistics_overview/lean_terms.aspx)

**Operating Phase** – emissions produced during use of fuel (= ‘Tank to Wheel’ emissions).

**Original consignor** – the party that initiates the shipping process. Synonym: Original shipper

**Outbound logistics** – process related to the movement and storage of products (new vehicles) from the end of the production line to the end user.<sup>40</sup>

**Package** – See Logistic unit.

**Package ID** – unique identifier of an individual package – as visible from outside the package, also communicated in the EDI message.

**Passenger Car (PC)** – is a road motor vehicle, other than a motorcycle, intended for the carriage of passengers and designed to seat no more than nine persons (including the driver).

**Payee** – party to whom a payment is to be made.

**Pick up of goods** – See collection of goods.

**Pick-up instruction** – an instruction given to the driver for picking up logistic unit(s) from a pick-up location.

**Pick-up location** – See Place of Despatch.

**Pick-up request** – the process of making a reservation for space on a means of transport for the movement of goods.

**Pick-up request confirmation** - the notification issued by the transport service provider to confirm the status of the pick-up request, e.g. it is accepted (and that space has been reserved on means of transport for the movement of goods) or that it is rejected. Functional - after business validation. Technical - after system acceptance.

**Place of collection** – See Place of Despatch.

**Place of delivery** – place to which the goods are to be delivered under transport contract terms. This may be different from the location of the consignee.

**Place of departure** – place from which the means of transport or transport equipment is departing.

**Place of despatch** – place at which the goods are taken over for carriage (operational term), this place can be different from the transport contract place of acceptance.

**Place of destination** – same as the delivery address city if existing in the message, otherwise same as the receiver’s city.

**Place of Terms of delivery** – a place which describes the conditions related to the Terms of delivery.

**Port of Entry (POE)** – a port used by a specific manufacture to import their vehicles into a country or region.

**Port of Loading** – a port where cargo is loaded aboard the vessel.

**Post Production Option (PPO)** – any vehicle enhancement carried out after factory line-off and before delivery to a customer.

**Pre-Delivery Inspection (PDI)** – a standard procedure carried out before handover to the customer. In a PDI, the vehicle is checked over to ensure that everything is working properly and safely. Often a checklist is worked through. The items on the checklist include such things as the exterior of the vehicle which is inspected for its condition and the installation of panels and attachments.<sup>41</sup>

<sup>40</sup> [http://www1.agric.gov.ab.ca/\\$Department/deptdocs.nsf/all/explore13593/\\$FILE/DistributionFactsheet1Glossary.pdf](http://www1.agric.gov.ab.ca/$Department/deptdocs.nsf/all/explore13593/$FILE/DistributionFactsheet1Glossary.pdf)

<sup>41</sup> <http://www.privatefleet.com.au/glossary/what-is-a-predelivery-inspection/>

**Privately Owned Vehicle (POV)** – is any vehicle that is primarily designed to transport passengers, not cargo or freight, and owned by an individual and not a company.

**Private wagon owner** – companies that hire freight cars out for freight operations on a commercial basis.

**Product life cycle assessment** – a technique to assess the environmental aspects and potential impacts associated with a product, process

**Proof of collection (POC)** – evidence for transition of liability, either in printed or in electronic format.

**Proof of delivery (POD)** – evidence for transition of liability, either in printed or in electronic format.

**Pull logistics system** – "Just in time" logistics system driven by customer demand and enabled by telecommunications and information systems rather than by manufacturing process and inventory stockpiling.

**Purchase order (PO)** – purchaser's authorization used to formalize a purchase transaction with a supplier. The physical form or electronic transaction a buyer uses when placing an order for merchandise.

**Push logistics system** – inventory-based logistics system characterized by regularly scheduled flows of products and high inventory levels.

**Radio-frequency identification (RFID)** – the wireless use of electromagnetic fields to transfer data, for the purposes of automatically identifying and tracking tags attached to objects. The tags contain electronically stored information. Some tags are powered by electromagnetic induction from magnetic fields produced near the reader. Some types collect energy from the interrogating radio waves and act as a passive transponder. Other types have a local power source such as a battery and may operate at hundreds of meters from the reader. Unlike a barcode, the tag does not necessarily need to be within line of sight of the reader, and may be embedded in the tracked object. Radio frequency identification (RFID) is one method for Automatic Identification and Data Capture (AIDC).<sup>42</sup>

**Reverse logistics** – specialized segment of logistics focusing on the movement and management of products and resources after the sale and after delivery to the customer (includes product returns and repair for credit).<sup>43</sup>

**Receiver (of goods)** – See Consignee.

**Registration Plate** – a license plate is assigned to a transport unit by its issuer. The license plate is used for globally unique identification of transport units but could also be used in other applications. Any license plate issuer shall be authorised by an issuing agency in accordance with the rules set up by that agency and ISO 15459-1.<sup>44</sup>

**Roll-on-roll-off passenger (Ro-Pax)** – a Ro-Ro vessel built for freight vehicle transport along with passenger accommodation. Technically this encompasses all ferries with both a roll-on/roll-off car deck and passenger-carrying capacities, but in practice, ships with facilities for more than 500 passengers are often referred to as cruiseferries.<sup>45</sup>

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<sup>42</sup> [http://en.wikipedia.org/wiki/Radio-frequency\\_identification](http://en.wikipedia.org/wiki/Radio-frequency_identification)

<sup>43</sup> [http://www1.agric.gov.ab.ca/\\$Department/deptdocs.nsf/all/explore13593/\\$FILE/DistributionFactsheet1Glossary.pdf](http://www1.agric.gov.ab.ca/$Department/deptdocs.nsf/all/explore13593/$FILE/DistributionFactsheet1Glossary.pdf)

<sup>44</sup> [file:///C:/Users/OSK/Downloads/2\\_EIT%20-%20Projektrapport\\_Bilaga\\_2.pdf](file:///C:/Users/OSK/Downloads/2_EIT%20-%20Projektrapport_Bilaga_2.pdf)

<sup>45</sup> <http://en.wikipedia.org/wiki/Roll-on/roll-off>

**Roll-on-roll-off (Ro-Ro)** – A type of ship designed to permit cargo to be driven on at origin and off at destination; used extensively for the movement of automobiles.<sup>46</sup>

**Sailing frequency** – is the frequency of departures from a port per day/week/month, etc.

**Seller (of goods)** – party selling goods or services to a buyer.

**Sender (of goods)** – See Consignor.

**Ship from** – See Consignor.

**Ship to** – See Consignee.

**Shipment** - a separately identifiable collection of packages/pieces (available to be) transported from one original consignor to one final consignee via one or more modes of transport. A shipment can be consolidated to one consignment per transport leg, i.e. possibly several different consignments during the whole transport assignment.

**Shipment ID** – a shipment Issuer's unique reference that is non-repeatable<sup>46</sup> within a calendar year and is assigned to a despatch.

**Shipper** – Shipper' is the company or person who ships cargo to the consignee. See Consignor.

**Shipping instruction** – information providing all details required for the physical movement of a consignment/shipment.

**Shunting** – the act of moving the cargo (vehicles) within the terminal/port or from one terminal to another in the same port on its own wheels. In rail it is the process of sorting items of rolling stock into complete train sets or consists, or the reverse.

**Slot** – a license that allows its holder, usually a railway company, to run a train on a specific section of track at a specific time, similar to an airport slot in civil aviation. Rail infrastructure companies such as Network Rail in Great Britain and DB Netze in Germany own the tracks and stations in their area of responsibility and make money by selling train slots to companies which operate freight and passenger services.

**Splat Chart** – a 2D representation of a vehicle, normally, used to annotate damage during an inspection procedure.

**Subcontractor** – in this context the party undertaking transport of goods from one location to another on behalf of the carrier.

**Supply chain** – starting with unprocessed raw materials and ending with final customer using the finished goods.

**Supplier** – party which provides goods and/or services to one or more customers.

**Survey** – is the inspection of the goods made by a surveyor.

**Terminal** – An assigned area in which containers are prepared for loading into a vessel, train, truck, or airplane or are stacked immediately after discharge from the vessel, train, truck, or airplane.<sup>47</sup>

**Terms of delivery** – all the conditions agreed upon between parties with regard to the ownership of the various responsibilities involved in the delivery of goods and/or services

**Transshipment / transshipment** – is the shipment of goods or containers to an intermediate destination, then to yet another destination. One possible reason for transshipment is to change the means of transport during the journey (e.g., from ship transport to road

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<sup>46</sup> <http://www.logisuite.com/logistics-terms-glossary/>

<sup>47</sup> <http://www.logisuite.com/logistics-terms-glossary/>

transport), known as *transloading*. Another reason is to combine small shipments into a large shipment (consolidation), dividing the large shipment at the other end (deconsolidation). Transshipment usually takes place in transport hubs. Much international transshipment also takes place in designated customs areas, thus avoiding the need for customs checks or duties, otherwise a major hindrance for efficient transport.<sup>48</sup>

**Twenty-foot equivalent unit (TEU)** – a container size standard of twenty feet. Two twenty-foot containers (TEUs) equals one FEU. Container vessel capacity and port throughput capacity are frequently referred to in TEUs.<sup>49</sup>

**Third Party Logistics Services Provider (3PL)** – describes businesses that provide one or many of a variety of logistics-related services. Types of services would include public warehousing, contract warehousing, transportation management, distribution management, freight consolidation. A 3PL provider may take over all receiving, storage, value added, shipping, and transportation responsibilities for a client and conduct them in the 3PL's warehouse using the 3PL's equipment and employees, or may manage one or all of these functions in the client's facility using the client's equipment, or any combination of the above.<sup>50</sup>

**Track & Trace** – process of recording the progress of a consignment through the supply chain, usually in or near real-time, in order to track its status or trace its movements. Sophisticated control tower systems function as a single point of control, delivering centralized command of the supply chain, with full visibility.<sup>51</sup>

**Trans loading** – the process by which goods are transferred from one means of transport to another.

**Transit time** – total time that elapses between a shipment's delivery and pick-up.

**Transport buyer** – the party that is commercially contracting the transport service provider.

**Transport equipment** – a separately identifiable non powered device (e.g. a 20/40 ft. container, a trailer, a rail car, a handling equipment), but not packaging. See also Logistic unit.

**Transport Handling Unit** – See Logistic unit.

**Transport ID** – a unique identifier for a mode of transportation.

**Transport information** – a generic term for all information exchanged throughout the transport chain

**Transport instruction** – a generic term for the information providing the mandatory details to arrange transportation.

**Transport label** – a label containing barcoded and human readable information about the transport and the goods. Also containing an ID with some kind of uniqueness. The wording of “Transport label” and “Logistics label” are not always used in a similar way, some strictly differentiate between the two while others see them as synonyms. See examples: STILL, STE, GTL, OTL, and MITL.

**Transport mean** – a separately identifiable powered transport device (e.g. truck, vessel, plane).

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<sup>48</sup> <http://en.wikipedia.org/wiki/Transshipment>

<sup>49</sup> <http://www.seinamaritime.net/suports/uploads/files/Glossary%20of%20Port%20and%20Shipping%20Terms.pdf>

<sup>50</sup> <http://www.logisuite.com/logistics-terms-glossary/>

<sup>51</sup> [http://www1.agric.gov.ab.ca/\\$Department/deptdocs.nsf/all/explore13593/\\$FILE/DistributionFactsheet1Glossary.pdf](http://www1.agric.gov.ab.ca/$Department/deptdocs.nsf/all/explore13593/$FILE/DistributionFactsheet1Glossary.pdf)



**Transport mode** – the method of transport used for the conveyance of goods or persons, e.g. by rail, by road, by sea.

**Transport request** – See pick-up request.

**Transport Service Provider** – any company who provides a transport service note: A transport service provider can be a freight carrier (acting directly for shippers or as sub-contractor for another freight carrier or for a freight forwarder), a freight forwarder, and a logistics service provider which provides transport services.

**Transport status** – the status of goods during a transport service. For example, in transit, damaged, delayed, or diverted. Used to collect information for track & trace.

**Transport user** – user (often buyer) of transport services offered or performed by transport service providers. Can include transport buyer, consignor and consignee.

**Unique Consignment Reference (UCR)** – a globally unique identification of consignment for customs declarations (WCO framework)

**Ultimate consignee** – See Final consignee.

**Vehicle Processing Centre (VPC)** – usually a dedicated building within a compound where PPO and PDI operations are carried out.

**VIN Number** – a vehicle identification number, is a unique code including a serial number, used by the automotive industry to identify individual motor vehicles, towed vehicles, motorcycles, scooters and mopeds as defined in ISO 3833. VINs were first used in 1954. From 1954 to 1981, there was no accepted standard for these numbers, so different manufacturers used different formats. In 1981, the National Highway Traffic Safety Administration of the United States standardized the format. It required all over-the-road-vehicles sold to contain a 17-character VIN, which does not include the letters I (i), O (o), or Q (q) (to avoid confusion with numerals 1 and 0).<sup>52</sup>

**Warehouse** – covered place for the reception and storage of goods. Principal warehouse activities include receipt of product, storage, shipment and order picking. See also distribution centre.<sup>53</sup>

**Waybill** – is the official shipping document that travels with the shipment, identifies its consignor, consignee, origin and destination, describes the goods, and shows their weight and freight charges. Unlike the Original Bill of Lading, the waybill is not a document of title to the goods.

**Well to Tank Emissions** – term to describe emissions from generation and delivery of fuel.

**Well to Wheel Emissions** – term to describe emissions from both generation and use of fuel.

**Vehicle Operation System (VOS)** – information on how one or several vehicles operate to execute a certain transport service. (Term used in CEN Standard).

**Yard** – a storage compound etc.

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<sup>52</sup> For more information see: [http://en.wikipedia.org/wiki/Vehicle\\_identification\\_number](http://en.wikipedia.org/wiki/Vehicle_identification_number)

<sup>53</sup> [http://www1.agric.gov.ab.ca/\\$Department/deptdocs.nsf/all/explore13593/\\$FILE/DistributionFactsheet1Glossary.pdf](http://www1.agric.gov.ab.ca/$Department/deptdocs.nsf/all/explore13593/$FILE/DistributionFactsheet1Glossary.pdf)

# Amendment proposal

THE FORM CAN BE SENT BY E-MAIL TO [INFO@ECGASSOCIATION.EU](mailto:INFO@ECGASSOCIATION.EU)

Amendment proposed by:

NAME POSITION

COMPANY ADDRESS TEL

E-MAIL

Current wording/page number

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Proposed version

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