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Standard Terminology for Goods Movement Process (GMP) Precise Foundational Definitions¹

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1. Scope

1.1 During the Goods Movement Process (GMP), there exists a Planning Phase, an Execution Phase, and a Reconciliation Phase. Each phase distinguishes statuses, some that are called milestones. The GMP relates to defined transportation needs and the executing of transportation services based on those needs. This standard seeks to precisely define the statuses such that even if the reader is unfamiliar with these terms, the reader will be able to relate to the exact moment of described status change. A status generally occurs in a specific phase, but may also occur in another phase (see 4.1 for more details).

1.2 Standardize the Goods Movement Process into Planning, Execution, and Reconciliation phases.

1.2.1 In the Planning Phase, the statuses are Posted and Pre-Booked, and the milestone is Booked.

1.2.2 In the Execution Phase, the milestones are En-Route and Delivered.

1.2.3 In the Reconciliation Phase, the milestones are In-voiced and Archived.

1.3 Logically sequence terminology to align with the sequence in which events and statuses will generally occur in practice.

1.4 *This international standard was developed in accordance with internationally recognized principles on standardization established in the Decision on Principles for the Development of International Standards, Guides and Recommendations issued by the World Trade Organization Technical Barriers to Trade (TBT) Committee.*

2. Referenced Documents

2.1 *ISO Standards*.²

ISO 8000-119 *Application of ISO 8000-115 to transport unit identifiers*

¹ This terminology is under the jurisdiction of ASTM Committee F49 on Digital Information in the Supply Chain and is the direct responsibility of Subcommittee F49.01 on Terminology.

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² Available from International Organization for Standardization (ISO), ISO Central Secretariat, Chemin de Blandonnet 8, CP 401, 1214 Vernier, Geneva, Switzerland, <https://www.iso.org>.

ISO/IEC 17360:2023 *Automatic identification and data capture techniques — Supply chain applications of RFID — Product tagging, product packaging, transport units, returnable transport units and returnable packaging items*

3. Significance and Use

3.1 The terms defined in this document illustrate generally sequential phases of the Goods Movement Process and these phases may further subdivide into recognizable statuses, milestones, and events to establish uniform predictable communication.

4. Terminology

4.1 Definitions:

Goods Movement Process

goods movement process (GMP), *n*—the process of managing and executing transportation generally as a result of a buy-sell transaction for goods between a seller and a buyer.

DISCUSSION—This also includes movement of goods in trade that are not part of the direct sales (for example, inventory relocation) as well as movement of transport equipment and devices (for example, racks, tie-downs, pallets, bins, etc.) related to transportation of goods or in anticipation of future transport needs (for example, positioning and repositioning of containers, chassis or other transportation assets).

phase, *n*—a period or step in the *goods movement process* that logically groups a set of activities executed within the period or step.

event, *n*—a significant occurrence in the *goods movement process* that may have an effect on the status/condition of an object.

status, *n*—the distinct condition of an object or a process at a particular time, specifically within the context of the *goods movement process*.

DISCUSSION—The status may be the result of one or several events having occurred and this status is assumed to persist for a period of time.

milestone, *n*—a status that is important to multiple parties and from which a process cannot go back.

DISCUSSION—Milestones may be mutually agreed between parties or based upon standards agreed by industry. A milestone, once achieved, will persist.

transport unit, *n*—a unit containing a single product, product package, or collection of product or product packages (same or different) designed to enable these to be handled as a single transport entity. (Refer to ISO/IEC 17360.)

DISCUSSION—The “units” may be tangible and physically discrete (for example, pallets or containers) or they may be “logical” in nature (for example, in the context of wet bulk, several different “parcels” may be identified/distinguished even though they are transported in the same tank/hold).

cargo, *n*—a transport unit or a grouping of transport units assembled to be transported under one or more transport contracts.

DISCUSSION—Cargo encompasses many more things next to goods such as transport equipment (for example: containers, racks) and packaging materials (for example: dunnage, lashings) etc. Customs and cross-border procedures tend to focus on the cargo crossing the border.

goods, *n*—a transport unit or a grouping of transport units assembled and identified by the seller (sender) of the goods traveling under one dispatch to one buyer (recipient).

DISCUSSION—Goods are related to trade transactions. The identification of goods generally occurs at a much more granular/precise level than the HS/HTS codes currently used in Customs and cross-border procedures.

consignment, *n*—an identifiable collection of *transport units* transported from one consignor to one consignee via one or more modes of transport as specified in one contract.

DISCUSSION—In the case of international movement of cargo as transport units, numerous consignments will occur. International consignments will have a pre-carriage, main carriage and an onward (or post) carriage to manage the movement of cargo to its delivery destination.

shipment, *n*—an identifiable collection of one or more *goods* to be transported from the seller to the buyer.

DISCUSSION—A shipment may be executed using multiple consignments.

Planning Phase

planning phase, *n*—as related to the goods movement process, the phase defined by understanding the requirements and precisely defined range of time commitments and making an agreement to perform a series of services to move cargo from a precisely defined origin to a precisely defined destination.

posted, *n*—the status indicating that the expression of future needed transport services defining cargo, origin, destination, time frame, and special handling requests have been communicated to authorized transport service providers that may be interested to execute the transport services.

DISCUSSION—This status is not relevant in a variety of business contexts where a transport services seller and transport services buyer have agreements in place that would mean a specific transport order may go to a status of *pre-booked* or even *booked* immediately when communicated between them.

pre-booked, *n*—the status indicating that at least one transport service provider offered to execute the *posted* transport order.

DISCUSSION—This status is not relevant in a variety of business contexts where a transport services seller and transport services buyer have agreements in place that would mean a specific transport order

may go to a status of *pre-booked* or even *booked* immediately when communicated between them.

booked, *n*—the milestone indicating that the seller and buyer of the transport services have agreed on full specifications and terms and conditions for the transport order.

DISCUSSION—The status *booked* once reached, indicates a firm commitment between the contracting parties; in general, the process will not go back from this point, which means this status is generally considered a milestone.

Execution Phase

execution phase, *n*—as related to the goods movement process, the phase where the cargo is in the custody of transportation service providers authorized or subcontracted to move the cargo.

en route, *n*—the status indicating that the cargo has departed from the shipper facility and is now being transported to its destination as specified on the transport order.

DISCUSSION—Once the status *en route* has been reached, the process will not go back from this point, which means this status is considered a milestone.

delivered, *n*—the status of the cargo subject to the transport order, after arrival, unloading, inspection for visible defects, and receiving at the destination with custody being transitioned from the carrier to the recipient.

DISCUSSION—Once the status *delivered* has been reached, the process will not go back from this point, which means this status is considered a milestone.

Container Availability

despatch, *n*—the stage for the outbound handling of the goods in the seller’s warehouse where transport units are prepared and loaded onto trucks or other means of transport for carriage as cargo to the buyer’s chosen location.

DISCUSSION—Despatch precedes the stage of pre-carriage. Despatch should not be confused with the term “dispatch,” which is often used in transport execution contexts, for example, related to cargo, equipment or other resources.

carriage, *n*—the transport from one place to another.

DISCUSSION—Carriage is closely aligned with the Execution Phase in the Goods Movement Process.

stage, *n*—a collection of activities executed over some time interval that may result in events significant to the Goods Movement Process.

DISCUSSION—A stage may be subdivided into sub-stages. Not to be confused with staged or staging of goods.

pre-carriage, *n*—the stage within which cargo is transported from the seller’s despatching facility to the port of origin.

DISCUSSION—This stage ends with the event of gate-in at maritime terminal.

main carriage, *n*—the stage within which cargo is transported from port of origin to port of destination.

DISCUSSION—This stage ends with the event of gate-out at maritime terminal.

onward carriage, *n*—the stage within which cargo is transported from destination port to beneficial cargo owners (B2B and B2C).