

Freight containers —

Part 1: General —

Section 1.4 Glossary of terminology —

**[ISO title: Freight containers —
Terminology]**

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Committees responsible for this British Standard

This British Standard was published under the direction of the Packaging and Freight Containers Standards Committee PKM/-. Its preparation was entrusted to Technical Committee PKM/505 upon which the following bodies were represented:

- Aluminium Federation
- Association of British Railway Carriage and Wagon Manufacturers
- British Airways
- British Industrial Truck Association
- British Ports Association and the National Association of Ports Employers
- British Railways Board
- Chemical Industries Association
- Department of Transport
- Freight Transport Association Limited
- General Council of British Shipping
- Health and Safety Executive
- Institute of Freight Forwarders Limited
- Institute of Materials Handling
- International Institute of Container Lessors
- Ministry of Defence
- National Freight Corporation (NFC) Ltd.
- Road Haulage Association Ltd.
- Shipowners' Refrigerated Cargo Research Association
- Society of Motor Manufacturers and Traders Limited
- Coopted member

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National foreword

This Section of this Part of this British Standard is one of a series relating to freight containers and has been prepared under the direction of the Packaging and Freight Containers Standards Committee.

This Section is identical with the English text of ISO 830-1981 “*Freight containers — Terminology*” including Amendments 1 and 2 prepared by Technical Committee 104, Freight containers, of the International Organization for Standardization (ISO).

Terminology and conventions. The text of the international standard has been approved as suitable for publication as a British Standard without deviation. Some terminology and certain conventions are not identical with those used in British Standards; attention is drawn especially to the following.

The comma has been used as a decimal marker. In British Standards it is current practice to use a full point on the baseline as the decimal marker.

Wherever the words “International Standard” appear, relating to this standard, they should be read as “British Standard”.

Cross-references

International standard	Corresponding British Standard
	BS 3951 Freight containers Part 1: General
ISO 668:1988	Section 1.1:1989 Specification for series 1 freight containers: Classification, dimensions and ratings (Identical)
	Part 2: Specification and testing of series 1 freight containers
ISO 1496-1:1990	Section 2.1:1991 General cargo containers for general purposes (Identical)
ISO 1496-2:1988	Section 2.2:1989 Thermal containers (Identical)
ISO 1496-3:1991	Section 2.3:1992 Tank containers for liquids, gases and pressurized dry bulk (Identical)
ISO 1496-5:1991	Section 2.5:1992 Platform and platform-based containers (Identical)
	Part 1: General
ISO 6346:1984	Section 1.6:1985 Specification for coding, identification and marking (Identical)

Other British Standards giving information on freight containers are BS 5073 “Guide to stowage of goods in freight containers” and BS 5237 “Specification for lifting twistlocks”.

A British Standard does not purport to include all the necessary provisions of a contract. Users of British Standards are responsible for their correct application.

Compliance with a British Standard does not of itself confer immunity from legal obligations.

Summary of pages

This document comprises a front cover, an inside front cover, pages i and ii, pages 1 to 8, an inside back cover and a back cover.

This standard has been updated (see copyright date) and may have had amendments incorporated. This will be indicated in the amendment table on the inside front cover.

1 Scope and field of application

This International Standard presents definitions of terms relating to freight containers.

2 References

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 gases¹⁾ — Part 5: Platform (container) — Part 6 a): Platform based container with incomplete superstructure and fixed ends²⁾ — Part 6 c): 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*.

3 Definitions — General

3.1

freight container

article of transport equipment

- a) of a permanent character and accordingly strong enough to be suitable for repeated use;
- b) specially designed to facilitate the carriage of goods by one or more modes of transport, without intermediate reloading;
- c) fitted with devices permitting its ready handling, particularly its transfer from one mode of transport to another;
- d) so designed as to be easy to fill and empty;
- e) having an internal volume of 1 m³ (35.3 ft³) or more.

the term “freight container” includes neither vehicles nor conventional packing

3.2

ISO freight container

freight container complying with all relevant ISO container standards in existence at the time of its manufacture

4 Container types

4.0 General

4.0.1 Classification

Container types (see Table 1) are grouped, and groups are sub-divided according to the following concepts: mode of transport, categories of cargo, and the physical characteristics of the container. Thus:

- a) It is assumed that containers are intended for use in any or all of the surface modes of transport, i.e. road, rail and sea, unless otherwise stated. Only in the case of containers primarily intended for transport by air (air mode containers, see 4.1.3) is any specific reference made to the mode of transport when classifying ISO types of containers.
- b) The main classification is made in terms of the type of cargo for which a container is primarily intended.

General cargo containers (see 4.1.1) include those containers which are not specifically or primarily intended for a particular category of cargo. This group is sub-divided according to type of structure and/or means of access for loading (packing) and emptying.

Specific cargo containers (see 4.1.2) include those for cargoes which are temperature sensitive, for liquids and gases, for dry solids in bulk and for particular categories such as automobiles (cars), or livestock. This group is subdivided according to the appropriate physical attributes of the container such as ability to maintain a particular temperature under stated conditions, test pressures, etc.

4.0.2 Type codes

Container type codes are given in ISO 6346

The type code consists of two arabic numerals, the first of which indicates the category and the second of which indicates certain physical characteristics or other attributes.

NOTE 1 A summary of container types giving reference to the relevant clauses and sub-clauses is given in Table 1.

NOTE 2 Neither the summary, nor the definitions which follow it, is intended to constitute an exhaustive list of container types.

NOTE 3 In clauses 4.1.1, 4.1.2 and 4.1.3, where a reference is given in square brackets after the name of a container type, this identifies the document in which the specification and testing requirements are given for the type of container in question.

NOTE 4 When type codes are quoted with definitions, they are given as typical examples only.

¹⁾ At present at the stage of draft. (Revision of ISO 1496/3-1974.)

²⁾ At present at the stage of draft.