

Annex C Terminology

<i>Accident</i>	An unintended event involving fatality, injury, ship loss or damage, other property loss or damage, or environmental damage.
<i>Accident category</i>	A designation of accidents reported in statistical tables according to their nature, e.g. fire, collision, grounding, etc.
<i>Accident scenario</i>	<i>A sequence of events from the initiating event to one of the final stages.</i>
<i>Above deck</i>	<i>Cargo stored on weather deck.</i>
<i>Below deck</i>	<i>Cargo stored in a cargo hold.</i>
<i>Cargo Screening Tool</i>	<i>Software or similar tool (non-invasive) for checking cargo booking details to identify bookings which may contain misdeclared or undeclared dangerous goods.</i>
<i>Consequence</i>	The outcome of an accident.
<i>Containment</i>	General: The action of keeping something harmful under control or within limits. For fire (applicable to CARGOSAFE): The action and methods for limiting the products of combustion's (e.g., flame, heat, and smoke) propagation and the subsequent damages to the area of origin.
<i>Consignor</i>	The party who prepares a consignment for transport.
<i>Construction</i>	a. Before 1 January 2016 – means vessels build before SOLAS 2014 amendments. b. After 1 January 2016 – means vessels which comply with SOLAS 2014 Amend / Chapter II-2 / Reg. 10.7.3
<i>CTU</i>	Cargo Transport Unit
<i>CTU Code</i>	IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTUs).
<i>Dangerous goods</i>	The substances, materials and articles covered by the International Maritime Dangerous Goods (IMDG) Code.
<i>Detection</i>	Action or process of identifying indicators of a fire event.

<i>DG Declaration</i>	a. Declared – means dangerous goods that comply with requirements as per IMDG Doc. b. Undeclared – means dangerous goods not declared, and not in compliance with the IMDC Code.
<i>EMSA</i>	European Maritime Safety Agency
<i>Fire</i>	Refer to ISO13943 fire safety vocabulary
<i>Fire extinguishing</i>	Active means of stopping the fire completely, i.e. no risk of re-ignition.
<i>Firefighting</i>	Active means of attacking a fire in an attempt to get it under control.
<i>Fire suppression</i>	Active means of controlling the fire, but not necessarily extinguish the fire completely.
<i>FMEA</i>	FMEA is a technique in which the system to be analysed is defined in terms of functions or hardware. Each item in the system is identified at a required level of analysis. This may be at a replaceable item level. The effects of item failure at that level and at higher levels are analysed to determine their severity on the system as a whole. Any compensating or mitigating provisions in the system are taken account of and recommendations for the reduction of the severity are determined. The analysis indicates single failure modes which may cause system failure.
<i>Frequency</i>	The number of occurrences per unit time (e.g. per year).
<i>Generic model</i>	A set of functions common to all ships or areas under consideration.
<i>Hazard</i>	A potential to threaten human life, health, property or the environment.
<i>HAZID</i>	The process of hazard identification. Can be done with a range of different tools and methods.
<i>Initiating event</i>	The first of a sequence of events leading to a hazardous situation or accident.
<i>Inspection (CTU)</i>	Physical inspection of a cargo transport unit, carried out in accordance with applicable IMO standards such as the IMDG and the CSC (International Convention for Safe Containers).
<i>IMDG Code</i>	International Maritime Dangerous Goods Code 2020 (40-20 edition)
<i>FSS Code</i>	International Code for Fire Safety Systems (2015 Edition)

<i>Misdeclared cargo</i>	A cargo transported in a CTU which is different from that declared on the transport documents (definition from the CTU Code).
<i>Non-regulated goods</i>	Substances and articles that are not covered by the applicable dangerous goods transport regulations.
<i>Packaged dangerous goods</i>	Dangerous goods carried in packaged form (receptacles and containers), according to the IMDG code
<i>Packaging</i>	One or more receptacles and any other components or materials necessary for the receptacles to perform their containment and other safety functions (UN Recommendations on the Transport of Dangerous Goods Model Regulations).
<i>Packing</i>	The packing, loading or filling of cargo into receptacles, intermediate bulk containers, freight containers, tank containers, bulk containers or other cargo transport units.
<i>Prevention (in the context of the CARGOSAFE project)</i>	Any activities and/or conditions to prevent the ignition of containerized cargo on a containership.
<i>Probability (Objective/frequentistic)</i>	The relative frequency that an event will occur, as expressed by the ratio of the number of occurrences to the total number of possible occurrences.
<i>Probability (Subjective/Bayesian)</i>	The degree of confidence in the occurrence of an event, measured on a scale from 0 to 1. An event with a probability of 0 means that it is believed to be impossible; an event with the probability of 1 means that it is believed it will certainly occur.
<i>Risk</i>	The combination of the frequency and the severity of the consequence.
<i>Risk evaluation criteria</i>	Criteria used to evaluate the acceptability/tolerability of risk.
<i>SOLAS</i>	International Convention for Safety of Life at Sea (2020 Consolidated edition)
<i>Stowage</i>	The positioning of freight containers, tank containers, portable tanks, bulk containers, and other cargo transport units on board a ship.
<i>Undeclared cargo dangerous goods</i>	Any shipment where dangerous goods are not identified and are shipped without the required markings, labels, or paperwork.