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**NATIONAL STANDARD OF THE
PEOPLE'S REPUBLIC OF CHINA**

GB/T 30056-2013

**Requirements for the container consolidation services of
international freight forwarders**

国际货运代理拼箱服务质量要求

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Quarantine;
Standardization Administration of the PRC**

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Foreword

This standard was drafted in accordance with GB/T 1.1-2009 given rules. The standard proposed by the People's Republic of China Ministry of Commerce. This standard by the National Standardization Technical Committee of the International Freight Forwarders (SAC/TC489) centralized. This standard was drafted. New Epica Shanghai International Logistics Limited, Fujian GR International Freight Forwarders Ltd., Xiamen Branch, Shenzhen Shenzhen City, vertical and horizontal International Freight Forwarding Co., Ltd., China International Electronic Commerce Co., Whirlpool Logistics Limited Guangzhou, Chongqing United States Alliance International Logistics (Group) Co., Ltd., Chongqing TGL Logistics Limited, China Ocean Shipping (Group) Corporation, China Shipping (Set Group) Corporation, China Sinotrans Group Co., Ltd., Jincheng Logistics (Group) Co., Ltd., China Steel International Freight Co. Ltd., Chongqing City, State International Freight Forwarders Association, Xinjiang Tuomuer Freight Forwarders Limited. The main drafters of this standard. Lin Zhong, He Hanwei, Chen Zheng, Feng Jianping, Li Jinhua, Hu Rong, King Hund, Chen Zhiyong, Chen blonde, Ren Zhongwei, Pei Lei, Liu Lu, Wang, Wu Hung package, Liu Jun, Yang Xijiang. International Freight Forwarding LCL quality of service requirements

1 Scope

China's national quality requirements for the container consolidation services of international freight forwarders. It specifies the requirements for the service by which several shippers' consignments are combined into one container, covering the acceptance of cargo, the planning and stuffing, the documentation, the delivery at destination and the handling of problems. Consolidation - less than container load, or LCL - is how a shipper who does not have enough cargo to fill a container gets goods across an ocean. The forwarder rents a full container, sells space in it to several customers, stuffs their consignments together at an origin depot, ships it as one container, and unpacks it at a destination depot for delivery to several consignees. The economics work because a container costs the same to move whether it is full or not, and the service is what makes international trade available to a shipper sending three pallets rather than thirty. What makes it difficult is that the forwarder has taken on the responsibility of a carrier for goods

belonging to people who do not know each other. Cargo is stowed against cargo: a heavy consignment loaded above a light one crushes it, a leaking drum contaminates everything in the container, an undeclared dangerous good endangers the ship, and a wet carton collapses onto its neighbour. The consignments arrive at different times from different shippers with different documents, and they are separated again at the far end into different customs entries and different deliveries. A single problem in one consignment - a missing document, a customs hold, a damaged package - delays the whole container and every other customer in it. So the standard specifies the acceptance and checking of cargo, the stowage planning and the stuffing, the documentation for each consignment and for the container, the destination handling, and the responsibilities and claims arrangements. Issued on 17 December 2013 and in force since 1 April 2014.

This standard specifies the quality of service international freight forwarding LCL business requirements. This standard applies to the international freight forwarding industry and industry-related businesses.

2 Normative references

The following documents for the application of this document is essential. For dated references, only the dated version suitable for use herein Member. For undated references, the latest edition (including any amendments) applies to this document.

GB/T 22151-2008 International Freight Forwarders job specification

GB/T 22154-2008 International Freight Forwarders quality of service requirements

GB/T 26318 Logistics Network Information System Risk and Prevention

GB/T 26319 International Freight Forwarders document identifier encoding rules

GB/T 26320 International Freight Forwarders information exchange specification

GB/T 26321 international freight forwarding business data element

GB/T 28530 series of international freight forwarding documents documents items

GB/T 28532 Carrier Identifier Encoding Rules

GB/T 28831 norms of international shipping documents Shanzhi

GB/T 28832 quality requirements of international shipping documents Shanzhi

GB/T 28838 wooden packing heat treatment job specification

GB/T 28839 declaration of entry and exit of wood packaging specifications

GB/T 30055 international freight forwarders quality of service requirements

3 Terms and Definitions

GB/T 22151-2008, GB/T 22154-2008 define the following terms and definitions apply to this document.

3.1 LCL containerconsolidation; lessthancontainerload (LCL) Were contracted by the carrier and container freight station or warehouse and the two votes, or two votes but less than a FCL cargo loaded a Containers for transport, and the destination container freight station were delivered.

3.2 Waybill waybil Vouchers concluded between the carrier and the shipper contract of carriage, the carrier received the goods shipped documents. Waybill as road transport, sea transport Single air waybill, air freight waybill, international rail transport waybill, FIATA multimodal transport, express waybill like. NOTE. rewrite GB/T 22151-2008, definitions 3.8.

3.3 Manifest manifest True and accurate record paper manifest where the conveyance of goods contained therein.