



Kenya Ships Agents Association

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SHIPPING GLOSSARY

A	
Abandon	A proceeding wherein a shipper/consignee seeks authority to abandon all or parts of their cargo.
Absorption	One carrier assumes the charges of another without any increase in charges to the shipper
Acquiescence	When a bill of lading is accepted or signed by a shipper or shipper's agent without protest, the shipper is said to acquiesce to the terms, giving a silent form of consent.
ACS (A.C.S.)	U.S. Customs' master computer system, "Automated Commercial Systems."
AEO (Authorised Economic Operator)	AEO is an internationally recognised quality mark demonstrating the company's role in the international supply chain is secure and that their customs controls and procedures are efficient and compliant. Companies who hold AEO status benefit from consignments being fast-tracked through customs controls, and when customs select AEO consignments for examination or inspection, they receive priority over non-AEOs, making the whole shipping process run more smoothly and efficiently.
Air Freight	Goods transported by aircraft. Usually the quickest method of shipping internationally.
Act of God	An act beyond human control, such as lightning, flood or earthquake.
Ad Valorem	In proportion to the value.
Advance	To move cargo up line to a vessel leaving sooner than the one booked. (See Roll)

Agency Tariff	A tariff published by an agent on behalf of several carriers.
Agent (Agt.)	A person authorized to transact business for and in the name of another person or company. Types of agent are: <ul style="list-style-type: none"> • Brokers • Commission merchants • Resident buyers • Sales agents • Manufacturer's representatives
Aggregate Shipment	Numerous shipments from different shippers to one consignee that are consolidated and treated as a single consignment.
Awkward cargo	Cargo of irregular size that can either be containerized (packed in container) or non-containerized (without equipment associated with) during transportation. It requires prior approval on a case by case basis before confirmation of booking.
Air Waybill	The forwarding agreement or carrying agreement between shipper and air carrier and is issued only in nonnegotiable form.
All In	The total price to move cargo from origin to destination, inclusive of all charges.
Alongside	A phrase referring to the side of a ship. Goods delivered "alongside" are to be placed on the dock or barge within reach of the transport ship's tackle so that they can be loaded.
Alternative	Privilege to use the rate producing the lowest charge.
AMS	Automated Manifest System. An application that expedites the clearance of cargo for the subsequent release of containers when imported to the U.S. through electronic submission of cargo manifests in lieu of bulk paper manifests.
Apparent Good Order	When freight appears to be free of damage so far as a general survey can determine.
Arrival Notice	An advice that the carrier sends to the consignee advising of goods coming forward for delivery. Pertinent information such as BL number, container number and total charges due from consignee etc, are included and sent to consignee prior to vessel arrival. This is done gratuitously by the carrier to ensure smooth delivery but there is no obligation by the carrier to do so. The responsibility to monitor the transit and present himself to take timely delivery still rests with the consignee.
Assignment	A term commonly used in connection with a bill of lading. It involves the transfer of rights, title and interest in order to assign goods by endorsing the bill of lading.

B	
Backhaul	To haul a shipment back over part of a route it has traveled.v
BAF	Bunker Adjustment Factor. Used to compensate steamship lines for fluctuating fuel costs. Sometimes called "Fuel Adjustment Factor" or FAF.
BIFA (British International Freight Association)	The UK Trade Association for freight forwarders. BIFA provides freight, customs, air cargo security and dangerous goods training for the industry
Bank	Guarantee issued by a bank to a carrier to be used in lieu of
Guaranteev	lost or misplaced original negotiable bill of lading.
Base Rate	A tariff term referring to ocean rate less accessorial charges, or simply the base tariff rate.
Bay number	The row position of the container on the vessel. The containers are numbered from stem to stern: 01, 02, 03.....
Beam	The width of a ship.
Beneficiary	<ul style="list-style-type: none"> • Entity to whom money is payable • The entity for whom a letter of credit is issued • The seller and the drawer of a draft
Berth Terms	Shipped under rate that includes cost from end of ship's tackle at load port to end of ship's tackle at discharge port.
Bilateral	A contract term meaning both parties agree to provide something for the other.
Bill of Lading (B/L)	<p>A document that establishes the terms of a contract between a shipper and a transportation company. It serves as a document of title, a contract of carriage and a receipt for goods.</p> <ul style="list-style-type: none"> • Amended B/L: B/L requiring updates that do not change financial status; this is slightly different from corrected B/L. • B/L Terms & Conditions: the fine print on B/L; defines what the carrier can and cannot do, including the carrier's liabilities and contractual agreements. • B/L's Status: represents whether the bill of lading has been input, rated, reconciled, printed, or released to the customer. • B/L's Type: refers to the type of B/L being issued. Some examples are: a Memo (ME), Original (OBL), Non-negotiable, Corrected (CBL) or Amended (AM) B/L. • Canceled B/L: B/L status; used to cancel a processed B/L; usually per shipper's request; different from voided B/L. • Clean B/L: A B/L which bears no superimposed clause or notation which declares a defective condition of the goods and/or the packaging.

- **Combined B/L:** B/L that covers cargo moving over various transports.
- **Consolidated B/L:** B/L combined or consolidated from two or more B/L's.
- **Corrected B/L:** B/L requiring any update which results in money or other financially related changes.
- **Domestic B/L:** Non-negotiable B/L primarily containing routing details; usually used by truckers and freight forwarders.
- **Duplicate B/L:** Another original Bill of Lading set if first set is lost. also known as reissued B/L.
- **Express B/L:** Non-negotiable B/L where there are no hard copies of originals printed.
- **Freight B/L:** A contract of carriage between a shipper and forwarder (who is usually a NVOCC); a non-negotiable document.
- **Government B/L (GBL):** A bill of lading issued by the U.S. government.
- **Hitchment B/L:** B/L covering parts of a shipment which are loaded at more than one location. Hitchment B/L usually consists of two parts, hitchment and hitchment memo. The hitchment portion usually covers the majority of a divided shipment and carries the entire revenue.
- **House B/L:** B/L issued by a freight forwarder or consolidator covering a single shipment containing the names, addresses and specific description of the goods shipped.
- **Intermodal B/L:** B/L covering cargo moving via multimodal means. Also known as Combined Transport B/L, or Multimodal B/L.
- **Long Form B/L:** B/L form with all Terms & Conditions written on it. Most B/L's are short form which incorporate the long form clauses by reference.
- **Memo B/L:** Unfreighted B/L with no charges listed.
- **Military B/L:** B/L issued by the U.S. military; also known as GBL, or Form DD1252.
- **B/L Numbers:** U.S. Customs' standardized B/L numbering format to facilitate electronic communications and to make each B/L number unique.
- **Negotiable B/L:** The B/L is a title document to the goods, issued "to the order of" a party, usually the shipper, whose endorsement is required to effect is negotiation. Thus, a shipper's order (negotiable) B/L can be bought, sold, or traded while goods are in transit and is commonly used for letter-of-credit transactions. The buyer must submit the original B/L to the carrier in order to take possession of the goods.
- **Non- Negotiable B/L:** (See Straight B/L below). Sometimes means a file copy of a B/L.
- **"Onboard" B/L:** B/L validated at the time of loading to transport. Onboard Air, Boxcar, Container, Rail, Truck and Vessel are the most common types.
- **Optional Discharge B/L:** B/L covering cargo with more than one discharge point option possibility.
- **"Order" B/L:** See Negotiable B/L above.

	<ul style="list-style-type: none"> • Original B/L: The part of the B/L set that has value, especially when negotiable; rest of set are only informational file copies. Abbreviated as OBL. • Received for Shipment B/L: Validated at time cargo is received by ocean carrier to commence movement but before being validated as "Onboard". • Reconciled B/L: B/L set which has completed a prescribed number of edits between the shippers instructions and the actual shipment received. This produces a very accurate B/L. • Short Term B/L: Opposite of Long Form B/L, a B/L without the Terms & Conditions written on it. Also known as a Short Form B/L. The terms are incorporated by reference to the long form B/L. • Split B/L: One of two or more B/L's which have been split from a single B/L. • Stale B/L: A late B/L; in banking, a B/L which has passed the time deadline of the L/C and is void. • Straight (Consignment) B/L: Indicates the shipper will deliver the goods to the consignee. It does not convey title (non-negotiable). Most often used when the goods have been pre-paid. • "To Order" B/L: See Negotiable B/L above. • Unique B/L Identifier: U.S. Customs' standardization: four-alpha code unique to each carrier placed in front of nine digit B/L number; APL's unique B/L Identifier is "APLU". Sea-land uses "SEAU". These prefixes are also used as the container identification. • Voided B/L: Related to Consolidated B/L; those B/L's absorbed in the combining process. Different from Canceled B/L.
Billed Weight	The weight shown in a waybill and freight bill, i.e, the invoiced weight.
Blind Shipment	A B/L wherein the paying customer has contracted with the carrier that shipper or consignee information is not given.
Block Stowage	Stowing cargo destined for a specific location close together to avoid unnecessary cargo movement
Blocked Trains	Railcars grouped in a train by destination so that segments (blocks) can be uncoupled and routed to different destinations as the train moves through various junctions. Eliminates the need to break up a train and sort individual railcars at each junction.
Blocking or	Wood or metal supports (Dunnage) to keep shipments in place
Bracing	to prevent cargo shifting.
Bona fide	In good faith.
Bond Port	Port of initial Customs entry of a vessel to any country. Also known as First Port of Call.
Bonded Warehouse	A warehouse authorized by Customs authorities for storage of goods on which payment of duties is deferred until the goods are removed.

	Reservation number used to secure equipment and act as a control number prior to completion of a B/L.
Bottom-Air Delivery	A type of air circulation in a temperature control container. Air is pulled by a fan from the top of the container, passed through the evaporator coil for cooling, and then forced through the space under the load and up through the cargo. This type of airflow provides even temperatures.
Bow	The front of a vessel.
Box	Common term for an ocean going freight container.
Break Bulk	Goods shipped loose in the vessel hold and not in a container.
Broken Stowage	<ul style="list-style-type: none"> • The loss of space caused by irregularity in the shape of packages. • Any void or empty space in a vessel or container not occupied by cargo.
Broker	A person who arranges for transportation of loads for a percentage of the revenue from the load.
Brokerage	Freight forwarder/broker compensation as specified by ocean tariff or contract.
Bulk Cargo	Not in packages or containers; shipped loose in the hold of a ship without mark and count." Grain, coal and sulfur are usually bulk freight.
Bulk-Freight Container	A container with a discharge hatch in the front wall; allows bulk commodities to be carried.
Bulk carriers	A vessel carrying dry, liquid, grain, not packaged, bundled or bottled cargo, and is loaded without marks & number or count.
Bull Rings	Cargo-securing devices mounted in the floor of containers; allow lashing and securing of cargo.
Bunker Charge	Bunker Adjustment factor (BAF), or Bunker Surcharge (BSC) are surcharges assessed by the carrier to freight rates to reflect current cost of bunker.
Bunkers	A Maritime term referring to Fuel used aboard the ship. Coal stowage areas aboard a vessel in the past were in bins or bunkers.
Bridge Point	An inland location where cargo is received by the ocean carrier and then moved to a coastal port for loading.
Bridge Port	A port where cargo is received by the ocean carrier and stuffed into containers but then moved to another coastal port to be waded on a vessel.
C	
CAF (Currency Adjustment Factor)	Also known as Currency Surcharge. A sea freight surcharge applied by the carrier that represents fluctuations in exchange rates.

Carrier Alliance	A vessel-sharing agreement to allow carriers to extend their services and geographical coverage.
C&F Terms of Sale, or INCOTERMS.	Obsolete, albeit heavily used, term of sale meaning "cargo and freight" whereby Seller pays for cost of goods and freight charges up to destination port. In July, 1990 the International Chamber of Commerce replaced C&F with CFR
	Water transportation term applicable to shipments between ports of a nation; commonly refers to coast-wise or inter-coastal navigation or trade. Many nations, including the United States, have cabotage laws which require national flag vessels to provide domestic interport service.
Carnet	A Customs document permitting the holder to temporarily carry or send merchandise into certain foreign countries (for display, demonstration or similar purposes) without paying duties or posting bonds. Any of various Customs documents required for crossing some international borders.
Captain's Protest	A document prepared by the captain of a vessel on arriving at port; shows conditions encountered during voyage, generally for the purpose of relieving ship owner of any loss to cargo and shifting responsibility for reimbursement to the insurance company.
Cargo	Freight loaded into a ship.
Cargo Manifest	A manifest that lists all cargo carried on a specific vessel voyage.
Carrier	Any person or entity who, in a contract of carriage, undertakes to perform or to procure the performance of carriage by rail, road, sea, air, inland waterway or by a combination of such modes.
Cartment	Customs form permitting inbond cargo to be moved from one location to another under Customs control, within the same Customs district. Usually in motor carrier's possession while draying cargo.
CBF (Cubic Feet - FT3)	Cubic Feet. Non-metric unit sometimes used to calculate volume in the US, Canada and the UK.
CBM (CM)	Cubic Metre. Unit usually used to calculate volume. One cubic metre is equal to 100cm x 100cm x 100cm.
Cells	The construction system employed in container vessels; permits ship containers to be stowed in a vertical line with each container supporting the one above it.
Cellular vessel	A vessel designed with internal ribbing to permit the support of stacked containers.
Certificate of Origin	Document certifying the country of origin of goods which is normally issued or signed by a Chamber of Commerce or Embassy.
CFS	Container Freight Station. A shipping dock where cargo is loaded ("stuffed") into or unloaded ("stripped") from containers. Generally, this involves less than container load shipments, although small shipments destined to same consignee are often consolidated. Container reloading from/to rail or motor carrier equipment is a typical activity.

CFR (Cost and Freight)	With CFR terms the seller's invoice will include the cost of the goods plus the cost of transporting the goods to the port of discharge (not including local charges). Although CFR terms can appear to be a good option, the buyer has little control over the shipping process and the associated costs.
CHIEF System	The Customs Handling of Import and Export Freight (CHIEF) system. Allows importers, exporters and freight forwarders to input customs information electronically, calculating payable duties and taxes, and checking for errors automatically. Also identifies which consignments require examination of goods or documentation, allowing faster entry for low risk goods.
Charter Party	A written contract between the owner of a vessel and the person desiring to employ the vessel (charterer); sets forth the terms of the arrangement such as duration of agreement, freight rate and ports involved in the trip.
Chassis	A wheeled flat bed or a trailer constructed to accommodate containers moved over the road.
CI	Cost and Insurance. A price that includes the cost of the goods, the marine insurance and all transportation charges except the ocean freight to the named point of destination.
CIF	Cost, Insurance, Freight. (Named Port) Same as C&F or CFR except seller also provides insurance to named destination.
CIF&C	Price includes commission as well as CIF.
CIF&E	Cost, Insurance, Freight And Exchange
CIFCI	Cost, Insurance, Freight, Collection and Interest
CIFI&E	Cost, Insurance, Freight, Interest and Exchange.
CIF Felixstowe (Cost, Insurance and Freight Felixstowe)	CIF terms on the basis of the destination port being Felixstowe UK. As with CFR and CIF, these terms can be less favourable for buyers, meaning less control and unexpected fees.
CIP (Carriage and Insurance Paid)	CIP terms indicate the same seller responsibilities as CPT (cost to port of discharge, responsibility to delivery to carrier) but with the additional inclusion of maritime insurance.
CISF (China Import Service Fee)	A hidden cost that can occur when goods are sent on CFR or CIF shipping terms
Claim	A demand made upon a transportation line for payment on account of a loss sustained through its alleged negligence.
Clayton Act	An anti-trust act of the U.S. Congress making price discrimination unlawful.
Clean Bill of Lading	A receipt for goods issued by a carrier with an indication that the goods were received in "apparent good order and condition," without damage or other irregularities. If no notation or exception is made, the B/L is assumed to be "cleaned."
Commercial Invoice	A document containing information about the goods, typically including type, quantity, price of each product and terms of sale. Also shows the buyer and

	seller details. Used to declare goods to Customs and to calculate the payable duties and taxes. Completion and submission is the responsibility of the signatory (sender of the goods).
Cleat	A strip of wood or metal used to afford additional strength, to prevent warping, or to hold in place.
Clip-On	Refrigeration equipment attachable to an insulated container that does not have its own refrigeration unit.
COD	Collect (cash) on Delivery; Carried on Docket (pricing); Change of Destination.
COGSA	Carriage of Goods by Sea Act. U.S. federal codification passed in 1936 which standardizes carrier's liability under carrier's bill of lading. U.S. enactment of The Hague Rules.
Commodity Codes	Commodity codes are used to classify goods for import and export, to ensure the right amounts of tax, VAT and duty are paid. You can find commodity codes using the online Trade Tariff at GOV.UK.
Commodity Rate	A rate published to apply to a specific article or articles.
Common Carrier	A transportation company which provides service to the general public at published rates.
Common Law	Law that derives its force and authority from precedent, custom and usage rather than from statutes, particularly with reference to the laws of England and the United States.
Conference	An association of ship owners operating in the same trade route who operate under collective conditions and agree on tariff rates.
Connecting Carrier	A carrier which has a direct physical connection with, or forms a link between two or more carriers.
Consignee	A person or company to whom commodities are shipped.
Consignment	A stock of merchandise advanced to a dealer and located at his place of business, but with title remaining in the source of supply. A shipment of goods to a consignee.
Consignment Sale (also Consignment Contract)	Under the terms of a consignment contract, the consignee sells the goods on behalf of the consignor, on a commission basis. The consignor retains ownership of the goods until they're sold, with any unsold goods usually returned.
Consignor (also Consigner)	Usually the seller. The person or company that retains original ownership of goods until transferred to the consignee (usually the buyer)
Consolidation	The combination of many small shipments into one container.
Consolidator	A person or firm performing a consolidation service for others.
Consumption Entry (CE)	The process of declaring the importation of foreign-made goods into the United States for use in the United States.

Container	What is so called container is a large case for containing goods with specified intensity, stiffness and specifications. When using containers for transportation, we can load in the warehouse of the consigner, unload in the warehouse of the consignee, and need not bring out the goods from the container in the case of switching vehicles or vessels. It can be classified by the containing goods into smallwares container, bulk cargo container, liquid goods container, deepfreeze container, by the manufacturing material into wood container, steel container, aluminum alloy container, glass fiber reinforced plastic container, stainless steel container, by the structure into folded container, fixed container which includes airtight container, open container, framework container, by the weight into 30-ton, 20-ton, 10-ton, 5-ton and 2.5-ton container.
Container depot (Inland depot)	The plot for collecting, keeping, piling or taking over empty containers. It is established in case of inadequate yards in loading area or transfer station, and does not handle the take-over of containers or goods. It can be established independently or outside the loading area. The management of this kind of pool should apply to shipping consortia in some countries.
Container Freight Station	See CFS.
Container leasing	It refers to the type of business that the possessor leases empty containers to the user. The possessor of containers, the lessor, signs lease contract with the user, or the lessee, which is usually the vessel company or consignor. The lessor provides qualified containers to the lessee for the use in appointed range. There are various ways of the leasing of containers in the world, including run lease, period lease, current lease and navigation area lease.
Container number	The unique identification of a container.
Container Terminal	The handling department for the loading, unloading, exchange and keeping of the container or goods in container transportation. It is consigned by the carrier or his attorney to do the following jobs: 1) The exchange and keeping of the container. 2) The take-over of the less than container load in the container station. 3) Arrange the anchoring of container vessels, load and unload containers, and compile pre-stowage plan for each voyage. 4) Signature of associated freight documents. 5) Compile and sign related documents of the entrance and transfer of the conveyance carrying containers. 6) Examine and maintain the containers, conveyances and loading machines, and clean and suffocate empty containers. 7) Receive, send, store and keep empty containers. 8) Pile empty and heavy containers at the yard, and compile field assigning schedule. 9) Other related jobs. The container terminal is usually composed of docks, foreland, yards, freight station, conning tower, maintenance department, gate and offices. Sometimes the yard or freight station can extend 5-15 kilometers to the transfer station in town.
Container Yard (CY)	The plot for exchanging, keeping and storing the containers. Some countries do not distinguish marshalling yard and container yard, and call both the yard. The container yard is a part of container loading area, and an area for taking over the containers in door to door way (actually taken over at the “gate” of the loading area).

Container rules of freight conference	<p>In some lines the freight conference formulates container transportation regulations for supplier in order to monopolize the container transportation. These regulations are drawn according to the situation in the operating area of the conference. The contents may be different, but have same basic ideas, i.e., the carrier and supplier have same responsibility. The contents include:</p> <ol style="list-style-type: none"> 1) Container loading harbors, distributing transportation; 2) Explanation of the terminology in container transportation; 3) The duty of the carrier and supplier in various take-over ways; 4) Declare the order of vessels and transport information; 5) The items including bill of lading, batch, harbor and exception articles; 6) Sign the bill of lading; 7) Take over the equipment and count free time and resort charge; 8) Handle the consignment procedure; 9) Calculate and pay the freight; 10) The charging of various items and provisions for rate changing; 11) Provisions for currency system, depreciation and increment; 12) Provisions and charging of inland transportation
Container's overall external dimentions	<p>It refers to the sizes of the maximal length, width and height of the container together with all its permanent accessories. It is a vital parameter in identifying if a container can be switched among vessels, underpan vans, trucks and railway vehicles, and has to be known by transport departments.</p>
Container's internal dimentions	<p>The sizes of the maximal length, width and height of the interior of the container. The width is the distance between the left and right scaleboards, while the length is the distance between the front and rear scaleboards. The parameters determine the internal capacity of the container as well as the maximal dimension of the goods in the container</p>
Containerizable Cargo	<p>Cargo that will fit into a container and result in an economical shipment.</p>
Container Load	<p>A load sufficient in size to fill a container either by cubic measurement or by weight.</p>
Contraband	<p>Cargo that is prohibited.</p>
Contract Carrier	<p>Any person not a common carrier who, under special and individual contracts or agreements, transports passengers or property for compensation.</p>
Corner Posts	<p>Vertical frame components fitted at the corners of the container, integral to the corner fittings and connecting the roof and floor structures. Containers are lifted and secured in a stack using the castings at the ends.</p>
Cost, Insurance and Freight (CIF)	<p>Cost of goods, marine insurance and all transportation (freight) charges are paid to the foreign point of delivery by the seller.</p>
CPT (Carriage Paid To)	<p>CPT shipping terms indicate that the seller bears all costs of transporting goods to the port of discharge. The seller's responsibility for the goods, However, ends on delivery to the carrier at a named place. Can be used for all modes of transports including air and sea.</p>
Cube Out	<p>When a container or vessel has reached its volumetric capacity before its permitted weight limit.</p>

Customhouse	A country Treasury Department office where duties, etc., on foreign shipments are handled.
Customhouse Broker	A person or firm, licensed by the treasury department of their country when required, engaged in entering and clearing goods through Customs for a client (importer).
Customs	Government agency charged with enforcing the rules passed to protect the country's import and export revenues.
Customs Bonded Warehouse	A public or privately owned warehouse where dutiable goods are stored pending payment of duty or removal under bond. The storage or delivery of goods are under the supervision of customs officers and if the warehouse is privately owned the keeper has to enter into a bond as indemnity in respect of the goods deposited, which may not be delivered without a release from the customs.
Customs Duty	Goods sent from outside of the EU to the UK may be subject to Customs Duty, except in case where the value is below £135, or the actual duty payable is less than £7. This may change when the UK is no longer an EU member.
Customs Entry	All countries require that the importer make a declaration on incoming foreign goods. The importer then normally pays a duty on the imported merchandise. The importer's statement is compared against the carrier's vessel manifest to ensure that all foreign goods are properly declared.
Customs of the Port (Trade)	A phrase often included in charter parties and freight contracts referring to local rules and practices which may impact upon the costs borne by the various parties.
Cut-Off Time	The latest time cargo may be delivered to a terminal for loading to a scheduled train or ship.
D	
D&H	Abbreviation for "Dangerous and Hazardous" cargo.
Dangerous Goods	The term used by I.M.C.O. for hazardous materials which are capable of posing a significant risk to health, safety or property while being transported.
Deadhead	One leg of a move without a paying cargo load. Usually refers to repositioning an empty piece of equipment.
Deadweight Cargo	A long ton of cargo that can be stowed in less than 40 cubic feet.
Deadweight	The number of tons of 2,240 pounds that a vessel can transport of cargo, stores and bunker fuel. It is the difference between the number of tons of water a vessel displaces "light" and the number of tons it displaces when submerged to the "load line."
DAP (Delivered at Place)	Very similar terms to DAT, with the difference that the buyer is responsible for unloading the goods at the named place of delivery. Buyer assumes

	responsibility from the point of unloading the goods, including import customs clearance, duties and taxes. Can be used for all modes of transport.
DAT (Delivered at Terminal)	With DAT terms the seller is responsible for delivery to the named terminal at the destination port, and unloading ready for buyer/carrier collection – after which, the responsibility for the goods passes to the buyer. The seller is responsible for the goods export customs clearance. The buyer is responsible for all costs from the point of delivery, including import customs clearance, duties and taxes. Can be used for all modes of transport.
DDP (Delivered Duty Paid)	A term indicating that the shipper/consignor is responsible for paying all duties and taxes at the agreed delivery point. DDP terms indicate that the seller is responsible for carriage and delivery to a named place, including clearing for import and all applicable taxes and duties. Can be used for all modes of transport. They maximise cost and risk for a seller, and minimize them for the buyer. The buyer's responsibility for the goods begins when they receive them for unloading at destination. Can be used for all modes of transport.
DDU (Delivered Duty Unpaid)	A term indicating that the consignee must pay local duties and taxes at the agreed delivery point.
Deferment	A deferment account is a bank account held with Customs to pay the relevant duties and VAT. An importer can apply to set up their own deferment account with HMRC or use the deferment account of an import agent/customs broker (usually for a charge).
Demurrage	A penalty charge against shippers or consignees for delaying the carrier's equipment beyond the allowed free time. The free time and demurrage charges are set forth in the charter party or freight tariff. See also Detention and Per Diem.
Devanning (also Unstuffing, Unloading or Unpacking)	The process of removing the cargo from a container.
Density	The weight of cargo per cubic foot or other unit.
Depot, Container	Container freight station or a designated area where empty containers can be picked up or dropped off.
Destination	The place to which a shipment is consigned. The place where carrier actually turns over cargo to consignee or his agent.
Detention	A penalty charge against shippers or consignees for delaying carrier's equipment beyond allowed time. Demurrage applies to cargo; detention applies to equipment. See Per Diem.
Devanning	The removal of cargo from a container. Also known as unstuffing, unloading or stripping.
Diversions	A change made in the route of a shipment in transit.

Dock	For ships, a cargo handling area parallel to the shoreline where a vessel normally ties up. For land transportation, a loading or unloading platform at an industrial location or carrier terminal.
Dock Receipt	The receipt signed by the container terminal, transfer station or inland station after the receipt of full container load or less than container load under the consignment of the carrier. The dock receipt is compiled by the consigner. If the goods are loaded in more than one container, they should be checked and accepted with packing list, and the dock administrator will not sign the dock receipt until the last container is checked and accepted. If the dock receive full container load, a remark should be made in case of any exception in the appearance. The function of the dock receipt is equivalent to the mate's receipt in classical transportation. It is the warrant of the consigner to get the bill of lading from the ship company.
Dolly	A set of wheels that support the front of a container; used when the automotive unit is disconnected.
Door-to-Door	Through transportation of a container and its contents from consignor to consignee. Also known as House to House. Not necessarily a through rate.
Draft	The number of feet that the hull of a ship is beneath the surface of the water. An unconditional order in writing, addressed by one party (drawer) to another party (drawee), requiring the drawee to pay at a fixed or determinable future date a specified sum in lawful currency to the order of a specified person.
Dress Hanger Container	Container with the facility to transport clothing items without folding. Usually used for luxury items such as evening and bridal wear.
DRFS	Abbreviation for "Destination Rail Freight Station." Same as CFS at destination, except a DRFS is operated by the rail carrier participating in the shipment.
Dry Cargo	Cargo that is not liquid and normally does not require temperature control.
Dry-Bulk Container	A container constructed to carry grain, powder and other free flowing solids in bulk.
Dunnage	Loose materials used to support cargo and keep it in position in the container during transportation. Also used in the ship's hold to prevent cargo from moisture and contamination. Examples include wood, paper, burlap and inflatable air bags.
Duties and Taxes	Customs duties and taxes may be payable when importing and exporting goods, and vary from country to country.
Duty	A tax applied to imported and exported goods by the Customs authority of a country. If you're importing or exporting within the EU, there's no duty payable. When importing and exporting to and from non-EU countries you may be able to claim some or all of the amount payable back through a duty relief scheme.

E

EORI (Economic Operator Registration and Identification number)	Used by UK Customs to keep a record of imported and exported goods, and required by all businesses within the EU when importing or exporting commercial cargo (not goods for private use) from or to a destination outside of the EU. This number is required for a commercial invoice, when submitting an electronic export declaration, and when using the CHIEF system. If you're using a courier or freight forwarder, they'll need the EORI number. It's easy to apply for an EORI number online, and usually takes three working days to receive.
EDI	Abbreviation for "Electronic Data Interface." Generic term for transmission of transactional data between computer systems. EDI is typically via a batched transmission, usually conforming to consistent standards.
Embargo	Order to restrict the hauling of freight.
Empty Repo	Contraction for Empty Repositioning. The movement of empty containers.
Endorsement	A legal signature usually placed on the reverse of a draft; signifies transfer of rights from the holder to another party.
Entry	Customs documents required to clear an import shipment for entry into the general commerce of a country.
Equipment Interchange Receipt (EIR)	The warrant that the owner or leaseholder of the containers consigns the container terminal, transfer station or inland station to interchange the containers and carrying equipment with container user or his representative. The interchange receipt is signed by the carrier or his attorney to the consigner or consignee, to get the heavy or return the light containers. The interchange items are listed at the back of the first page of the interchange receipt, including the cost of the containers and equipment during the leasing period, the duty in case of the damage or lost of the equipment as well as the contained goods, and the compensation in case of the damage to the third part. The interchange is usually handled at the gate of the container terminal or the station. The equipment include containers, underpan vans, trolleys and electromotors. The interchange receipt can be the "out" or "in" kind.
ETA	Estimated time of arrival. Used to indicate what time and date the ship is expected to arrive at its destination port. Usually seen on shipping schedules.
ETB (Estimated Time of Berthing)	Used to indicate what time and date the ship is expected to berth at its destination port. Usually seen in the pre-arrival notifications sent to ships.
ETC (Estimated Time of Completion)	Used to indicate the time and date the ship is expected to complete its cargo operations in port. Usually seen on arrival reports sent to ship owners.
ETD	Estimated time of departure. Used to indicate what time and date the ship is expected to leave port. Usually seen on shipping schedules and arrival reports.

ETS (Estimated Time of Sailing)	Sometimes used instead of ETD (Estimated Time of Departure). Indicates what time the ship is expected to set sail.
Ex - "From"	When used in pricing terms such as "Ex Factory" or "Ex Dock," it signifies that the price quoted applies only at the point of origin indicated.
Excise Duty	Excise duty (or excise tax) is charged at the current rates when importing tobacco, alcohol, hydrocarbon oil and biofuels from outside of the EU. Goods moving within the EU should have excise duty already included in the price.
Exception	Notations made when the cargo is received at the carrier's terminal or loaded aboard a vessel. They show any irregularities in packaging or actual or suspected damage to the cargo. Exceptions are then noted on the bill of lading.
Export	Shipment of goods to a foreign country.
Export Declaration	A government document permitting designated goods to be shipped out of the country.
Export License	A government document which permits the "Licensee" to engage in the export of designated goods to certain destinations.
EXW (Ex Works)	EXW terms indicate that the buyer is responsible for collecting the goods from the seller and accepts all onward arrangements, including associated costs, risks and liabilities.
F	
FAK	Freight All Kind. System whereby freight is charged per container, irrespective of the nature of the goods, and not according to a Tariff.
FAS	Free Alongside Ship. FAS terms require the seller to place the goods alongside the carrier vessel at the port of export, with seller responsibility for export customs clearance and risk and cost up to that point. The buyer takes responsibility for the goods from loading onto the vessel onwards.
FCA (Free Carrier)	FCA terms indicate that the seller is responsible for the goods, including costs, up to delivery to the buyer's chosen carrier at a named location – often a terminal or transport hub or forwarder's warehouse. The seller is responsible for export clearance, after which the responsibility transfers to the buyer. If the named location is the seller's place of business then they are responsible for the loading of the goods. At all other named locations the buyer is responsible for loading.
FCL	Full Container Load, See Full Container Load. FCL refers to one 20 or 40ft container filled with cargo, and is the standard set by the ISO (International Organization for Standardization).
F.D.A.	Food and Drug Administration
Feeder Service	Cargo to/from regional ports are transferred to/from a central hub port for a long-haul ocean voyage.

Feeder Vessel	Vessel employed in normally short sea routes to fetch or carry goods and containers to and from ocean going vessels. A small vessel that moves goods a short distance to and from port, linking smaller ports that have less traffic to bigger ports. Usually used when a shipper wants to use a port that the 'mother vessel' doesn't serve. Feeder vessels collect shipping containers from ports and transport them to container terminals where they're loaded onto bigger vessels or other means of transportation.
FEU	Forty- Foot Equivalent Units. Refers to container size standard of forty feet. Two twenty-foot containers or TEU's equal one FEU. Inexact method of measuring a ship's capacity for carrying cargo and the handling capacity of container ports. Refers to the size of a standard 40ft container unit.
Final Destination (DEL)	End of carriers' liability where carrier delivers the cargo to consignee.
Flat Racks Container	Container without the two side walls or a roof. Available with both fixed and collapsible end walls. Used for oversized cargo.
Flash Point	A temperature that when certain inflammable cargo reaches will trigger spontaneous ignition. It is an IMCO standard information requirement for dangerous goods.
FMC (F.M.C.)	Federal Maritime Commission. The U.S. Governmental regulatory body responsible for administering maritime affairs including the tariff system, Freight Forwarder Licensing, enforcing the conditions of the Shipping Act and approving conference or other carrier agreements.
FOB	See Free On Board and Terms of Sale
FOR	Free on Rail
Force Majeure	The title of a common clause in contracts, exempting the parties for non-fulfillment of their obligations as a result of conditions beyond their control, such as earthquakes, floods or war.
Fore and Aft	The direction on a vessel parallel to the center line.
Foreign Trade Zone	A free port in a country divorced from Customs authority but under government control. Merchandise, except that which is prohibited, may be stored in the zone without being subject to import duty regulations.
Free Alongside (FAS)	The seller must deliver the goods to a pier and place them within reach of the ship's loading equipment. See Terms of Sale.
Free In and Out (FIO)	Cost of loading and unloading a vessel is borne by the charterer/shipper.
Free of Particular Average (FPA)	A marine insurance term meaning that the assurer will not allow payment for partial loss or damage to cargo shipments except in certain circumstances, such as stranding, sinking, collision or fire
Free on Board (FOB - U.S. Domestic Use)	Shipped under a rate that includes costs of delivery to and the loading onto a carrier at a specified point. FOB Freight Allowed: The same as FOB named inland carrier, except the buyer pays the transportation charge and the seller reduces the invoice by a like amount. FOB Freight Prepaid: The same as FOB

	named inland carrier, except the seller pays the freight charges of the inland carrier. FOB Named Point of Exportation: Seller is responsible for the cost of placing the goods at a named point of exportation. Some European buyers use this form when they actually mean FOB vessel. FOB Vessel: Seller is responsible for goods and preparation of export documentation until actually placed aboard the vessel.
Free on Board (Int'l Use)	See Terms of Sale.
Free Out (FO)	Cost of unloading a vessel is borne by the charterer.
Free Time	That amount of time that a carrier's equipment may be used without incurring additional charges. (See Stowage, Demurrage or Per Diem.)
Free Trade Zone	A port designated by the government of a country for duty-free entry of any non-prohibited goods. Merchandise may be stored, displayed, used for manufacturing, etc., within the zone and re-exported without duties. A type of special economic zone (an area where the business and trade laws are different to the rest of the country) where non-prohibited goods can be stored, handled, used for manufacture or re-exported, without customs intervention. While in a free-trade zone, taxes and duties aren't applicable. The purpose of a free-trade zone is to make buying and selling goods easier and cheaper, and they're mostly found in developing countries as an economy-boosting measure
Freight	The price paid to the carrier for the transportation of goods or merchandise by sea from one place to another. Freight is also used to denote goods which are in the process of being transported from one place to another.
Freight Bill	A document issued by the carrier based on the bill of lading and other information; used to account for a shipment operationally, statistically, and financially. An Invoice.
Freight Forwarder	A person whose business is to act as an agent on behalf of the shipper. A freight forwarder frequently makes the booking reservation. A freight forwarder is an independent company that will take care of the shipping process on your behalf. They will typically take care of all aspects of shipping, including ensuring the correct documentation is completed. They may also offer a variety of wraparound services, including product sourcing, packing, unpacking, and warehouse storage and end-point delivery.
Freighters	Goods that are transported, usually in bulk, from one place to another. Freight can be carried by land, sea or air.
Flexi Tank Container	Container with a flexible tank inside. Used to transport non-hazardous liquid. Can carry between 10,000 and 24,000 litres, depending on the chosen container size.
Full Container Load (FCL)	Opposite to the less than container load. The consigner is responsible for the loading, counting, pre-stowage and lead seal of the transportation. The uncovering of the full container load is usually done by consignee, but can also be consigned to the carrier. The carrier is not responsible for the damage or short of the goods in the container, unless the consigner quotes the duty of the carrier. The full container load is interchanged by one container. The

	carrier will complete his job as long as the container has approximate appearance and complete lead seal. The freight bill of full container load should be added an item of “the consigner loads, counts and lead seals”.
G	
General Average	General average is an unwritten, non-statutory, international maritime law which is universally recognized and applied. It is founded on the principle that vessel and goods are parties to the same venture and share exposure to the same perils, which may require sacrifice or the incurring of extraordinary expense on the part of one for the benefit of the whole venture.
General Order (G.O.)	When U.S. Customs orders shipments without entries to be kept in their custody in a bonded warehouse.
Generator Set (Gen Set)	A portable power generator, which converts fuel into electrical power by mechanical means, and from which a reefer draws power. A clip-on generator set is mounted to the front of the refrigeration unit. An underslung generator set is mounted to the chassis upon which the reefer is mounted for handling and transport. The underslung generator set can be either side-mounted or center-mounted on the chassis.
GRI	General Rate Increase. Used to describe an across-the-board tariff rate increase implemented by conference members and applied to base rates.
Gross Weight	Entire weight of goods, packaging and freight car or container, ready for shipment. Generally, 80,000 pounds maximum container, cargo and tractor for highway transport.
Groupage	A consolidation service, putting small shipments into containers for shipment.
GVW	Gross Vehicle Weight. The combined total weight of a vehicle and its container, inclusive of prime mover.
H	
HBL (House Bill of Lading)	Common type of Bill of Lading issued by the freight or cargo forwarder to each exporter/customer.
Hague Rules, The	1924 International Convention on Carriage of Goods by Sea. These rules govern liability for loss or damage to goods carried by sea under a bill of lading. Hague Visby Rules are the 1968 revision.
Harbor Master	An officer who attends to the berthing, etc., of ships in a harbor.
Harmonized Commodity Description and Coding System	A multi-purpose international goods-classification for manufacturers. Transporters, exporters, importers, customs officials, statisticians, and others in classifying goods moving in international trade under a single commodity code. Developed under the auspices of the Customs Cooperations Council

	(CCC), an international customs organization in Brussels, this code is a hierarchically structured product nomenclature containing approximately 5,000 headings and subheadings describing the articles moving in international trade. It is organized into 99 chapters arranged in 22 sections. Sections encompass an industry [(e.g., Section XI, Textiles and Textile Articles); chapters encompass the various materials and products of the industry (e.g.: Chapter 50, Silk; Chapter 55, Manmade Staple Fibres; Chapter 57, Carpets).] The basic code contains four-digit headings and six-digit subheadings. (The U.S. will add digits for tariff and statistical purposes. In the U.S. duty rates will be the 8-digit level; statistical suffixes will be at the 10-digit level. The Harmonized System (HS) is scheduled to supplant the current U.S. tariff schedule (TSUSA) in January 1988.)
Hatch	The opening in the deck of a vessel; gives access to the cargo hold.
HAZ MAT	Hazardous Material
Heavy-Lift Charge	A charge made for lifting articles too heavy to be lifted by a ship's normal tackle.
High Cube	Any container which exceeds 8 feet 6 inches (102 inches) in height, usually 9 feet 6 inches.
Hopper Barge	A barge which loads material dumped into it by a dredger and discharges the cargo through the bottom.
House-to- House	See Door-to-Door .
House-to-Pier	Cargo loaded into a container by the shipper under shipper's supervision. When the cargo is exported, it is unloaded at the foreign pier destination.
I	
IATA (International Air Transport Association)	Trade Association for the world's airlines. Sets global standards for airline safety, security, efficiency and sustainability. Also provides training in all aviation-related sectors.
ICC	Abbreviation for: <ul style="list-style-type: none"> • Interstate Commerce Commission • International Chamber of Commerce
ICS (Institute of Chartered Shipbrokers)	Professional body for the commercial shipping industry worldwide. Offers qualifications including Foundation Diploma, Advanced Diploma and PQE (Professional Qualifying Exams).
I.M.C.O.	International Maritime Consultative Organization. A forum in which most major maritime nations participate and through which recommendations for the carriage of dangerous goods, bulk commodities, and maritime regulations become internationally acceptable.

I.M.D.G. Code	International Maritime Dangerous Goods Code. The IMO recommendations for the carriage of dangerous goods by sea. International Maritime Dangerous Goods Code. The IMO recommendations for the carriage of dangerous goods by sea.
In-Transit Entry (I.T.)	Allows foreign merchandise arriving at one port to be transported in bond to another port, where a superseding entry is filed.
Import	To receive goods from a foreign country.
Import Duty	A tax collected on imports by the Customs authorities of a country. This is typically calculated based on the value of the goods.
Import License	A document required and issued by some national governments authorizing the importation of goods. Some items require a government-issued import license before they're brought into the country. In the case of importing into the UK, most goods don't require a license, but it's the importer's responsibility to ensure this is in place if needed.
In Bond	Cargo moving under Customs control where duty has not yet been paid.
Incentive Rate	A lower-than-usual tariff rate assessed because a shipper offers a greater volume than specified in the tariff. The incentive rate is assessed for that portion exceeding the normal volume.
Indemnity Bond	An agreement to hold a carrier harmless with regard to a liability.
Inducement	Placing a port on a vessel's itinerary because the volume of cargo offered at that port justifies the cost of routing the vessel.
Incoterms	<p>Incoterms are an internationally recognised set of instructions that are used in the global transportation of goods. They define the division of responsibility between the Shipper (usually the supplier/consignor) and the Consignee (usually the buyer).</p> <p>The terms dictate which party is responsible for the risks, costs and liabilities associated with the shipment at each stage of the shipping process.</p> <p>A set of uniform rules codifying the interpretation of trade terms defining the rights and obligation of both buyer and seller in an international transaction, thereby enabling otherwise complex basis for a sale contract to be accomplished in three letters. INCOTERMS are drafted by the International Chamber of Commerce.</p>
Inland Carrier	A transportation line that hauls export or import traffic between ports and inland points.
Inland Clearance Depot	A CFS with Customs Clearance Facilities.
Insulated Container	A container insulated on the walls, roof, floor, and doors, to reduce the effect of external temperatures on the cargo.
Insulated Container Tank	The frame of a container constructed to hold one or more thermally insulated tanks for liquids. Container used to maintain the temperature of the goods inside. Dry ice or bubble wrap can be used to achieve the required effect. Often used by food, pharmaceutical and biotech industries, where maintaining the correct temperature of a shipment is essential.

Interchange Points	A terminal at which freight in the course of transportation is delivered by one transportation line to another.
Intermodal	Used to denote movements of cargo or container between motor, rail or water carriers.
Intermodal Transport	Moving ocean freight containers by various transportation modes. The fact that the containers are of the same size and have common handling characteristics permits them to be transferred from truck to railroad to air carrier to ocean carrier.
Inward Foreign Manifest (IFM)	A complete listing of all cargo entering the country of discharge. Required at all world ports and is the primary source of cargo control, against which duty is assessed by the receiving country.
IPI	Abbreviation for "Inland Point Intermodal." Refers to inland points (non-ports) that can be served by carriers on a through bill of lading.
Irrevocable Letter of Credit	Letter of credit in which the specified payment is guaranteed by the bank if all terms and conditions are met by the drawee and which cannot be revoked without joint agreement of both the buyer and the seller.
I.S.O.	ISO is a worldwide federation of national standards bodies from some 130 countries, one from each country. It is a non-governmental organization established in 1947 to promote the development of standardization facilitating international trade. ISO's work results in international agreements which are published as International Standards.
J	
Joint Rate	A rate applicable from a point on one transportation line to a point on another line, made by agreement and published in a single tariff by all transportation lines over which the rate applies.
K	
KT	Kilo or metric ton. 1,000 Kilos or 2,204.6 pounds.
Kilogram	1,000 grams or 2.2046 pounds.
Keel	The main center-line structural member, running fore and aft along the bottom of a ship, sometimes referred to as the backbone.
Kerbside Delivery	The standard delivery terms for a shipment, unless agreed otherwise. The delivery truck will be parked at the premises of the recipient and the recipient is responsible for unloading
Knot	A unit of speed. The term "knot" means velocity in nautical miles per hour whether of a vessel or current. One nautical mile is roughly equivalent to 1.15 statute miles or 1.85 kilometers.

L

Laden	Loaded aboard a vessel
Landbridge	Movement of cargo by water from one country through the port of another country, thence, using rail or truck, to an inland point in that country or to a third country. As example, a through movement of Asian cargo to Europe across North America.
Landing Certificate	Certificate issued by consular officials of some importing countries at the point or place of export when the subject goods are exported under bond.
LASH	Lighter Aboard Ship. A specially constructed vessel equipped with an overhead crane for lifting specially designed barges and stowing them into cellular slots in an athwartship position.
Letter of Credit (LC)	<p>A document, issued by a bank per instructions by a buyer of goods, authorizing the seller to draw a specified sum of money under specified terms, usually the receipt by the bank of certain documents within a given time. Some of the specific descriptions are:</p> <ul style="list-style-type: none"> • Back-to-Back: A new letter of credit issued to another beneficiary on the strength of a primary credit. The second L/C uses the first L/C as collateral for the bank. Used in a three-party transaction. • Clean: A letter of credit that requires the beneficiary to present only a draft or a receipt for specified funds before receiving payment. • Confirmed: An L/C guaranteed by both the issuing and advising banks of payment so long as seller's documents are in order, and the L/C terms are met. Only applied to irrevocable L/C's. The confirming bank assumes the credit risk of the issuing bank. • Deferred Payment: A letter of credit issued for the purchase and financing of merchandise, similar to acceptance-type letter of credit, except that it requires presentation of sight drafts payable on an installment basis. • Irrevocable: An instrument that, once established, cannot be modified or cancelled without the agreement of all parties concerned. • Non cumulative: A revolving letter of credit that prohibits the amount not used during the specific period from being available afterwards. • Restricted: A condition within the letter of credit which restricts its negotiation to a named bank. • Revocable: An instrument that can be modified or cancelled at any moment without notice to and agreement of the beneficiary, but customarily includes a clause in the credit to the effect that any draft negotiated by a bank prior to the receipt of a notice of revocation or amendment will be honored by the issuing bank. Rarely used since there is no protection for the seller. • Revolving: An irrevocable letter issued for a specific amount; renews itself for the same amount over a given period. • Straight: A letter of credit that contains a limited engagement clause which states that the issuing bank promises to pay the beneficiary upon

	<p>presentation of the required documents at its counters or the counters of the named bank.</p> <ul style="list-style-type: none"> • Transferable: A letter of credit that allows the beneficiary to transfer in whole or in part to another beneficiary any amount which, in aggregate, of such transfers does not exceed the amount of the credit. Used by middlemen. • Unconfirmed: A letter of credit forwarded to the beneficiary by the advising bank without engagement on the part of the advising bank.
Less than Container Load (LCL)	<p>LCL refers to a shipment that doesn't fill one 20 or 40ft standard container. The container is therefore filled with cargo from multiple consignees. On arrival at the destination port the goods are deconsolidated (separated) at a container freight station (CFS). LCL costs more to ship per unit of freight than FCL, but may be the cheaper option for small shipments.</p> <p>The term opposite to full container load, referring to small goods which cannot fill a container. This kind of goods are usually drawn from various locations and concentrated in container transport station or inland station. The carrier puts goods from different consigners into one container, and consign them respectively in the transport stations or inland stations of the destinations. In this case, the carrier is responsible for loading and uncovering, the cost of which is charged from the consigner and consignee. The duty of the carrier is similar to small wares transportation.</p>
Letter of Indemnity	<p>Guarantee from the shipper or consignee to indemnify carrier for costs and/or loss, if any, in order to obtain favorable action by carrier, e.g. sometimes, it is used to allow consignee to take delivery of goods without surrendering B/L which has been delayed or become lost (for straight consignment case).</p>
Lien	<p>A legal claim upon goods for the satisfaction of some debt or duty.</p>
Lift-On/Lift-Off (LO-LO)	<p>A container ship onto which containers are lifted by crane.</p>
Lightening	<p>A vessel discharges part of its cargo at anchor into a lighter to reduce the vessel's draft so it can then get alongside a pier.</p>
Lighter	<p>An open or covered barge towed by a tugboat and used mainly in harbors and inland waterways to carry cargo to/from alongside a vessel.</p>
Lighterage	<p>Refers to carriage of goods by lighter and the charge assessed therefrom.</p>
Limits Of liability	<p>The maximal compensation assumed by the carrier of the damage or short of the goods in container transportation. The following are some regulations of the compensation of full container load: if the number of pieces is not included in the bill of lading, the claim unit is one container, otherwise the unit is one piece. If the damage or lost happens during inland transportation rather than shipping, the compensation is in accordance with the maximal compensation of land transportation. If the containers are owned or supplied by the shipper, and the damage or lost results from the carrier, the claim unit is one container.</p>
Liner	<p>Vessel plying a regular trade/defined route against a published sailing schedule.</p>

List	The amount in degrees that a vessel tilts from the vertical.
Lloyds' Registry	An organization maintained for the surveying and classing of ships so that insurance underwriters and others may know the quality and condition of the vessels offered for insurance or employment.
Load Factor	Percent of loaded containers against total capacity of vessel or allocation.
Local charges	The charges payable to a terminal, local tax authority and/or government, when importing or exporting goods. It's important to know what local charges you're responsible for when calculating the cost of shipping goods.
Locking Bar	Device that secures container doors at top and bottom.
Long Ton	2,240 pounds
Longshoreman	Individual employed in a port to load and unload ships.
Loose	Without packing
M	
Manifest	Document that lists in detail all the bills of lading issued by a vessel or its agent or master, i.e., a detailed summary of the total cargo of a vessel. Used principally for customs purposes. It is also called summary of Bills of lading.
Marine Insurance	Broadly, insurance covering loss or damage of goods at sea. Marine insurance typically compensates the owner of merchandise for losses sustained from fire, shipwreck, etc., but excludes losses that can be recovered from the carrier.
Maritime	Business pertaining to commerce or navigation transacted upon the sea or in seaports in such matters as the court of admiralty has jurisdiction.
Marks & Nos	Marks & Numbers placed on packages for export for identification purposes; generally a triangle, square, circle, diamond, or cross with letters and/or numbers and port discharge.
Marshalling yard	The plot in front of the container dock for temporarily piling containers in order to speed up the loading and unloading of vessels. Before the container vessel arrives, the exported containers are piled orderly at the yard in preparation for loading; while the imported containers can be piled temporarily piled at the yard to speed up the unloading.
MBL (Master Bill of Lading)	Common type of Bill of Lading issued by the shipping company or carrier to the freight or cargo forwarder.
Mate's Receipt	An archaic practice. An acknowledgement of cargo receipt signed by a mate of the vessel. The possessor of the mate's receipt is entitled to the bill of lading, in exchange for that receipt.
MSDS (Material Safety Data Sheet)	A form containing information regarding hazardous cargo, including guidance on how it needs to be handled during shipping.

Maximum Payload	Maximum cargo that can be loaded into a container either by weight or volume.
Measurement Cargo	Freight on which transportation charges are calculated on the basis of volume measurement.
Measurement Ton	One cubic meter. One of the alternative bases of Freight Tariff.
Mechanically Ventilated Container	A container fitted with a means of forced air ventilation.
Memorandum Bill of Lading	An in-house bill of lading. A duplicate copy.
Microbridge	A cargo movement in which the water carrier provides a through service between an inland point and the port of load/discharge. The carrier is responsible for cargo and costs from origin on to destination. Also known as IPI or Through Service.
Mile	A unit equal to 5,280 feet on land. A nautical mile is 6076.115.
Mini Landbridge	An intermodal system for transporting containers by ocean and then by rail or motor to a port previously served as an all-water move (e.g., Hong Kong to New York over Seattle).
MSN	Master B/L Sequential Number - assigned by shipping company
MT	Metric Ton
Multimodal	Synonymous for all practical purposes with "Intermodal."
N	
NES (National Export Service)	The National Export Service (NES) is used by exporters to electronically declare their intent to export to non-EU countries. It's part of the CHIEF system.
Nautical Mile	Distance of one minute of longitude at the equator, approximately 6,076.115. The metric equivalent is 1852.
Negotiable Instruments	A document of title (such as a draft, promissory note, check, or bill of lading) transferable from one person to another in good faith for a consideration. Non-negotiable bills of lading are known as "straight consignment." Negotiable bills are known as "order B/L's."
NES	Not Elsewhere Specified
Net Tare Weight	The weight of an empty cargo-carrying piece of equipment plus any fixtures permanently attached.
Net Weight	Weight of the goods alone without any immediate wrappings, e.g., the weight of the contents of a tin can without the weight of the can.

Network liability system	This is another kind of liability system such that the through transport manager assumes the duty. According to this system, the carrier signing the through bill of lading does not assume same duty although he is still responsible for the whole transportation. The compensation depends on the phase. For example, if the damage happens during the shipping period, the international transport regulations will work; if the damage happens during the railway or road transport period, the related international laws or domestic laws will work.
Notify Party	The person or company that is indicated on the Bill of Lading for notification of the ship's landing at its destination. Usually the Consignee.
Non-Vessel Operating Common Carrier (NVOCC)	A cargo consolidator in ocean trades who will buy space from a carrier and sub-sell it to smaller shippers. The NVOCC issues bills of lading, publishes tariffs and otherwise conducts itself as an ocean common carrier, except that it will not provide the actual ocean or intermodal service.
Number of slots	The recorded number of the containers on the vessel. The container capacity of a container vessel is shown with twenty-foot equivalent unit.
<h1>O</h1>	
Ocean Bill of Lading (Ocean B/L)	A contract for transportation between a shipper and a carrier. It also evidences receipt of the cargo by the carrier. A bill of lading shows ownership of the cargo and, if made negotiable, can be bought, sold or traded while the goods are in-transit.
On Board	A notation on a bill of lading that cargo has been loaded on board a vessel. Used to satisfy the requirements of a letter of credit, in the absence of an express requirement to the contrary.
On Deck	A notation on a bill of lading that the cargo has been stowed on the open deck of the ship.
One-Way lease	Lease that covers the outbound voyage only, after which the container is returned to the lease holder at or near destination.
Open Insurance Policy	A marine insurance policy that applies to all shipments made by an exporter over a period of time rather than to one shipment only.
Open Top Container	A container fitted with a solid removable roof, or with a tarpaulin roof so the container can be loaded or unloaded from the top.
Operating Ratio	A comparison of a carrier's operating expense with its net sales. The most general measure of operating efficiency.
Origin	Location where shipment begins its movement.
Original Bill of Lading (OBL)	A document which requires proper signatures for consummating carriage of contract. Must be marked as "original" by the issuing carrier.
Out Gate	Transaction or interchange that occurs at the time a container leaves a rail or water terminal.

Overheight Cargo	Cargo more than eight feet high which thus cannot fit into a standard container.
OBNI (Overseas Business Networks Initiative)	The Overseas Business Networks Initiative (OBNI) - also known as the British Chamber of Commerce Global Business Network - is designed to support British companies looking to export to 41 high growth and emerging markets worldwide, including China, Hong Kong, Japan, India and Mexico. The practical services offered focus on driving and encouraging export growth.
Owner Code (SCAC)	Standard Carrier Abbreviation Code identifying an individual common carrier. A three letter carrier code followed by a suffix identifies the carrier's equipment. A suffix of "U" is a container and "C" is a chassis.
<h1>P</h1>	
P&I	Abbreviation for "Protection and Indemnity," an insurance term.
Packing List	Itemized list of commodities with marks/numbers but no cost values indicated. Contains information on the contents of a consignment. It details the contents of each package or container, often including dimensions and weight. It's completed by the shipper/seller of the goods and used by the receiver to verify the items sent. It may also be used by other agencies and parties involved with shipping.
Pallet	A platform (usually two-deck), with or without sides, on which a number of packages or pieces may be loaded to facilitate handling by a lift truck.
Partial Shipments	Under letters of credit, one or more shipments are allowed by the phrase "partial shipments permitted."
Payload	The maximum permitted cargo that can be loaded into a shipping container, measured either by mass or weight. Includes dunnage and any other securement items. The equivalent of Rating minus Tare.
Per Diem	A charge made by one transportation line against another for the use of its equipment. The charge is based on a fixed rate per day.
Perils of the Sea	Those causes of loss for which the carrier is not legally liable. The elemental risks of ocean transport.
Perishable Cargo	Cargo subject to decay or deterioration.
Pickup	The act of calling for freight by truck at the consignor's shipping platform.
Pier	The structure perpendicular to the shoreline to which a vessel is secured for the purpose of loading and unloading cargo.
Pier-to-House	A shipment loaded into a container at the pier or terminal, thence to the consignee's facility.
Pier-to-Pier	Containers loaded at port of loading and discharged at port of destination.

Pilot	A person whose office or occupation is to steer ships, particularly along a coast or into and out of a harbor.
Place of Delivery	Place where cargo leaves the care and custody of carrier.
Place of Receipt	Location where cargo enters the care and custody of carrier.
Plot number	It is composed of six numbers, the first two stand for bay number, the next two for row number, and the last two for tier number. For example, the slot number 0402D1 shows the container is located in the fourth row, the second column from the right shipboard, and on the first storey of the deck
POD	<p>Abbreviation for:</p> <ul style="list-style-type: none"> • Port of Discharge. • Port of Destination. • Proof of Delivery. A document required from the carrier or driver for proper payment. <p>The port at which goods are off-loaded from the ship and discharged for collection or further onward transportation. May or may not be the final Destination Port.</p>
Point of Origin	The place at which a shipment is received by a carrier from the shipper.
POL	<p>Abbreviation for:</p> <ul style="list-style-type: none"> • Port of Loading • Petroleum, Oil, and Lubricants <p>The port at which the goods are loaded onto the ship to be transported.</p>
Pomerene Act, Also known as (U.S.) Federal Bill of Lading Act of 1916.	U.S. federal law enacting conditions by which a B/L may be issued. Penalties for issuing B/L's containing false data include monetary fines and/or imprisonment.
Port	<ul style="list-style-type: none"> • Harbor with piers or docks • Left side of a ship when facing forward • Opening in a ship's side for handling freight <p>A harbour or dock where ships can load and unload cargo. Also used to describe a town or city with a harbour i.e. the Port of Felixstowe.</p>
Port of Call	Port where a ship discharges or receives traffic.
Port of Entry	Port where cargo is unloaded and enters a country.
Port of Exit	Place where cargo is loaded and leaves a country.
Port Handling Charge (also Terminal Handling Charge)	Payable to the shipping carriers to cover the handling of containers. In the UK these charges are payable per container for both import and export shipments.

Prepaid (Ppd.)	One of the payment status where freight and charges are required to be paid by shipper before original bill of lading is released to them.
Pre-storage plan	<p>The schedule of the loading of the container vessel. The pre-stowage plan is compiled by the foreign vessel agent company according to the ordering list, loading and piling plan of the yard. The containers are loaded after the vessel arrives at the harbor with the permission of the carrier. If the harbor is one of the stops of the vessel, and there have been containers on the vessel, the pre-stowage plan should be compiled according to the reply of the vessel after informing the related information. The pre-stowage plan is composed of the transections of the rows, columns and tiers. The following requirements have to be met in pre-stowage:</p> <ol style="list-style-type: none"> 1) Assure the intensity of the vertical section and the stability of the vessel; 2) Keep reasonable draught difference, so that the vessel reached the best sailing performance, i.e., convenient to operate and fast; 3) Reasonably utilize the carrying capacity and volume of the vessel; 4) Assure the containers are complete in the house and safe on the deck; 5) Enable the convenience of loading and unloading; 6) Assure the containers to be unloaded in the next harbor are on the top in case of multiple unloading harbors.
Q	
Quota	Some countries restrict the importation of certain goods with an import quota. This refers to the amount of these goods that are allowed into a country, within a given time period. If the quota is exceeded then additional duties or restrictions may be enforced. It's the importer's responsibility to be aware of any import restrictions and ensure the right licence is in place.
Quoin	A wedge-shaped piece of timber used to secure barrels against movement.
Quotation	An offer to sell goods at a stated price and under stated terms.
Quay	A structure attached to land to which a vessel is moored. See also Pier and Dock.
R	
Ramp	Railroad terminal where containers are received or delivered and trains loaded or discharged. Originally, trailers moved onto the rearmost flatcar via a ramp and driven into position in a technique known as "circus loading." Most modern rail facilities use lifting equipment to position containers onto the flatcars.
Rating	The maximum permitted total mass or weight of a container, including contents. You should also consider the maximum weight limits applicable in the countries of origin and destination.

Rate Basis	A formula of the specific factors or elements that control the making of a rate. A rate can be based on any number of factors (i.e., weight, measure, equipment type, package, box, etc.)
Receiving and delivery system	<p>The receiving and delivery systems between the carrier and supplier of full container load and less than container load in container transportation include the following:</p> <ol style="list-style-type: none"> 1) door to door: the whole process that the shipper loads the containers in the warehouse and let the carrier examine and transfer to the warehouse of the consignee. 2) door to cy: from the warehouse of the consigner to the destination or the yard of the container loading area of unloading harbor. 3) door to cfs: from the warehouse of the consigner to the destination or the station of unloading harbor. 4) cy to door: from the loading port or the yard of the container loading area of the loading harbor to the warehouse of the consignee. 5) cy to cy: from the loading port or the yard of the container loading area of the loading harbor to the destination or the yard of the container loading area of the unloading harbor. 6) cy to cfs: from the loading port or the yard of the container loading area of the loading harbor to the destination or the station of the unloading harbor. 7) cfs to door: from the loading port or the station of the loading harbor to the warehouse of the consignee. 8) cfs to cy: from the loading port or the station of the loading harbor to the destination or the yard of the container loading area of the unloading harbor. 9) cfs to cfs: from the loading port or the station of the loading harbor to the destination or the station of the unloading harbor.
Reconsignment	Changing the consignee or destination on a bill of lading while shipment is still in transit. Diversion has substantially the same meaning.
Red Label	A label required on shipments of flammable articles.
Reefer	In the industry, it is the generic name for a temperature controlled container. The containers, which are insulated, are specially designed to allow temperature controlled air circulation within the container. A refrigeration plant is built into the rear of the container.
Reefer Container	Container that's refrigerated to keep goods at a constant temperature lower than 15 degrees. Typically used to transport food and perishable items.
Relay	To transfer goods from one ship to another of the same ownership.
RFQ	Request for quotation.
Relay	To transfer containers from one ship to another when both vessels are controlled by the same network (carrier) manager.
Restricted Articles	Articles handled only under certain conditions.
Revenue Ton (RT)	The greater weight or measurement of goods where 1 ton is either 1000 kilos or 1 cubic meter (for metric system). Also known as bill of lading ton or freight ton. It is used to calculate freight charge.

"Ro/Ro"	A shortening of the term, "Roll-On/Roll-Off." A method of ocean cargo service using a vessel with ramps which allows wheeled vehicles to be loaded and discharged without cranes.
RHA (Road Haulage Association)	UK Trade Association for road transport and freight logistics operators. Provides training including driver development (CPC – Certificate of Professional Competence) and compliance.
Road Haulage / Trucking	Goods transported by road, usually by truck.
Roll	To re-book cargo to a later vessel.
Route	The manner in which a shipment moves; i.e., the carriers handling it and the points at which the carriers interchange.
Row number	The column position of the container on the vessel, also called column number. There are two ways to number, one is to number from the left shipboard to the right, 01, 02....., the other is from the middle to both sides. The left side of the middle is numbered to be odd: 01, 03, 05....., while the right side to be even: 02, 04, 06.....
S	
Sanction	An embargo imposed by a Government against another country.
SCAC Code	See Owner Code.
Seal (Container)	Metal strip and lead fastener used for locking freight car or truck doors. Seals are numbered for record purposes.
Sea Freight	Goods transported by ship. Usually the most cost effective method of shipping internationally.
Sea Waybill	Document indicating the goods were loaded on board when a document of title (b/L) is not needed. Typically used when a company is shipping goods to itself.
Seaworthiness	The fitness of a vessel for its intended use.
SED	Shipper's Export Declaration. U.S. Commerce Department document
Service	A string of vessels which makes a particular voyage and serves a particular market.
Service Contract	As provided in the Shipping Act of 1984, a contract between a shipper (or a shippers association) and an ocean common carrier (or conference) in which the shipper makes a commitment to provide a certain minimum quantity of cargo or freight revenue over a fixed time period, and the ocean common carrier or conference commits to a certain rate or rate schedule as well as a defined service level (such as assured space, transit time, port rotation or similar service features). The contract may also specify provisions in the event of nonperformance on the part of either party.

SHEX	Saturday and Holidays Excluded.
SHINC	Saturday and Holidays Included.
Ship Chandler	An individual or company selling equipment and supplies for ships.
Ship Demurrage	A charge for delaying a steamer beyond a stipulated period.
Ship's Manifest	A statement listing the particulars of all shipments loaded for a specified voyage.
Ship's Tackle	All rigging, cranes, etc., utilized on a ship to load or unload cargo.
Shipment	A quantity of goods shipped together, often on a single bill of lading or air waybill. The tender of one lot of cargo at one time from one shipper to one consignee on one bill of lading.
Shipped on board	Endorsement on a bill of lading confirming loading of goods on vessel.
Shipper	The sender of the goods. Often the Consignor.
Shippers Association	A non-profit entity that represents the interests of a number of shippers. The main focus of shippers associations is to pool the cargo volumes of members to leverage the most favorable service contract rate levels.
Shipper's Instructions	Shipper's communications to its agent and/or directly to the international water-carrier. Instructions may be varied, e.g., specific details/clauses to be printed on the B/L, directions for cargo pickup and delivery.
Shipper's liability	<p>The liabilities of the shipper in the container transportation. This kind of liabilities is not completely same as the classical shipping, in which the shipper of less than container load has same liabilities as classical shipping, while that of full container load has the following different liabilities:</p> <ol style="list-style-type: none"> 1) Assure the transport information to be correct and complete; 2) The carrier has the right to check the goods in the containers, the cost of which is assumed by the shipper; 3) If the custom or other authorities uncovers the containers, the cost and the resulting damage or short of the goods is assumed by the shipper; 4) If the container is not full, or has bad padding or piling, or contains the goods not suitable for container transportation, the resulting damage or short is assumed by the shipper. 5) The damage from the use of unsuitable containers of the shipper is assumed by the shipper; 6) The damage to the property or life of the third part during the period to use the containers or equipment of the carrier is compensated by the shipper.
Shipper's Load & Count (SL&C)	Shipments loaded and sealed by shippers and not checked or verified by the carriers.
Shipside Delivery	A special cargo handling instruction for cargo to be delivered right away at shipside after discharge.
Shipping Order	Shipper's instructions to carrier for forwarding goods; usually the triplicate copy of the bill of lading.

Ships	<ul style="list-style-type: none"> • Bulk Carriers: All vessels designed to carry bulk cargo such as grain, fertilizers, ore, and oil. • Combination Passenger and Cargo Ships: Ships with a capacity for 13 or more passengers. • Freighters: Breakbulk vessels both refrigerated and unrefrigerated, containerships, partial containerships, Roll-on/Roll-off vessels, and barge carriers. • Barge Carriers: Ships designed to carry barges; some are fitted to act as full containerships and can carry a varying number of barges and containers at the same time. At present this class includes two types of vessels LASH and Sea-Bee. • General Cargo Carriers: Breakbulk freighters, car carriers, cattle carriers, pallet carriers and timber carriers. • Full Containerships: Ships equipped with permanent container cells, with little or no space for other types of cargo. • Partial Containerships: Multipurpose containerships where one or more but not all compartments are fitted with permanent container cells. Remaining compartments are used for other types of cargo. • Roll-on/Roll-off vessels: Ships specially designed to carry wheeled containers or trailers using interior ramps. • Tankers: Ships fitted with tanks to carry liquid cargo such as: crude petroleum and petroleum products; chemicals, Liquefied gasses(LNG and LPG), wine, molasses, and similar product tankers.
Shipping Agency	A shipping agency put agents in position in port to deal with the transactions of the ships, on behalf of the owner or shipping company. The responsibilities of a shipping agent could include the organisation and wellbeing of the crew, arranging for repairs and maintenance, and ensuring the relevant port taxes, fees and duties are paid.
Shipping Cost Per Unit	The total cost of shipping your cargo, divided by the number of units sent.
Shipping Marks and Numbers	Shipping marks and numbers are used on the cartons within a container for identification purposes. They're especially important in the case of shared containers (LCL shipments). They include the size and weight of the carton, the recipient and the number of the carton (i.e. 1 of 4). They sometimes also include a shape.
Short Ton (ST)	2,000 pounds
Shut-out	Goods not carried on intended vessel.
Side-Door Container	A container fitted with a rear door and a minimum of one side door.
SL/W	Shippers load and count. All three clauses are used as needed on the bill of lading to exclude the carrier from liability when the cargo is loaded by the shipper.
(SLAC)	Shipping term on a Bill of Lading that indicates the shipper's responsibility for the packing of the container. It's used to protect the carrier in the event of any missing or damaged cargo.

Slip	A vessel's berth between two piers.
Slot	Space on board a vessel occupied by a container.
Spotting	Placing a container where required to be loaded or unloaded.
Spot Freight Rates	The price of transporting cargo from one place to another, at the time of quotation/transaction. These fluctuate depending on the economy, supply and demand and other influencing factors. Ongoing 'Contract Freight Rates' are the alternative.
Spreader	A piece of equipment designed to lift containers by their corner castings.
Stability	The force that holds a vessel upright or returns it to upright if keeled over. Weight in the lower hold increases stability. A vessel is stiff if it has high stability, tender if it has low stability.
Standard Industrial Classification (SIC)	A standard numerical code used by the U.S. Government to classify products and services.
Standard International Trade Classification (SITC)	A standard numeric code developed by the United Nations to classify commodities used in international trade, based on a hierarchy.
STC (Said To Contain)	Shipping term on a Bill of Lading that indicates that the carrier hasn't verified the contents of a container, as declared by the shipper.
Starboard	The right side of a ship when facing the bow.
Steamship Conference	A group of vessel operators joined together for the purpose of establishing freight rates.
Stern	The end of a vessel. Opposite of bow.
Stevedore	Terminal operator who is designated to facilitate the operation of loading and discharging vessels and various terminal activities.
Stowage	A marine term referring to loading freight into ships' holds.
Straight Bill of Lading	A non-negotiable bill of lading which states a specific identity to whom the goods should be delivered. See Bill of Lading.
Stripping	Removing cargo from a container (devanning).
Stuffing	Putting cargo into a container.
Supply air	Cooled or warmed air leaving the evaporator delivered to the interior of the container. Supply air is sometimes called delivery-air.
Supply Chain	A logistical management system which integrates the sequence of activities from delivery of raw materials to the manufacturer through to delivery of the finished product to the customer into measurable components. "Just in Time" is a typical value-added example of supply chain management.
Surcharge	An extra or additional charge.

T

T-floor	Interior floor in a reefer, so named because of the longitudinal T-shaped rails which support the cargo and form a plenum for air flow beneath the cargo.
Tail	The rear of a container.
Tail Lift Delivery	Goods are delivered in a truck with a tail lift on the back to enable the driver to lower them to the ground. Essential if you're expecting a delivery of heavy goods and don't have access to a forklift to get them off the vehicle.
Tare	The mass or weight of an empty shipping container. Can vary depending on the type, manufacturer and age of the container.
Tara Weight	In railcar or container shipments, the weight of the empty railcar or empty container.
Tariff (Trf.)	A publication setting forth the charges, rates and rules of transportation companies.
Tariff Code (also Commodity Code)	A code allocated to products for the purpose of clearing through UK customs. The code determines the percentage of duty that's payable on the product.
TDR	Terminal Departure Report
Telex Release	Term referring to the electronic handover of the Bill of Lading. Telex Release is an instant method which makes it preferable over the paper method, which involves the shipper posting the Original B/L to the Consignee for forwarding, before the goods can be released.
Temperature Recorder	A device to record temperature in a container while cargo is en route.
Terminal	An assigned area in which containers are prepared for loading into a vessel or are stacked immediately after discharge from the vessel.
Terminal Charge	A charge made for a service performed in a carrier's terminal area.
Terms of Sale	<p>The point at which sellers have fulfilled their obligations so the goods in a legal sense could be said to have been delivered to the buyer. They are shorthand expressions that set out the rights and obligations of each party when it comes to transporting the goods. Following, are the thirteen terms of sale in international trade as Terms of Sale reflected in the recent amendment to the International chamber of Commerce Terms of Trade (INCOTERMS), effective July 1990: exw, fca, fas, fob, cfr, cif, cpt, cip, daf, des, deq, ddu and ddp.</p> <ul style="list-style-type: none"> • EXW (Ex Works) (...Named Place): A Term of Sale which means that the seller fulfills the obligation to deliver when he or she has made the goods available at his/her premises (i.e., works, factory, warehouse, etc.) to the buyer. In particular, the seller is not responsible for loading the goods in the vehicle provided by the buyer or for clearing the

goods for export, unless otherwise agreed. The buyer bears all costs and risks involved in taking the goods from the seller's premises to the desired destination. This term thus represents the minimum obligation for the seller.

- **FCA (Free Carrier) (... Named Place):** A Term of Sale which means the seller fulfills their obligation when he or she has handed over the goods, cleared for export, into the charge of the carrier named by the buyer at the named place or point. If no precise point is indicated by the buyer, the seller may choose, within the place or range stipulated, where the carrier should take the goods into their charge.
- **FAS (Free Alongside Ship) (...Named Port of Shipment):** A Term of Sale which means the seller fulfills his obligation to deliver when the goods have been placed alongside the vessel on the quay or in lighters at the named port of shipment. This means that the buyer has to bear all costs and risks of loss of or damage to the goods from that moment.
- **FOB (Free On Board) (...Named Port of Shipment):** An International Term of Sale that means the seller fulfills his or her obligation to deliver when the goods have passed over the ship's rail at the named port of shipment. This means that the buyer has to bear all costs and risks to loss of or damage to the goods from that point. The FOB term requires the seller to clear the goods for export.
- **CFR (Cost and Freight) (...Named Port of Destination):** A Term of Sale where the seller pays the costs and freight necessary to bring the goods to the named port of destination, Terms of Sale but the risk of loss of or damage to the goods, as (continued) well as any additional costs due to events occurring after the time the goods have been delivered on board the vessel, is transferred from the seller to the buyer when the goods pass the ship's rail in the port of shipment. The CFR term requires the seller to clear the goods for export.
- **CIF (Cost, Insurance and Freight) (...Named Place of Destination):** A Term of Sale where the seller has the same obligations as under the CFR but also has to procure marine insurance against the buyer's risk of loss or damage to the goods during the carriage. The seller contracts for insurance and pays the insurance premium. The CIF term requires the seller to clear the goods for export.
- **CPT (Carriage Paid To) (...Named Place of Destination):** A Term of Sale which means the seller pays the freight for the carriage of the goods to the named destination. The risk of loss of or damage to the goods, as well as any additional costs due to events occurring after the time the goods have been delivered to the carrier, is transferred from the seller to the buyer when the goods have been delivered into the custody of the carrier. If subsequent carriers are used for the carriage to the agreed upon destination, the risk passes when the goods have been delivered to the first carrier. The CPT term requires the seller to clear the goods for export.
- **CIP (Carriage and Insurance Paid To) (...Named Place of Destination):** A Term of Sale which means the seller has the same obligations as under CPT, but with the addition that the seller has to procure cargo insurance against the buyer's risk of loss of or damage to the goods during the carriage. The seller contracts for insurance and pays the

	<p>insurance premium. The buyer should note that under the CIP term the seller is required to obtain insurance only on minimum coverage. The CIP term requires the seller to clear the goods for export.</p> <ul style="list-style-type: none"> • DAF (Delivered At Frontier) (...Named Place): A Term of Sale which means the sellers fulfill their obligation to deliver when the goods have been made available, cleared for export, at the named point and placed at the frontier, but before the customs Terms of Sale border of the adjoining country. (continued) • DDU (Delivered Duty Unpaid) (...Named Port of Destination): A Term of Sale where the seller fulfills his obligation to deliver when the goods have been made available at the named place in the country of importation. The seller has to bear the costs and risks involved in bringing the goods thereto (excluding duties, taxes and other official charges payable upon importation) as well as the costs and risks of carrying out customs formalities. The buyer has to pay any additional costs and to bear any risks caused by failure to clear the goods for in time. • DDP (Delivered Duty paid) (...Named Port of Destination): "Delivered Duty Paid" means that the seller fulfills his obligation to deliver when the goods have been made available at the named place in the country of importation. The seller has to bear the risks and costs, including duties, taxes and other charges of delivering the goods thereto, clear for importation. While the EXW term represents the minimum obligation for the seller, DDP represents the maximum. • DES (Delivered Ex Ship) (...Named Port of Destination): A Term of Sale where the seller fulfills his/her obligation to deliver when the goods have been made available to the buyer on board the ship, uncleared for import at the named port of destination. The seller has to bear all the costs and risks involved in bringing the goods to the named port destination. • DEQ (Delivered Ex Quay, [Duty Paid]) (...Named Port of Destination): A Term of Sale which means the DDU term has been fulfilled when the goods have been available to the buyer on the quay (wharf) at the named port of destination, cleared for importation. The seller has to bear all risks and costs including duties, taxes and other charges of delivering the goods thereto.
TBN	To Be Nominated. (When the name of a ship is still unknown.)
THC	Terminal Handling Charge. A charge assessed by the terminal for handling FCLs at ocean terminals. Also known as Port Handling Charge. Payable to the shipping carriers to cover the handling of containers. In the UK these charges are payable per container for both import and export shipments.
Through Rate	The total rate from the point of origin to final destination.
Tier number	The three-dimensional position of the containers on the vessel. The deck and house have different numbering methods. The containers are both numbered from top to bottom, and a “D” is added in front of the number for the deck, while an “H” is added for the house.

Time Charter	A charter party hiring a vessel for a specified period of time or a particular voyage, in which the shipowner provides the vessel and crew while the charterer supplies the cargo. Also known as non-demise charter.
TIR	Transport International par la Route. Road transport operating agreement among European governments and the United States for the international movement of cargo by road. Display of the TIR carnet allows sealed containerloads to cross national frontiers without inspection.
Towage	The charge made for towing a vessel.
Tramp Line	An ocean carrier company operating vessels not on regular runs or schedules. They call at any port where cargo may be available.
Transaction Statement	The transaction statement sets out the agreement between importer and exporter, clearly documenting terms and conditions to protect both parties.
Transship	To transfer goods from one transportation line to another, or from one ship to another.
Transit Time	The amount of time it takes for the vessel to travel between the Port of Loading and the Port of Discharge.
Transshipment Port	Place where cargo is transferred to another carrier.
Turnaround	In water transportation, the time it takes between the arrival of a vessel and its departure.
Twenty-foot equivalent unit (TEU)	It is also called twenty-foot conversion unit, which is a conversion unit for counting the numbers of containers. At present most of the container transportation uses containers of lengths 20 feet and 40 feet. In order to uniformly calculate the transport volume of containers, we refer to a 20 feet container as an equivalent unit, and a 40 feet container as 2 equivalent units.
Twist Locks	A set of four twistable bayonet type shear keys used as part of a spreader to pick up a container or as part of a chassis to secure the containers.
U	
UCP	Uniform Customs and Practice for Documentary Credits. Published by the International Chamber of Commerce, this is the most frequently used standard for making payments in international trade; e.g., paying on a Letter of Credit. It is most frequently referred to by its shorthand title: UCP No. 500. This revised publication reflects recent changes in the transportation and banking industries, such as electronic transfer of funds.
UKWA (United Kingdom Warehousing Association)	UK Trade Association for the logistics sector. Provides business support, training and networking opportunities to warehousing and logistics providers, manufacturers, retailers, wholesalers and suppliers to the logistics industry.
UKTI (UK Trade and Investment)	Also known as the Department for International Trade. UKTI is responsible for driving British trade across the world. A hub of information for exporters

	with services including tailored support, training and advice covering every area of exporting.
UN/EDIFACT	United Nations EDI for Administration, Commerce and Transport. EDI Standards are developed and supported by the UN for electronic message (data) interchange on an international level.
Unclaimed Freight	Freight that has not been called for or picked up by the consignee or owner.
Uniform liability system	This is a kind of liability system such that the through transport manager assumes the duty. According to the system, the carrier who signs the through transport bill of lading assumes whole duty, i.e., the carrier assumes same duty for the damage or short in any transport phase. If the phase can be identified, the through transport carrier can claim for compensation to the actual carrier of the phase.
Unloading	Removal of a shipment from a vessel.
V	
Validation	Authentication of B/L and when B/L becomes effective.
Van pool	The plot for collecting, keeping, piling or taking over empty containers. It is established in case of inadequate yards in loading area or transfer station, and does not handle the take-over of containers or goods. It can be established independently or outside the loading area. The management of this kind of pool should apply to shipping consortia in some countries.
Variable Cost	Costs that vary directly with the level of activity within a short time. Examples include costs of moving cargo inland on trains or trucks, stevedoring in some ports, and short-term equipment leases. For business analysis, all costs are either defined as variable or fixed. For a business to break even, all fixed costs must be covered. To make a profit, all variable and fixed costs must be recovered plus some extra amount.
VAT (Value Added Tax)	<p>Value Added Tax (VAT) is payable to HMRC when importing goods. If you're importing to the UK from within the EU for a VAT-registered business you'll normally account for and reclaim the VAT through your VAT return. VAT-registered businesses importing from non-EU countries can reclaim VAT as input tax.</p> <p>VAT may also be due when exporting within the EU, although if you're sending goods to someone who is VAT registered you may be able to sell on a zero rate basis. VAT isn't usually payable when exporting from the UK to a non-EU country, although keep in mind that each country will have its own applicable charges to consider. The HMRC website is a great resource for VAT information and calculations.</p>
Ventilated Container	Container used to transport items that need to be protected from condensation. Small ventilation systems in the walls prevent a build-up of moisture without compromising the available space inside. A container designed with openings

	in the side and/or end walls to permit the ingress of outside air when the doors are closed.
Vessel	A ship or large boat. Used in shipping to transport sea freight.
Vessel Supplies for Immediate Exportation (VSIE)	Allows equipment and supplies arriving at one port to be loaded on a vessel, aircraft, etc., for its exclusive use and to be exported from the same port.
Vessel Manifest	The international carrier is obligated to make declarations of the ship's crew and contents at both the port of departure and arrival. The vessel manifest lists various details about each shipment by B/L number. Obviously, the B/L serves as the core source from which the manifest is created.
Voyage Number	The numeric identification of a round trip sailing of a vessel on a fixed trade lane.
W	
Wharfage	A charge applied by a terminal or port to cover the cost of handling incoming and outgoing goods. This is one of the charges an importer is liable for, and is basically a fee paid for the use of the wharf.
War Risk	Insurance coverage for loss of goods resulting from any act of war.
Warehouse	A place for the reception, delivery, consolidation, distribution, and storage of goods/cargo.
Warehouse Entry	Document that identifies goods imported when placed in a bonded warehouse. The duty is not imposed on the products while in the warehouse but will be collected when they are withdrawn for delivery or consumption.
Warehousing	The storing of goods/cargo.
Waybill (WB)	A document prepared by a transportation line at the point of a shipment; shows the point of the origin, destination, route, consignor, consignee, description of shipment and amount charged for the transportation service. It is forwarded with the shipment or sent by mail to the agent at the transfer point or waybill destination. The abbreviation is WB. Unlike a bill of lading, a waybill is NOT a document of title.
Weight Cargo	A cargo on which the transportation charge is assessed on the basis of weight.
Measures	Measurement ton - 40 cubic ft or one cubic meter Net ton, or short ton - 2,000 lbs Gross ton/long ton - 2,240 lbs. Metric ton/kilo ton - 2,204.6 lbs. Cubic meter - 35.314 cubic ft.
W.M. (W/M)	Charge assessed by a pier or dock owner against freight handled over the pier or dock or against a steamship company using the pier or dock.

X	
Y	
Yard	A classification, storage or switching area.
Z	
ZULU Time	Time based on Greenwich Mean Time

