

AQIS

Australian Quarantine and Inspection Service.

ATA

Actual Time of Arrival, or Airport-To-Airport, or Air Transport Association of America.

ATD

Actual Time of Departure.

Air WayBill

An AWB is a bill of lading which covers both domestic and international flights transporting goods to a specified destination. Technically, it is a non-negotiable instrument of air transport which serves as a receipt for the shipper, indicating that the carrier has accepted the goods listed therein and obligates itself to carry the consignment to the airport of destination according to specified conditions. Normally AWB refers to the Air Waybill issued by carrying airlines and also called Master Air Waybill (MAWB) which comes with three digits of numeric airline identification codes issued by IATA to non-U.S. based airlines and Air Transport Association of America to U.S. based airlines. However, air freight forwarders also issue HAWB (House Air Waybill) to their customers for each of the shipments.

Aircraft Container

A unit load device (ULD) which links directly with the airplane cargo handling and restraint system.

All Risk

All Risks Coverage, a type of marine insurance, is the broadest kind of standard coverage, but excludes damage caused by war, strikes, and riots.

Allotment

A term used to describe blocked space by airlines on behalf of forwarders/shippers.

Alongside

A phrase referring to the side of a ship. Goods to be delivered alongside are to be placed on the dock or lighter within reach of the transport ship's tackle so that they can be loaded aboard the ship. Goods are delivered to the port of embarkation, but without loading fees.

BAF (Bunker Adjustment Factor)

An adjustment in shipping charges to offset price fluctuations in the cost of bunker fuel.

Bill of Lading (B/L)

Bills of lading are contracts between the owner of the goods and the carrier. There are two types. A straight bill of lading is nonnegotiable. A negotiable or shipper's order bill of lading can be bought, sold, or traded while goods are in transit and is used for many types of financing transactions. The customer usually needs the original or a copy as proof of ownership to take possession of the goods.

Bonded Warehouse

The Customs Service authorizes bonded warehouses for storage or manufacture of goods on which payment of duties is deferred until the goods enter the Customs Territory. The goods are not subject to duties if re-shipped to foreign points.

Break Bulk (B/B)

For consolidated air freight, it is moved under one MAWB and each consignment designated to specific consignee or recipient is under one HAWB. When freight forwarder receives the consolidated cargo from carrier, they will break the consolidation apart per HAWB then proceed customs clearance along with associated shipping and import documents. Such Break-Bulk is normally handled by airlines or their contracted ground handling agent.

Breakbulk Vessel

A general cargo vessel designed to efficiently handle un-containerised cargo. Vessels are usually self-sustaining in that they have their own loading and unloading machinery.

CAF (Currency Adjustment Factor)

A freight surcharge or adjustment factor imposed by an international carrier to offset foreign currency fluctuations. In some cases an emergency currency adjustment factor (ECAAF) may be applied when a charge or rate has been originally published in a currency that is experiencing sustained or rapid decline. The CAF is charged as a percentage of the freight.

Carnet

A customs document permitting the holder to carry or send merchandise temporarily into certain foreign countries for display, demonstration or other purposes without paying import duties or posting bonds.

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 damages or other irregularities.

Combi Aircraft

An aircraft configured to carry both passengers and cargo on the Main Deck.

Commercial Invoice

The commercial invoice is a bill for the goods from the seller to the buyer. These invoices are often used by governments to determine the true value of goods for the assessment of customs duties and are also used to prepare consular documentation. Governments using the commercial invoice to control imports often specify its form, content, number of copies, language to be used, and other characteristics.

Consignee

The person or firm named in a freight contract to whom goods have been consigned or turned over. For export control purposes, the documentation differentiates between an intermediate consignee and an ultimate consignee.

Consignment

Delivery of merchandise from an exporter (the consignor) to an agent (the consignee) under agreement that the agent sell the merchandise for the account of the exporter. The consignor retains title to the goods until sold. The consignee sells the goods for commission and remits the net proceeds to the consignor.

Consolidation

In order to handle small lot of consignment efficiently and competitively, freight forwarder usually put many consignments into one lot then tender to carrier for forwarding. In this case, each consignment will be shipped with one HAWB respectively and all of them will be under one master AWB.

Cost and Freight (C&F)

Cost and Freight (CFR) to a named overseas port of import. Under this term, the seller quotes a price for the goods that includes the cost of transportation to the named point of debarkation. The cost of insurance is left to the buyer's account. (Typically used for ocean shipments only. CPT, or carriage paid to, is a term used for shipment by modes other than water.) Also, a method of import valuation that includes insurance and freight charges with the merchandise values.

Cost, Insurance and Freight (CIF)

Cost, insurance, and freight (CIF) to a named overseas port of import. Under this term, the seller quotes a price for the goods (including insurance), all transportation, and miscellaneous charges to the point of debarkation for the vessel. (Typically used for ocean shipments only. CIP, or carriage and insurance paid to, is a term used for shipment by modes other than water.)

Customs

The government authorities designated to collect duties levied by a country on imports and exports.

Customs Broker

An individual or company licensed by the government to enter and clear goods through Customs. The U.S. Customs Service defines a Customs Broker, as any person who is licensed in accordance with Part III of Title 19 of the Code of Federal Regulations (Customs regulations) to transact Customs business on behalf of others. Customs business is limited to those activities involving transactions with Customs concerning the entry and admissibility of merchandise; its classification and valuation; the payment of duties, taxes, or other charges assessed or collected by Customs upon merchandise by reason of its importation, or the refund, rebate, or drawback thereof.

Customs Clearance

The procedures involved in getting cargo released by Customs through designated formalities such as presenting import license/permit, payment of import duties and other required documentations by the nature of the cargo such as FCC or FDA approval.

Customs Invoice

A document, required by some foreign countries' customs officials to verify the value, quantity, and nature of the shipment, describing the shipment of goods and showing information such as the consignor, consignee, and value of the shipment.

DDP

Deliver Duty Paid.

DDU

Deliver Duty Unpaid.

Dangerous Goods

Commodities classified by IATA according to its nature and characteristic in terms of the effect of its danger to carrier's flying safety.

Delivery Instructions

Provides specific information to the inland carrier concerning the arrangement made by the forwarder to deliver the merchandise to the particular pier or steamship line. Not to be confused with Delivery Order which is used for import cargo.

Demurrage

Excess time taken for loading or unloading a vessel, thus causing delay of scheduled departure. Demurrage refers only to situations in which the charter or shipper, rather than the vessel's operator, is at fault.

Dimensional Weight

Also called measurement weight. This is the size of consignment calculated by total square feet by 6000. Carrier charge for freight based on the dimensional weight or actual gross weight whichever is higher.

Direct Ship

Ship without consolidation and under one MAWB ie non-consolidation.

Drawback

Drawback is a rebate by a government, in whole or in part, of customs duties assessed on imported merchandise that is subsequently exported. Drawback regulations and procedures vary among countries.

Duty

A tax imposed on imports by the customs authority of a country. Duties are generally based on the value of the goods, some other factors such as weight or quantity (specific duties), or a combination of value and other factors (compound duties).

EDI

EDI, Electronic Data Interchange for Administration, Commerce, and Transportation, is an international syntax used in the interchange of electronic data. Customs uses EDI to interchange data with the importing trade community.

ETA

Estimated Time of Arrival. Then, It normally takes 3 hours for carriers to Break Bulk then ready to be picked up by forwarders along with customs release notification.

ETD

Estimated Time of Departure. The cut-off time for carriers' cargo ramp handling is normally two hours ahead of ETD. However, the freight forwarders' consolidation cut-off time may vary depending on each forwarder's operations respectively.

Ex Works (...named place) (EXW)

A term of sale in which for the quoted price, the seller merely makes the goods available to the buyer at the seller's "named place" of business. This trade term places the greatest responsibility on the buyer and minimum obligations on the seller. The Ex Works term is often used when making an initial quotation for the sale of goods without any costs included.

FCL or CY

Full Container Load, also known as CY. CY is the abbreviation of Container Yard. When the term CY to CY, it means full container load all the way from origin to destination.

Federal Maritime Commission

The FMC is an independent agency which regulates oceanborne transportation in the foreign commerce and in the domestic offshore trade of the United States.

Flat Rack Containers

Especially for heavy loads and over-dimensional cargo. Containers do not have sides or a top. This allows easy fork-lift and crane access.

Forty-Foot Equivalent Unit (FEU)

FEU is a measure of a ship's cargo-carrying capacity. One FEU measures forty feet by eight feet by eight feet -- the dimensions of a standard forty-foot container. An FEU equals two TEUs.

Free Alongside Ship

Free Alongside Ship, FAS, at a named port of export. Under FAS, the seller quotes a price for the goods that includes charges for delivery of the goods alongside a vessel at the port of departure. The seller handles the cost of unloading and wharfage; loading, ocean transportation, and insurance are left to the buyer. FAS is also a method of export and import valuation.

Free Carrier (FCA)

Free Carrier, FCA, to a named place. This term replaces the former "FOB named inland port" to designate the seller's responsibility for the cost of loading goods at the named shipping point. It may be used for multimodal transport, container stations, and any mode of transport, including air.

Free On Board (FOB)

Common price term used in international trade meaning seller's responsible for the cost of goods is to the point of loading it to the vessel deck or aircraft loading deck. The risk of loss of or damage to the goods is transferred from the seller to the buyer when the goods have been so delivered. FOB normally comes with port of loading either airport or sea port.

Freight Carriage ... and Insurance paid to

This term is the same as "Freight/Carriage Paid to ..." but with the addition that the seller has to procure transport insurance against the risk of loss of damage to the goods during the carriage. The seller contracts with the insurer and pays the insurance premium.

Freight Carriage ... paid to

Like C & F, "Freight/Carriage paid to ..." means that the seller pays the freight for the carriage of the goods to the named destination. However, the risk of loss of or damage to the goods, as well as of any cost increases, is transferred from the seller to the buyer when the goods have been delivered into the custody of the first carrier and not at the ship's rail. The term can be used for all modes of transport including multi-modal operations and container or "roll on-roll off" traffic by trailer and ferries. When the seller has to furnish a bill of lading, waybill or carrier's receipt, he duly fulfills this obligation by presenting such a document issued by the person with whom he has contracted for carriage to the named destination. (Also see incoterms)

Freight Forwarder

An independent business which handles export shipments for compensation. At the request of the shipper, the forwarder makes the actual arrangements and provides the necessary services for expediting the shipment to its overseas destination. The forwarder takes care of all documentation needed to move the shipment from origin to destination, making up and assembling the necessary documentation for submission to the bank in the exporter's name. The forwarder arranges for cargo insurance, makes the necessary overseas communications, and advises the shipper on overseas requirements of marking and labeling.

Freight for All Kinds (FAK)

FAK is a shipping classification. Goods classified FAK are usually charged higher rates than those marked with a specific classification and are frequently in a container which includes various classes of cargo.

Gateway

In the context of travel activities, gateway refers to a major airport or seaport. Internationally, gateway can also mean the port where customs clearance takes place.

GST

Goods and Service Tax, GST in relation to importing, is payable on the landed cost of the goods, known as the CIF value. The GST is calculate thus: (Purchase price of goods + Duty + Insurance + Freight) x GST

HAWB

House Air waybill issued by carrying airlines' agent, normally freight forwarder.

Harmonised System

The Harmonized Commodity Description and Coding System (or Harmonized System, HS) is a system for classifying goods in international trade, developed under the auspices of the Customs Cooperation Council. Beginning on January 1, 1989, the new HS numbers replaced previously adhered-to schedules in over 50 countries, including the United States.

IATA

International Air Transport Association (IATA), established in 1945, is a trade association serving airlines, passengers, shippers, travel agents, and governments. The association promotes safety, standardization in forms (baggage checks, tickets, weigh bills), and aids in establishing international airfares. IATA headquarter is in Geneva, Switzerland.

IATA Designator

Two-character Airline identification assigned by IATA in accordance with provisions of Resolution 762. It is for use in reservations, timetables, tickets, tariffs as well as air waybill.

Import Certificate

The import certificate is a means by which the government of the country of ultimate destination exercises legal control over the internal channeling of the commodities covered by the import certificate.

Import License

A document required and issued by some national governments authorizing the importation of goods. Also referred as import permit. With such documentation, customs clearance can be conducted.

Import Restrictions

Import restriction, applied by a country with an adverse trade balance (or for other reasons), reflect a desire to control the volume of goods coming into the country from other countries may include the imposition of tariffs or import quotas, restrictions on the amount of foreign currency available to cover imports, a requirement for import deposits, the imposition of import surcharges, or the prohibition of various categories of imports.

Incoterms

Maintained by the International Chamber of Commerce (ICC), this codification of terms is used in foreign trade contracts to define which parties incur the costs and at what specific point the costs are incurred. (also see incoterm section)

Insurance Certificate

This certificate is used to assure the consignee that insurance is provided to cover loss of or damage to the cargo while in transit.

Integrated Carriers

Carriers that have both air and ground fleets; or other combinations, such as sea, rail, and truck. Since they usually handle thousands of small parcels an hour, they are less expensive and offer more diverse services than regular carriers.

Intermediate Consignee

An intermediate consignee is the bank, forwarding agent, or other intermediary (if any) that acts in a foreign country as an agent for the exporter, the purchaser, or the ultimate consignee, for the purpose of effecting delivery of the export to the ultimate consignee.

Intermodal

Movement of goods by more than one mode of transport, ie. airplane, truck, railroad and ship.

Irrevocable Letter of Credit

A letter of credit in which the specified payment is guaranteed by the issuing bank if all terms and conditions are met by the drawee. It is as good as the issuing bank.

LCL

Less than Container Load, consolidated container load.

LD3

Lower deck type 3 container. This is the most commonly used container in passenger aircraft.

Letter of Credit

A financial document issued by a bank at the request of the consignee guaranteeing payment to the shipper for cargo if certain terms and conditions are fulfilled. Normally it contains a brief description of the goods, documents required, a shipping date, and an expiration date after which payment will no longer be made. An Irrevocable Letter of Credit is one which obligates the issuing bank to pay the exporter when all terms and conditions of the letter of credit have been met. None of the terms and conditions may be changed without the consent of all parties to the letter of credit. A Revocable Letter of Credit is subject to possible recall or amendment at the option of the applicant, without the approval of the beneficiary. A Confirmed Letter of Credit is issued by a foreign bank with its validity confirmed by a U.S. bank. An exporter who requires a confirmed letter of credit from the buyer is assured payment from the U.S. bank in case the foreign buyer or bank defaults. A Documentary Letter

of Credit is one for which the issuing bank stipulates that certain documents must accompany a draft. The documents assure the applicant (importer) that the merchandise has been shipped and that title to the goods has been transferred to the importer.

Lower Deck

The compartment below the Main Deck (also synonymous with lower hold and lower lobe).

Main Deck

The deck on which the major portion of payload is carried, normally known as Upper Deck of an airplane. The full cargo freighter aircraft has its entire upper deck equipped for main deck type of containers/pallets while Combi aircraft uses its rear part of the upper deck for cargo loading. There is no upper deck or main deck type of container/pallet at passenger aircraft.

Marine Cargo Insurance

Broadly, insurance covering loss of, or damage to, goods at sea. Marine insurance typically compensates the owner of merchandise for losses in excess of those which can be legally recovered from the carrier that are sustained from fire, shipwreck, piracy, and various other causes. Three of the most common types of marine insurance coverage are "free of particular average" (f.p.a.), "with average" (w.a.), and "All Risks Coverage."

NVD

No Value Declared.

POD

Proof Of Delivery, or a cargo/package receipt with the signature of recipient. This term has been widely used in courier and express industry and also gaining more attention and implementation at air cargo industry..

Packing List

A shipping document issued by shipper to carrier, Customs and consignee serving the purposes of identifying detail information of package count, products count, measurement of each package, weight of each package, etc.

Pro Forma Invoice

An invoice provided by a supplier prior to the shipment of merchandise, informing the buyer of the kinds and quantities of goods to be sent, their value, and important specifications (weight, size, and similar characteristics). When an importer applies for Letter of Credit as the means of payment, a Pro Forma Invoice from the beneficiary of such Letter of Credit, usually the exporter, is required by the L/C issuing bank.

Project Cargo

This is a term normally referred to when shipping cargo air or sea, which does not fall within standard methods. I.e. over-height, or oversize cargo which requires special equipment and handling.

Roll-on, Roll-off (RORO)

A type of ship designed to load and discharge cargo which rolls on wheels or tracks.

Shipping Mark

The letters, numbers or other symbols placed on the outside of cargo to facilitate identification.

Shipping Weight

Shipping weight represents the gross weight in kilograms of shipments, including the weight of moisture content, wrappings, crates, boxes, and containers (other than cargo vans and similar substantial outer containers).

TACT

TACT stands for The Air Cargo Tariff. It is published by IAP -- International Airlines Publications, an IATA company.

Tare Weight

The weight of a ULD and tie down materials without the weight of the goods it contains.

Temporary Importation under Bond

When an importer makes entry of articles and claims to be exempt from duty under Chapter 98, Subchapter XIII, Harmonized Tariff Schedule of the United States, a bond is posted with Customs which guarantees that these items will be exported within a specified time frame (usually within one year from the date of importation). Failure to export these items makes the importer liable for the payment of liquidated damages for breach of the bond conditions.

Through Bill of Lading

A single bill of lading covering receipt of the cargo at the point of origin for delivery to the ultimate consignee, using two or more modes of transportation.

Transshipment

Transshipment refers to the act of sending an exported product through an intermediate country before routing it to the country intended to be its final destination.

Twenty-Foot Equivalent Unit (TEU)

TEU is a measure of a ship's cargo-carrying capacity. One TEU measures twenty feet by eight feet by eight feet -- the dimensions of a standard twenty-foot container. An FEU equals two TEUs.

ULD

Unit Load Device, Any type of container, container with integral pallet, aircraft container or aircraft pallet.

Ultimate Consignee

The ultimate consignee is the person located abroad who is the true party in interest, receiving the export for the designated end-use.

Value for Customs Purposes Only

The U.S. Customs Service defines "value for Customs purposes only" as the value submitted on the entry documentation by the importer which may or may not reflect information from the manufacturer but in no way reflects Customs appraisal of the merchandise.

War/Strike Clause

An insurance provision that covers loss due to war and/or strike.

Wharfage

A charge assessed by a pier or dock owner for handling incoming or outgoing cargo.

Without Reserve

A term indicating that a shipper's agent or representative is empowered to make definitive decisions and adjustments abroad without approval of the group or individual represented.

EX-Works

One of the simplest and most basic shipment arrangements places the minimum responsibility on the seller with greater responsibility on the buyer. In an EX-Works transaction, goods are basically made available for pickup at the shipper/seller's factory or warehouse and "delivery" is accomplished when the merchandise is released to the consignee's freight forwarder. The buyer is responsible for making arrangements with their forwarder for insurance, export clearance and handling all other paperwork.

FOB (Free On Board)

One of the most commonly used-and misused-terms, FOB means that the shipper/seller uses his freight forwarder to move the merchandise to the port or designated point of origin. Though frequently used to describe inland movement of cargo, FOB specifically refers to ocean or inland waterway transportation of goods. "Delivery" is accomplished when the shipper/seller releases the goods to the buyer's forwarder. The buyer's responsibility for insurance and transportation begins at the same moment.

FCA (Free Carrier)

In this type of transaction, the seller is responsible for arranging transportation, but he is acting at the risk and the expense of the buyer. Where in FOB the freight forwarder or carrier is the choice of the buyer, in FCA the seller chooses and works with the freight forwarder or the carrier. "Delivery" is accomplished at a predetermined port or destination point and the buyer is responsible for Insurance.

FAS (Free Alongside Ship)*

In these transactions, the buyer bears all the transportation costs and the risk of loss of goods. FAS requires the shipper/seller to clear goods for export, which is a reversal from past practices. Companies selling on these terms will ordinarily use their freight forwarder to clear the goods for export. "Delivery" is accomplished when the goods are turned over to the Buyers Forwarder for insurance and transportation.

CFR (Cost and Freight)

This term formerly known as CNF (C&F) defines two distinct and separate responsibilities-one is dealing with the actual cost of merchandise "C" and the other "F" refers to the freight charges to a predetermined destination point. It is the shipper/seller's responsibility to get goods from their door to the port of destination. "Delivery" is accomplished at this time. It is the buyer's

responsibility to cover insurance from the port of origin or port of shipment to buyer's door. Given that the shipper is responsible for transportation, the shipper also chooses the forwarder.

CIF (Cost, Insurance and Freight)

This arrangement similar to CFR, but instead of the buyer insuring the goods for the maritime phase of the voyage, the shipper/seller will insure the merchandise. In this arrangement, the seller usually chooses the forwarder. "Delivery" as above, is accomplished at the port of destination.

CPT (Carriage Paid To)

In CPT transactions the shipper/seller has the same obligations found with CIF, with the addition that the seller has to buy cargo insurance, naming the buyer as the insured while the goods are in transit.

CIP (Carriage and Insurance Paid To)

This term is primarily used for multimodal transport. Because it relies on the carrier's insurance, the shipper/seller is only required to purchase minimum coverage. When this particular agreement is in force, Freight Forwarders often act in effect, as carriers. The buyer's insurance is effective when the goods are turned over to the Forwarder.

DAF (Delivered At Frontier)

Here the seller's responsibility is to hire a forwarder to take goods to a named frontier, which usually a border crossing point, and clear them for export. "Delivery" occurs at this time. The buyer's responsibility is to arrange with their forwarder for the pick up of the goods after they are cleared for export, carry them across the border, clear them for importation and effect delivery. In most cases, the buyer's forwarder handles the task of accepting the goods at the border across the foreign soil.

DES (Delivered Ex Ship)

In this type of transaction, it is the seller's responsibility to get the goods to the port of destination or to engage the forwarder to move cargo to the port of destination uncleared. "Delivery" occurs at this time. Any destination charges that occur after the ship is docked are the buyer's responsibility.

DEQ (Delivered Ex Quay)*

In this arrangement, the buyer/consignee is responsible for duties and charges and the seller is responsible for delivering the goods to the quay, wharf or port of destination. In a reversal of previous practice, the buyer must also arrange for customs clearance.

DDP (Delivered Duty Paid)

DDP terms tend to be used in intermodal or courier-type shipments. Whereby, the shipper/seller is responsible for dealing with all the tasks involved in moving goods from the manufacturing plant to the buyer/consignee's door. It is the shipper/seller's responsibility to insure the goods and absorb all costs and risks including the payment of duty and fees.

DDU (Delivered Duty Unpaid)

This arrangement is basically the same as with DDP, except for the fact that the buyer is responsible for the duty, fees and taxes.

A8A Manifest

A form issued by a licensed Custom's Broker which allows CCRA to monitor in bond shipments as they move through Canada.

AMS Automated Manifest System.

An application that expedites the clearance of cargo for the subsequent release of containers when imported to U.S.A. through electronic submission of cargo manifests in lieu of bulk paper manifests.

Arrival Notice

An advice that the carrier or forwarder sends to the consignee advising of goods coming forward for delivery. Pertinent information such as bill of lading 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 or forwarder to ensure smooth delivery but there is no obligation by the carrier or the forwarder to do so. The responsibility to monitor the transit and present himself to take timely delivery still rests with the consignee.

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.

Axle Load

Maximum load permitted to be carried on each axle of a motor vehicle.

Berth

The place beside a pier, quay or wharf where a vessel can be loaded or unloaded.

Bill of Lading (B/L)

The official legal document representing ownership of cargo. It is a negotiable document confirming the receipt of cargoes, and the contract for the carriage of cargoes between the shipper and the carrier.

Block Train

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. This eliminates the need to break up a train and sort individual railcars at each junction.

Bona fide

In good faith.

Bonded Carrier

A carrier licensed by U.S. Customs to carry Customs-controlled merchandise between Customs points. Old Dominion is a bonded carrier.

Bonded Warehouse

A warehouse authorized by Customs for storage of goods on which payment of duties is deferred until the goods are removed.

Booking

Arrangement with a steamship company for the acceptance and cartage of freight.

Booking Number

A reference number for bookings registered with a carrier. It should be unique without duplication for a three-year period.

Bow

The front of a vessel.

Box

Common term for an ocean-going freight container.

Broker

An individual, partnership or corporation which arranges transportation service for client companies.

Break-bulk Cargo

Goods shipped loose in the vessel hold and not in a container.

Broken Stowage

The spare volume of a container or the cargo hold of a vessel where no cargoes are stowed. It is a reflection of the bad stowage of the container or the vessel.

Bulk Carriers

A vessel carrying dry, liquid, grain, not packaged, bundled or bottled cargo, and is loaded without marks and number or count.

Bull Rings

Cargo-securing devices mounted in the floor of containers which allow lashing and securing of cargoes.

Bunker Surcharge (BAF, BSC)

Bunker Adjustment Factor (BAF), or Bunker Surcharge (BSC) are surcharges assessed by the carrier to freight rates to reflect current cost of bunker.

Bunkers

Heavy oil used as fuel for ocean vessels.

C & F

Cost and Freight. It is a term of trading in which the buyer of the goods pays an amount which covers the cost of the goods plus the cost of transporting the goods from origin to the port of discharge or final destination.

CAF

Currency Adjustment Factor. An ancillary charge on ocean freight to compensate for exchange rate fluctuations.

CBM (CM)

Cubic metre.

CCA

Connecting Carrier Agreement. An Agreement of freight rates for connections between feeder ports and the ports of call of vessels.

CCRA (Canada Customs and Revenue Agency)

Canadian Government Customs Authority.

CFR

A pricing term indication that the cost of the goods and freight charges are included in the quoted price.

CFS

Container Freight Station. A carrier facility where Less Than Container load shipments are consolidated or unloaded.

CIF

Cost, Insurance and Freight. A term of trading in which the buyer of the goods pay for the cost of the goods, the cost of transporting the goods from origin to the port of discharge or final destination and the insurance premium for a maritime insurance policy for the value of the order.

CKD

Abbreviation for “ Cars Knocked Down “. Automobile parts and subassemblies manufactured abroad and transported to a designated assembly plant.

COD

Collect (cash) on Delivery; Carried on Docket (pricing); Change of Destination.

CSA (Customs Self Assessment)

A joint Canada/US border initiative aimed at speeding up the customs process on low-risk shipments.

C-TPAT (Customs-Trade Partnership Against Terrorism)

A joint government and trade community initiative in developing, enhancing and maintaining effective security processes throughout the global supply chain.

Cargo Manifest

A manifest that lists only cargoes, without freight and charges.

Carrier

Any individual, company or corporation engaged in transporting cargoes.

Carriers Owned Containers (COC)

The containers used for the transportation of cargoes belonging to the property of the carriers.

Cells

The construction system employed in container vessels which permits containers to be stowed in a vertical line with each container supporting the one above it inside the cargo hold.

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 the relevant Government Department of the exporting country, or Chamber of Commerce or Embassy.

CFS/CFS

A kind of cargo movement by container. Delivered loose at origin point with vaning by carrier, devanned by carrier at destination, and picked up loose at destination.

Chassis

A wheeled flat-bed constructed to accommodate containers moved over the road. Also termed as “Trailers”.

Closing

The published deadline for export cargoes or containers to be accepted for a sailing of the carrier. CY Closing is applicable to FCLs and CFS Closing is applicable to LCLs. Normally, CFS Closing is around 24 hours ahead of CY Closing, depending of the complexities of export customs clearance formalities at the country. See “ Late-Come “ .

Consolidated Cargo

Cargo containing shipments of two or more shippers, usually shipped by a firm called a consolidator. The consolidator takes advantage of lower FCL rates, and savings are passed on to shippers.

Consolidation

The combination of many small shipments into one container.

Consolidator

A person or firm performing a consolidation service of small lots of cargoes for shippers.

Consortium

A group of carriers pooling resources, normally container vessels, in a trade lane to maximize their resources efficiently.

Container

A van-type body that can be relatively easily interchanged between trucks, trains and ships

Container Freight Station (CFS or C.F.S.)

Consolidation depots where parcels of cargo are grouped and loaded into containers. Alternatively, inbound cargoes in a container are devanned for deliveries to consignees as LCLs.

Container Gross Weight

Refer to “Gross Weight”.

Container Load Plan (CLP)

A document prepared to show all details of cargoes loaded in a container, e.g. weight (individual and total), measurement, markings, shippers, consignees, the origin and destination of goods, and location of cargo within the container. A Container Load Plan is either prepared by the cargo consolidator or the shipper which ships its cargoes on FCL terms.

Container Number

The unique identification of a container.

Container Seal Number

A number embossed on high-security seals for closing up containers which will serve identification purposes.

Container Size

The length of a container i.e. 20', 40' and 45' (feet).

Containership

An ocean vessel specifically designed to carry ocean cargo containers. It is fitted with vertical cells for maximum capacity.

Container Terminal

A facility which allows container vessels to berth alongside for the operations of loading and unloading of containers. Shippers deliver their export containers to the Container Terminal awaiting for loading onto container vessels whilst consignees at ports take delivery of containers from the Container Terminal after they are unloaded from the container vessels.

Container Type

Containers are classified under different types, e.g., dry cargo, reefer, open top, flat-rack, open-side, etc.

Container Yard (CY or C.Y.)

A facility inside or outside the Container Terminal which accepts laden export containers from shippers or laden import containers for delivery to consignees.

Controlled Atmosphere (CA)

An atmosphere in which oxygen, carbon dioxide and nitrogen concentrations are regulated, as well as temperature and humidity.

Cu.

Cubic.A unit of volume measurement.

Cube

A measure of volume expressed in cubic feet.

Cube the Shipment

Measure the total cubic feet of the shipment.

Cubic Foot

1,728 cubic inches.

Currency Adjustment Factor (CAF)

A surcharge percentage applied to freight rates to reflect currency fluctuations between U.S.dollars and other currencies.

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 Broker

A private business that provides documentation and entry preparation services required by CCRA and U.S. Customs on behalf of an Importer/Exporter of Record. Hired by an importer to carry out Customs related responsibilities and is covered by Power of Attorney to act on behalf of the Importer/Exporter of record.

Customs House

A Government office where import duties, etc., on foreign shipments are handled.

Custom House Broker

An individual or firm licensed to enter and clear goods through Customs.

Customs Valuation

The determination of the value of imported goods for the purpose of collecting ad valorem duties.

Cut-off Time

Latest possible time the cargo or container may be delivered to the vessel or designated point. See "Closing".

Cwt.

Hundredweight (100 pounds in U.S.A.; 112 pounds in the U.K.).

CY/CFS

Cargo loaded in a full container by a shipper at origin, delivered to a CFS facility at destination, and then devanned by the carrier for loose pick-up.

CY/CY

Cargo loaded by the shipper in a full container at origin and delivered to the carrier's terminal at destination for pick-up intact by consignee.

D & H

Dangerous and Hazardous. Also see "Dangerous Goods".

DDU (Delivered Duty Unpaid)

In DDU, shipper clears the goods for export and is responsible for making them available to the buyer at the named place of destination, not cleared for import.

DDP (Delivered Duty Paid)

In DDP, shipper clears the goods for export and is responsible for making them available to the buyer at the named place of destination, cleared for import, paid duty and tax

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.

Dead Space

Space in a car, truck, vessel, etc., that is not utilized.

Deadweight (D.W.)

The number of tons of cargoes, stores and bunker fuel a ship can carry and transport. Also see "Deadweight Tonnage".

Deadweight Tonnage (D/W)

The number of total weight tons of cargoes, stores and bunker fuel that a vessel can carry and transport. 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."

Dedicated Unit Train

An unit train operated by various railroads for exclusive usage.

Delivery Order

A document authorizing delivery to a nominated party of cargoes in the care of a third party. The document is issued by a carrier or a forwarder on surrender of a bill of lading and then used by the merchant to transfer title by endorsement.

Demurrage

Detention of a freight vehicle or container beyond a stipulated time.

Destination

The place where the carrier or the forwarder actually turns over the cargo or container to consignee or his agent. It may also be termed “ Final Destination”.

Destination Delivery Charge (DDC)

A charge assessed by the carrier for the handling of a full container at destinations. The term is more commonly used in the U.S.A. trade.

Detention (Demurrage)

Charges raised by the carrier or the forwarder for detaining container/trailer at customer premises for a period longer than that provided in the Tariff of the carrier or the forwarder.

Detention Charge

See "Detention".

Devanning

The removal of cargo from a container. Also known as unstuffing, unloading or stripping.

Differential Rate

An amount added or deducted from base rate to make a rate to or from some other point or via another route.

Diversion

A change made in the route of a shipment in transit.

Divert

The route of a shipment changed in transit from that shown on the original billing. Used interchangeably with reconsign.

Dock

(a) The water alongside a pier or wharf. (b) Loading or unloading platform at an industrial location or carrier terminal.

Dock Receipt

A document used to acknowledge receipt of cargo or container at a CFS or a CY or a Container Terminal. When delivery of an export shipment is completed, the dock receipt is surrendered to the vessel operator or the operator's agent in exchange for the ocean or house bill of lading.

Domestic

Within your own country.

Door-to-Door

Through transportation of a container and its cargoes from consignor's premises to consignee's premises.

Double-deck Load

A second tier of cargo placed on top of the first tier.

Double Stack Train (DST)

Rail or train capable of carrying two 40' containers, one on top of the other.

Dray

A truck or other equipment designed to haul heavy loads.

Drayage

Charge made for local hauling by dray or truck; road transportation between the nearest Ocean Port or Railway terminal and the stuffing/destuffing place.

Dry Cargo

Cargo that does not require temperature control.

Dry Dock

An enclosed basin into which a ship is taken for underwater cleaning and repairing. It is fitted with watertight entrance gates which when closed permit the dock to be pumped dry.

Dry-Bulk Container

A container constructed to carry grain, powder and other free-flowing solids in bulk.

Dunnage

Lumber or other material used to brace materials in carrier's equipment or containers.

Dwell Time

It is expressed in terms of number of days that a container changed from one status to another, e.g., from inbound load to empty available to outbound load. The shorter the dwell time, the more efficient the container utilization will be.

Empty Depot

A container yard used for the storage of empty containers.

En route

Along the route of movement.

ETA

Estimated time of arrival of carriers.

ETD

Estimated time of departure of carriers.

Ex Works

An INCOTERMS term of sale in which the buyer is responsible for taking delivery of the goods at the premises of the factory. Also known as "F.C.A."

Exchange Rate

The ratio of prices at which the currencies of nations are exchanged at a particular time.

Export

Shipment of goods to another country.

Export Declaration

A government document permitting designated goods to be shipped out of the country.

FAF

Fuel Adjustment Factor. An ancillary charge on ocean freight shipments to account for fluctuations in fuel costs.

FAK

Freight All Kind. A system whereby freight is charged per container, irrespective of the nature of the cargoes, and not according to a Tariff. FAS Free Alongside Ship. An INCOTERMS term of sale in which the buyer is responsible for all charges of the transportation of the cargoes after they arrive at the side of the ship. It is not a commonly-used term of sale in international trade today.

FAST (Free and Secure Trade)

A joint Canada/US border security agreement, of which C-TPAT and PIP are the main initiatives.

FBT

Full Berth Terms. Indicates that the cost of loading and discharge is included in the steamship rate quoted. Ship owner pays these.

FCA

Free Carrier. See “Ex-Works”

FCL

Full Container Load. It is an arrangement whereby the shipper packs cargoes into a container provided by the carrier or the forwarder before delivering to the container terminal.

FEU

Forty foot (40') Equivalent Unit. Commonly describes a 40- foot container.

FIO

Free In and Out. It is a term used in ship-chartering whereby the owner of the ship is not responsible for any charges incurred in the ports of loading or unloading.

FOB

Free On Board. It is an INCOTERMS term of sale where the seller of the cargoes are responsible for all charges of the transportation of the cargoes all the way up to their arrival on board the ship. It includes all charges of carriers or forwarders levied at the port of loading.

FCL/FCL

See “CY/CY”.

FCL/LCL

See “CY/CFS”.

Feeder Vessel

A vessel employed in normally short-sea routes to fetch or carry cargoes and containers to and from ocean-going vessels from the principle port hubs in a region to the minor ports.

FEU

Forty-foot Equivalent Unit (40' or 2 TEUs)

Final Destination

The place where the carrier or the forwarder actually turns over the container or cargo to the consignee of its agent. It is the end of liability of carriers or forwarders.

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

Federal Maritime Commission. US Government Agency responsible for the regulation of all maritime activities.

Force Majeure

Force of nature. Accidents or incidents caused by the force of nature which are beyond the power of people to control.

Foreign Exchange Controls

Government restrictions on the use of currency, bank drafts or other payment types to regulate imports, exports and trade balances.

Free Along Side (FAS)

A basis of pricing meaning the price of goods alongside a transport vessel at a specified location. The buyer is responsible for loading the goods onto the transport vessel and paying all the cost of shipping beyond that location.

Free On Board (FOB)

An acronym for “free on board” when used in a sales contract. The seller agrees to deliver merchandise, free of all transportation expense, to the place specified by the contract. Once delivery is complete, the title to all the goods and the risk of damage become the buyer’s.

F.O.B Origin

“F.O.B. Origin” means that title and risk pass to the buyer at the moment of the seller’s delivery to the carrier. The parties may agree to have title and risk pass at a different time or to allocate freight charges by a written agreement.

F.O.B. Destination

“F.O.B. Destination” changes the location where title and risk pass. Under this arrangement, title and risk remain with the seller until they have delivered the freight to the delivery location specified in the contract.

Free Storage Period (FSP)

A carrier offers a period of time, normally three to five days, at destinations whereby imported containers or cargoes are allowed to be taken delivery by consignees free of any storage charge. After the FSP, there will be an overtime storage charge or demurrage levied by the carriers to the consignee. When bulk shipments are involved, the carriers are prepared to negotiate a longer FSP with the consignees.

Freight

(a) The price paid to the carrier for the transportation of goods or merchandise by sea or air from one place to another. (b) Freight is also used to denote goods which are in the process of being transported from one place to another.

Freight Collect

The freight and charges agreed by the shipper and carrier is payable at destination.

Freight Forwarder

A freight forwarder combines less-than-truckload (LTL) or less-than-carload (LCL) shipments into carload or truckload lots. Freight forwarders are designated as common carriers. They also issue bills of lading and accept responsibility for cargo. The term may also refer to the company that fills railroad trains with trailers.

Freight Prepaid

Freight and charges are required to be paid by a shipper before an original bill of lading is released.

Fresh Air Exchange (FAE)

The fresh air exchange system in a reefer container which removes harmful gases from reefers carrying sensitive perishable commodities. The fresh air vent is located on the reefer machinery at the end of the container. The fresh air vent is adjustable to accommodate a variety of cargo and chilled load operating conditions. The fresh air vent should be tightly closed when carrying frozen cargo.

Full Cellular Ship

A ship fitted for container carriage in all available space. The ship is fitted with vertical cells for container placement both below and above deck. No provisions are available for cargo other than containers.

Fumigation

Treatment of cargoes with a pesticide-active ingredient that is a gas under treatment conditions. It is a process required by many importing countries for the importation of wood and related products.

Functional Currency

The currency of the primary economic environment of an entity. For ODFL, this is US Dollars.

G.R.I.

General Rate Increase.

GATT

General Agreement on Tariff and Trade. An international multilateral agreement embodying a code of practice for fair trading in international commerce.

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. It is an arrangement which will be applied when the vessel is encountering serious accidents caused by force majeure.

Genset (Generator 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.

Gooseneck

The front rails of the chassis that raise above the plane of the chassis and engage in the tunnel of a container.

Gross Tonnage

Applies to vessels, not to cargo. Determined by dividing by 100 the contents, in cubic feet, of the vessel's closed-in spaces. A vessel ton is 100 cubic feet.

Gross Weight

Entire weight of goods, packaging and container, ready for shipment.

Keel

The main center-line structural member, running fore and aft along the bottom of a ship, sometimes referred to as the backbone.

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.C.L.

Less than Container Load. Cargo in quantity less than required for the application of a container load rate.

LCL/FCL

See "CFS/CY".

LCL/LCL

See "CFS/CFS".

Lashing

Support for cargoes inside a container or a cargo hold to ensure that they are secured and will not be subject to rolling during the voyage from origin to destination.

Late-Come

It is a term used in the liner industry when extensions are being given to the shippers against the official CY or CFS Closing date and time which carriers publish to the trade.

Letter of Indemnity

Guarantee from the shipper or consignee to indemnify carriers or forwarders for costs and/or loss, if any, in order to obtain favourable action by carriers or forwarders. It is customary practice for carriers and forwarders to demand letters of indemnity from consignees for taking delivery of cargoes without surrendering bill of lading which has been delayed or is lost.

Lien

A legal claim upon goods for the satisfaction of some debt or duty.

Lift-On/Lift-Off (LO-LO)

A container ship onto which containers are lifted by crane.

Lighter

An open or covered barge towed by a tugboat and used mainly in harbours and inland waterways.

Lighterage

Refers to the carriage of cargoes by lighter and the charge assessed therefore.

Liner

Vessel plying a regular trade/defined route against a published sailing schedule.

Liner Terms

Freight includes the cost of loading onto and discharging from the vessel.

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.

Locking Bar

Device that secures container doors at top and bottom.

Long Ton

2,240 pounds.

Longshoreman

Workers employed in the terminals or quays to load and unload ships. They are also known as "Stevedores". Loop A particular service of any Consortium or Carrier among various ports of calls, with the objective of creating a niche in the market for the first port of discharge.

Loose

Without packing.

Low-Bed

A trailer or semi-trailer with no sides and with the floor of the unit close to the ground.

Manifest

A 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 cargoes or containers loaded in a vessel. Used principally for customs purposes. It is also called summary of Bills of Lading.

Maquiladoras (ma·kil·a·dor·as)

Duty-free (for U. S. import) manufacturing plants located in Mexico.

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, piracy and various other causes but excludes losses that can be legally recovered.

Maritime

Business pertaining to commerce or navigation transacted upon the sea or in seaports in such matters as the court of admiralty has jurisdiction over.

Marks and Numbers

Marks and 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. They are of important use before containerization.

Master Bill of lading (MB/L)

See “Ocean Bill of lading”.

Master Lease

Master lease is one form of a short-term lease, which refers to the leasing of the containers by carriers from those leasing companies.

Master Lease Leasing Cost

Master lease leasing cost includes container rental, depot lift-on/lift-off charge, on/off hire drayage, drop-off charge and offhire repair cost, etc. Due to off-hire quota limitation, the average on-hire period is around 73 days for 20'GP, 40'GP and 102 days for 40'HQ.

Mate's Receipt

A receipt signed by a mate of the vessel, acknowledging receipt of cargo by the vessel. The individual in possession of the mate's receipt is entitled to the bill of lading, which in due course is issued in exchange for that receipt.

Maximum Payload

Maximum cargo that can be loaded into a container either by weight or volume.

Maximum Rate

The highest freight rate permitted by a regulatory body to apply between points.

Measurement Ton

1 cubic metre. One of the alternative bases of Freight Tariff.

Microbridge

A landbridge movement in which cargo originating/destined to an inland point is railed or trucked to/from the water port for a shipment to/from a foreign country. The carrier is responsible for cargo and costs from origin to destination. Also known as I.P.I. or Through Service.

Mini Landbridge (MLB)

An intermodal system for transporting containers from/to a foreign country by water to/from a U.S. ocean port other than the arrival port by rail at through rates and documents.

Mini-Bridge

Cargo moving from/to an inland destination on one bill of lading from/to a foreign port through two U.S. ports.

Minimum Charge

The lowest charge that can be assessed to transport a shipment.

MT (M/T)

(a) Metric Ton or Cubic meter. (b) Empty container. (c) Multimodal Transport.

NAFTA...North American Free Trade Agreement

The joint Canada, Mexico and United States treaty to reduce tariffs and trade barriers to promote cross-border economic activity.

NVOCC

Non-Vessel Operating Common Carrier. Cargo consolidator of small shipments in ocean trade into containers at the port.

Negotiable Bill of Lading

Original bill of lading endorsed by shipper that is used for negotiating with banks.

Negotiating Bank

A bank named in the credit; examines the documents and certifies to the issuing bank that the terms are complied with.

Net Tonnage

A vessel's gross tonnage minus deductions of space occupied by accommodation for crew, by machinery, for navigation, by the engine room and fuel. A vessel's net tonnage expresses the space available for passengers and cargoes.

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. Also called actual net weight.

Non-negotiable Bill of Lading

Copy of original bill of lading which cannot be negotiated with banks.

Non-vessel Owning / Operating Common Carrier (N.V.O.C.C.)

(a) A cargo consolidator of small shipments in ocean trade, generally soliciting business and arranging for or performing containerization functions at the port. (b) A carrier issuing bill of lading for carriage of goods on vessel which he neither owns nor operates.

O.C.P. rate

Overland Common Point rates which are generally lower than local tariff rates. They were established by the U.S. West Coast steamship companies in conjunction with railroads serving the western U.S. ports so that cargo originating or destined to the American Midwest and East would be competitive with all-water rates via the U.S. Atlantic and Gulf ports. O.C.P. rates are also applicable to eastern Canada.

O.R.C.

Origin Receiving Charge. A Terminal Handling Charge levied at ports of loading.

Ocean Bill of Lading (Ocean B/L)

A bill of lading issued by the ocean-going carriers.

Ocean Route

The all-water transportation portion of a route.

On Board

Cargoes or containers landed onto the cargo hold or the cells of carriers.

On Board Bill of Lading

A Bill of Lading in which a carrier acknowledges that cargoes have been placed on board a certain vessel. The on-board date of bills of lading is the date on which liabilities of the carrier start.

On Deck

A special stowage instruction to confine that the cargo stowage must be on deck rather than under deck.

One-Way lease

The lease of containers that covers the outbound voyage only, after which the container is returned to the lease holder at or near destination agreed.

Open-Top Container

A container fitted with a solid removable roof or with a tarpaulin roof that can be loaded or unloaded from the top.

Outbound

Outward bound. Direction of vessel or cargo going out from port of loading or point/place of receipt.

Overheight Cargo

Cargoes which exceed 9-1/2 ft. in height. They have to be stowed normally in an open-top container.

PAPS...Pre-Arrival Processing System

An electronic system that allows U.S. Customs to review and pre-release shipments for import into the U.S.

PARS/INPARS...Pre-Arrival Review System

Available both at the border and inland (INPARS). An electronic system that allows CCRA to review and pre-release shipments for import into Canada.

P.O.D.

Port of Discharge. The port at which cargoes or containers are discharged from vessel. When transshipment is needed, there can be a number of PODs during the course of shipment until it reaches the final POD.

P.O.L.

Port of Loading. The port at which cargoes or containers are loaded onto vessels.

PIP...Partners in Protection

A CCRA initiative designed to enlist the cooperation of private industry in efforts to enhance border security and increase awareness of customs compliance issues.

Packing List

A document provided by the shipper detailing the packaging of the goods, including their weight and measurement, and assortment, etc.

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.

Participating Carrier (Tariff)

A carrier that is a party, under concurrence, to a tariff issued by another transportation line or by a tariff's publishing agent.

Per Diem

Per day.

Perishable Cargo

Cargo subject to decay or deterioration, normally fresh food and vegetables, etc.

Pier-to-House (P/H)

See "CFS/CY".

Pier-to-Pier (P/P)

See "CFS/CFS".

Pilot

A person whose office or occupation is to steer ships, particularly along a coast or into and out of a harbour.

Place of Acceptance

See "Place of Receipt".

Place of Delivery

See “Final Destination”.

Place of Receipt (P.O.R.)

Location where cargo enters the care and custody of the carrier. Same as Place of Acceptance. It is the starting port of carrier's liability upon receipt of cargoes from shippers.

Port

(a) Harbour with piers or dock. (b) Left side of a ship when facing the bow. (c) Opening in a ship's side for handling freight.

Port of Arrival

Location where imported merchandise is off loaded from the importing aircraft or vessel.

Port of Call

A port where a vessel discharges or receives traffic.

Port of Discharge

A port where cargoes and containers are unloaded from a vessel.

Port of Entry

A port where cargoes and containers destined elsewhere are actually discharged from a vessel.

Port of Loading (POL)

A port where cargoes or containers are loaded onto a vessel.

Quarantine

The period during which a vessel is detained in isolation until free from any contagious disease among the passengers or crew. The word is now applied to the sanitary regulations which are the modern substitute for quarantine. During the quarantine period, the Q flag is hoisted.

Quarantine Buoy

One of the yellow buoys at the entrance of a harbour indicating the place where vessels must anchor for the exercise of quarantine regulations.

Quarantine Declaration

A document signed by the captain and the ship's doctor before the port health officer when a ship arrives at the quarantine station. It gives the name of the ship, tonnage, number of crew, first port of voyage and date of sailing, intermediate ports called at, number of passengers for the port at which the vessel is arriving, number of transit passengers, cases of infectious diseases during voyage, deaths, nature of cargo, name of agents. The port health officer then proceeds with the medical inspection of passengers and crew. Also called “Entry Declaration”.

Quarantine Dues

A charge against all vessels entering a harbour to provide for the maintenance of medical control service. Also called “Quarantine Fees”.

Quarantine Flag

A yellow flag used as a sanitary signal. It is displayed by all vessels entering a harbour; also when a contagious or infectious disease exists on board or when the vessel has been placed in quarantine.

Quarantine Harbour

A place where vessels in quarantine are stationed when arriving from contaminated ports.

Quarantine Station

A medical control centre located in an isolated spot ashore where patients with contagious diseases from vessel in quarantine are taken. It is also used for passengers and crews of vessel arriving from suspected ports while fumigation or any other disinfection is carried out on board ship.

RNS...Release Notification System

The electronic notification system that provides customers, customs agencies and customer's broker representatives with proactive notification of shipment acceptance, review and release.

Received-for-Shipment Bills of Lading

A term used in contrast to shipped bill of lading or on-board bill of lading. This kind of bill of lading is normally issued to acknowledge receipt of shipment before cargo loading or before official original bill of lading is issued. Nowadays, not many shippers ask for this kind of bill of lading.

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.

Relative Humidity %

The ratio of the actual amount of water vapour in the air to the maximum it can hold at a given temperature, multiplied by 100.

Relay

To transfer cargoes from one ship to another of the same ownership.

Release Note

A receipt signed by a customer acknowledging the delivery of cargoes.

Revenue Ton (R/T)

The greater weight or measurement of cargoes where 1 ton is either 1000 kilos or 1 cubic metre (for metric system). Also known as "Bill of Lading Ton" or "Freight Ton". It is used to calculate freight charge.

Roll-On/Roll-Off (Ro/Ro)

A feature designed in a specially constructed vessel in both the loading and discharging ports.

Route

The plan of movements of a vessel from the first port of call to her final destination.

T E U

Twenty-Foot (20') Equivalent Unit. Commonly describes a 20-foot container.

T V A

Time Volume Agreement. A contract between a carrier and shipper specifying the movement of a number of containers over time.

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.

Tank Container

A specially constructed container for transporting liquids and gases in bulk.

Tare Weight

The weight of packing material or, in carload shipments, the weight of the empty freight car, or the weight of a container.

Tariff

A publication setting forth the charges, rates and rules of transportation companies.

Terminal

An assigned area in which containers are prepared for loading into a vessel or are stacked immediately after discharge from the vessel.

TEU

Twenty-foot Equivalent Unit (20") .

Terminal Handling Charge

(THC) A charge of carriers for recovering the costs of handling FCLs at container terminals at origin or destination.

Through Rate

The total rate from the point of origin to final destination.

Through Service (Thru Service)

A combination of transportation by sea and land (Thru Service) services to/from the point of origin to final destination.

Time Charter

A charter party hiring a vessel for a specified period of time in which the shipowner provides the vessel, bunkers and crew while the charterer supplies the cargo.

Tonnage

Generally refers to freight handled.

Towage

The charge made for towing a vessel.

Tramp

A freighter vessel that does not run in any regular trade lane but takes cargo wherever the shippers desire.

Tranship

To transfer goods from one transportation line (trade lane) to another, or from one ship to another.

Transshipment Hub

A port which is employed by a carrier for transshipping its carriers from one transportation line (trade lane) to another.

Transit Cargo

Goods onboard which upon their arrival at a certain port are not to be discharged at that port.

Transit Port

A port where cargoes received are merely en route and from which they have to be transferred and dispatched to their ultimate destination by coasters, barge and so on. Also called “Transshipment Port”.

Terminal Receiving Charge (TRC)

A charge assessed by the terminal for cargoes being delivered for export.

UCP

Uniform Customs and Practice of Documentary Credit. The "bankers Bible" on Documentary Credit Interpretation issued by the the International Chamber of Commerce (I.C.C.)

UCP500

Revised and updated version of UCP operating from January 1, 1994.

UN

United Nations.

UNCTAD

United Nations Conference on Trade and Development.

UNCTAD MMO

UNCTAD Multi Modal Transport Convention.

Underwriter

In marine insurance, one who subscribes his name to the policy indicating his acceptance of the liability mentioned therein, in consideration for which he receives by way of a premium.

Unit Load

Packages loaded on a pallet, in a crate or any other way that enables them to be handled at one time as a unit.

Unit Train

A train of a specified number of railcars, perhaps 100, wherein they remain in a unit for a designated destination or until a change in routing is made.

USDA

United States Department of Agriculture.

A T, Mexico

Valued-Added Tax on the portion of service provided by the Mexican carrier. The invoicing party is due to collect and remit this tax.

Vanning

A term sometimes used for stowing cargo in a container.

Ventilated Container

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's Manifest

Statement of a vessel's cargoes or containers (revenue, consignee, marks, etc.).

Voyage Charter

A charter party hiring a vessel for a particular voyage in which the shipowner provides the vessel, bunkers and crew whilst the charterer supplies the cargoes.

Voyage Direction

The sector of a round trip voyage normally denoted by the direction of the sailing.

Voyage Number

The numeric identification of a trip undertaken by a vessel on a fixed trade lane.

War Risk

Insurance coverage for loss of goods resulting from any act of war.

Warehouse

A place for the reception and storage of cargoes.

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. A waybill is forwarded with the shipment or sent by mail to the agent at the transfer point or waybill destination. 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.

Wharfage

A 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.