

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.

Bonded Warehouse

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

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.

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.

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.

COD

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

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.

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 vanning 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 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 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 Size

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

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 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 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".

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.

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."

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.

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 reassign.

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.

Double Stack Train (DST)

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

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.

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."

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)

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.

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.

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.

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.

Hague Rules

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.

High Cube (HC or HQ)

Any container which exceeds 8 feet 6 inches (102 inches) in height, usually 9 feet 6 inches.

House Bill of Lading (HB/L)

Bill of lading issued by a forwarder or an NVOCC operator.

House-to-House (H/H)

See "CY/CY".

House-to-Pier (H/P)

See "CY/CFS".

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.

IPI

Interior Points Intermodal. A term used by ocean carriers to describe door-to-door delivery service.

I.T.

In Transit Document (Form 7512) issued by a licensed Customs Broker which allows U.S. Customs to monitor in bond shipments moving in the U.S.

IMDG Code

International Maritime Dangerous Goods Code. The IMCO recommendations for the carriage of dangerous goods by sea.

Import Licence

A document required and issued by some national governments authorizing the importation of goods into their individual countries.

Import Permit

Usually required for items that might affect the public health, morals, animal life, vegetation, etc. Examples include foodstuffs, feedstuffs, pharmaceuticals (human and veterinary), medical equipment, seeds, plants and various written material (including tapes, cassettes, movies, TV tapes or TV movies). In some countries an import permit is the same as an import licence.

In Bond

A term, which indicates that an imported shipment was not cleared by Customs at the border, and is moving under a surety bond.

In Transit

In passage from one place to another.

Inbound

Inward bound. Direction of vessel or cargo going to port of discharge or final destination.

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 Tank Container

The frame of a container constructed to hold one or more thermally insulated tanks for liquids.

Interchange

Transfer of a container from one party to another.

Intermodal

Pertaining to transportation involving more than one form of carrier: truck, ship and rail.

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.

International Organization for Standardization (ISO)

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.

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.

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

A container ship onto which containers are lifted by crane.

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.

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.

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.

NVOCC

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

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.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.

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.

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.

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.

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 of Loading (POL)

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

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.

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.

SED

Shipper's Export Declaration. A form, which is often, required prior to exporting a product.

Shipped Bill of Lading

A bill of lading issued only after the cargoes have actually been shipped on board the vessel, as distinguished from the Received-for-Shipment bill of lading. Also see "On-board Bill of Lading".

Shipped on-board

Endorsement on a bill of lading confirming loading of cargoes or containers on a vessel.

Said to Contain (STC)

A standard clause used to protect carrier, NVOCC operators or forwarders when cargoes are stuffed into the container by shippers, their agents or other third parties. See also Shipper's Load and Count.

TEU

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

TVA

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.

Terminal Handling Charge

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

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.