



<p><b>A&amp;CP</b>:-Anchors and Chains Proved <b>Aar</b>:-Against all risks <b>ABS</b>:-American Bureau of shipping <b>Abt</b>:-About <b>A/C</b>:-Account <b>Add</b>:-Addressed <b>Addtl</b>:-Additional <b>Adv</b>:-Advice <b>Adval</b>:-Ad valorem. (According to value) <b>A/F</b>:-Advanced freight <b>AFT</b>:-After end of ship <b>Ag</b>:-Agent; Against <b>A.I.C.S</b>:-Associate of the Institute of Chartered Shipbrokers <b>AMT</b>:-Amount <b>AN</b>:-Arrival Notice <b>ANF</b>:-Arrival Notification Form</p>	<p><b>ANS</b>:-Answer <b>A/o</b>:-Account of <b>AOB</b>:-As on Board <b>AP</b>:-Additional premium/Average payable <b>APPRO</b>:-Approval <b>APPROX</b>:-Approximately <b>AR</b>:-Arrived (shipping news) <b>A/R</b>:-All risks Regards to Insurance; Against all risks <b>AS</b>:-After sight/Account sales/Alongside <b>A.S.A.P</b>:-As soon as possible <b>A/Side</b>:-Alongside <b>A.T.A</b>:-Actual Time of Arrival <b>ATS</b>:-All time saved <b>AV</b>:-Available Container</p>
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<p><b>BAF</b>:-Bunker Adjustment Factor <b>BAL</b>:-Balance <b>BBB</b>:-Before Breaking Bulk <b>BC</b>:-Buyers Option <b>BCV</b>:-Barge carrying vessel <b>BD</b>:-Bank Draft <b>Bdi</b>:-Both Dates Inclusive <b>B/E</b>:-Bill of Entry <b>Bf</b>:-Brought forward <b>BHP</b>:-Brake Horse Power <b>bk</b>:-Banking <b>B/L</b>:-Bill of Lading</p>	<p><b>BN</b>:-Booking Note <b>B.O</b>:-Brought over <b>B/P</b>:-Bills payable <b>B.P.B</b>:-Bank Post Bill <b>BS</b>:-Bill of Sale/Bill of Store <b>BSC</b>:-British Shippers Council <b>BSR</b>:-Basic service rate <b>BSt</b>:-Bill of Sight <b>bt.</b>:-Berth Terms <b>bt</b>:-Billion tons <b>btd</b>:-Barrels per day</p>
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<p><b>C&amp;D</b>:-Collection and Delivery. Carriage from/to Customer's premises to/from CFS.  <b>C&amp;E</b>:-Customs and Excise  <b>C&amp;E.T</b>:-Customs and Excise Tariff  <b>C&amp;F</b>:-Cost and Freight. Also known as CFR.  <b>C&amp;I</b>:-Cost and Insurance  <b>CABAF</b>:-Currency and Bunker Adjustment Factor. A combination of CAF and BAF.  <b>CAC</b>:-Controlled Atmosphere Carriers / Containers  <b>C.A.D</b>:-Cash Against Documents  <b>CAF</b>:- Currency Adjustment Factor.  <b>C.A.N</b>:-Customs Assigned Number  <b>cap</b>:-Capacity  <b>CB</b>:-Container base.  <b>C.B.D</b>:-Cash Before Delivery  <b>C.C.C</b>:-Customs Co-operation Council.  <b>C.C.E</b>:-Collector of Customs and Excise  <b>C.C.T</b>:-Common Customs Tariff  <b>CCM</b>:-Central Container Management  <b>CCO</b>:-Container Cartage order  <b>Cert</b>:-Certificate  <b>CF</b>:-Carried forward  <b>CFB</b>:-Citrus Fruit Board  <b>CFR</b>:-Cost and Freight. Also known as C&amp;F.  <b>CFS</b>:-Container Freight Station.  <b>C.G.S.A</b>:-Carriage of Goods by Sea Act.  <b>C.H</b>:-Custom House  <b>C.H.A.</b>:- Custom House Agent  <b>C/I</b>:-Certificate of insurance  <b>CIF</b>:-Cost, Insurance and Freight.</p>	<p><b>CIFC&amp;I</b>:-Cost, insurance, freight, commission and interest  <b>CIR</b>:-Container Inspection Report  <b>CMI</b>:-Committee of Maritime International  <b>CN</b>:-Credit note, Consignment note, Cover note  <b>c/o</b>:-Care of; Carried over  <b>CO</b>:-Certificate of origin  <b>c.o.a</b>:-Cash on Arrival  <b>COD</b>:-Change of Destination  <b>Coll</b>:-Collision  <b>Com</b>:-Commission  <b>Consgt</b>:-Consignment  <b>C.O.P</b>:- Custom of the port.  <b>c.o.p</b>:-Cash on Presentation of documents  <b>C/P</b>:-Charter Party;  <b>CQD</b>:-Customary Quick Dispatch  <b>C.R.D</b>:-Discharging at Current Rate  <b>CSC</b>:-Container Safety Convention..  <b>CSD</b>:-Container Systems Department.  <b>CT</b>:-Combined Transport Carriage by more than one mode of transport against one contract of carriage.  <b>CTBC</b>:-Coastal Transit Bill Container.  <b>CTD</b>:-Combined Transport Document.  <b>CTL</b>:-Constructive total loss.  <b>CTLO</b>:-Constructive total, loss only.  <b>CTO</b>:- Container Terminal Order  <b>Cu.Ft.</b>:-Cubic Feet  <b>CWE</b>:-Cleared Without Examination  <b>CY</b>:-Container Yard</p>
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<p><b>DAA</b>:-Discharge always afloat  <b>D.A.D</b>:-Documents Against Discretion of collecting bank  <b>DAF</b>:-Delivery at Frontier  <b>DAT</b>:-Delivery Air temperature  <b>Dbk</b>:- Duty Drawback  <b>D.C</b>:-Deviation Clause.  <b>DD</b>:-Drydock.  <b>d.d</b>:-Due date  <b>D/D</b>:-Delivered at Docks  <b>d.d.o</b>:-Dispatch discharging only  <b>DDP</b>:-Delivered Duty Paid  <b>DDU</b>:-Delivered Duty Unpaid.  <b>Def</b>:-Deferred  <b>DEM-DES</b>:-Demurrage and dispatch  <b>DEQ</b>:-Delivered Ex Quay.  <b>DES</b>:-Delivered Ex Ship.  <b>Dest</b>:-Destination  <b>d.f</b>:-Dead freight – D/f</p>	<p><b>DFB</b>:-Deciduous Fruit Board  <b>DFT</b>:-Draft  <b>DG</b>:-Dangerous Goods.  <b>Disch</b>:-Discharge  <b>DO</b>:-Delivery Order  <b>DOT</b>:-Department of Transport  <b>d.p</b>:-Direct port  <b>DR</b>:-Debit, Debtor, Drawer  <b>DRO</b>:-Delivery Release Order  <b>DST</b>:-Double stack train with flatbeds capable of carrying containers at two-high.  <b>DTI</b>:-Department of Trade and Industry Government Department with responsibility for trade matters.  <b>DW</b>:-Deadweight  <b>DWAT</b>:-Deadweight Average Tonnage  <b>DWC</b>:-Deadweight capacity  <b>DWT</b>:-Deadweight tonnage</p>
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<p><b>E&amp;OE</b>:-Errors and Omissions Excepted <b>EB</b>:-Executive Board <b>E.C.C</b>:-Exchange Control Copy <b>ECG</b>:-Export Credits Guarantee <b>ECSI</b>:-Export Cargo Shipping Instruction. <b>EDI</b>:-Electronic Data Interchange. <b>EDP</b>:-Electronic Data Processing <b>EHA</b>:-Equipment Handover Agreement. <b>EIR</b>:-Equipment Interchange Receipt</p>	<p><b>EPU</b>:-Entry Processing Unit. <b>EQPT</b>:-Equipment <b>EST</b>:-Estimated <b>ETA</b>:-Estimated Time of Arrival. <b>ETD</b>:-Estimated Time of Departure. <b>ETR</b>:-Estimated Time of Readiness <b>Exd</b>:-Examined – Ex. <b>EXW</b>:-Ex Works. <b>ex whf</b>:-Ex wharf</p>
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<p><b>F&amp;D</b>:-Freight and demurrage <b>FA</b>:-Free alongside <b>FAA</b>:-Free of all average <b>f.a.c</b>:-Fast as can <b>f.a.c.o.p</b>:-As fast as ship can load/discharge according to custom of port <b>FAK</b>:-Freight All Kinds. <b>FAS</b>:-Free Alongside Ship. <b>fbd</b>:-Freeboard <b>FBL</b>:-Forwarders Bill of Lading <b>FCL</b>:-Full Container Load. <b>FCS</b>:-Freight Calculation Sheet <b>FD</b>:-Free Discharge/Free Dispatch/Free Delivery <b>FF</b>:-Freight Free <b>FFA</b>:-Free from alongside <b>FFI</b>:-For Further Instructions. <b>FI</b>:-Freight Invoice <b>FIATA</b>:-International Federation of Forwarding Agents Assoc. <b>FIB</b>:-Free into barge/bunkers <b>F.i.f.o</b>:-First in first out <b>FIO</b>:-Free in and out</p>	<p><b>FIOS</b>:-Free In Out + Stow. Shipper pays for loading, stowing and discharging. <b>FIOST</b>:-Free in, out, stowed and trimmed <b>FIOT</b>:-Free in/out and trimmed <b>FOB</b>:-Free On Board. <b>FOC</b>:-Free on car <b>FOD</b>:-Free of damage <b>FOQ</b>:-Free on quay <b>FOR</b>:-Free on rail <b>FOS</b>:-Free on ship <b>FOT</b>:-Free on truck <b>FOW</b>:-Free on wagon <b>FP</b>:-Flash Point <b>FPA</b>:-Free of Particular Average <b>FPD</b>:-Freight Payable at Destination <b>FR</b>:-Flat rack Container <b>F/R</b>:-Freight Release <b>FRT</b>:-Freight <b>Fr.fwd</b>:-Freight forward <b>Fr.ppd</b>:-Freight pre paid <b>FSC</b>:-For Ship's Convenience</p>
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<p><b>GA</b>:-General Average <b>GA con</b>:-General Average Contribution <b>G/A dep</b>:-General Average deposit <b>GATT</b> :-Abbreviation for "General Agreement on Tariffs and Trade." <b>G.B.O</b>:-Goods in bad order <b>GM</b>:-Goods Consignment Note <b>GO</b>:-General Order.</p>	<p><b>G.P</b>:-General Purpose container <b>GR</b>:-Gross <b>GRI</b>:-General rate increase <b>GRT</b>:-Gross Registered Tonnage <b>G.T</b>:-Gross Tonnage <b>guar</b>:-Guaranteed</p>
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<p><b>HB</b>L:-House Bill of lading  <b>Hbr</b>:-Harbour  <b>HC</b>:-High Cube. Containers 9 ft 6 ins high  <b>HFO</b>:-Heavy Fuel Oil of the highest viscosity supplied by a refinery  <b>HH</b>:-Half Height. An OT container only 4 ft 3 ins high.</p>	<p><b>HNS</b>:-Hazardous &amp; Noxious Substances.  <b>HO</b>:-Head office  <b>HSS</b>:-Heavy Grain  <b>Ht</b>:-Height  <b>H.W</b>:-High Water  <b>H.W.M</b>:-High water mark</p>
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<p><b>I.A.T.A</b>:-International Air Transport Association  <b>I.B.C</b>:-Intermediate bulk carrier  <b>I.C.&amp;C</b>:-Invoice cost and charges  <b>I.C.B</b>:-International Container Bureau  <b>ICC</b>:-International Chamber of Commerce.  <b>ICD</b>:-Inland Container Depot..  <b>I.C.S</b>:- Institute of Chartered Shipbrokers  <b>I.D</b>:-Import duty  <b>IEF</b>:-International Exchange File  <b>I/F</b>:-Insufficient funds  <b>I.F.F</b>:-Institute of Freight Forwarders  <b>IFO</b>:-Intermediate Fuel Oil  <b>I.F.S.M.A</b>:-International Federation of Ship's Masters' Association  <b>I.F.T.A</b>:-Institute of Freight Trades Association  <b>IMDG Code</b>:-International Maritime Dangerous Goods Code.</p>	<p><b>IMO</b>:-International Maritime Organization. The UN Body charged with the duty of making safety and anti-pollution conventions and recommendations concerning sea transport.  <b>INS</b>:-Insurance  <b>INT</b>:-Interest  <b>Inv</b>:-Invoice  <b>I/O</b>:-In and/or over (stowage of cargo under or on deck)  <b>I.S.F</b>:-International Shipping Federation  <b>ISO</b>:-International Standards Organization.  <b>ITS</b>:-Long Term Storage  <b>IV</b>:-Invoice Value  <b>IWL</b>:-Institute Warranty Limits</p>
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<b>JCL</b> :-Joint Container Line	
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<b>kn</b> :-Knots	<b>Kt</b> :-Thousand tons
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<p><b>L</b>:-Levy  <b>L/A</b>:- Letter of Authority  <b>Lat</b>:-Latitude  <b>LAYCAN</b>:-Lay days/Cancelling (date): Range of dates within the hire contract must start.  <b>L.B.P</b>:-Length between Perpendiculars  <b>L/C</b>:-Letter of Credit  <b>L.C</b>:-Logistic Centre  <b>LCL</b>:-Less than Container Load.  <b>Ld</b>:-Load  <b>Ldg</b>:- Loading  <b>LI</b>:-Letter of Indemnity  <b>LIC</b>:-Local Import Control.  <b>L.I.F.O</b>:-Liner in free out</p>	<p><b>I.i.f.o</b>:-Last in first out  <b>L.I.T</b>:-Longitude in time  <b>LL</b>:- Long Length  <b>LNG</b>:-Liquefied Natural Gas  <b>L.O.A</b>:-Length overall  <b>LOA</b> – Letter of Authority  <b>LO-LO</b>:-Lift-On/Lift-Off.  <b>Long</b>:-Longitude  <b>LPC</b>:-Last Port of call  <b>LR</b>:-Lloyds Register of Shipping  <b>LTBENDS</b>:-Liner Terms Both Ends  <b>LWOST</b>:-Low Water Ordinary Spring Tide  <b>lwt</b>:-lightweight</p>
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<p><b>M&amp;R</b>:-Maintenance and Repair <b>MA</b>:-Manifest Amendment <b>MCR</b>:-Maximum Continuous Rating <b>MDA</b>:-Mean Draft Arrival <b>MDD</b>:-Mean Draft Departure <b>MDO</b>:-Marine Diesel Oil <b>m.dwt</b>:-million tons deadweight <b>MED</b>:-Mediterranean <b>M.I.A</b>:-Marine Insurance Act <b>Min. B/L</b>:-Minimum Bill of Lading <b>MIN WT</b>:-Minimum weight <b>Misc</b>:-Miscellaneous</p>	<p><b>MLA</b>:-Maritime Law Association. <b>MLE</b>:-Multiple Line Enquiry <b>MMO</b>:-Mercantile Marine Office <b>MMO</b>:-Multi Modal Operator <b>M/R</b>:-Mate's Receipt <b>MS</b>:-Motor Ship <b>MSC</b>:-Maritime Safety Committee (of IMCO) <b>MSA</b>:-Merchant Shipping Acts <b>MT</b>:-Empty, Metric Tons. <b>MTD</b>:-Multimodal Transport Document. <b>MTO</b>:-Multimodal Transport Operator. <b>MV</b>:-Motor Vessel</p>
<p><b>n.a</b>:-Not available (N.A.) <b>NAD LIST</b>:-Name and address <b>NB</b>:-Northbound <b>n.d</b>:-Non-delivery <b>NDOT</b> – National Department of Transport <b>N/m</b>:-No marks (N.m.) <b>N.O.R</b>:-Notice of Readiness (N/R) <b>N.O.R.A</b>:-Notice of Readiness Accepted <b>N.O.R.T. &amp; A</b>:-Notice of Readiness Tendered and Accepted</p>	<p><b>NPC</b>:-Next Port of Call <b>NPV</b>:-Net present value <b>NRAD</b>:-No risk after discharge <b>NRT</b>:-Net registered tonnage <b>NtWt</b>:-Net weight <b>NVO(C)C</b>:-Non Vessel Owning / Operating (Common) Carrier <b>NWC</b>:-North West Continent</p>
<p><b>OBOC</b>:-Oil Bulk Ore Carrier <b>o/c</b>:-Overcharge <b>Oc. B/L</b>:-Ocean Bill of Lading <b>OD</b>:-on Deck <b>OF</b>:-outward Freight <b>OH</b>:-Over height. <b>O/o</b>:-Order of <b>OOG</b>:-Out of Gauge.</p>	<p><b>O.P</b>:-Open Policy <b>OR</b>:-Owners Risk <b>OS</b>:-Open sided container. <b>OSP</b>:-One Safe Port <b>OT</b>:-Open Top container. <b>O.T.A.R</b>:-Overseas Tariffs and Regulations <b>OW</b>:-Over width.</p>



<p><b>P &amp; I Club</b>:-Protection and Indemnity Club.  <b>PA</b>:-Particular Average.  <b>pa</b>:-Per annum  <b>PCL</b>:-Parcel  <b>pcs</b>:-Pieces  <b>PD</b>:-Packing Declaration.  <b>PF</b>:-Platform  <b>PFSO</b> – Port Facility security Officer  <b>PFSP</b> – Port Facility Security Plan  <b>PHA</b>:-Port Health Authority.  <b>PIRN</b>:-Positioning Instruction Reference Number  <b>pkg</b>:-Package  <b>Pkge</b>:-Package  <b>PL</b>:-Partial Loss  <b>P.M.T</b>:-Per metric ton  <b>P/N</b>:-Promissory Note</p>	<p><b>PO</b>:-Positioning  <b>POA</b>:-Place of Acceptance  <b>P.O.B</b>:-Pilot on Board  <b>p.o.c</b>:-Port of call  <b>POD</b>:-Port of Discharge;; Place of Delivery  <b>POL</b>:-Port of Loading  <b>P.O.R</b>:-Place of Receipt;  <b>ppd</b>:-Prepaid  <b>PPECB</b>:-Perishable Products Export Control Board  <b>PPI</b>:-Planned Position Indicator  <b>PSD</b>:-Parcel size distribution  <b>PSI</b> – Pre-shipment inspection  <b>P/side</b>:-Port side – left side of ship  <b>P to P</b>:- Port to Port.</p>
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<b>Qlty</b> :-Quality <b>Qn</b> :-Quotation (qn.)	<b>qty</b> :-Quantity <b>Qy</b> :-Query
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<p><b>R</b>:-Rail.  <b>rcv</b>:-Receiver  <b>R/D</b>:-Refer to drawer  <b>RDC</b>:-Running Down clause  <b>recd</b>:-Received  <b>Redicon</b>:-Refrigerated Digital Control  <b>reg</b>:-Registered (regd)  <b>RFR</b>:-Required freight rate</p>	<p><b>RFS</b>:-Received for shipment  <b>RMT</b>:-Road Motor Transport  <b>RN</b>:-Release Note.  <b>r.o.b</b>:-Retained on Board/Remaining on Board  <b>RO-RO</b>:-Roll On-Roll Off.  <b>RPT</b>:-Rate per Ton  <b>RT</b>:-Radio Telephone</p>
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<p><b>S. &amp; F.A</b>:-Shipping and Forwarding Agent  <b>s/a</b>:-Subject to approval  <b>SAD</b>:- Single Administrative Document.  <b>SB</b>:-Southbound  <b>SBT</b>:-Segregated ballast tanks  <b>SD</b>:-Sailed  <b>s.d</b>:-Short Delivery  <b>SDR</b>:-Special Drawing Rights.  <b>S.E.D</b>:-Shipper's Export Documentation  <b>SHEX</b>:-Sundays and Holidays excluded  <b>Shinc</b>:-Sunday and Holidays included  <b>Shipt</b>:-Shipment (Shpt.)  <b>Shpg</b>:-Shipping  <b>SHIX</b>:-Sundays and Holidays included  <b>SHP</b>:-Shaft Horse Power  <b>SI</b>:-Shipping Instruction  <b>sld</b>:-Sailed  <b>S.M</b>:-Shipping Master</p>	<p><b>SMEU</b>:-Six meter equivalent unit  <b>SMM</b>:-Shipping market model  <b>SN</b>:-Shipping Note  <b>SO</b>:-Ship Operator;  <b>SOB</b>:-Shipped On Board.  <b>SOL</b>:-Ship owner's Liability  <b>S.O.S</b>:-Save our souls  <b>SS</b>:-Steamship  <b>S/side</b>:-Shipside  <b>s.t.c</b>:-Said to contain  <b>std.</b>:-Standard  <b>s.t.w</b>:-Said to weigh  <b>S.V</b>:-Sailing Vessel  <b>SW</b>:-Salt Water  <b>SWAD</b>:-Salt Water Arrival Draft  <b>S.W.L</b>:-Safe Working Load;</p>
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<b>TBN</b> :-To be nominated <b>T/C</b> :- Time Charter <b>TCA</b> :-Technical Compatibility Agreement <b>T.C.H</b> :-Time charter hire <b>TDL</b> :-Terminal deadline <b>t.d.w</b> :-tons deadweight <b>Temp</b> :-Temperature <b>TEU</b> :-Twenty-foot container Equivalent Unit. <b>THC</b> :-Terminal Handling Charge.	<b>Tk</b> :-Tank (Ta) <b>T.L</b> :-Total Loss (T/L) <b>TO</b> :-Terminal Operator; <b>Tonn</b> :-Tonnage <b>TS</b> :-Transshipment. <b>TSP</b> :-Terminal ship planner <b>TTO</b> :-Through Transport Operator <b>TTT</b> :-Temperature Tolerance Tim
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<b>UCC</b> :- Uniform Commercial Code. <b>UCP</b> :-Uniform Customs and Practice for Documentary Credits. <b>u.d</b> :-Under deck <b>U.dk</b> :-Upper deck <b>U.L.C.C</b> :-Ultra large crude (oil) carrier	<b>UO</b> :-Underwriting Office <b>Us</b> :-Unserviceable <b>u.s</b> :-Under seal <b>UT</b> :-Unit train <b>UU</b> :-Unusable i.e. damaged container <b>U/w</b> :-Underwriter (uw; u/w)
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<b>V.A.T</b> :-Value Added Tax <b>V.C</b> :- Valuation clause <b>VDN</b> :-Valuation Determination Number <b>VDU</b> :-Visual Display Unit	<b>V.L.C.C</b> :-Very large crude carrier <b>VSL</b> :-Vessel <b>v.v</b> :-Vice versa
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<b>WA</b> :-With average <b>WB</b> :-Waybill <b>Wdk</b> :-Weather deck <b>W.F.A</b> :-With following alteration <b>w.g</b> :-weight guaranteed <b>whf</b> :-Wharf <b>Wk</b> :-Week <b>Wkg</b> :-Working <b>W/M</b> :-Weight and/or measurement	<b>W.O.L</b> :-Wharf owner's liability <b>w.p</b> :-Without prejudice. <b>W.R</b> :-Warehouse receipt <b>WT</b> :-Watertight (W/T) <b>wt</b> :-Weight <b>WTS</b> :-Working time saved <b>W/W</b> :-Warehouse warrant <b>WW</b> :-World Wide Trading <b>W.W.R</b> :-When and Where Ready
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<b>XXX</b> :-Urgency signal transmitted by wireless telegraph	
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<b>Z.T</b> :-Zone time	
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