



Common Terms

ABANDON:-A proceeding wherein a shipper/consignee seeks authority to abandon all or parts of their cargo.

ABATEMENT:-A discount allowed for damage or overcharge in the payment of a bill.

ABNORMAL/OUT OF GAUGE:-Cargo which cannot conform with an International Standards Organisation (I.S.O.) container and so protrudes over the sides or top of a container.

ABSORPTION:-One carrier assumes the charges of another without any increase in charges to the shipper.

ACQUITTANCE:-A written receipt in full, in discharge from all claims.

ACQUITTAL:-For Container Operators -Reconciliation of documents presented to Customs with those presented to container operators to prove legitimacy of imports/exports.

AD VALOREM BILL OF LADING:-Bill of Lading which shows the ad valorem value which is the carriers limit of liability.

AD VALOREM FREIGHT:-Freight (wharfage) chargeable on the value of the (wharfage) goods shipped and not on weight or measurement.

AD VALOREM:-according to the value -An Ad Valorem freight rate is one where freight is based on the value of the goods. An Ad Valorem Bill of Lading is one where the value of the goods is shown on the face of the document, which value becomes the Carrier's limit of liability, in return for the payment of a freight surcharge

ADVANCE FREIGHT:-Freight paid in advance and not recoverable if the carrier fails to deliver the goods at the destination, unless the loss was deliberate.

ADVICE OF SHIPMENT:-A notice of sent to a local or foreign buyer advising that shipment has gone forward and containing details of packing ,routing, etc.A copy of the invoice is often enclosed and, if desired, a copy of the bill of lading.

ADVISING BANK:-A bank operating in the seller's country,that handles letters of credit on behalf of a foreign bank.

AGGREGATE SHIPMENT:-Numerous shipments from different shippers to one consignee that are consolidated and treated as a single consignment.

ALL IN:-The total price to move cargo from origin to destination, inclusive of all charges.

ALONGSIDE:-A phrase referring to the side of a ship. Goods delivered "alongside" are to be placed on the dock or barge within reach of the transport ship's tackle so that they can be loaded.

ANTI-DUMPING DUTY:-A tariff imposed to discourage sale of foreign goods, subsidized to sell at low prices detrimental to local manufacturers.

APPRAISEMENT:-Determination of the dutiable value of imported merchandise by a Customs official who follows procedures outlined in their country's tariff.

ARRIVAL NOTICE:-Document issued to importers prior to the arrival of a vessel both for information and to enable the re-routing of cargo to be effected.

ASSIGNMENT:-A term commonly used in connection with a bill of lading. It involves the transfer of rights, title and interest in order to assign goods by endorsing the bill of lading.

BACK FREIGHT:-Freight charged for the return of goods, which have not been accepted at the port of delivery.

BARREL (BBL):-A term of measure referring to 42 gallons of liquid at 60o F.

BASE RATE:-A tariff term referring to ocean rate less accessorial charges, or simply the base tariff rate.

BAYPLAN:-Plan showing where each container is located on the vessel as well as showing the container number, destination port, weight in tonnes and any special information applying to each container.

BEAM :-The width of a ship.

BENDS:-Both Ends refers to loading and discharge ports.

BENEFICIARY:-Entity to whom money is payable. -The entity for whom a letter of credit is issued. -The seller and the drawer of a draft.

BILL OF ENTRY:-A document, which an importer of goods is required to fill out and present to the customs authorities in order to clear the goods.

BILL OF EXCHANGE (BE):-A forward dated undertaking to pay prepared by the debtor and signed by the creditor to acknowledge debt and date payment due. Used in Documentary Credits to allow period of credit.

BILL OF LADING:-A receipt for goods received for shipment or shipped on board. It is a document of title, and whilst not in itself a full contract, it contains evidence of the terms and conditions of the contract.



BILL OF SUFFERANCE:-Customs authority for a vessel to carry dutiable goods when in coastal waters.

BLANKET WAYBILL:-A waybill covering two or more consignments of freight.

BLOCK STOWAGE:-Stowing cargo destined for a specific location close together to avoid unnecessary cargo movement.

BONDED GOODS:-Goods deposited in a bonded warehouse until such time as the custom duty upon them has been paid.

BOW:-The front of a vessel.

BOX:-Name for container.

BREAK-BULK CARGO:-Goods shipped loose in the vessel's hold and not in a container

BREAKBULK:-Cargo that is not unitised, i.e. is in different sized units, e.g. drums, bales, barrels, etc.

BREAKING BULK:-Opening the hatch at the port of delivery and removing the cargo.

BROKERAGE:-Commission for broker services usually 1-1/4% of total freight or hire.

BROKER:-A person who arranges for transportation of loads for a percentage of the revenue from the load.

BULK BAG:-A bag fitted in a special container and used for the containerized transport of liquid cargo in bulk.

BULK:-Unpackaged carried cargo, e.g. ores, grains, wines and oils carried in the ship's tanks.

BULK CARRIER:-Vessel designed for the carriage of bulk cargoes.

BUNKER ADJUSTMENT FACTOR:-The percentage added to freight to adjust for increases in the price of bunkers.

BUNKER:-Space in which the fuel for the vessel is stored or the actual fuel itself.

CARGO MANIFEST :-A manifest that lists all cargo carried on a specific vessel voyage. **CARGO NOS** :-Cargo Not Otherwise Specified. Usually the rate entry in a tariff that can apply to commodities not covered under a specific item or sub_item in the applicable tariff.

CARRIER :-Any person or entity who, in a contract of carriage, undertakes to perform or to procure the performance of carriage by rail, road, sea, air, inland waterway or by a combination of such modes.

CARRIER'S CERTIFICATE :-A certificate supplied by carrier to release cargo to the correct party.

CASH AGAINST DOCUMENTS (CAD) :-Method of payment for goods in which documents transferring title are given the buyer upon payment of cash to an intermediary acting for the seller, usually a commission house.

CARGO DEPOT:-Place at which both FCL & LCL containers are packed and unpacked, having Customs Franchise.

CARGO HANDLING CHARGE:-The charge payable by the merchant of goods not held in containers at the port of loading/discharge.

CARGO TANK:-A tank built into a ship for the carriage of liquid cargo, and possibly capable of being heated should the cargo so require.

CARNET:-A Customs document permitting the holder to temporarily carry or send merchandise into certain foreign countries (for display, demonstration or similar purposes) without paying duties or posting bonds.

CARRIER HAULAGE:-Transport for the delivery or collection of containers, arranged by the container operator or its agent.

CELL GUIDE:-Steel framework under the deck in which the containers are held in position throughout the voyage on a cellular vessel.

CELLULAR:-Term used to describe hold configuration of purpose built containerships equipped with cell guides into which containers fit.

CELLULAR VESSEL:-Vessel designed to carry containers in vertical guides.

CERTIFICATE OF ORIGIN -A certified document as to the origin of goods

CHARTER PARTY:-A contract between shipowner and charter for the carriage of goods, or hire of vessel, for a period of time or a voyage.

CHARTERER:-A hirer of a vessel from the owner either for a period of time or a voyage.

CHARTERING:-Negotiation of a Charter Party by a Shipbroker, employed by the owner and by the charterer.

CHASSIS:-skeleton of flatbed on wheels with locking mechanisms to secure container onto it

CLASS CLASSIFICATION:-Classification Society under which ships are registered, e.g. to Lloyds Class A1 or A.B.S. etc. i.e. in accordance with the rules of the society and subject to survey by Classification Surveyors.

CLAUSE:-Criteria for vessels on which automatic cargo insurance cover apply at standard rates.

CLEAN BILL OF LADING:-A Bill of Lading that has not been endorsed with a description of damages to



the goods; the opposite of an unclean Bill of Lading.

CLEAR DAYS:-The day on which the notice is given and the day on which the notice expires are not included in the notice period.

CLIP-ON UNIT:-An electrically/fuel-powered unit that attaches on to the end of a specially designed (fruit/reefer) container to keep the content's temperature controlled.

CLOSING DATE:-Last date on which export goods can be accepted for a nominated sailing.

COLLECTING :-A bank that acts as an agent to the seller's bank (the presenting bank). The collecting bank assumes no responsibility for either the documents or the merchandise.

COLLECTION:-A draft drawn on the buyer, usually accompanied by documents, with complete instructions concerning processing for payment or acceptance.

COMBINED TRANSPORT BILL OF LADING:-A document of title, also known as a Combined Transport Document, specifying that goods have been accepted for transport to final destination, covering movement by sea, road and rail.

COMMODITY RATE:-A tariff rate based on the contents of a container as distinct from a box rate.

CONFIRMED LETTER OF CREDIT :-A letter of credit, issued by a foreign bank, whose validity has been confirmed by a domestic bank. An exporter with a confirmed letter of credit is assured of payment even if the foreign buyer or the foreign bank defaults.

CONFIRMING BANK :-The bank that adds its confirmation to another bank's (the issuing bank's) letter of credit and promises to pay the beneficiary upon presentation of documents specified in the letter of credit.

CONSOLIDATOR :-A person or firm performing a consolidation service for others. The consolidator takes advantage of lower full carload (FCL) rates, and savings are passed on to shippers.

CONSIGN:-To complete those formal documents necessary to the transport of goods from one place to another.

CONSIGNEE:-The person to whom the goods are consigned.

CONSIGNOR:-The person who consigns or forwards the goods.

CONSOLIDATION:-Process of combining LCL parcels to make efficient use of containers.

CONSORTIUM:-A group of Liner Services who agree to rationalise sailing's in a trade and carry each other's containers.

CONTAINER DEMURRAGE:-The amount payable by the importer/exporter to carrier for retaining the container beyond the free time stipulated in the applicable tariff.

CONTAINER DEPOT:-Licensed by Customs for the consolidation of Breakbulk cargo and unpacking of LCL containers. The custody of uncleared FCL containers and government department inspections. Privately operated.

CONTAINER FREIGHT STATION:- A shipping dock where cargo is loaded ("stuffed") into or unloaded ("stripped") from containers.

CONTAINER INSPECTION REPORT:-The Report on which the condition of each container, as it enters or leaves the Depot or Terminal, is recorded by Depot or Terminal Operators.

CONTAINER LAAGER / PARK:-An area used by the container operator for the storage of empty containers.

CONTAINER MANIFEST:-A document detailing the contents of all the consignments in a container prepared by the container operator from data captured for the production of a Combined Transport Bill of Lading and must be carried on board ship.

CONTAINER:-A standard unit for the conveyance of cargo. These can be made from steel, aluminium, GRP and plywood.

CONTRABAND :-Cargo that is prohibited.

CONVENTIONAL VESSEL:-Ship which carries breakbulk cargo

CORNER CASTINGS:-Special fittings located on top and bottom of each container corner post which, by means of inserting a twist lock, are used for lifting and securing the container.

COST AND FREIGHT:-A term of sale where the seller must pay the costs and freight necessary to bring the goods to the named destination, but the risk of loss or damage to the goods, as well as of any cost increases, is transferred from the seller to the buyer when the goods pass the ship's rail at the port of shipment.

COST AND INSURANCE:-Sale term relating to goods in transit where the seller does not pay the shipping charges, but he does arrange the insurance and includes the premium in the purchase price.

COST INSURANCE FREIGHT:-A term of sale for goods in transit. It refers to the cost of a commodity, its



insurance and cost of carrying it by sea to a specified port, all borne by the seller and recovered in his overall price to the buyer.

COUNTERVAILING DUTY :-An additional duty imposed to offset export grants, bounties or subsidies paid to foreign suppliers in certain countries by the government of that country for the purpose of promoting export.

CROSS HAULAGE:-The local transport of an empty or full container between two points.

CURRENCY ADJUSTMENT FACTOR:-The percentage added to freight to adjust for changes in currency exchange rates.

CUSTOMS ENTRY :-All countries require that the importer make a declaration on incoming foreign goods. The importer then normally pays a duty on the imported merchandise. The importer's statement is compared against the carrier's vessel manifest to ensure that all foreign goods are properly declared.

CUSTOMS INVOICE:-A form requiring all data in a commercial invoice along with a certificate of value and/or a certificate of origin.

DANGEROUS GOODS CODE:-the International Convention for the Safety of Life at Sea, regarding the carriage of dangerous goods by sea.

DANGEROUS GOODS PACKING DECLARATION/DANGEROUS GOODS CERTIFICATE:-A special packing declaration used when dangerous goods are packed into a container.

DEADFREIGHT:-Payment for space booked but not used.

DEADWEIGHT CARGO :-A long ton of cargo that can be stowed in less than 40 cubic feet.

DEADWEIGHT TONNAGE:-Vessel's carrying capacity inclusive of fuel stores, water, crew, etc.

DECON TRAILER:-This is a specially designed road haulage trailer to drop off/lift up full or empty containers under its own mechanical power, on and off the ground it is not reliant on the availability of handling equipment.

DECONSOLIDATION POINT :-Place where loose or other non-containerized cargo is ungrouped for delivery.

DELAYED FULL CONTAINER:-An FCL not cleared and a Delivery Release Order

DELIVERED DUTY PAID:-When followed by words naming the buyer's premises denotes the seller's maximum obligation. If the parties wish that the seller should clear the goods for import, but that some of the costs payable upon the import of goods should be excluded; such as value added tax (VAT) and/or other similar taxes; this should be made clear by adding words to this effect (e.g. "exclusive of VAT and/or other Taxes").

DELIVERY ORDER:-A document authorizing delivery to a nominated party of goods in the care of a third party. Can be issued by a Carrier on surrender of a Bill of Lading and then used by Merchant to transfer title by endorsement.

DELIVERY RELEASE ORDER:-A document used to control the release of cargo.

DEMURRAGE:-Charge raised for detaining FCL container/trailer at a CFS for longer period than provided in Tariff.

DEPOT:-A CFS.

DETENTION:-Detention charge -Charge payable to operator of transport equipment consequent upon failure to load/discharge a container within the free period allowed.

DISBURSEMENT:-Payments made by the ship's agents for port charges, customs fees, stores, bunkers, water etc. on behalf of owners.

DISPLACEMENT:-The actual weight of the ship and all aboard her at any given time.

DOC. CREDIT:-Documentary Credit The basis of international trade by means of which payment is made against surrender of specified documents.

DOCKS DUE:-Charges payable by ship operators for the use of docks.

DOCUMENTS AGAINST ACCEPTANCE (D/A) :-Instructions given by a shipper to a bank indicating that documents transferring title to goods should be delivered to the buyer only upon the buyer's acceptance of the attached draft.

DOCUMENTS AGAINST PAYMENT (D/P) :-An indication on a draft that the documents attached are to be released to the drawee only on payment.

DOOR-TO-DOOR :-Through transportation of a container and its contents from consignor to consignee. Also known as House to House. Not necessarily a through rate.

DRAUGHT/DRAFT:-The depth, from the keel to the waterline of the immersed part of the hull.

DRAYAGE:-Inland haulage of containers.



DRY CARGO:-Cargo that is not liquid and normally does not require temperature control.

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

DUMPING:-Attempting to import merchandise into a country at a price less than the fair market value, usually through subsidy by exporting country.

DUNNAGE:-Material (wood, matting, etc.) used in stowing cargo, either for separation or for prevention of damage, by sweating, skidding etc.

DWELL TIME:- (IDLE TIME) Time spent by a container between two specific geographic points

EARLY LANDED:-Cargo landed in error at a port before the correct port of destination is reached.

ELECTRONIC COMMERCE:-The presently preferred term for trading with EDI.

ENDORSEMENT :-A legal signature usually placed on the reverse of a draft; signifies transfer of rights from the holder to another party.

EQUALISED PORT:-A traditional port no longer serviced directly by Conference Container vessels, but at which the exporter still pays his traditional charges.

EX FACIE:-According to documents.

EX QUAY:-The seller makes the goods available to the buyer on the quay (wharf) at the destination named in the sales contract. The seller has to bear the full cost and risk involved in bringing the goods there.

EX SHIP:-The seller makes the goods available to the buyer on board the ship at the destination named in the sales contract. The seller has to bear the full cost and risk involved in bringing the goods there.

EXCESS FLOOR RENT:-Rent charged by a Cargo Depot on LCL cargo not cleared and removed within the free storage period allowed.

EXPORT DECLARATION:-A government document declaring designated goods to be shipped out of the country. To be completed by the exporter and filed with the Government.

EXPORT LICENCE:-Governmental document authorizing export of restricted goods.

EXPRESS WARRANTY:-Detailed and explicit warranties included in a policy of marine insurance.

FALSE BILLING :-Misrepresenting freight or weight on shipping documents.

FANTAINER:-Container with built in forced ventilation.

FEEDER PORT:-A port at which the ocean carrier cannot call but which has a coastal container vessel linking it to a container terminal.

FEEDER VESSEL:-A short-sea vessel used to fetch and carry goods and containers to and from deep-sea vessels.

FIXED DAY WEEKLY:-Service with a sailing on the same day each week.

FLAT RACK:-A container consisting of a base and two ends but no sides or roof.

FLEXITANK:-Polythene bag to allow bulk liquids and powders to be carried in General Purpose Containers

FLOTSAM:-Goods lost by shipwreck and found floating on the sea.

FORCE MAJEURE:-Circumstances beyond the control of either party to a contract.

FORKLIFT:-A motorised vehicle with forklike lifting apparatus used for cargo handling.

FREE ASTRAY :-An astray shipment (a lost shipment that is found) sent to its proper destination without additional charge.

FREE IN AND OUT:-Carrying vessel not to bear any expense incidental to loading and discharging.

FREE TIME :-That amount of time that a carrier's equipment may be used without incurring additional charges.

FREE (FOREIGN) TRADE ZONE :-A port designated by the government of a country for duty-free entry of any non-prohibited goods. Merchandise may be stored, displayed, used for manufacturing, etc., within the zone and re-exported without duties.

FREIGHT:-The amount payable for the carriage of goods. Sometimes also used to describe the goods themselves, which are better, described as cargo in marine transportation. The charge for transporting goods by water.

FREIGHT ALL KINDS:-System whereby freight is charged per container irrespective of the nature of the cargo.

FREIGHT BILL :-A document issued by the carrier based on the bill of lading and other information; used to account for a shipment operationally, statistically, and financially. An Invoice.

FREIGHT BROKER:-The Carrier's Agent

FREIGHT FORWARDER:-An independent business which handles export shipments for compensation. At the request of the shipper/exporter, 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.

FREIGHT TON:-The tonnage on which freight is charged (also called B/L Ton).

FORE AND AFT:-The direction on a vessel parallel to the center line.

FULL CONTAINER LOAD:-A container load of goods, the merchant being responsible for packing and unpacking the container.

GOODS:-Cargo accepted from the Merchant including any container, transportable tank, flat or pallet or other appliance NOT PROVIDED BY THE CARRIER.

GRAIN ELEVATOR:-Loading/discharging equipment associated with the grain storage facility.

GRAIN SPACE:-The complete capacity of the ship's cargo spaces (including hatchways), measured in cubic feet.

GROSS FOR NETT:-A shipping term used where the "tare" or additional weight over the nett weight of cargo is so small that it can be ignored and the gross weight may be taken as the nett weight.

GROSS TIME AT BERTH:-The time from the line ashore to the last line let go, but includes time spent at anchor awaiting berth

GROSS WORKING TIME:-The time between the first lift on/off and final lift on/off.

GROUNDAGE:-Charge made for permission to anchor.

GROUPE:-A system whereby relatively small units of cargo are grouped together for packing in one container. Consolidation of several LCL consignments into a container.

HALF HEIGHT:-Container with half the height of a standard container.

HAND OVER CHARGE:-Charge payable by Merchant on election of merchant haulage for the container being used by him.

HARMONIZED SYSTEM OF CODES (HS) :-An international goods classification system for describing cargo in international trade under a single commodity-coding scheme. Developed under the auspices of the Customs Cooperations Council (CCC), an international Customs organization in Brussels, this code is a hierarchically structured product nomenclature containing approximately 5,000 headings and subheadings. It is organized into 99 chapters.

HAZARDOUS:-Relates to commodities which in any way could cause harm to life, limb or property and require special precautions to be taken including special labeling.

HEAVY GRAIN:-Wheat, maize or rye.

HEAVY LIFT:-A single unit of cargo that is too heavy to be handled by the average ship's cargo handling gear.

HITCHMENT:-The marrying of two or more portions of one shipment that originate at different locations, moving under one bill of lading, from one shipper to one consignee.

HOLD:-A part of the interior of a vessel below decks in which cargo may be stowed. An instruction issued by the Department of Customs & Excise, which prevents cargo from being cleared until fully inspected and documented

HOMOGENOUS CONTAINER CAPACITY:-Expressing capacity or volume in a way that permits combination of 20' and 40' containers to create a single homogenous tally (eg: 40 X 40 ft plus 20 X 20 ft containers equivalent to 40 FEU or 100 TEU).

HOUSE B/L:-B/L issued by a freight forwarder or consolidator covering a single shipment containing the names, addresses and specific description of the goods shipped.

IMBALANCE :-A pattern of trade with more cargo flow in one direction than the other and results in empty containers being moved internationally.

IMBALANCE CORRECTING:-The process in which the shortfall is made up, generally by moving empties to the area with a greater demand.

IMMEDIATE EXPORTATION:-An entry that allows foreign merchandise arriving at one port to be exported from the same port without the payment of duty.

IMPLIED WARRANTIES:-Assurances that are not made specifically by an insurer but are implied by his application for insurance. These are -that the ship is seaworthy; that the venture is lawful; that the venture will be carried out in a lawful manner.

IN-TRANSIT ENTRY (I.T.) :-Allows foreign merchandise arriving at one port to be transported in bond to another port, where a superseding entry is filed.

IN BOND:-Goods on which duty has not been paid are held "in bond"

INCENTIVE RATE:-A lower-than-usual tariff rate assessed because a shipper offers a greater volume than specified in the tariff.

INCOTERMS:-International Rules for the Interpretation of Trade Terms. A list (currently 13) of standard terms



for foreign trade contracts compiled by ICC. The recognized abbreviation for the International Chamber of Commerce Terms of Sale.

INDEMNITY BOND :-An agreement to hold a carrier harmless with regard to a liability.

INDUCEMENT :-Placing a port on a vessel's itinerary because the volume of cargo offered at that port justifies the cost of routing the vessel.

INSPECTION CERTIFICATE:-A certificate issued by an independent agent or firm attesting to the quality and/or quantity of the merchandise being shipped.

INSTALLMENT SHIPMENTS:-Successive shipments are permitted under letters of credit. Usually they must take place within a given period of time.

INSTITUTE WARRANTY LIMITS:-Areas of navigable water that do not require additional insurance premium, i.e. are considered to be 'safe' areas, Great Lakes, Baltic, Arctic, etc. are all outside I.W.L.

INSULATED CONTAINERS:-Containers that rely on an external source for their refrigeration.

INSURANCE, ALL-RISK :-This type of insurance offers the shipper the broadest coverage available, covering against all losses that may occur in transit.

INTEGRAL:-Refrigerated container with own machinery.

INTEGRAL REEFER CONTAINERS:-Containers with integrated refrigeration machinery, not requiring an external refrigeration source.

INTERLINE FREIGHT:-Freight moving from origin to destination over the Freight lines of two or more transportation carriers.

INTERMODAL:-The ability to move between two or more different modes of transport with the smallest interruption to the speed of transit. Used to denote movements of cargo containers interchangeably between transport modes, i.e., motor, water, and air carriers, and where the equipment is compatible within the multiple systems.

INTERMODAL B/L:-B/L covering cargo moving via multimodal means. Also known as Combined Transport B/L, or Multimodal B/L.

INTERNATIONAL AIR TRAVEL ASSOCIATION:-The association coordinating all regulations for International Air Travel.

INTERNATIONAL MARITIME DANGEROUS GOODS CODE:-To assist compliance with legal requirements of the International Convention for the Safety of Life at Sea, regarding the carriage of dangerous goods by sea.

INTERNATIONAL MARITIME ORGANISATION:-IMO -A United Nations agency dealing solely with maritime affairs, the primary objective being improvement of maritime safety and the prevention of maritime pollution.

INTERNATIONAL STANDARDS ORGANISATION:-The organisation through which containers' codes for containers of various types and sizes are internationally classified.

INWARD FOREIGN MANIFEST (IFM) :-A complete listing of all cargo entering the country of discharge. Required at all world ports and is the primary source of cargo control, against which duty is assessed by the receiving country.

KNOT:-A measure of speed, being one nautical mile 6,080 ft. traversed in one hour.

LAAGER:-A term for a storage park for empty containers.

LANDING CERTIFICATE :-Certificate issued by consular officials of some importing countries at the point or place of export when the subject goods are exported under bond.

LANDING CHARGES:-Charges payable on cargo at the port of destination, i.e. unloading, temporary warehousing, etc.

LASHING:-The act of tying down containers or cargo on deck with lashing rods.

LEASING COMPANY:-A company who leases containers to liner operators based on long-term, master lease or spot terms.

LESS THAN CONTAINER LOAD:-A parcel of cargo too small to fill a container which is grouped by the carrier at a Container Freight Station with other compatible cargo for the same destination.

LETTER OF CREDIT:-An instrument of audit issued by the buyer's bank, at the buyer's request, in which the issuing bank promises to pay the seller upon presentation of documents stipulated in the terms and conditions of the audit.

LETTER OF INDEMNITY:-A letter given by one department to a second party absolving him of a specified responsibility.

LIEN:-A right to retain goods and documents against payment of charges etc. due but unpaid. The right to retain property (cargo or vessel) until a debt due in respect of it is paid.

LIEU WEIGHING:-A percentage deducted from freight to save cost of weighing.

LIFT ON / LIFT OFF:-A cellular container ship on to which containers (lo-lo) are lifted with the assistance



of cranes, etc. (as opposed to ro-ro).

LIGHT DISPLACEMENT:-A measurement in cubic tons that is equivalent to the quantity of water displaced by the vessel when she is unladen.

LIGHT DUES:-Payments collected from ships to maintain lightships, lighthouses, marker buoys and other navigation aids.

LIGHTER ABOARD SHIP:- (LASH) A vessel carrying lighters or barges aboard ship.

LIGHTER:-Barge

LIGHTERAGE:-Charge for the use of a barge or lighter.

LINER:-Vessel plying a regular trade or 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.

LONG TON:-A ton of 1016 kilos as against metric ton of 1000 kilos.

LUMP SUM:-Instead of paying freight per ton it is paid in one lot often when the stowage factor is unknown or varies.

MANIFEST:-A complete record of all cargo on board a vessel for a specific voyage required for custom formalities and port authorities. List of goods (or passengers) on a vessel.

MATE'S RECEIPT:-An acknowledgment of the receipt of goods on board ship by the mate of the ship. This is a temporary document, which acts as proof that the goods have been placed on board during the period that elapses before the Bill of lading is issued.

MERCHANT HAULAGE:-The inland transport of goods in containers and breakbulk by the merchant, at his risk and responsibility.

MERCHANT:-Includes the shipper, holder of the Bill of Lading, Consignee, Receiver of the goods, any person owning or entitled to possession of the goods or of the Bill of Lading, and any one on behalf of any such person.

METRIC TON:-1000 kilos.

MINIMUM BILL OF LADING :-A clause in a Bill of lading which specifies the least charge that the carrier will make for issuing a lading. The charge may be a definite sum or the current charge per ton for any specified quantity.

MULTIMODAL TRANSPORT:-The UNCTAD preferred term for what we call Combined Transport.

NEGOTIABLE INSTRUMENTS :-A document of title (such as a draft, promissory note, check, or bill of lading) transferable from one person to another in good faith for a consideration. Non-negotiable bills of lading are known as "straight consignment." Negotiable bills are known as "order b/l's."

NET WORKING TIME:-The gross working time minus the delays, and is the actual crane hours worked handling 'ISO' containers.

NET TONNAGE:-That remaining from gross tonnage after deducting the non-earning spaces, i.e. accommodation, propelling machinery, fuel, etc. Port charges are levied on net registered tonnage.

NON-DUMPING CERTIFICATE :-Required by some countries for protection against the dumping of certain types of merchandise or products.

NON-VESSEL OPERATING COMMON CARRIER (NVOCC) :-A cargo consolidator in ocean trades who will buy space from a carrier and sub sell it to smaller shippers. The NVOCC issues bills of lading, publishes tariffs and otherwise conducts itself as an ocean common carrier, except that it will not provide the actual ocean or intermodal service.

NOTIFY PARTY:-Party to whom ANF is sent.

NUMBER OF LIFTS:-The total number of moves in the port discharging, loading and re-stowage, and hatch covers.

OCEAN FREIGHT CHARGE:-Is calculated, unless specifically stated to the contrary, by multiplying the number of freight tons by the appropriate ocean freight rate.

OCEAN FREIGHT RATE:-The rate of freight applicable to the ocean service.

ON CONSIGNMENT:-When goods are sent overseas with the intention that they are to be put up for sale on arrival at destination, they are said to be "on consignment".

OPEN CHARTER:-Charter party in which a vessel may fix for any cargo and for any ports.

OVERWEIGHT:-The weight by which any container exceeds the prescribed mass of 20,320 kg. for a 6m container and 30,480 kg. for a 12m container allowed by the International Standards Organisation (I.S.O.)

PACKING DECLARATION:-A declaration signed by the exporter or his agent certifying that the



description, mass and measurement of cargo in a container are all correct.

PACKING LIST:-Itemized list of commodities with marks/numbers but no cost values indicated.

PALLET:-A platform on which packaged goods are stacked and fastened for the purpose of ease of handling in storage on a vessel. It is usually associated with unit loading.

PHYTOSANITARY INSPECTION CERTIFICATE:-A certificate issued by the Department of Agriculture to satisfy import regulations of foreign countries; indicates that a shipment has been inspected and found free from harmful pests and plant diseases.

PIER :-The structure perpendicular to the shoreline to which a vessel is secured for the purpose of loading and unloading cargo.

PLACE OF DELIVERY:-This is the place where the cargo will be released to the importer and where the responsibility of S/Line ends.

PORTAINER CRANE:-Gantry crane with liftable outreach for servicing container ships.

POS:-Point of Sale.

POST-PANAMAX CRANE:-Gantry crane for servicing ships with dimensions too large to use the Panama Canal – generally up to 17 containers across the ships beam.

PRATIQUE:-frees the permit for a vessel to communicate with land after a clean bill of health has been produced, or quarantine restrictions have been observed.

PRIMAGE:-Percentage added to the freight and retained by the loading broker; recoverable in part or in all as rebate according to the regulations of the conference under which the vessel is operating.

PRINCIPAL CARRIER:-The Carrier issuing a CTD regardless of whether or not goods are carried on his own, a third party's or a consortium member's vessel.

PRINCIPAL:-The person or body for whom an agent acts.

PRO FORMA:-As a matter of form.

PRO RATA:-In proportion to.

Project Rate :-Single tariff item, established to move multiple commodities needed for a specified project, usually construction.

PROMPT:-Refers to ship's position.

PULP TEMPERATURE :-Procedure where carrier tests the temperature of the internal flesh of refrigerated commodities to assure that the temperature at time of shipment conforms to prescribed temperature ranges.

QUARANTINE:-A restraint placed on an operation to protect the public against a health hazard. A ship may be quarantined so that it cannot leave a protected point. During the quarantine period, the Q flag is hoisted.

QUOTA:-The quantity of goods that may be imported without restriction during a set period of time.

QUOTATION:-An offer to sell goods at a stated price and under stated terms.

RAILHEAD:-Locations in the rail system which are provided with equipment for handling containers from one mode of transport to another, usually located adjacent to terminals or cargo depots.

REBATE:-Allowance or discount.

REDELIVERY:-The return of a container to its owner.

REEFER:-A refrigerated vessel or container.

REEFER POINTS:-or plugs. Power outlet in ship or shore facility which integrated containers can be connected to. Otherwise for containers without their own cooling system but connects via ducts to a cooling system.

REPOSITIONING:-The movement of empty containers between container parks from an overstocked area to an under stocked area.

RESTOW-DIRECT:-The transfer of a container from one slot, directly, to another aboard a vessel.

RESTOW-INDIRECT:-The transfer of a container from one slot to the quay side and thence to another slot aboard the same vessel.

RETAINED ON BOARD:-Cargo is retained on board for discharge at another port than that stipulated, if a change of destination has been requested by receivers.

RETURN BY SHIPPER:-A container is returned after being released for export because either: it is not required by-the shipper it is damaged.

ROLL ON / ROLL OFF:-ro/ro -A purpose built vessel for unitised cargo with ramp access 'to the quay for trailer borne or wheeled cargo.

SAFE PORT:-Port where a vessel may lie without danger from physical or political interference.

SAILING CARD:-Shipbrokers issue such cards to clients giving details of ships they propose to load,



capacity available, place of loading and expected date of sailing.

SALVAGE:-In Marine Insurance terms, this is the award payable to a third party who saves maritime property from peril at sea.

SEAL:-A numbered implement so designed as to not be easily removed without obvious damage

SEAWORTHINESS:-The vessel must be reasonably fit in all respects to encounter the ordinary perils contemplated for the voyage.

SHIP DELAY CHARGE:-Delays caused by ship's personnel or movement of ships in immediate area causing surge of vessel.

SHIP OPERATOR:-The body responsible for providing and manning the vessels, maintaining them in an operational condition and properly stored and bunkered.

SHIPBROKERS:-Persons acting as agents for shipowners to arrange for charters, cargo carriage or passengers.

SHIPOWNER:-The owner of a ship, or a person entitled to register as the owner of one or more of the 64 shares of the ship.

SHIPPED BILL OF LADING:-Document acknowledging that the goods have been shipped.

SHIPPED ON BOARD:-Endorsement on a Bill of Lading confirming loading of cargo on vessel nominated therein.

SHIPPER:-The consignor or sender of goods by ship.

SHIPPING INSTRUCTION:-Document prepared by the exporter and submitted to the container operator. It provides the necessary consignment details required for the placing of empty container(s) at the Shipper's packing point.

SHIPPING NOTE:-A receipt note giving particulars of goods forwarded to a dock for shipment.

SHIP'S COMMAND:-Person responsible for the vessel at all times.

SHORT SHIPMENT:-A shipment where only part is loaded. The unloaded part is often termed "left out" or "shut out".

SHORT TON:-Weight measurement of 2000 lbs. (Metric ton is 2204.60 lbs.)

SHUT OUT:-Cargo not carried on nominated vessel.

SIR OUT:-Cargo not carried on nominated vessel.

SKELETAL TRAILER:-A trailer without working deck specifically designed for carrying containers.

SLOT:-Space on board a vessel occupied by a container.

SPREADER:-Container -A rectangular frame with a twist lock at each corner, that can engage with the four top corner castings of a container, for the stacking of containers ashore or onboard.

STACK:-Area where containers are stored on the ground also referred to as Pile Area.

STANDARD CONTAINER:-20 ft length x 8 ft wide x 8 ft 6" high. 40 ft length containers have the same width and height. Hi-cubes are 9 ft 6" high. 45 ft length container has same height as hi-cube.

STAND-BY TIME:-Labour time paid for while awaiting the arrival of a vessel.

STERN:-The aftermost part of the ship.

STEVEDORE:-Person involved in the loading and discharging of vessels in port.

STRAIGHT BILL OF LADING:-A term for a non-negotiable Bill of Lading.

STRING/LOOP:-Fleet of containerships required to provide a required service and capacity regularly on a pre-determined route.

STUFFING / STRIPPING:-The action of loading/unloading or packing/unpacking a container.

TAILBOARD INSPECTION:-The examination of the contents of a container by opening the doors but without removal of the cargo.

TALLYING:-The act of checking goods/containers to be/loaded on or to be discharged from a vessel.

TANKER:-A ship designed to carry liquid cargo.

TANKTAINER:-Container for bulk liquids.

TARE WEIGHT:-The weight of a vehicle or container, which subtracted from the gross weight, will give the net weight, i.e. the weight of the cargo.

TARE:-Weight of a container when empty.

TARIFF CURRENCY:-The currency used as a common denominator to express the amount of freight and/or charges which may be payable in various currencies as stipulated in the rule for payment of charges. The tariff currency is, therefore, for indicative purposes and is not necessarily acceptable in payment of the freight and/or charges.

TARIFF:-Terms, conditions and scale of charges.

TERMINAL / BERTH:-The place at which the container/s or goods are loaded or discharged from the



carrying vessel.

TERMINAL HANDLING CHARGE:-That charge payable by the Container Operator In respect of an Export FCL container for its reception at the Terminal, its storage and its transport to the vessel for loading.

TERMINAL OPERATOR:-An organization charged with the responsibility for the operation of the terminal facilities required to service the ship/land container interface.

TERMINAL/BERTH:-The place at which the container/s or goods are loaded or discharged from the carrying vessel.

TERMINAL:-Port at which containers are loaded/unloaded onto/from container vessels.

TERMS OF SALE :-The point at which sellers have fulfilled their obligations so the goods in a legal sense could be said to have been delivered to the buyer

THROUGH B/L:-See Combined Transport B/L.

TON:-Freight Ton -Either weight ton or measurement ton, the weight of a commodity; either long or metric.

TONNAGE:-The capacity of a ship.

TONNE:-A metric ton. 1000kg.

TRAILER PARK:-A facility for storing empty containers on trailers.

TRAMP LINE :-An ocean carrier company operating vessels not on regular runs or schedules. They call at any port where cargo may be available.

TRANSSHIPMENT:-When the total amount of cargo on board a vessel is too low to justify a call at the port of destination, (goods are taken off that vessel and loaded on another i.e. transshipped) for transport to the port of destination.

TRANSTAINER:-A very large mobile crane, with four wheeled legs capable of traversing stacks of containers and providing container movement within the yard – follow a rail or sometimes independent (rubber tyred gantry).

TRET:-Allowance for ordinary wear and tear or depreciation during a voyage.

TRIANGULATION:-The movement of a container from the Terminal to importer to exporter to terminal, as distinct from Terminal to container park, from Exporter to Terminal.

TRUNKING:-Movement of containers between Terminals and CFSs/CYs.

TURN IN:-The transport of an empty container between Importer and Container Park.

TURN TIME:-The time (in days) which a container takes to move between an unloading operation in the discharge port to the next loading operation in the load port, i.e. the time taken to turn round on land during a particular trip.

TWENTY FOOT EQUIVALENT UNIT:-TEU -Standard measure of container capacity, i.e. 20 ft.

TWIST LOCK:-A device designed to fit into the top or bottom corner castings of a container for lifting and securing purposes.

VAN POOL:-Yard in which empty containers are stored.

VARIANCE:-A costing method used to identify the difference (in monetary terms) between an actual and a standard revenue or cost.

VELOCITY OF CONTAINER:-The number of trips a container makes during a year.

WAYBILL:-Acts as a receipt for the cargo and evidence of the contract of carriage but is not a Document of Title.

WHARFAGE:-The dues paid for using a Wharf.

WHARFINGER:-A person having charge of a Wharf.

ZONE CHARGES:-The charge raised for the transport of containers within a zone