



SHIPPING TERMS glossary

greenworldwide
SHIPPING



**glossary of
shipping terms**

A contract term requiring that the vessel not rest on the ground. In some ports the ship is aground when approaching or at berth.

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

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

Referring to cargo being put, or laden, onto a means of conveyance.

Carrier assumes the charges of another without any increase in charges to the shipper.

Charges that are applied to the base tariff rate or base contract rate, e.g., bunkers, container, currency, destination/delivery.

When a bill of lading is accepted or signed by a shipper or shipper's agent without protest, the shipper is said to acquiesce to the terms, giving a silent form of consent.

A written receipt in full, in discharge from all claims.

An act beyond human control, such as lightning, flood or earthquake.

**ALWAYS AFLOAT
(AA)**

ABANDON

ABATEMENT

ABROAD

ABSORPTION

ACCESSORIAL CHARGES

ACQUIESCENCE

ACQUITTANCE

ACT OF GOD

AD VALOREM

ADMINISTRATIVE LAW

ADVANCE

ADVANCE CHARGE

**ADVANCED NOTICE OF
ARRIVAL (ANOA)**

ADVENTURE SHIPMENT

ADVICE OF SHIPMENT

A term from Latin meaning, "according to value." Import duty applied as a percentage of the cargo's dutiable value.

A representative of a government commission or agency vested with power to administer oaths, examine witnesses, take testimony, and conduct hearings of cases submitted to, or initiated by, that agency. Also called Hearing Examiner.

To move cargo up line to a vessel leaving sooner than the one booked. See also Roll.

Transportation charge advanced by one carrier to another to be collected by the later carrier from the consignor or consignee.

Any vessel entering United States waters from a foreign port is required to give a 96-hour ANOV. Any vessel of 300 gross registered tonnage and greater is required to give the ANOA to the U.S. Coast Guard's National Vessel Movement Center. Any vessel under 300 gross registered tons is required to give the ANOA to the appropriate Captain of the Port.

Of goods on shipper's own account. A bill of adventure is a document signed by the master of the ship that carries goods at owner's risk. Also, a term used in some insurance policies to mean a voyage or a shipment.

A notice 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.

**AFFREIGHTMENT,
CONTRACT OF**

An agreement by an ocean carrier to provide cargo space on a vessel at a specified time and for a specified price to accommodate an exporter or importer.

AGENCY TARIFF

A tariff published by an agent on behalf of several carriers.

AGENT (AGT.)

A person authorized to transact business for and in the name of another person or company. Types of agents are: (1) brokers, (2) commission merchants, (3) resident buyers, (4) sales agents, (5) manufacturer's representatives.

**AGGREGATE
SHIPMENT**

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

**AGREED
VALUATION**

The value of a shipment agreed upon in order to secure a specific freight rate.

**AGREED
WEIGHT**

The weight prescribed by agreement between carrier and shipper for goods shipped in certain packages or in a certain number

AIR WAYBILL

The forwarding agreement or carrying agreement between shipper and air carrier and is issued only in nonnegotiable form.

ALL IN

The total price to move cargo from origin to destination, inclusive of all charges.

ALONGSIDE

The side of a ship. Goods delivered "alongside" are to be placed on the dock or barge so they can be loaded.

To use the rate producing the lowest charge.

The temperature of a surrounding body. The ambient temperature of a container is the atmospheric temperature to which it is exposed.

A tariff imposed to discourage sale of foreign goods, subsidized to sell at low prices detrimental to local manufacturers.

Usually refers to a rating that applies to an article regardless of size or quantity

When freight appears to be free of damage so far as a general survey can determine.

of the dutiable value of imported merchandise by a Customs official who follows procedures outlined in their country's tariff, such as the U.S. Tariff Act of 1930.

The warehouse or public stores to which samples of imported goods are taken to be inspected, analyzed, weighed, etc. by examiners or appraisers

A stated amount over a fixed rate to one point to make a rate to another point.

A notification by carrier of ship's arrival to the consignee, the "Notify Party," and – when applicable – the "Also Notify Party."

**ALTERNATIVE RATES
PRIVILEGE**

AMBIENT TEMPERATURE

ANTI-DUMPING

ANY QUANTITY (A.Q.)

APPARENT GOOD ORDER

**APPRAISEMENT
DETERMINATION**

APPRAISER'S STORES

ARBITRARY

ARRIVAL NOTICE



b

**BALLOON
FREIGHT LIGHT**

Bulky articles.

BANK GUARANTEE

Guarantee issued by a bank to a carrier to be used in lieu of lost or misplaced original negotiable bill of lading.

BARRATRY

An act committed by the master or mariners of a vessel, for some unlawful or fraudulent purpose, contrary to their duty to the owners, whereby the latter sustain injury. It may include negligence, if so gross as to evidence fraud.

BARREL (BBL)

A term of measure referring to 42 gallons of liquid at 600 degrees.

BASE RATE

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

BCO

Abbreviation for "Beneficial Cargo Owner." Refers to the importer of record, who physically takes possession of cargo at destination and does not act as a third party in the movement of such goods.

BELT LINE

A switching railroad operating within a commercial area.

BENEFICIARY

(1)Entity to whom money is payable. (2)The entity for whom a letter of credit is issued. (3) The seller and the drawer of a draft.

BIRTH TERMS

Shipped under rate that includes cost from end of ship's tackle at load port to end of ship's tackle at discharge port.

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.

ATDNSHINC

Any time Day or Night Sundays & Holidays Included. A chartering term referring to when a vessel will work.

**AVOIRDUPOIS
POUND**

Same as 0.4535924277 kilograms.

AWWL

Always within Institute Warranties Limits (Insurance purpose).

BB

Abbreviation for (1)Ballast Bonus: Special payment above the Chartering price when the ship has to sail a long way on ballast to reach the loading port. (2)Bareboat: Method of chartering of the ship leaving the charterer with almost all the responsibilities of the owner.

B/L

Abbreviation for "Bill of Lading."

BACKHAUL

To haul a shipment back over part of a route it has traveled.

BAF ABBREVIATION

For "Bunker Adjustment Factor." Used to compensate steamship lines for fluctuating fuel costs. Sometimes called "Fuel Adjustment Factor" or FAF.

BEYOND

BILL OF EXCHANGE

BILL OF LADING (B/L)

**BILL OF LADING
PORT OF
DISCHARGE PORT**

BILL TO PARTY

BLANKET BOND

BLANKET WAYBILL

BLIND SHIPMENT

**BLOCK STOWAGE
STOWING**

Used with reference to charges assessed for cargo movement past a line-haul terminating point. Bilateral A contract term meaning both parties agree to provide something for the other.

In the United States, commonly known as a "Draft." However, bill of exchange is the correct term.

A document that establishes the terms of a contract between a shipper and a transportation company. It serves as a document of title, a contract of carriage and a receipt for goods.

Where cargo is discharged from means of transport.

Customer designated as party paying for services. Billed Weight The weight shown in a waybill and freight bill, i.e., the invoiced weight.

A bond covering a group of persons, articles or properties. Blanket Rate – A rate applicable to or from a group of points. – A special rate applicable to several different articles in a single shipment.

A waybill covering two or more consignments of freight.

A B/L wherein the paying customer has contracted with the carrier that shipper or consignee information is not given.

Cargo destined for a specific location close together to avoid unnecessary cargo movement

Grouped in a train by destination so that segments (blocks) can be uncoupled and routed to different destinations as the train moves through various junctions. Eliminates the need to break up a train and sort individual railcars at each junction.

Or metal supports to keep shipments in place to prevent cargo shifting. See also Dunnage.

Abbreviation for "Bales."

To gain access to a vessel.

The basic unit of measurement for lumber. One board foot is equal to a one-inch board, 12 inches wide and 1 foot long. Thus, a board 10 feet long, 12 inches wide, and 1 inch thick contains 10 board feet.

Of a tractor, without trailer, over the highway.

A set of wheels built specifically as rear wheels under the container.

A device fitted on a chassis or railcar to hold and secure the container.

Port of initial Customs entry of a vessel to any country. Also known as First Port of Call.

Freight moving under a bond to U.S. Customs or to the Internal Revenue Service, to be delivered only under stated conditions.

**BLOCKED TRAINS
RAILCARS**

**BLOCKING OR
BRACING WOOD**

BLESS

BOARD TO

BOARD FEET

BOBTAIL MOVEMENT

BOGIE

BOLSTER

BOND PART

BONDED FREIGHT



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

With a carrier for the acceptance and carriage of freight; i.e., a space reservation.

Reservation number used to secure equipment and act as a control number prior to completion of a B/L.

Members on the longitudinal sides of the base of the container.

A type of air circulation in a temperature control container. Air is pulled by a fan from the top of the container, passed through the evaporator coil for cooling, and then forced through the space under the load and up through the cargo.

To unload and distribute a portion or all of the contents of a rail car, container, trailer, or ship. – Loose, non-containerized mark and count cargo. – Packaged cargo that is not containerized.

An inland location where cargo is received by the ocean carrier and then moved to a coastal port for loading

A port where cargo is received by the ocean carrier and stuffed into containers but then moved to another coastal port to be waded on a vessel.

glossary of shipping terms

BONDED WAREHOUSE

BOOKING ARRANGEMENTS

BOOKING NUMBER

**BOTTOM SIDE RAILS
STRUCTURAL**

BOTTOM-AIR DELIVERY

BREAK BULK

BRIDGE POINT

BRIDGE PORT

BROKEN STOWAGE

BROKER

BROKERAGE

BULK CARGO

BULK-FREIGHT

BULKHEAD

BULL RINGS CARGO

BUNKER CHARGE

BUNKERS

The loss of space caused by irregularity in the shape of packages. – Any void or empty space in a vessel or container not occupied by cargo.

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

Freight forwarder/broker compensation as specified by ocean tariff or contract.

Not in packages or containers; shipped loose in the hold of a ship without mark and count." Grain, coal and sulfur are usually bulk freight.

A container with a discharge hatch in the front wall; allows bulk commodities to be carried.

A partition separating one part of a ship, freight car, aircraft or truck from another part.

Securing devices mounted in the floor of containers; allow lashing and securing of cargo.

An extra charge added to steamship freight rates; justified by higher fuel costs. Also known as Fuel Adjustment Factor or FAF.

A maritime term referring to fuel used aboard the ship. In the past, fuel coal stowage areas aboard a vessel were in bins or bunkers.

C

BUREAU VERTIAS

A French classification society which certifies seagoing vessels for compliance to standardized rules regarding construction and maintenance.

**C&F TERMS OF SALE,
INCOTERMS**

Obsolete, although heavily used, term of sale meaning “cargo and freight” whereby Seller pays for cost of goods and freight charges up to destination port. In July 1990, the International Chamber of Commerce replaced C&F with CFR.

CABOTAGE WATER

Transportation term applicable to shipments between ports of a nation; commonly refers to coastwise or intercoastal navigation or trade. Many nations, including the United States, have cabotage laws which require national flag vessels to provide domestic interport service.

CAF

Abbreviation for “Currency Adjustment Factor.” A charge, expressed as a percentage of a base rate, that is applied to compensate ocean carriers of currency fluctuations.

CAPE SIZE VESSEL

A dry bulk vessel above 80,000dwt or whose beam precludes passage via the Panama Canal and thus forces them to pass around Cape Horn or the Cape of Good Hope.

CAPTAIN'S PROTEST

A document prepared by the captain of a vessel on arriving at port; shows conditions encountered during voyage, generally for the purpose of relieving ship owner of any loss to cargo and shifting responsibility for reimbursement to the insurance company.

Use of individual carrier/rail equipment through a central agency for the benefit of carriers and shippers.

Strip and lead fastener used for locking freight car or truck doors. Seals are numbered for record purposes.

A barge equipped with tracks on which up to approximately 12 railroad cars are moved in harbors or inland waterways.

Loaded into a ship.

A manifest that lists all cargo carried on a specific vessel voyage.

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.

Reserved by a Nation's laws for transportation only on vessels registered in that Nation. Typically the cargo is moving due to a direct or indirect support or activity of the Government.

Most ocean freight is billed on the basis of weight or measurement tons (W/M). Weight tons can be expressed in short tons of 2000 pounds, long tons of 2240 pounds or metric tons of 1000 kilos (2204.62 pounds). Measurement tons are usually expressed as cargo measurement of 40 cubic feet (1.12 meters) or cubic meters (35.3 cubic feet.)

CAR POOLING

CAR SEAL METAL

CARFLOAT

CARGO FREIGHT

CARGO MANIFEST

CARGO NOS

CARGO PREFERENCE CARGO

CARGO TONNAGE



A rate applicable to a carload of goods.

A customs document permitting the holder to temporarily carry or send merchandise into certain foreign countries without paying duties or posting bonds.

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.

A certificate required by U.S. Customs to release cargo properly to the correct party.

Usually refers to intra-city hauling on drays or trucks. Same as drayage.

A form permitting in-bond cargo to be moved from one location to another under Customs control, within the same Customs district. Usually in motor carrier's possession while draying cargo.

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.

A method of payment for goods in which the buyer pays the seller in advance of the shipment of goods. Usually employed when the goods, such as specialized machinery, are built to order.

CARLOAD RATE

CARNET

CARRIER

**CARRIER'S
CERTIFICATE**

CARTAGE

CARTMENT CUSTOMS

**CASH AGAINST
DOCUMENTS**

**CASH IN
ADVANCE**

CASH WITH ORDER

CBM

CE

CELLS

CENTER OF GRAVITY

**CERTIFICATE OF
INSPECTION**

**CERTIFICATE
OF ORIGIN**

CFS

A method of payment for goods in which cash is paid at the time of order and the transaction becomes binding on both buyer and seller.

Abbreviation for "Cubic Meter."

Abbreviation for "Consumption Entry." The process of declaring the importation of foreign-made goods for use in the United States.

The construction system employed in container vessels; permits ship containers to be stowed in a vertical line with each container supporting the one above it

The point of equilibrium of the total weight of a containership, truck, train or a piece of cargo.

A document certifying that merchandise (such as perishable goods) was in good condition immediately prior to its shipment. (1) The document issued by the U.S. Coast Guard certifying an American – Flag vessel's compliance with applicable laws and regulations.

A certified document showing the origin of goods; used in international commerce.

Abbreviation for "Container Freight Station." A shipping dock where cargo is loaded into or unloaded from containers.

CHARTER PARTY

A written contract between the owner of a vessel and the person desiring to employ the vessel (charterer); sets forth the terms of the arrangement, such as duration of agreement, freight rate and ports involved in the trip.

CHASSIS

A frame with wheels and container locking devices in order to secure the container for movement.

CHOCK

A piece of wood or other material placed at the side of cargo to prevent rolling or moving sideways.

CCC MARK

A mark or label indicating the cargo conforms to standards required by China for certain products.

CE MARK

A mark or label indicating the cargo conforms to standards required by the European Union for certain products.

CI

Abbreviation for "Cost and Insurance." A price that includes the cost of the goods, the marine insurance and all transportation charges except the ocean freight to the named point of destination.

CIF

Abbreviation for "Cost, Insurance, Freight." (Named Port) Same as C&F or CFR except seller also provides insurance to named destination.

CIF&C

Price includes commission as well as CIF.

Abbreviation for "Cost, Insurance, Freight and Exchange."

CIF&E

Abbreviation for "Cost, Insurance, Freight, Collection and Interest."

CIFCI

Abbreviation for "Cost, Insurance, Freight, Interest and Exchange."

CIFI&E

Abbreviation for "Completely Knocked Down." Parts and subassemblies being transported to an assembly plant.

CKD

Abbreviation for "Carload" and "Container load".

CL

A demand made upon a transportation line for payment on account of a loss sustained through its alleged negligence.

CLAIM

A publication, such as Uniform Freight Classification (railroad) or the National Motor Freight Classification (motor carrier), that assigns ratings to various articles and provides bill of lading descriptions and rules.

CLASSIFICATION

The designation provided in a classification by which a class rate is determined.

CLASSIFICATION
RATING

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. See also ABS, BV, DNV, LR and NK.

CLASSIFICATION
SOCIETY



glossary of shipping terms

A railroad yard with many tracks used for assembling freight trains.

A receipt for goods issued by a carrier with an indication that the goods were received in “apparent good order and condition,” without damage or other irregularities. If no notation or exception is made, the B/L is assumed to be “cleaned.”

The stopping of articles, such as peanuts, etc., for cleaning at a point between the point of origin and destination.

The size beyond which cars or loads cannot use bridges, tunnels, etc.

A strip of wood or metal used to afford additional strength, to prevent warping, or to hold in place.

Equipment attachable to an insulated container that does not have its own refrigeration unit.

Abbreviation for “Cubic Meter” (capital letters). cm Abbreviation for “centimeter.”

Water transportation along the coast.

Abbreviation for: (1)Collect (cash) on Delivery. (2)Carried on Docket (pricing).

CLASSIFICATION YARD

CLEAN BILL OF LADING

CLEANING IN TRANSIT

CLEARANCE LIMITS

CLEAT

CLIP-ON REFRIGERATION

CM

COASTWISE

COD

COFC

COGSA

COLLECTING

COLLECTION

COMBINATION EXPORT MGR.

COMBINATION RATE

COMMERCIAL INVOICE

COMMERCIAL TRANSPORT VESSEL

Abbreviation for the Railway Service “Container On Flat Car.”

Carriage of Goods by Sea Act. U.S. federal codification passed in 1936 which standardizes carrier's liability under carrier's bill of lading. U.S. enactment of The Hague Rules.

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.

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

A firm that acts as an export sales agent for more than one non-competing manufacturer.

A rate made up of two or more factors, separately published.

Represents a complete record of the transaction between exporter and importer with regard to the goods sold. Also reports the content of the shipment and serves as the basis for all other documents relating to the shipment.

Any ship which is used primarily in commerce (1) For persons or goods (2) Construction, change in construction, servicing, maintenance, repair, loading, unloading, movement, piloting, or salvaging of any other ship or vessel.

COMMODITY

Article shipped. For dangerous and hazardous cargo, the correct commodity identification is critical.

COMMODITY RATE

A rate published to apply to a specific article or articles.

COMMON CARRIER

A transportation company which provides service to the general public at published rates

COMMON LAW

Law that derives its force and authority from precedent, custom and usage rather than from statutes, particularly with reference to the laws of England and the United States.

**COMPANY
SECURITY OFFICER**

The person designated by the company for ensuring that a ship security assessment is carried out and that a ship security plan is developed, submitted for approval and thereafter implemented and maintained for liaison with port facility security officers and the ship security officer.

COMPULSORY SHIP

Any ship which is required to be equipped with radio-telecommunication equipment in order to comply with the radio or radio-navigation provisions of a treaty or statute to which the vessel is subject.

CONCEALED DAMAGE

Damage that is not evident from viewing the unopened package.

CONFERENCE

An association of ship owners operating in the same trade route who operate under collective conditions and agree on tariff rates.

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

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.

A carrier which has a direct physical connection with, or forms a link between two or more carriers.

A person or company to whom commodities are shipped.

A symbol placed on packages for identification purposes; generally a triangle, square, circle, etc. with letters and/or numbers and port of discharge.

(1) A stock of merchandise advanced to a dealer and located at his place of business, but with title remaining in the source of supply. (2) A shipment of goods to a consignee. Consignor A person or company shown on the bill of lading as the shipper.

A connecting carrier agreement is a contract between the originating carrier and a second party, where the second party agrees to carry goods to a final destination on a through Bill of Lading.

**CONFIRMED
LETTER OF CREDIT**

CONFIRMING BANK

CONNECTING CARRIER

CONSIGNEE

CONSIGNEE MARK

CONSIGNMENT

**CONNECTING CARRIER
AGREEMENT**



Cargo containing shipments of two or more shippers or suppliers. Container load shipments may be consolidated for one or more consignees, often in container load quantities.

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

A program whereby the U.S. government attempted to offset the higher shipbuilding cost in the U.S. by paying up to 50% of the difference between cost of U.S. and non-U.S. construction. The difference went to the U.S. shipyard. It is unfunded since 1982.

A formal statement describing goods to be shipped; filed with and approved by the consul of the country of destination prior to shipment.

A document, certified by a consular official, is required by some countries to describe a shipment. Used by Customs of the foreign country, to verify the value, quantity and nature of the cargo.

An official signature or seal affixed to certain documents by the consul of the country of destination.

The process of declaring the importation of foreign-made goods into the United States for use in the United States.

A truck trailer body that can be detached from the chassis for loading into a vessel, a rail car or

CONSOLIDATION

CONSOLIDATOR

**CONSTRUCTIVE
DIFFERENTIAL
SUBSIDY**

**CONSULAR
DECLARATION**

CONSULAR INVOICE

CONSULAR VISA

**CONSUMPTION
ENTRY (CE)**

CONTAINER

**CONTAINER
CNTD**

**CONTAINER
BOOKING**

**CONTAINER
FREIGHT STATION**

**CONTAINER
MANIFEST DOCUMENT**

CONTAINER POOL

**CONTAINER SECURITY
INITIATIVE**

CONTAINER TERMTINAL

stacked in a container depot. Containers may be ventilated, insulated, refrigerated, flat rack, vehicle rack, open top, bulk liquid or equipped with interior devices. A container may be 20 feet, 40 feet, 45 feet, 48 feet or 53 feet in length, 8'0" or 8'6" in width, and 8'6" or 9'6" in height.

Arrangements with a steamship line to transport containerized cargo.

See CFS.

Showing contents and loading sequence, point of origin, and point of destination for a container. Vessels are required by law to carry such a document for each container carried.

An agreement between parties that allows the efficient use and supply of containers. A common supply of containers available to the shipper as required.

A whereby containerized cargo destined for the United States may be inspected on a selective basis at many foreign ports before loading on a vessel. As of October 2007, there were 51 approved ports. A multinational program, aligned with the President's "Strategy for Homeland Security", that extends the United States' zone of security by pre-screening containers that pose a potential security risk before they leave foreign ports for U.S. seaports.

An area designated for the stowage of cargoes in container; usually accessible by truck, railroad and marine transportation. Here containers are picked up, dropped off, maintained and housed.

CONTAINER YARD

A materials–handling/storage facility used for completely unitized loads in containers and/or empty containers. Commonly referred to as CY.

CONTAINERIZABLE CARGO

Cargo that will fit into a container and result in an economical shipment. Containerization Stowage of general or special cargoes in a container for transport in the various modes.

CONTAINER LOAD

A load sufficient in size to fill a container either by cubic measurement or by weight.

CONTRABAND

Cargo that is prohibited.

CONTRACT CARRIER

Any person not a common carrier who, under special and individual contracts or agreements, transports passengers or property for compensation.

CONTROLLED ATMOSPHERE

Computer–controlled systems that manage the mixtures of gases within a container throughout an intermodal journey reducing decay.

CORNER POSTS

Vertical frame components fitted at the corners of the container, integral to the corner fittings and connecting the roof and floor structures. Containers are lifted and secured in a stack using the castings at the ends.

CORRESPONDENT BANK

A bank that, in its own country, handles the business of a foreign bank.

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.

Transverse members fitted to the bottom side rails of a container, which support the floor.

An abbreviation for “Cubic.” A unit of volume measurement.

When a container or vessel has reached its volumetric capacity before its permitted weight limit.

1,728 cubic inches. A volume contained in a space measuring one foot high, one foot wide and one foot long

A government office where duties are paid, import documents filed, etc., on foreign shipments.

A person or firm, licensed by the treasury department of their country when required, engaged in entering and clearing goods through Customs for a client (importer).

Government agency charged with enforcing the rules passed to protect the country’s import and export revenues.

A warehouse authorized by Customs to receive duty–free merchandise.

COUNTERVAILING DUTY

CROSS MEMBER

CU.

CUBE OUT

CUBIC FOOT

CUSTOMHOUSE

CUSTOMHOUSE BROKER

CUSTOMS

**CUSTOMS BONDED
WAREHOUSE**



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.

A form requiring all data in a commercial invoice along with a certificate of value and/or a certificate of origin. Required in a few countries (usually former British territories) and usually serves as a seller's commercial invoice.

A phrase often included in charter parties and freight contracts referring to local rules and practices which may impact upon the costs borne by the various parties.

It is a voluntary supply chain security program, launched in November 2001 and led by U.S. Customs and Border Protection (CBP) which focuses on improving the security of private companies' supply chains with respect to terrorism. In exchange for companies participation CBP will provide reduced inspections at the port of arrival, expedited processing at the border and penalty mitigation.

The latest time cargo may be delivered to a terminal for loading to a scheduled train or ship.

Hundred weight (United States, 100 pounds;)

**glossary of
shipping terms**

CUSTOMS ENTRY

CUSTOMS INVOICE

CUSTOMS OF THE PORT

**CUSTOMS-TRADE
PARTNERSHIP
AGAINST TERRORISM**

CUT-OFF TIME

CWT.

CY

D&H

D.B.A.

DDC

DEADHEAD

DEADWEIGHT CARGO

DEADWEIGHT TONNAGE

d

Abbreviation for (1) Container Yard. (2) The designation for full container receipt/delivery

Abbreviation for "Dangerous and Hazardous" cargo.

Abbreviation for "Doing Business As." A legal term for conducting business under a registered name.

Abbreviation for "Destination Delivery Charge." A charge, based on container size, that is applied in many tariffs to cargo. This charge is considered accessorial and is added to the base ocean freight. This charge covers crane lifts off the vessel, drayage of the container within the terminal and gate fees at the terminal operation.

One leg of a move without a paying cargo load. Usually refers to repositioning an empty piece of equipment.

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

The number of tons that a vessel can transport of cargo, stores and bunker fuel. It is the difference between the number of tons of water a vessel displaces "light" and the number of tons it displaces when submerged.

**DECONSOLIDATION
POINT**

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

The place to which a shipment is consigned; The place where carrier actually turns over cargo to consignee or his agent.

DESTINATION

DEFICIT WEIGHT

The weight by which a shipment is less than the minimum weight.

Various statements that the U.S. government requires to be displayed on export shipments. The statements specify the authorized destinations.

**DESTINATION CONTROL
STATEMENTS**

**DELIVERY
INSTRUCTIONS**

Order to pick up goods at a named place and deliver them to a pier. Usually issued by exporter to trucker but may apply to a railroad, which completes delivery by land. Use is limited to a few major U.S. ports. Also known as shipping delivery order.

A Norwegian classification society which certifies seagoing vessels for compliance to standardized rules regarding construction and maintenance.

DET NORSKE VERITAS

DEMDES

Demurrage/Despatch money. (The amount to be paid if the ship is loading/discharging slower/faster than foreseen.)

A penalty charge against shippers or consignees for delaying carrier's equipment beyond allowed time. Demurrage applies to cargo; detention applies to equipment.
See Per Diem.

DETENTION

DEMURRAGE

A penalty charge against shippers or consignees for delaying the carrier's equipment or vessel beyond the allowed free time. The free time and demurrage charges are set forth in the charter party or freight tariff. See also Detention and Per Diem.

The unloading of a container or cargo van.

DECANNING

DENSITY

The weight of cargo per cubic foot or other unit.

Damage-Free Car. Boxcars equipped with special bracing material.

DF CAR

DIFFERENTIAL

DEPOT, CONTAINER

Container freight station or a designated area where empty containers can be picked up or dropped off.

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

**DISCREPANCY
LETTER OF CREDIT**

DESPATCH

An incentive payment paid by the vessel to the charterer for loading and unloading the cargo faster than agreed. Usually negotiated only in charter parties. Also called "dispatch."

When documents presented do not conform to the requirements of the letter of credit (L/C), it is referred to as a "discrepancy." Banks will not process L/C's which have discrepancies. They will refer the situation back to the buyer and/or seller and await further instructions.

See Despatch.

DISPATCH



The weight, in tons of 2,240 pounds, of the vessel and its contents. Calculated by dividing the volume of water displaced in cubic feet by 35, the average density of sea water.

A change made either in the route of a shipment in transit or of the entire ship.

Carriers' practice of dividing revenue received from rates where joint hauls are involved. This is usually according to agreed formulae.

For ships, a cargo handling area parallel to the shoreline where a vessel normally ties up. For land transportation, a loading or unloading platform at an industrial location or carrier terminal.

A form used to acknowledge receipt of cargo and serves as basis for preparation of the ocean bill of lading.

Refers to the charge assessed against the vessel for berthing at the facility or for mooring to a vessel so berthed.

Present a rate proposal to a conference meeting for adoption as a conference group rate.

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.

DISPLACEMENT

DIVERSION

DIVISION

DOCK

DOCK RECEIPT

DOCKAGE

DOCKET

DOCUMENTS AGAINST ACCEPTANCE

DOCUMENTS AGAINST PAYMENT

DOLLY

DOOR TO DOOR

D.O.T.

DRAFT

DRAFT, BANK

DRAFT, CLEAN

DRAFT, DATE

An indication on a draft that the documents attached are to be released to the drawee only on payment.

A set of wheels that support the front of a container; used when the automotive unit is disconnected.

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

U.S. Department of Transportation. The executive branch department that coordinates and oversees transportation functions in the United States.

(1)The number of feet that the hull of a ship is beneath the surface of the water. (2)An unconditional order in writing, addressed by one party (drawer) to another party (drawee), requiring the drawee to pay at a fixed or determinable future date a specified sum in lawful currency to the order of a specified person.

An order issued by a seller against a purchaser; directs payment, usually through an intermediary bank. Typical bank drafts are negotiable instruments and are similar in many ways to checks on checking accounts in a bank.

A draft to which no documents are attached.

A draft that matures on a fixed date, regardless of the time of acceptance.



DRAFT, DISCOUNTED

A time draft under a letter of credit that has been accepted and purchased by a bank at a discount.

DRAFT, SIGHT

A draft payable on demand upon presentation.

DRAFT, TIME

A draft that matures at a fixed or determinable time after presentation or acceptance.

DRAWBACK

A partial refund of an import fee. Refund usually results because goods are re-exported from the country that collected the fee.

DRAWEE

The individual or firm that issues a draft and thus stands to receive payment.

DRAYAGE

Charge made for local hauling by dray or truck. Same as Cartage.

DRFS

Abbreviation for "Destination Rail Freight Station." Same as CFS at destination, except a DRFS is operated by the rail carrier participating in the shipment.

DSU

Delay in Startup Insurance is a policy to protect the seller of a construction project from penalties if the project is not completed on time.

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. Used in conjunction with a tilt chassis or platform.

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

Any material or objects utilized to protect cargo. Examples of dunnage are blocks, boards, burlap and paper.

The amount on which an Ad Valorem or customs duty is calculated.

See Deadweight Tonnage.

Eastern Central Motor Carriers Association.

The U.S. Exporters Competitive Maritime Council. An association primarily of U.S. engineering, procurement and construction companies and their freight forwarders that was formed jointly by the Maritime Administration in 1997 to seek solutions to transportation problems and enhance the export of U.S. project cargoes.

An angle piece fitted over the edge of boxes, crates, bundles and other packages to prevent the pressure from metal bands or other types from cutting into the package.

Abbreviation for "Electronic Data Interface." Generic term for transmission of transactional data between computer systems.

DUMPING

DUNNAGE

DUTIABLE VALUE

DWT

E.C.M.C.A.

ECMC

EDGE PROTECTOR

EDI



International data interchange standards sponsored by the United Nations. See *UN/EDIFACT*.

(1)A charge for services performed in connection with floating elevators.(2)Charges assessed for the handling of grain through grain elevators.

An act of Congress (1903) prohibiting rebates, concession, misbilling, etc. and providing specific penalties for such violations.

Order to restrict the hauling of freight.

The sovereign power to take property for a necessary public use, with reasonable compensation.

Contraction for Empty Repositioning. The movement of empty containers.

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

Customs documents required to clear an import shipment for entry into the general commerce of a country.

A monetary allowance to the customer for picking up or delivering at a point other than the destination shown on the bill of lading. This provision is covered by tariff publication.

**glossary of
shipping terms**

EDIFACT

EVATING

ELKINS ACT

EMBARGO

EMINENT DOMAIN

EMPTY REPO

ENDORSEMENT

ENTRY

EQUALIZATION

**EQUIPMENT
INTERCHANGE RECEIPT**

ETA, C, D, R, S

ETHYLENE

E.W.I.B.

“EX DEC”

EX - “FROM”

EXCEPTION

EXIM BANK

A document transferring a container from one carrier to another, or to/from a terminal.

(1)Estimated Time of Arrival, Completion, Departure, Readiness, or Sailing. (2) Estimated Time of Availability. That time when a tractor/ partner carrier is available for dispatch.

A gas produced by many fruits and vegetables that accelerates the ripening and aging processes.

Eastern Weighing and Inspection Bureau.

Contraction for “Shipper’s Export Declaration.”

When used in pricing terms such as “Ex Factory” or “Ex Dock,” it signifies that the price quoted applies only at the point of origin indicated.

Notations made when the cargo is received at the carrier’s terminal or loaded aboard a vessel. They show any irregularities in packaging or actual or suspected damage to the cargo. Exceptions are then noted on the bill of lading.

Abbreviation for Export–Import Bank of the United States. An independent U.S. Government Agency which facilitates exports of U.S. goods by providing loan guarantees and insurance for repayment of bank– provided export credit.

f

EXPIRY DATE

Issued in connection with documents such as letters of credit, tariffs, etc. to advise that stated provisions will expire at a certain time.

EXPORT

Shipment of goods to a foreign country.

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 U.S. Government.

EXPORT LICENSE

A government document which permits the "Licensee" to engage in the export of designated goods to certain destinations.

EXPORT RATE

A rate published on traffic moving from an interior point to a port for transshipment to a foreign country.

EX-WORKS

An Incoterm meaning the seller delivers to the buyer at seller's named premises.

FACTOR

An agent who will, at a discount, buy receivables.

FAK

Abbreviation for "Freight All Kinds." Usually refers to full container loads of mixed shipments.

FALSE BILLING

Misrepresenting freight or weight on shipping documents.

Abbreviation for "Free Alongside Ship."

FAS

Abbreviation for "Full Container Load."

FCL

Abbreviation for "Free Discharge."

FD

Food and Drug Administration.

F.D.A.

Cargo to/from regional ports are transferred to/from a central hub port for a long-haul ocean voyage.

FEEDER SERVICE

A short-sea vessel which transfers cargo between a central "hub" port and smaller "spoke" ports.

FEEDER VESSEL

Abbreviation for "Forty-Foot Equivalent Units." Refers to container size standard of 40 feet.

FEU

The semi-circular steel coupling device mounted on a tractor which engages and locks with a chassis semi-trailer.

FIFTH WHEEL

See Free In and Out.

FIO

A capacity measurement equal to one-fourth of a barrel.

FIRKIN

Costs that do not vary with the level of activity. Some fixed costs continue even if no cargo is carried. Terminal leases, rent and property taxes are fixed costs.

FIXED COSTS



A rail car without a roof and walls.

A container with no sides and frame members at the front and rear. Container can be loaded from the sides and top.

Federal Maritime Commission. The U.S. Governmental regulatory body responsible for administering maritime affairs including the tariff system, freight forwarder licensing, enforcing the conditions of the Shipping Act and approving conference or other carrier agreements.

See *Free On Board*. See also *Terms of Sale*, *FOB*.

Abbreviation for “Free on Rail.”

The title of a common clause in contracts, exempting the parties for non-fulfillment of their obligations as a result of conditions beyond their control, such as earthquakes, floods or war.

The direction on a vessel parallel to the center line.

Under U.S. tax law, a corporation created to obtain tax exemption on part of the earnings of U.S. products in foreign markets. Must be set-up as a foreign corporation with an office outside the USA.

FLAT CAR

FLAT ROCK/FLAT BED CONTAINER

FMC

FOB

FOR

FORCE MAJEURE

FORE AND AFT

FOREIGN SALES CORPORATION

FPPI

FOREIGN TRADE ZONE

FORK LIFT

FOUL BILL OF LADING

FOUR-WAY PALLET

FORWARDER COMPENSATION

FPA

FREE ALONGSIDE

FREE ASTRAY

Foreign Principal Party of Interest
The party to whom final delivery or end use of the exported goods will be made, usually the buyer.

A free port in a country divorced from Customs authority but under government control. Merchandise, except that which is prohibited, may be stored in the zone without being subject to import duty regulations.

A machine used to pick up and move goods loaded on pallets or skids.

A receipt for goods issued by a carrier with an indication that the goods were damaged when received. Compare *Clean Bill of Lading*.

A pallet designed so that the forks of a fork lift truck can be inserted from all four sides. See *Fork lift*.

See *Brokerage*.

See *Free of Particular Average*.

The seller must deliver the goods to a pier and place them within reach of the ship's loading equipment.
See *Terms of Sale*.

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

FREE CARRIER

An Incoterm of sale meaning the seller has delivered when the cargo is given to the carrier nominated by the buyer at the named place.

FREE IN AND OUT

Cost of loading and unloading a vessel is borne by the charterer/shipper.

**FREE OF PARTICULAR
AVERAGE**

A marine insurance term meaning that the assurer will not allow payment for partial loss or damage to cargo shipments except in certain circumstances, such as stranding, sinking, collision or fire.

**FREE ON BOARD
(DOMESTIC)**

Shipped under a rate that includes costs of delivery to and the loading onto a carrier at a specified point; FOB Freight Allowed: The same as FOB named inland carrier, except the buyer pays the transportation charge and the seller reduces the invoice by a like amount; FOB Freight Prepaid: The same as FOB named inland carrier, except the seller pays the freight charges of the inland carrier; FOB Named Point of Exportation: Seller is responsible for the cost of placing the goods at a named point of exportation. Some European buyers use this form when they actually mean FOB vessel; FOB Vessel: Seller is responsible for goods and preparation of export documentation until actually placed aboard the vessel.

**FREE ON BOARD
(INTERNATIONAL)**

See Terms of Sale.

FREE OUT

Cost of unloading a vessel is borne by the charterer.

FREE PORT

A restricted area at a seaport for the handling of duty-exempted import goods. Also called a Foreign Trade Zone.

The U.S. government does not issue certificates of free sale. However, the Food and Drug Administration, Silver Spring, Maryland, will issue, upon request, a letter of comment to the U.S. manufacturers whose products are subject to the Federal Food, Drug and Cosmetic Act or other acts administered by the agency. The letter can take the place of the certificate.

That amount of time that a carrier's equipment may be used without incurring additional charges. (See *Storage, Demurrage or Per Diem.*)

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.

Refers to either the cargo carried or the charges assessed for carriage of the cargo.

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.

A person whose business is to act as an agent on behalf of the shipper. A freight forwarder frequently makes the booking reservation. In the United States, freight forwarders are now licensed by the FMC as "Ocean Intermediaries."

FREE SALE CERTIFICATE

FREE TIME

FREE TRADE ZONE

FREIGHT

FREIGHT BILL

FREIGHT FORWARDER



g

The amount of cargo a vessel carries or is able to carry. The amount of cargo which induces the specific voyage. While the cargo lot may take up the majority of the vessel's space or tonnage capacity, it does not require a vessel's volume and weight capacity to be fully utilized.

An expression to describe a loaded vessel carrying cargoes of such a volume and weight that it fills all the vessel's spaces and also brings her down to her tonnage loadline.

Industry-related: A point at which freight moving from one territory to another is interchanged between transportation lines.

Abbreviation for "General Agreement on Tariffs and Trade." A multilateral treaty to help reduce trade barriers between the signatory countries and to promote trade through tariff concessions. The World Trade Organization (WTO) superseded GATT in 1994.

Abbreviation for "Government Bill of Lading."

Abbreviation for "General Department Store Merchandise." A classification of commodities that includes goods generally shipped by mass-merchandise companies. This commodity structure occurs only in service contracts.

glossary of shipping terms

FULL SHIPLOAD LOT

FULL AND DOWN

GATEWAY

GAIT

GBL

GDSM

GENERAL ORDER

GENERATOR SET

GLOBAL MARITIME INTELLIGENCE INTEGRATION

GO-DOWN

GOOSENECK

GRI

GROSS TONNAGE

When U.S. Customs orders shipments without entries to be kept in their custody in a bonded warehouse.

A portable generator which can be attached to a refrigerated container to power the refrigeration unit during transit.

It is within the Office of the Director of National Intelligence, with the mission to ensure government-wide access to maritime information and data critical to intelligence production and to serve as the focal point and oversight agent for maritime specific information issues.

In the Far East, a warehouse where goods are stored and delivered.

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

Abbreviation for "General Rate Increase." Used to describe an across-the-board tariff rate increase implemented by conference members and applied to base rates.

Applies to vessels, not to cargo, (0.2+0.02 log10V) where V is the volume in cubic meters of all enclosed spaces on the vessel. Since 1994, it replaces "Gross Registered Tonnage." An approximate conversion ratio is 1NT = 1.7GT and 1GT = 1.5DWT.

h

GROSS WEIGHT

Entire weight of goods, packaging and freight car or container, ready for shipment. Generally, 80,000 pounds maximum container, cargo and tractor for highway transport.

GROUPAGE

A consolidation service, putting small shipments into containers for shipment.

GVW

Abbreviation for “Gross Vehicle Weight.” The combined total weight of a vehicle and its container, inclusive of prime mover.

HAGUE RULES, THE

Standardizes liability of an international carrier under the Ocean B/L. Establishes a legal “floor” for B/L. See COGSA

HANDYMAX VESSEL

A dry bulk vessel of 35,000 to 49,000dwt. (Note that a “Handy” drybulk carrier is from 10,000 to 34,000dwt.) A “Handymax Tanker” is a liquid bulk carrier of 10,000 to 60,000dwt.

HARBOR

Any place to which ships may resort for shelter, or to load or unload passengers or goods, or to obtain fuel, water, or supplies. This term applies to such places whether proclaimed public or not and whether natural or artificial.

HARBOR MASTER

An official responsible for construction, maintenance, operation, regulation, enforcement, administration and management pertaining to marinas, ports and harbors.

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 arranged in 22 sections. Sections encompass an industry (e.g., Section XI, Textiles and Textile Articles); chapters encompass the various materials and products of the industry (e.g., Chapter 50, Silk; Chapter 55, Manmade Staple Fibers; Chapter 57, Carpets). The basic code contains four-digit headings and six-digit subheadings. Many countries add digits for Customs tariff and statistical purposes. In the United States, duty rates will be the eight-digit level; statistical suffixes will be at the ten-digit level. The Harmonized System (HS) is the current U.S. tariff schedule (TSUSA) for imports and is the basis for the ten-digit Schedule B export code.

The opening in the deck of a vessel; gives access to the cargo hold.

An industry abbreviation for “Hazardous Material.”

A charge made for lifting articles too heavy to be lifted by a ship's normal tackle.

Compression of a flat or standard bale of cotton to approximately 32 pounds per cubic foot. Usually applies to cotton exported or shipped coastwise.

**HARMONIZED SYSTEM
OF CODES**

HATCH

HAZ MAT

HEAVY-LIFT CHARGE

**HIGH-DENSITY
COMPRESSION**





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. See *Bill of Lading*.

A barge which loads material dumped into it by a dredger and discharges the cargo through the bottom.

See *Door-to-Door*.

Cargo loaded into a container by the shipper under shipper's supervision. When the cargo is exported, it is unloaded at the foreign pier destination.

The process of connecting a moving rail car with a motionless rail car within a rail classification yard in order to make up a train. The cars move by gravity from an incline or "hump" onto the appropriate track.

Abbreviation for "Independent Action." The right of a conference member to publish a rate of tariff rule that departs from the Agreement's common rate or rule.

Abbreviation for:(1) "Interstate Commerce Commission".(2) "International Chamber of Commerce"

HITCHMENT

HOPPER BARGE

HOUSE-TO-HOUSE

HOUSE-TO-PIER

HUMPING

I/A

ICC

IE

I.M.C.O

I.M.D.G. CODE

IMMEDIATE EXPORTATION

IMPORT

IMPORT LICENSE

IN BOND

IN GATE

Stands for "Immediate Exit." In the U.S., Customs IE Form is used when goods are brought into the U.S. and are to be immediately re-exported without being transported within the U.S.

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.

International Maritime Dangerous Goods Code. The regulations published by the IMO for transporting hazardous materials internationally.

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

To receive goods from a foreign country.

A document required and issued by some national governments authorizing the importation of goods.

Cargo moving under Customs control where duty has not yet been paid.

The transaction or interchange that occurs at the time a container is received by a rail terminal or water port from another carrier.

IN TRANSIT

In transit, or in passage.

IN-TRANSIT ENTRY

Allows foreign merchandise arriving at one port to be transported in bond to another port, where a superseding entry is filed.

INCENTIVE RATE

A lower-than-usual tariff rate assessed because a shipper offers a greater volume than specified in the tariff. The incentive rate is assessed for that portion exceeding the normal volume.

INCOTERMS

The recognized abbreviation for the International Chamber of Commerce Terms of Sale. These terms were last amended, effective July 1, 1990.

INDEMNITY BOND

An agreement to hold a carrier harmless with regard to a liability.

INDEPENDENT ACTION

Setting rate within a conference tariff that is different from the rate(s) for the same items established by other conference members.

INDEPENDENT TARIFF

Any body of rate tariffs that are not part of an agreement or conference system.
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.

INHERENT VICE

An insurance term referring to any defect or other characteristic of a product that could result in damage to the product without external cause (for example, instability in a chemical that could cause it to explode spontaneously). Insurance policies may exclude inherent vice losses.

A transportation line that hauls export or import traffic between ports and inland points.

A certificate issued by an independent agent or firm attesting to the quality and/or quantity of the merchandise being shipped. Such a certificate is usually required in a letter of credit for commodity shipments.

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

A container insulated on the walls, roof, floor, and doors, to reduce the effect of external temperatures on the cargo.

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

This type of clause covers merchandise if the damage amounts to three percent or more of the insured value of the package or cargo. If the vessel burns, sinks, or collides, all losses are fully covered. In marine insurance, the word average describes partial damage or partial loss.

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

In water transportation, the deliberate sacrifice of cargo to make the vessel safe for the remaining cargo. Those sharing in the spared cargo proportionately cover the loss.

INLAND CARRIER

INSPECTION CERTIFICATE

INSTALLMENT SHIPMENTS

INSULATED CONTAINER

**INSULATED
CONTAINER TANK**

**INSURANCE
WITH AVERAGE-CLAUSE**

**INSUARNCCE,
ALL RISE**

**INSURACE,
GENERAL-AVERAGE**



glossary of shipping terms

A Marine insurance term which refers to partial loss on an individual shipment from one of the perils insured against, regardless of the balance of the cargo. Particular-average insurance can usually be obtained, but the loss must be in excess of a certain percentage of the insured value of the shipment, usually three to five percent, before a claim will be allowed by the company.

A location where one carrier delivers freight to another carrier.

Water service between two coasts; in the U.S., this usually refers to water service between the Atlantic and Pacific or Gulf Coasts.

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

A point located en route between two other points.

Used to denote movements of cargo containers interchangeably between transport modes, i.e., motor, rail, water, and air carriers, and where the equipment is compatible within the multiple systems.

An amendment to the Safety of Life at Sea (SOLAS) Convention (1974/1988) on minimum security arrangements for ships, ports and government agencies.

**INSURANCE,
PARTICULAR AVERAGE**

INTERCHANGE PORT

INTERCOASTAL

INTERLINE FREIGHT

INTERMEDIATE POINT

INTERMODAL

**INTERNATIONAL SHIP
AND PORT SECURITY CODE**

IN-TRANSIT

INVOICE

**INWARD
FOREIGN MANIFEST**

IPI

**IRREVOCABLE
LETTER OF CREDIT**

I.S.O.

ISSUING BANK

ISSUING CARRIER

Allows foreign merchandise arriving at one port to be transported in bond to another port, where a superseding entry is filed.

An itemized list of goods shipped to a buyer, stating quantities, prices, shipping charges, etc.

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.

Abbreviation for "Inland Point Intermodal." Refers to inland points (non-ports) that can be served by carriers on a through bill of lading.

Letter of credit in which the specified payment is guaranteed by the bank if all terms and conditions are met by the drawee and which cannot be revoked without joint agreement of both the buyer and the seller.

International Standards Organization which deals in standards of all sorts, ranging from documentation to equipment packaging and labeling.

Bank that opens a straight or negotiable letter of credit and assumes the obligation to pay the bank or beneficiary if the documents presented are in accordance with the terms of the letter of credit.

The carrier issuing transportation documents or publishing a tariff.

j

I.T.

Abbreviation for “Immediate Transport.” The document (prepared by the carrier) allows shipment to proceed from the port of entry in the U.S. to Customs clearing at the destination. The shipment clears Customs at its final destination. Also called an “In-Transit” Entry.

JACKET

A wood or fiber cover placed around such containers as cans and bottles.

JACOB’S LADDER

A rope ladder suspended from the side of a vessel and used for boarding.

JETTISON

Act of throwing cargo or equipment (jetsam) overboard when a ship is in danger.

JIT

Abbreviation for “Just In Time.” In this method of inventory control, warehousing is minimal or non-existent; the container is the movable warehouse and must arrive “just in time;” not too early nor too late.

JOINT RATE

A rate applicable from a point on one transportation line to a point on another line, made by agreement and published in a single tariff by all transportation lines over which the rate applies

KI

Kilo or metric ton. 1,000 Kilos or 2,204.6 pounds.

1,000 grams or 2.2046 pounds.

A coupling pin centered on the front underside of a chassis; couples to the tractor.

Articles which are taken apart to reduce the cubic footage displaced or to make a better shipping unit and are to be re-assembled.

One nautical mile (6,076 feet or 1852 meters) per hour. In the days of sail, speed was measured by tossing overboard a log which was secured by a line. Knots were tied into the line at intervals of approximately six feet. The number of knots measured was then compared against time required to travel the distance of 1000 knots in the line.

A loss discovered before or at the time of delivery of a shipment.

Abbreviation for “Letter of Credit.”

Loaded aboard a vessel.

Refers to the freight shipped; the contents of a shipment.

KT

KILOGRAM

KING PIN

KNOCKED DOWN

KNOT

KNOWN LOSS

L/C

LADEN

LADING



Movement of cargo by water from one country through the port of another country, thence, using rail or truck, to an inland point in that country or to a third country. As example, a through movement of Asian cargo to Europe across North America.

The total cost of a good to a buyer, including the cost of transportation.

Primarily used to indicate the cargo capacity of a roll-on/roll-off car carrier. It is one meter of deck with a width of 2.5 to 3.0 meters.

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

A support fixed on the front part of a chassis (which is retractable); used to support the front end of a chassis when the tractor has been removed.

A maritime industry abbreviation for "Lighter Aboard Ship." A specially constructed vessel equipped with an overhead crane for lifting specially designed barges and stowing them into cellular slots in an athwartship position.

Laydays/Cancelling (date): Range of dates within the hire contract must start.

LANDBRIDGE

LANDED COST

LANEMETER

**LANDING
CERTIFICATE**

**LANDING
GEAR**

LASH

LAYCAN

LCL

LESS THAN TRUCKLOAD

LETTER OF CREDIT

LETTER OF INDEMNITY

LICENSES

LIEN

LIGHTENING

LIGHTER

Abbreviation for "Less than Container Load." The quantity of freight which is less than that required for the application of a container load rate. Loose Freight.

Also known as LTL or LCL.

A document, issued by a bank per instructions by a buyer of goods, authorizing the seller to draw a specified sum of money under specified terms, usually the receipt by the bank of certain documents within a given time.

In order to obtain the clean bill of lading, the shipper signs a letter of indemnity to the carrier on the basis of which may be obtained the clean bill of lading, although the dock or mate's receipt showed that the shipment was damaged or in bad condition.

(1)Some governments require certain commodities to be licensed prior to exportation or importation. (2)Clauses attesting to compliance are often required on the B/L. Various types issued for export (general, validated) and import as mandated by government(s).

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

A vessel discharges part of its cargo at anchor into a lighter to reduce the vessel's draft so it can then get alongside a pier.

An open or covered barge towed by a tugboat to carry cargo to/from alongside a vessel.



LIGHTERAGE

Refers to carriage of goods by lighter and the charge assessed there from.

LINER

A vessel advertising sailings on a specified trade route on a regular basis. It is not necessary that every named port be called on every voyage.

LINE-HAUL

Transportation from one city to another as differentiated from local switching service.

LIST

The amount in degrees that a vessel tilts from the vertical.

LITER

1.06 liquid U.S. quarts or 33.9 fluid ounces.

LIQUIDATED DAMAGES

The penalty a seller must pay if the construction project does not meet contractual standards or deadlines.

LLYOD'S 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.

LIQUEFIED NATURAL GAS

Natural gas will liquefy at a temperature of approximately -259 F or -160 C at atmospheric pressure. One cubic foot of liquefied gas will expand to approximately 600 cubic feet of gas at atmospheric pressure.

LNGC

An ocean-going ship specially constructed to carry LNG in tanks at 160 C.

The waterline corresponding to the maximum draft to which a vessel is permitted to load, either by freeboard regulations, the conditions of classification, or the conditions of service.

Cargo delivered to/from the carrier where origin/destination of the cargo is in the local area.

2,240 pounds

Individual employed in a port to load and unload ships.

Without packing.

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

A carrier giving a customer illegal preference to attract cargo. This can take the form of a money refund (rebate); using lower figures than actual for the assessment of freight charges (undercubing); misdeclaration of the commodity shipped to allow the assessment of a lower tariff rate; waiving published tariff charges for demurrage, CFS handling or equalization; providing specialized equipment to a shipper to the detriment of other shippers, etc.

A writ issued by a court; requires that specific things be done.

LOAD LINE

LOCAL CARGO

LONG TON

LONGSHOREMAN

LOOSE

LOW-BOY

MALPRACTICE

MANDAMU



Document that lists in detail all the bills of lading issued by a carrier or its agent or master for a specific voyage. A detailed summary of the total cargo of a vessel. Used principally for Customs purposes.

Broadly, insurance covering loss or damage of goods at sea. Marine insurance typically compensates the owner of merchandise for losses sustained from fire, shipwreck, etc., but excludes losses that can be recovered from the carrier.

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

It is all areas and things of, on, under, relating to, adjacent to, or bordering on a sea, ocean, or other navigable waterway, including all maritime related activities, infrastructure, people, cargo, and vessels and other conveyances.

It shares and displays vessel Automated Identification System (AIS) data real-time with multiple international users through a web-based, password-protected system.

It is an integrated, data-driven environment providing essential information to support the strategic requirements of the United States Marine Transportation System and its contribution to economic viability of the nation.

**glossary of
shipping terms**

MANIFEST

MARINE INSURANCE

MARITIME

MARITIME DOMAIN

**MARITIME SECURITY AND
SAFETY INFORMATION
SYSTEM**

MARVIEW

MARKING

MARLINE SPIKE

MATE'S RECEIPT

MBM

MCFS

MEASUREMENT CARGO

MEASUREMENT TON

**MECHANICALLY VENTILATED
CONTAINER**

MEGAPORTS INITIATIVE

Letters, numbers, and other symbols placed on cargo packages to facilitate identification. Also known as marks.

A pointed metal spike, used to separate strands of rope in splicing. Master Inbound U.S. Customs' automated program under AMS. It allows for electronic reporting of inbound (foreign) cargoes in the U.S.

An archaic practice. An acknowledgement of cargo receipt signed by a mate of the vessel. The possessor of the mate's receipt is entitled to the bill of lading, in exchange for that receipt.

1,000 board feet. One MBM equals 2,265 C.M.

Abbreviation for "Master Container Freight Station." See CFS.

Freight on which transportation charges are calculated on the basis of volume measurement.

40 cubic feet.

A container fitted with a means of forced air ventilation.

It teams up with other countries to enhance their ability to screen cargo at major international seaports. The initiative provides radiation detection equipment and trains their personnel to specifically check for nuclear or other radioactive materials.

**MEMORANDUM
BILL OF LADING**

An in-house bill of lading. A duplicate copy.

Abbreviation for “Mini Land bridge.”

**MEMORANDUM
FREIGHT BILL**

See *Multiple Container load Shipment*.

Middlewest Motor Freight Bureau.

METER

39.37 inches (approximately).

A blend of gases tailored to replace the normal atmosphere within a container.

METRIC TON

2,204.6 pounds or 1,000 kilograms.

Maritime Security Act.

MICROBRIDGE

A cargo movement in which the water carrier provides a through service between an inland point and the port of load/discharge. The carrier is responsible for cargo and costs from origin on to destination. Also known as IPI or Through Service.

A U.S. Department of Transportation program that helps to assure sufficient sealift to support the United States Armed Forces and U.S. emergency sealift needs, using commercial ships.

MILE

A unit equal to 5,280 feet on land. A nautical mile is 6076.115.

Abbreviation for “Metric Ton.”

MINI LAND BRIDGE

An intermodal system for transporting containers by ocean and then by rail or motor to a port previously served as an all-water move (e.g., Hong Kong to New York over Seattle).

The Maritime Transportation Security Act of 2002, is designed to protect ports and waterways from terrorists attacks. The law is the U.S. equivalent of the International Ship and Port Facility Security Code (ISPS), and was fully implemented on July 1, 2004. It requires vessels and port facilities to conduct vulnerability assessments and develop security plans that may include passenger, vehicle, and baggage screening procedures; security patrols; establishing restricted areas; personnel identification procedures; access control measures; and/or installation of surveillance equipment.

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.

Synonymous for all practical purposes with “Intermodal.”

MINIMUM CHARGE

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

A container frame fitted to accommodate two or more separate tanks for liquids.

MIXED CONTAINER LOAD

A container load of different articles in a single consignment.

MLB

M.M.F.B.

MODIFIED ATMOSPHERE

MSA

MSP

MT

MTSA

MULTIMODAL

MULTITANK CONTAINER



n

In December 2004, the President directed the Secretaries of the Department of Defense and Homeland Security to lead the Federal effort to develop a comprehensive National Strategy for Maritime Security, to better integrate and synchronize the existing Department-level strategies and ensure their effective and efficient implementation. The strategy includes eight supporting plans to address the specific threats and challenges of the maritime environment and combined they present a comprehensive national effort to promote global economic stability and protect legitimate activities while preventing hostile or illegal acts within the maritime domain.

Distance of one minute of longitude at the equator, approximately 6,076.115. The metric equivalent is 1852.

It is a naval organization with members who are trained to establish and provide advice for safe passage of merchant ships worldwide, during times of peace, tension, crisis and war. NCAGS personnel act as a liaison between military commanders and the civil authorities. During war, the NCAGS organization may be responsible for establishing a convoy.

National Cargo Bureau, established in 1952 as a non-profit marine surveying organization that inspects and surveys ships and cargoes

NATIONAL STRATEGY FOR MARITIME SECURITY

NAUTICAL MILE

NAVAL COOPERATION AND GUIDANCE FOR SHIPPING

NCB

NCB CNTD.

N.C.I.T.D.

NEC

NEGOTIABLE INSTRUMENTS

NES

NESTED

NET TARE WEIGHT

NET TONNAGE

NET WEIGHT

incidental to loading and discharging. It issues certificates as evidence of compliance with the provisions of the Dangerous Cargo Act and the Rules and Regulations for Bulk Grain Cargo.

National Committee on International Trade Documentation.

Abbreviation for “Not Elsewhere Classified.”

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.”

Abbreviation for “Not Elsewhere Specified.”

Articles packed so that one rests partially or entirely within another, thereby reducing the cubic-foot displacement.

The weight of an empty cargo-carrying piece of equipment plus any fixtures permanently attached.

The replacement, since 1994, for “Net Register Tonnage.” Sometimes used to charge fees or taxes on a vessel.

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.



NEUTRAL BODY	An organization established by the members of an ocean conference acts as a self–policing force with broad authority to investigate tariff violations, including authority to scrutinize all documents kept by the carriers and their personnel. Violations are reported to the membership and significant penalties are assessed.		
NIPPON KAIJI KYOKAI	A Japanese classification society which certifies seagoing vessels for compliance to standardized rules regarding construction and maintenance.		
N.M.F.C.	National Motor Freight Classification.	Notice of Readiness (when the ship is ready to load.)	NOR
NOI	Abbreviation for “Not Otherwise Indexed.”	Abbreviation for “Not Otherwise Specified.”	NOS
NOIBN	Abbreviation for “Not Otherwise Indexed By Name.”	Front of a container or trailer–opposite the tail.	NOSE
NOMENCLATURE OF THE CUSTOMS COOPERATION COUNCIL	The Customs tariff used by most countries worldwide. It was formerly known as the Brussels Tariff Nomenclature and is the basis of the commodity coding system known as the Harmonized System.	Cargo which has been booked but does not arrive in time to be loaded before the vessel sails. See also “Windy Booking.”	NO-SHOW
NON DUMPING CERTIFICATE	Required by some countries for protection against the dumping of certain types of merchandise or products.	North Pacific Coast Freight Bureau. NRT – Net Register Tons see “Net Tonnage” Theoretically the cargo capacity of the ship. Sometimes used to charge fees or taxes on a vessel.	N.P.C.F.B.
NON-VESSEL	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.	A contract for transportation between a shipper and a carrier. It also evidences receipt of the cargo by the carrier. A bill of lading shows ownership of the cargo and, if made negotiable, can be bought, sold or traded while the goods are in–transit.	OCEAN BILL OF LADING
		See <i>Overland Common Points</i> .	OCP
		Abbreviation for “Operating Differential Subsidy.” An amount of money the U.S. government paid U.S. shipping companies that qualify for this subsidy.	ODS



**glossary of
shipping terms**

Organization of Economic Cooperation and Development, headquartered in Paris with membership consisting of the world's developed nations.

A notation on a bill of lading that cargo has been loaded on board a vessel. Used to satisfy the requirements of a letter of credit, in the absence of an express requirement to the contrary.

A notation on a bill of lading that the cargo has been stowed on the open deck of the ship.

A trade arrangement in which goods are shipped to a foreign buyer without guarantee of payment.

A marine insurance policy that applies to all shipments made by an exporter over a period of time rather than to one shipment only

The water area of the open coast seaward of the ordinary low-water mark, or seaward of inland waters.

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

A comparison of a carrier's operating expense with its net sales. The most general measure of operating efficiency.

O.E.C.D.

ON BOARD

ON DECK

OPEN ACCOUNT

**OPEN INSURANCE
POLICY**

OPEN SEA

OPEN TOP CONTAINER

OPERATING RADIO

O.P.I.C.

OPTIMUM CUBE

ORDER-NOTIFY

ORFS

ORIGIN

**ORIGINAL
BILL OF LADING**

OS&D

OUT GATE

OVERCHARGE

**OVERHEIGHT
CARGO**

Overseas Private Investment Corporation, an agency of the U.S. government which helps U.S. businesses invest overseas.

The highest level of cube utilization that can be achieved when loading cargo into a container.

A bill of lading term to provide surrender of the original bill of lading before freight is released; usually associated with a shipment covered under a letter of credit.

Abbreviation for "Origin Rail Freight Station." Same as CFS at origin except an ORFS is operated by the rail carrier participating in the shipment.

Location where shipment begins its movement.

A document which requires proper signatures for consummating carriage of contract. Must be marked as "original" by the issuing carrier.

Abbreviation for "Over, Short or Damaged" Usually discovered at cargo unloading.

Transaction or interchange that occurs at the time a container leaves a rail or water terminal.

To charge more than the proper amount according to the published rates.

Cargo more than eight feet high which thus cannot fit into a standard container.

p

**OVERLAND
COMMON
POINT**

A term stated on the bills of lading offering lower shipping rates to importers east of the Rockies, provided merchandise from the Far East comes in through the West Coast ports. OCP rates were established by U.S. West Coast steamship companies in conjunction with western railroads so that cargo originating or destined for the American Midwest and East would be competitive with all-water rates via the U.S. Atlantic and Gulf ports. Applies to eastern Canada.

OWNER CODE

Standard Carrier Abbreviation Code identifying an individual common carrier. A three letter carrier code followed by a suffix identifies the carrier's equipment. A suffix of "U" is a container and "C" is a chassis.

P&I

Abbreviation for "Protection and Indemnity," an insurance term.

PACKING LIST

Itemized list of commodities with marks/numbers but no cost values indicated.

PADAG

Abbreviation for "Please Authorize Delivery Against Guarantee." A request from the consignee to the shipper to allow the carrier or agent to release cargo against a guarantee, either bank or personal. Made when the consignee is unable to produce original bills of lading.

A U.S. Customs program wherein at least two designated Customs ports will enter cargo that arrives at either port without the necessity of an in-bound document.

A platform with or without sides, on which a number of packages or pieces may be loaded to facilitate handling by a lift truck.

A liquid cargo vessel of 50,000 to 70,000 tonnage.

The largest size vessel that can traverse the Panama Canal. Current maximum dimensions are: Length 294.1 meters (965 feet); width 32.3 meters (106 feet); draft 12.0 meters (39.5 feet) in tropical fresh water; height 57.91 meters (190 feet) above the water.

A technical rail ramp, used for equalization of points not actually served.

A published rate that is never assessed because no freight moves under it.

An arrangement whereby a steamship company, under rules and regulations established in the freight tariff of a given trade, accepts small packages at rates below the minimum bill of lading, and issues a parcel receipt instead of a bill of lading.

Under letters of credit, one or more shipments are allowed by the phrase "partial shipments permitted."

See Insurance, Particular Average.

PAIRED PORTS

PALLET

PANAMAX TANKER

PANAMAX VESSEL

PAPER RAMP

PAPER RATE

PARCEL RECEIPT

PARTIAL SHIPMENTS

**PARTICULAR
AVERAGE**



A party named in an instrument as the beneficiary of the funds. Under letters of credit, the payee is either the drawer of the draft or a bank.

A party responsible for the payment as evidenced by the given instrument. Under letters of credit, the payer is the party on whom the draft is drawn, usually the drawee bank.

A charge, based on a fixed daily rate.

Those causes of loss for which the carrier is not legally liable. The elemental risks of ocean transport.

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

The act of calling for freight by truck at the consignor's shipping platform.

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

A shipment loaded into a container at the pier or terminal, thence to the consignee's facility.

Containers loaded at port of loading and discharged at port of destination.

PAYEE

PAYER

PER DIEM

PERILS OF THE SEA

**PHYTOSANITARY
INSPECTION
CERTIFICATE**

PICKUP

PIER

PIER-TO-HOUSE

PIER-TO-PIER

PIGGY PACKER

PIGGYBACK

**PLACE
OF DELIVERY**

**PLACE
OF RECEIPT**

PLIMSOLL MARK

POD

POINT OF ORIGIN

POL

POMERENE ACT

A mobile container-handling crane used to load/unload containers to/from railcars.

A transportation arrangement in which truck trailers with their loads are moved by train to a destination. Also known as Rail Pigs.

Place where cargo leaves the care and custody of carrier.

Location where cargo enters the care and custody of carrier.

A series of horizontal lines, corresponding to the seasons of the year and fresh or saltwater, painted on the outside of a ship marking the level which must remain above the surface of the water for the vessel's stability.

Abbreviation for: (1)Port of Discharge.(2)Port of Destination. (3)Proof of Delivery. A document required from the carrier or driver for proper payment.

The place at which a shipment is received by a carrier from the shipper.

Abbreviation for: (1)Port of Loading. (2) Petroleum, Oil, and Lubricants.

U.S. federal law enacting conditions by which a B/L may be issued. Penalties for issuing B/L's containing false data include monetary fines and/or imprisonment.

**PORT SECURITY
GRANT PROGRAM
CNTD.**

**PRATIQUE
CERTIFICATE**

PRE-COOLING

PREPAID

PRODUCT TANKER

**PRO
FORMA**

**PRO FORMA
INVOICE**

PORT

(1) Harbor with piers or docks. (2) Left side of a ship when facing forward. (3) Opening in a ship's side for handling freight.

PORT OF CALL

Port where a ship discharges or receives traffic.

PORT OF ENTRY

Port where cargo is unloaded and enters a country.

PORT OF EXIT

Place where cargo is loaded and leaves a country.

PPI

Principal Party of Interest (see USPPI and FPPI).

**PORT FACILITY
SECURITY OFFICER**

Is the person designated as responsible for the development, implementation, revision and maintenance of the port facility security plan and for liaison with the ship security officers and company security officers.

**PORT FACILITY
SECURITY PLAN**

Is a plan developed to ensure the application of measures designed to protect persons on board, cargo, cargo transport units and ship's stores within the port facility from the risks of a security incident.

PORT SECURITY

It is the defense, law and treaty enforcement, and counterterrorism activities that fall within the port and maritime domain. It includes the protection of the seaports themselves, the protection and inspection of the cargo moving through the ports, and maritime security.

**PORT SECURITY
GRANT PROGRAM**

As a result of the Department of Homeland Security Appropriations Act of 2005, fiscal year

grant funding is provided annually to the Nation's most at-risk seaports for physical security enhancements to be used in the protection of critical port infrastructure from terrorism. PSGP funds help ports enhance their risk management capabilities, domain awareness, training and exercises, and capabilities to prevent, detect, respond to, and recover from attacks involving improvised explosive devices and other non-conventional weapons.

Lifts temporary quarantine of a vessel; granted pratique by Health Officer.

A process employed in the shipment of citrus fruits and other perishable commodities. The fruit is packed and placed in a cold room from which the heat is gradually extracted. The boxes of fruit are packed in containers that have been thoroughly cooled and transported through to destination without opening the doors.

Freight charges paid by the consignor (shipper) prior to the release of the bills of lading by the carrier.

A liquid cargo vessel of 10,000 to 60,000dwt. Also referred to as a Handymax Tanker. Often built with many segregated cargo tanks and thus sometimes called a "drugstore tanker."

A Latin term meaning "For the sake of form."

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 specifications (weight, size, etc.).



q

A Latin term meaning “In proportion.”

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

A name usually given to a State body having control or regulation of public utilities.

Person authorized by transportation lines to publish tariffs or rates, rules, and regulations for their account.

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.

A short semi-trailer used jointly with a dolly and another semi-trailer to create a twin trailer.

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.

A wedge-shaped piece of timber used to secure barrels against movement.

glossary of shipping terms

PRO RATA

PROJECT RATE

PUBLIC SERVICE COMISSION

PUBLISHING AGENT

PULP TEMPERATURE

PUP

QUARANTINE

QUOIN

QUOTA

QUOTATION

QUAY

RAG TOP

RAIL DIVISION

RAIL GROUNDING

RAMP

r

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

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

A structure attached to land to which a vessel is moored. See also Pier and Dock.

A slang term for an open-top trailer or container with a tarpaulin cover.

The amount of money an ocean carrier pays to the railroad for overland carriage.

The time that the container was discharged (grounded) from the train.

Railroad terminal where containers are received or delivered and trains loaded or discharged. Originally, trailers moved onto the rearmost flatcar via a ramp and driven into position in a technique known as “circus loading.” Most modern rail facilities use lifting equipment to position containers onto the flatcars.

RAMP-TO-DOOR

A movement where the load initiates at an origin rail ramp and terminates at a consignee's door.

RAMP-TO-RAMP

A movement of equipment from an origin rail ramp to a destination rail ramp only.

RATE BASIS

A formula of the specific factors or elements that control the making of a rate. A rate can be based on any number of factors (i.e., weight, measure, equipment type, package, box, etc.).

REASONABLENESS

Under ICC and common law, the requirement that a rate not be higher than is necessary to reimburse the carrier for the actual cost of transporting the traffic and allow a fair profit.

REBATE

An illegal form of discounting or refunding that has the net effect of lowering the tariff price. See also Malpractice.

RECONSIGNMENT

Changing the consignee or destination on a bill of lading while shipment is still in transit. Diversion has substantially the same meaning.

RECOURSE

A right claim against the guarantors of a loan or draft or bill of exchange.

RED LABEL

A label required on shipments of flammable articles.

REEFER

Refrigerated container.

RFP

Request for Proposal

Request for quotation.

To transfer containers from one ship to another when both vessels are controlled by the same network (carrier) manager.

Funds sent by one person to another as payment.

Articles handled only under certain conditions.

A ton on which the shipment is freighted. If cargo is rated as weight or measure (W/M), whichever produces the highest revenue will be considered the revenue ton. Weights are based on metric tons and measures are based on cubic meters.
RT=1 MT or 1 CBM.

An inland point provided by an all-water carrier's through bill of lading in the U.S. by first discharging the container in an East Coast port.

A shortening of the term, "Roll On/Roll Off." A method of ocean cargo service using a vessel with ramps which allows wheeled vehicles to be loaded and discharged without cranes. Also refers to any specialized vessel designed to carry Ro/Ro cargo.

To re-book cargo to a later vessel.

The side-to-side (athwartship) motion of a vessel.

The manner in which a shipment moves; i.e., the carriers handling it and the points at which the carriers interchange.

RFQ

RELAY

REMITTANCE

RESTRICTED ARTICLES

**REVENUE
TON**

REVERSE IPI

"RO/RO"

ROLL

ROLLING

ROUTE



S

Complementary equipment for terminal and over-the-road handling containers.

Abbreviation for “Released Value Not Exceeding.” Usually used to limit the value of goods transported. The limitation refers to carrier liability when paying a claim for lost or damaged goods.

An embargo imposed by a Government against another country.

Is the Security and Accountability For Every Port Act of 2006 which is an Act of Congress in the United States that covers port security.

Abbreviation for: (1) Sight draft. (2) Sea damage.

See Owner Code.

The Statistical Classification of Domestic and Foreign Commodities Exported from the United States.

Ocean vessels constructed with heavy-duty submersible hydraulic lift or elevator system at the stern of the vessel. The Sea-Bee system facilitates forward transfer and positioning of barges. Sea-Bee barges are larger than LASH barges. The Sea-Bee system is no longer used.

RUNNING GEAR

RVNX

SANCTION

SAFE PORT ACT

S/D

SCAC CODE

SCHEDULE B

SEA-BEE VESSELS

SEA WAYBILL

SEAWAYMAX VESSEL

SEAWORTHINESS

SECURE FREIGHT INITIATIVE

SECURITY LEVEL 1

SECURITY LEVEL 2

SECURITY LEVEL 3

SED

Document indicating the goods were loaded onboard when a document of title (b/L) is not needed. Typically used when a company is shipping goods to itself.

The largest vessel that can transmit the locks of the St. Lawrence Seaway. Length is 226 meters (740 feet); Beam is 24 meters (78 feet); Draft is 7.92 meters (26 feet).

The fitness of a vessel for its intended use.

It is a key provision of the SAFE Port Act of 2006 and is part of the International Container Security scanning project. It builds on its current partnership between the Container Security Initiative and the Megaports Initiative. It expands the use of scanning and imaging equipment to examine more U.S. bound containers, not just those determined to be high risk.

The level for which minimum appropriate protective security measures shall be maintained at all times.

The level for which appropriate additional protective security measures shall be maintained for a period of time as a result of heightened risk of a security incident.

The level for which further specific protective security measures shall be maintained for a limited period of time when a security incident is probable or imminent, although it may not be possible to identify the specific target.

“Shipper's Export Declaration”

SERVICE

A string of vessels which makes a particular voyage and serves a particular market.

**SERVICE
CONTRACT**

As provided in the Shipping Act of 1984, a contract between a shipper (or a shippers association) and an ocean common carrier (or conference) in which the shipper makes a commitment to provide a certain minimum quantity of cargo or freight revenue over a fixed time period, and the ocean common carrier or conference commits to a certain rate or rate schedule as well as a defined service level (such as assured space, transit time, port rotation or similar service features). The contract may also specify provisions in the event of nonperformance on the part of either party.

SHEX

Saturday and Holidays Excluded.

SHINC

Saturday and Holidays Included.

SHIP

(1) A vessel of considerable size for deep-water navigation. (2) A sailing vessel having three or more square-rigged masts.

**SHIP
CHANDLER**

An individual or company selling equipment and supplies for ships.

SHIP DEMURRAGE

A charge for delaying a steamer beyond a stipulated period.

SHIP'S BELLS

Measure time onboard ship. One bell sounds for

each half hour. One bell means 12:30, two bells mean 1:00, three bells mean 1:30, and so on until 4:00 (eight bells). At 4:30 the cycle begins again with one bell.

The amount of cargo a ship carries or is able to carry. See also "Full Shipload Lot" and "Full and Down."

A statement listing the particulars of all shipments loaded for a specified voyage.

The tender of one lot of cargo at one time from one shipper to one consignee on one bill of lading.

The person on board the vessel, accountable to the master, designated by the Company as responsible for the security of the ship, including implementation and maintenance of the ship security plan and for the liaison with the company security officer and the port facility security officers.

A plan developed to ensure the application of measures on board the ship and designed to protect persons on board, cargo, cargo transport units, ship's stores or the ship from the risks of a security incident.

All rigging, cranes, etc., utilized on a ship to load or unload cargo.

The person or company who is usually the supplier or owner of commodities shipped. Also called Consignor.

**SHIP'S BELLS
CNTD.**

SHIP LOAD

SHIP'S MANIFEST

SHIPMENT

**SHIP SECURITY
OFFICER**

**SHIP
SECURITY PLAN**

SHIP'S TACKLE

SHIPPER



A non-profit entity that represents the interests of a number of shippers. The main focus of shippers associations is to pool the cargo volumes of members to leverage the most favorable service contract rate levels.

A joint Bureau of the Census' International Trade Administration form used for compiling U.S. exports. It is completed by a shipper and shows the value, weight, destination, etc., of export shipments as well as Schedule B commodity code.

Shipper's communication(s) to its agent and/or directly to the international water-carrier. Instructions may be varied, e.g., specific details/clauses to be printed on the B/L, directions for cargo pickup and delivery.

The document required by the carrier or freight forwarders to obtain (besides the data needed) authorization to issue and sign the air waybill in the name of the shipper.

Shipments loaded and sealed by shippers and not checked or verified by the carriers.

The act of the U.S. Congress (1916) that created the U.S. Shipping Board to develop water transportation, operate the merchant ships owned by the government, and regulate the water carriers engaged in commerce under the flag of the United States. As of June 18, 1984, applies only to domestic offshore ocean transport.

**glossary of
shipping terms**

SHIPPERS ASSOCIATION

**SHIPPER'S EXPORT
DECLARATION**

**SHIPPER'S
INSTRUCTIONS**

**SHIPPER'S LETTER
OF INSTRUCTIONS
FOR ISSUING
AN AIR WAYBILL**

**SHIPPER'S
LOAD & COUNT**

SHIPPING ACT 1916

SHIPPING ACT 1984

SHIPPING ACT 1998

SHIPPING ORDER

SHORE

**SHORT SEA
SHIPPING**

SHORT TON

SHRINK WRAP

SIDE LOADER

**SIDE-DOOR
CONTAINER**

Effective June 18, 1984, describes the law covering water transportation in the U.S. foreign trade.

Amends the Act of 1984 to provide for confidential service contracts and other items.

Shipper's instructions to carrier for forwarding goods; usually the triplicate copy of the bill of lading.

A prop or support placed against or beneath anything to prevent sinking or sagging.

Short Sea Shipping means the movement of cargo by sea between ports situated in geographical Europe or between those ports situated in non-European countries having a coastline on the enclosed seas bordering Europe (Baltic, Mediterranean and Black). It is a successful mode of transport in Europe.

A weight unit of measure equal to 2,000 pounds.

Polyethylene or similar substance heat-treated and shrunk into an envelope around several units, thereby securing them as a single pack for presentation or to secure units on a pallet.

A lift truck fitted with lifting attachments operating to one side for handling containers.

A container fitted with a rear door and a minimum of one side door.

SIGHT DRAFT

A draft payable upon presentation to the drawee.

SIGTO

Society of International Gas Transport and Terminal Operators, an industry organization promoting the exchange of safety information concerning the processing, transporting and handling of liquefied gases.

SKIDS

Battens, or a series of parallel runners, fitted beneath boxes or packages to raise them clear of the floor to permit easy access of forklift blades or other handling equipment.

SL/W

Shippers load and count. All three clauses are used as needed on the bill of lading to exclude the carrier from liability when the cargo is loaded by the shipper.

SLEEPERS

Loaded containers moving within the railroad system that are not clearly identified on any internally generated reports.

SLING

A wire or rope contrivance placed around cargo and used to load or discharge it to/from a vessel.

SLIP

A vessel's berth between two piers.

SPA

Abbreviation for "Subject to Particular Average." See also Particular Average. An articulated five-platform railcar. Used where height and weight restrictions limit the use of stack cars. It holds five 40-foot containers or combinations of 40- and 20-foot containers.

Placing a container where required to be loaded or unloaded.

A piece of equipment designed to lift containers by their corner castings.

Abbreviation for Saturdays, Sundays and Holidays Excepted. Refers to loading and discharging of cargo as agreed to in the charter party. This indicates when time does not count in the calculation of demurrage and Despatch.

The force that holds a vessel upright or returns it to upright position if keeled over. Weight in the lower hold increases stability. A vessel is stiff if it has high stability, tender if it has low stability. In a ship, stability is indicated by several characteristics. Initial stability is measured by the metacentric height; also known as "GM." If GM is low, the vessel makes long slow rolls, and is considered tender. When GM is too high, the vessel is considered stiff, and may return violently to the upright position when rolling, with possible damage to cargo and injury to passengers and crew. Other stability considerations include the vessel's range of stability, maximum righting arm, and the angle of heel at which the maximum righting arm occurs.

An articulated five-platform rail car that allows containers to be double stacked. A typical stack car holds ten 40-foot equivalent units (FEU's).

A rail service whereby rail cars carry containers stacked two high on specially operated unit trains. Each train includes up to 35 articulated multi-platform cars. Each car is comprised of 5 well-type platforms upon which containers can be stacked. No chassis accompany containers.

SPOTTING

SPREADER

SSHEX

STABILITY

STACK CAR

STACKTRAIN



A standard numerical code used by the U.S. Government to classify products and services.

A standard numeric code developed by the United Nations to classify commodities used in international trade, based on a hierarchy.

The right side of a ship when facing the bow.

A law limiting the time in which claims or suits may be instituted.

Abbreviation for "Standard Transportation Commodity Code."

A group of vessel operators joined together for the purpose of establishing freight rates.

An indemnity issued to the carrier by a bank; protects the carrier against any possible losses or damages arising from release of the merchandise to the receiving party. This instrument is usually issued when the bill of lading is lost or is not available.

The end of a vessel. Opposite of bow.

Individual or firm that employs longshoremen and who contracts to load or unload the ship.

A complete package of pick up or delivery services performed by a carrier from origin to final consumption point.

STANDARD INDUSTRIAL CLASSIFICATION

STANDARD INTERNATIONAL TRADE CLASSIFICATION

STARBOARD

STATUTE OF LIMITATION

STCC

STEAMSHIP CONFERENCE

STEAMSHIP GUARANTEE

STERN

STEVEDORE

STORE-DOOR PICK-UP DELIVERY

STOWAGE

STC

STRADDLE CARRIER

STRAIGHT BILL OF LADING

STRIPPING

STUFFING

STW

SUBROGATE

SUEZMAX TANKER

SURFACE TRANSPORTATION BOARD

SUFFERANCE WHARF

A marine term referring to loading freight into ships' holds.

Said to contain.

Mobile truck equipment with the capacity for lifting a container within its own framework.

A non-negotiable bill of lading which states a specific identity to whom the goods should be delivered. See Bill of Lading.

Removing cargo from a container (devanning).

Putting cargo into a container.

Said to weigh.

To put in place of another; i.e., when an insurance company pays a claim it is placed in the same position as the payee with regard to any rights against others.

A tanker of 120,000 to 199,000dwt.

The U.S. federal body charged with enforcing acts of the U.S. Congress that affect common carriers in interstate commerce. STB replaced the Interstate Commerce Commission (ICC) in 1997.

A wharf licensed and attended by Customs authorities.



SUPPLY CHAIN

A logistical management system which integrates the sequence of activities from delivery of raw materials to the manufacturer through to delivery of the finished product to the customer into measurable components. “Just in Time” is a typical value-added example of supply chain management.

SURCHARGE

An extra or additional charge Surtax An additional extra tax

T.&E.

Abbreviation for “Transportation and Exportation.” Customs form used to control cargo movement from port of entry to port of exit, meaning that the cargo is moving from one country, through the United States, to another country.

TAIL

Of a container or trailer-opposite the front or nose.

TARE

Weight In railcar or container shipments, the weight of the empty railcar or empty container.

TARIFF

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

TELEX

Used for sending messages to outside companies. Messages are transmitted via Western Union, ITT and RCA. Being replaced by fax and internet.

A device to record temperature in a container while cargo is en route.

The offer of goods for transportation or the offer to place cars or containers for loading or unloading.

Time and date for payment of a draft.

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

A charge made for a service performed in a carrier’s terminal area.

The point at which sellers have fulfilled their obligations so the goods in a legal sense could be said to have been delivered to the buyer. They are shorthand expressions that set out the rights and obligations of each party when it comes to transporting the goods. Following, are the thirteen terms of sale in international trade as Terms of Sale reflected in the recent amendment to the International chamber of Commerce Terms of Trade (INCOTERMS), effective July 1990: EXW, FCA, FAS, FOB, CFR, CIF, CPT, CIP, DAF, DES, DEQ, DDU AND DDP.

To Be Nominated (when the name of a ship is still unknown).

Abbreviation for “Twenty foot Equivalent Unit.”

A company that provides logistics services to other companies for some or all of their logistics needs.

TEMPERATURE RECORDER

TENDER

TENOR

TERMINAL

TERMINAL CHARGE

TERMS OF SALE

TBN

TEU

**THIRD PARTY
LOGISTICS**



100 cubic feet.

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

The charge for moving a container through a container yard off or onto a ship.

A contract for leasing between the ship owners and the lessee. It would state, e.g., the duration of the lease in years or voyages.

A draft that matures either a certain number of days after acceptance or a certain number of days after the date of the draft.

Transport International par la Route. Road transport operating agreement among European governments and the United States for the international movement of cargo by road. Display of the TIR carnet allows sealed container loads to cross national frontiers without inspection.

Abbreviation for "Trailer Load."

Abbreviation for "Trailer on Flat Car." The movement of a highway trailer on a railroad flatcar. Also known as Piggyback.

(1)A unit used in comparing freight earnings or expenses. The amount earned from the

**glossary of
shipping terms**

TONNAGE

THROUGH RATE

THROUGHPUT CHARGE

TIME CHARTER

TIME DRAFT

TIR

TL

TOFC

TON-MILE

TON-MILE CNTD

TOP-AIR DELIVERY

TOWAGE

TRACTOR

**TRADE
ACCEPTANCE**

TRAFFIC

TRAILER

TRAMP LINE

TRANSPORT

cost of hauling a ton of freight one mile. (2)
The movement of a ton of freight one mile.
Tonnage Generally refers to freight handled.

A type of air circulation in a container. In top air units, air is drawn from the bottom of the container, filtered through the evaporator for cooling and then forced through the ducted passages along the top of the container. This type of airflow requires a special loading pattern.

The charge made for towing a vessel.

Unit of highway motive power used to pull one or more trailers/containers.

A time or a date draft that has been accepted by the buyer (the drawee) for payment at maturity.

Persons and property carried by transport lines.

The truck unit into which freight is loaded as in tractor trailer combination. See Container.

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

To move cargo from one place to another.

U

TRANSPORTATION & EXIT

Allows foreign merchandise arriving at one port to be transported in bond through the U.S. to be exported from another port, without paying duty.

TRANSPORTATION WORKER
IDENTIFICATION CREDENTIAL

Established by Congress through the Maritime Transportation Security Act (MTSA) and is administered by the Transportation Security Administration (TSA) and U.S. Coast Guard. TWICs are tamper-resistant biometric credentials that will be issued to all credentialed merchant mariners and to workers who require unescorted access to secure areas of ports, vessels or outer continental shelf facilities.

TRANSSHIP

To transfer goods from one transportation line to another, or from one ship to another.

TRANSSHIPMENT PORT

Place where cargo is transferred to another carrier.

TRUST RECEIPT

Release of merchandise by a bank to a buyer while the bank retains title to the merchandise. The goods are usually obtained for manufacturing or sales purposes. The buyer is obligated to maintain the goods (or the proceeds from their sales) distinct from the remainder of the assets and to hold them ready for repossession by the bank.

TURNAROUND

In water transportation, the time it takes between the arrival of a vessel and its departure.

TWIST LOCKS

A set of four twistable bayonet type shear keys used as part of a spreader to pick up a container or as part of a chassis to secure the containers.

A pallet so designed that the forks of a fork lift truck can be inserted from two sides only

Abbreviation for the "Uniform Customs and Practice for Documentary Credits," published by the International Chamber of Commerce. This is the most frequently used standard for making payments in international trade; e.g., paying on a Letter of Credit. It is most frequently referred to by its shorthand title: UCP No. 500. This revised publication reflects recent changes in the transportation and banking industries, such as electronic transfer of funds.

Abbreviation for "Uniform Freight Classification."
ULCC Ultra Large Crude Carrier. A tanker in excess of 320,000dwt.

The space not filled with liquid in a drum or tank.

United Nations EDI for Administration, Commerce and Transport. EDI Standards are developed and supported by the UN for electronic message (data) interchange on an international level.

Freight that has not been called for or picked up by the consignee or owner.

To charge less than the proper amount.

TWO-WAY PALLET

UCP

UFC

ULLAGE

UN/EDIFACT

UNCLAIMED FREIGHT

UNDERCHARGE





A vessel is underway when it is not at anchor, made fast to the shore, or aground.

Rules for letters of credit drawn up by the Commission on Banking Technique and Practices of the International Chamber of Commerce in consultation with the banking associations of many countries. See Terms of Payment.

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

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

(1) The consolidation of a quantity of individual items into one large shipping unit for easier handling. (2) Loading one or more large items of cargo onto a single piece of equipment, such as a pallet.

Removal of a shipment from a vessel.

A document required on merchandise imported into the United States.

The party that receives the primary benefit from an export transaction, usually the seller of the goods.

UNDERWAY

UNIFORM CUSTOMS & PRACTICES FOR DOCUMENTARY CREDITS

UNIT LOAD

UNIT TRAIN

UNITIZATION

UNLOADING

U.S. CONSULAR INVOICE

USPPI

VALIDATED EXPORT LICENSE

VALIDATION

VANNING

VARIABLE COST

VENTILATED CONTAINER

VESSEL SUPPLIES FOR INTERMEDIATE EXPORTATION

A document issued by the U.S. government; authorizes the export of commodities for which written authorization is required by law.

Authentication of B/L and when B/L becomes effective

A term for stowing cargo in a container.

Costs that vary directly with the level of activity within a short time. Examples include costs of moving cargo inland on trains or trucks, stevedoring in some ports, and short-term equipment leases. For business analysis, all costs are either defined as variable or fixed. For a business to break even, all fixed costs must be covered. To make a profit, all variable and fixed costs must be recovered plus some extra amount.

A container designed with openings in the side and/or end walls to permit the ingress of outside air when the doors are closed.

Allows equipment and supplies arriving at one port to be loaded on a vessel, aircraft, etc., for its exclusive use and to be exported from the same port.

W

**VESSEL
MANIFEST**

The international carrier is obligated to make declarations of the ship’s crew and contents at both the port of departure and arrival. The vessel manifest lists various details about each shipment by B/L number. Obviously, the B/L serves as the core source from which the manifest is created.

VISA

Voluntary Intermodal Sealift Agreement. Provides the U.S. defense community with “assured access” to commercial intermodal capacity to move sustainment cargoes during time of war or national emergency. In return, during peacetime, the carriers receive preference in the carriage of DOD cargoes.

VIZ.

Namely. Used in tariffs to specify commodities.

VLCC

Very Large Crude Carrier. A tanker of 200,000 to 319,000dwt. It can carry about 2 million barrels of crude oil.

**VESSEL LOAD
FREE OUT**

The loading and discharge terms for the cargo to be shipped, as agreed to in the charter party. The vessel (carrier) pays for the loading of the cargo on board the ship and the receiver pays for the discharge of the cargo from the ship to the pier.

VOLUNTARY SHIP

Any ship which is not required by treaty or statute to be equipped with radio telecommunication equipment.

WAR RISK

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

A place for the reception, delivery, consolidation, distribution, and storage of goods/cargo.

Document that identifies goods imported when placed in a bonded warehouse. The duty is not imposed on the products while in the warehouse but will be collected when they are withdrawn for delivery or consumption.

Allows merchandise that has been withdrawn from a bonded warehouse at one U.S. port to be exported from the same port exported without paying duty.

Allows merchandise that has been withdrawn from a bonded warehouse at one port to be transported in bond to another port, where a superseding entry will be filed.

Allows merchandise that has been withdrawn from a bonded warehouse at one port to be transported in bond through the U.S. to be exported from another port, without paying duty.

The storing of goods/cargo.

A document prepared by a transportation line at the point of a shipment; shows the point of the origin, destination, route, consignor, consignee, description of shipment and amount charged for the transportation service. It is forwarded with the shipment or sent by mail to the agent at the transfer point or waybill destination. Abbreviation is WB. Unlike a bill of lading, a waybill is NOT a document of title.

WAREHOUSE

WAREHOUSE ENTRY

**WAREHOUSE WITHDRAWAL
FOR TRANSPORTATION
IMMEDIATE EXPORTATION**

**WAREHOUSE WITHDRAWAL
FOR TRANSPORTATION**

**WAREHOUSE WITHDRAWAL
FOR TRANSPORTATION
EXPORTATION**

WAREHOUSING

WAYBILL



A cargo on which the transportation charge is assessed on the basis of weight.

Weights and Measures/Measurement ton:

- 40 cubic ft. or one cubic meter
 - Net ton/short ton – 2,000 lbs.
 - Gross ton/long ton – 2,240 lbs.
- Metric ton/kilo ton – 2,204.6 lbs.
- Cubic meter – 35.314 cubic ft.

Also known as stack car. A drop-frame rail flat car.

A structure built on the shore of a harbor extending into deep water so that vessels may lie alongside. See also Dock and Pier.

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.

Whether In Berth or Not.

A freight booking made by a shipper or freight forwarder to reserve space but not actually having a specific cargo at the time the booking is made. Carriers often overbook a vessel by 10 to 20 percent in recognition that “windy booking” cargo will not actually ship.

A phrase preceding the signature of a drawer or endorser of a negotiable instrument; signifies that the instrument is passed onto subsequent holders without any liability to the endorser in the event of nonpayment or nondelivery.

**glossary of
shipping terms**

WEIGHT CARGO

**WEIGHTS &
MEASUREMENTS**

WELL CAR

WHARF

WHARF AGE

WIBON

WINDY BOOKING

WITHOUT RECOURSE

W.M.

WPA

WWD

YARD

**YORK-ANTWERP
RULES OF 1974**

ZULU TIME

XYZ

Abbreviation for “Weight or Measurement.” Also known as “worm.” The rate charged under W/M will be whichever produces the highest revenue between the weight of the shipment and the measure of the shipment. The comparison is based on the number of metric tons the cargo weights compared to the number of cubic meters of space the cargo measures.

Abbreviation for “With Particular Average.” W.T.L. Western Truck Lines.

Weather Working Days.

A classification, storage or switching area.

Established the standard basis for adjusting general average and stated the rules for adjusting claims.

Time based on Greenwich Mean Time.

BOTTOM LINE,
we speak freight.

ISN'T TIME TO START MOVING
FREIGHT FORWARD?



GREEN WORLDWIDE SHIPPING
IS A *TECHNOLOGY-FORWARD*
PROVIDER OF INTERNATIONAL
SUPPLY CHAIN SERVICES.

EMPOWERING OUR FREIGHT
EXPERTS TO POWER YOUR FREIGHT.

PRIVATELY-OWNED,
TO BE EFFECTIVELY MANAGED.

