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Abbreviation:- A shortened or contracted form of a word or phrase used in place of the whole

Term:- Name, expression or word used for some particular thing, especially in a specialized field of knowledge

Abbreviations

A&CP:- Anchors and Chains Proved	A.T.S.D.O:- All Time Saved Discharging Only (chartering) also a.t.s.d.o.
aa:- Always Afloat	A.T.S.L.O:- All Time Saved Loading Only (chartering) also a.t.s.l.o.
Aar:- Against all risks	AV:- Available Container
AB:- Able-bodied seaman	A.W.T.S.B.E:- All Working Time Saved Both Ends (also a.w.t.s.b.e) chartering
ABS:- American Bureau of shipping	A.W.T.S.D.O:- All Working Time Saved Discharging Only (chartering) also a.w.t.s.d.o.
Abt:- About (also abt.)	A.W.T.S.L.O:- All Working Time Saved Loading Only (chartering) also a.w.t.s.l.o.
A/C:- Account	B:- Breadth; Beam – naval architecture; Bale also B/-; Bag also B/- or Bg; Position of centre of buoyancy – naval architecture; Bridge – Lloyd’s register; Bale capacity – in cubic metres – Lloyd’s register
Add:- Addressed	BAF:- Bunker Adjustment Factor - Freight adjustment factor to reflect current cost of bunkers.
Addtl:- Additional	BAL:- Balance – also bal.
A.D.I.S:- Automated computer based Data Interchange System	BBB:- Before Breaking Bulk, i.e. before opening hatches to discharge
A dk:- Awning deck (Lloyd’s Register)	BC:- Buyers Option
Adv:- Advice	BCV:- Barge carrying vessel
Adval:- Ad valorem. (According to value)	BD:- Bank Draft, Bar Draft (grain trade)
A/F:- Advanced freight	Bdi:- Both Dates Inclusive
A/F:- Also for (referring to port or ports to be touched by the ship)	Bdls:- Bundles
A.F.R.A:- Average Freight Rate Assessment	B/E:- Bill of Entry Customs
AFT:- After end of ship	Bf:- Brought forward
A.G.B:- Any good brand	BFC:- Baltimore Form Charter Party - used for Grain cargoes
Agt:- Agent; Against	BHP:- Brake Horse Power
A.H:- After hatch (chartering)	BIFA:- British International Freight Association of freight forwarders
AHD:- Ahead (shipping)	BIMCO:- Baltic and International Maritime Council. A Danish based organisation to which many shipowners belong that represents their interests and assists by preparing standard charter parties and other shipping documents and providing other advisory services.
AH RANGE:- Ports within the Antwerp-Hamburg range	bkgr:- Banking
A.I.C.S:- Associate of the Institute of Chartered Shipbrokers	B/L:- Bill of Lading
A.I.F.T.A:- Associate Institute Freight Trades Association; Anglo-Irish Free Trade Area	BN:- Booking Note
AMT:- Amount	B.O:- Brought over
AN:- Arrival Notice	B/P:- Bills payable
ANF:- Arrival Notification Form Advice to Consignee of goods coming forward	B.P.B:- Bank Post Bill
ANS:- Answer	BS:- Bill of Sale/Bill of Store
A/o:- Account of (also AO.)	BSC:- British Shippers Council
AOB:- As on Board	
AP:- Additional premium/Average payable	
APPRO:- Approval	
APPROX:- Approximately	
AR:- Arrived (shipping news)	
A/R:- All risks (also A.R.) Regards to Insurance; Against all risks (also a.a.r) Marine Insurance	
AS:- After sight/Account sales/Alongside	
ASABOSA:- Association of Ships Agents and Brokers of South Africa	
A.S.A.P:- As soon as possible	
A/Side:- Alongside (also A/S)	
A.T.A:- Actual Time of Arrival	
ATS:- All time saved	

BSI:- British Standards Institution - The authorised body for the preparation of national standards in the U.K. Blank Endorsement.
BSR:- Basic service rate – sea freight element of the tariff
BSt:- Bill of Sight
bt.:- Berth Terms
bt:- Billion tons
btd:- Barrels per day
BV:- Bureau Veritas – French ship classification society
bxs:- Boxes
C&D:- Collection and Delivery. Carriage from/to Customer's premises to/from CFS.
C&E:- Customs and Excise
C&E.T:- Customs and Excise Tariff
C&F:- Cost and Freight. A conventional port-to-port Incoterm term of sale. More correctly known as CFR.
C&I:- Cost and Insurance
CA:- Cabotage
CABAF:- Currency and Bunker Adjustment Factor. A combination of CAF and BAF.
CAC:- Controlled Atmosphere Carriers / Containers
C.A.D:- Cash Against Documents
CAF:- Container Availability Forecast. Also Currency Adjustment Factor, Freight adjustment Factor, to reflect currency exchange fluctuations.
C.A.N:- Customs Assigned Number
cancl:- Cancelled; canceling - chartering
cap:- Capacity
CAP:- Eu. Common Agricultural Policy. EC Policy relating to agricultural produce.
CAPT:- Captain
CB:- Container base. Container freight stations.
C.B.D:- Cash Before Delivery
C.C.C:- Customs Co-operation Council. The forum for international co-operation between Customs authorities in an attempt to provide harmony and uniformity of approach.
C.C.E:- Collector of Customs and Excise
C.C.T:- Common Customs Tariff
CCM:- Central Container Management
CCO:- Container Cartage order
CCU:- Clip-on Unit
C.Dk:- Containers carried on Deck – Lloyd's register
CEAC:- Chief Executive's Advisory Committee
Cert:- Certificate
CF:- Carried forward
CFB:- Citrus Fruit Board

CFR:- Cost and Freight. A conventional / port-to-port only incoterm term of sale. Popularly referred to as C&F.
CFS:- Container Freight Station. Place for packing and unpacking LCL consignments. Various known as C/Bs
CFSP:- Customs Freight Simplified Procedures. A paperless simplified clearance procedure currently undergoing trials with selected parties.
C.G.A:- Cargo's proportion of General Average
C.G.S.A:- Carriage of Goods by Sea Act – also C.O.G.S.A.
Ch:- Chief
C.H:- Custom House
CHIEF:- Customs Handling of Import and Export Freight. Customs computer system to handle clearance procedures.
CHOPT:- Charterer's Option.
CHQ:- Cheque
C/I:- Certificate of insurance
CIF:- Cost, Insurance and Freight. A conventional port-to-port only, Incoterm term of sale.
CIFC&I:- Cost, insurance, freight, commission and interest
CIP:- Carriage and Insurance paid To a new Combined Transport Incoterm replacing CIF where CT is involved but applicable to all modes of transport. Particularly appropriate for Combined Transport
CIR:- Container Inspection Report
C.K.D:- Completely Knocked Down; Cars Knocked Down
COMI:- Comite Maritime International. An international committee of maritime lawyers.
Compl:- Completed – Lloyd's register
CN:- Credit note, Consignment note, Cover
c/o:- Care of; Carried over
CO:- Container Operator/Certificate of origin
c.o.a:- Cash on Arrival
C.O.A:- Contract of Affreightment
COB:- Close of Business
COD:- Change of Destination
Coll:- Collision – Lloyd's register
Com:- Commission
Consgt:- Consignment
C.O.P:- Counter Opposition Policy. Custom of the port.
c.o.p:- Cash on Presentation of documents
COT:- Customer's Own Transport Customer collects from / delivers to CFS/CY
COTIF:- Eu. Convention Concerning International carriage by Rail

COU:- Clip on Unit. Portable refrigeration units. Or Central Operating Unit Body set up to coordinate consortium operations in a trade.
C/P:- Charter Party; Custom of Port – also C.O.P – Grain Trade
CPD:- Central Planning Department - Ro/Ro vessels. Charter Party Does.
CPT:- Carriage Paid to A new Combined Transport incoterm replacing CFR where CT is involved but applicable to all modes of transport particularly appropriate for Combined Transport
CQD:- Customary Quick Despatch
C.R.D:- Discharging at Current Rate - chartering
CRN:- U.K. Customs Registered Number A number allocated by C&E to an exporter or agent (Freight Forwarder) for use when exports are to be entered under the SCP
cs:- Cargo segregation – Lloyd's register
CSC:- Container Safety Convention. International convention for safe containers.
CSD:- Container Systems Department.
CT:- Combined Transport Carriage by more than one mode of transport against one contract of carriage.
CTBC:- Coastal Transit Bill Container.
CTBEC:- Coastal Transit Bill C.T.L. Empty Container.
CTD:- Combined Transport Document. The CTO's Bill of Lading.
CTL:- Constructive total loss.
CTLO:- Constructive total, loss only.
CTO:- Combined Transport Operator. A Carrier who contracts as a principal to perform a CT operation. Container Terminal Order
CTS:- Container Throughput Summary
Cu.Ft.:- Cubic Feet
CWE:- Cleared Without Examination Cleared by Customs without inspection.
CY:- Container Yard Collection and Distribution point for loaded FCL and empty containers.
D:- Door.
DAA:- Discharge always afloat
D.A.D:- Documents Against Discretion of collecting bank
DAF:- Delivery at Frontier. An incoterm term of sale applicable to all modes of transport.
DAN:- Deferment Approval Number. An account held by a trader with HMC & E to which duty & VAT are debited direct.
DAT:- Delivery Air temperature
DBB:- Deals, boards and battens
d.b.e:- Dispatch Payable Both Ends – chartering
D.B.E.A.T.S:- Dispatch payable both ends on all time saved

D.B.E.W.T.S:- Dispatch payable both ends on working time saved
Dbk:- Drawback - customs
D.C:- Deviation Clause. Detention Clause (also D.Cl). Direct current (also d.c). Direct Continuation - refers to the extension of a Time Charter contract
DD:- Dry dock.
D.D:- Damage Done
d.d:- Due date
D/D:- Demand Draft; Delivered at Docks
d.d.o:- Dispatch discharging only
DDP:- Delivered Duty Paid. An incoterm of sale applicable to all modes of transport.
dd./s:- Delivered sound – Grain trade
DDU:- Delivered Duty Unpaid. An incoterm of sale applicable to all modes of transport.
Def:- Deferred – customs
DEM-DES:- Demurrage and dispatch
DEQ:- Delivered Ex Quay. A conventional port-to-port incoterm term of sale. (Used to be EXQ)
DES:- Delivered Ex Ship. A conventional port-to-port incoterm of sale. Used to be EXS.
Dest:- Destination
DETR:- Department of the Environment Transport and the Regions.
d.f:- Dead freight – D/f
DfB:- Deciduous Fruit Board
DFT:- Draft
DG:- Dangerous Goods.
DHDATSBE:- Demurrage half despatch on all time saved both ends
DHDWTSBE:- Demurrage half despatch on working time saved both ends
Disch:- Discharge
Dischg:- Discharging
d.l.o:- Dispatch loading after - chartering
DO:- Delivery Order
DOP:- Dropping Outbound Pilot
DOT:- Department of Transport
d.p:- Direct port - chartering
DR:- Debit, Debtor, Drawer
DRO:- Delivery Release Order
DST:- Double stack train with flatbeds capable of carrying containers two-high.
DTI:- Department of Trade and Industry Government Department with responsibility for trade matters.
DW:- Deadweight
DWAT:- Deadweight Average Tonnage
DWC:- Deadweight capacity
d.w.c.c:- Deadweight cargo capacity - chartering
DWT:- Deadweight tonnage
E&OE:- Errors and Omissions Excepted

EB:- Executive Board
E.C.C:- Exchange Control Copy – customs;
Extended Cover Clause – marine insurance
ECG:- Export Credits Guarantee Insurance on
goods shipped against non-payment by reason of
commercial and / or political risks as arranged.
ECP:- Electronic Commerce Project
ECSA:- European Community Shipowners
Association
ECSI:- Export Cargo Shipping Instruction.
Shipping Instructions from Shipper to Carrier.
EDI:- Electronic Data Interchange. The transfer
of structured data from one computer system to
another.
EDP:- Electronic Data Processing Computer
processing of Data.
EHA:- Equipment Handover Agreement.
Agreement acknowledging condition signed when
taking over Carrier's equipment and returning it,
which incorporates terms of contract under which
equipment is taken over.
EIR:- Equipment Interchange Receipt
EPU:- Entry Processing Unit. Customs office that
processes Customs entries
EQPT:- Equipment
ESC:- European National Shippers Councils
EST:- Estimated
ETA:- Estimated Time of Arrival.
ETD:- Estimated Time of Departure.
ETR:- Estimated Time of Readiness
Exd:- Examined – Ex.
Exn:- Examination
EXW:- Ex Works. An incoterms term of sale
applicable to all modes of transport
ex whf:- Ex wharf
F&D:- Freight and demurrage
FA:- Free alongside
FAA:- Free of all average
f.a.c:- Fast as can
f.a.c.c.o.p:- As fast as ship can load/discharge
according to custom of port - chartering
F.Ahd:- Full ahead - shipping
FAK:- Freight All Kinds. System whereby freight is
charged per container, irrespective of nature of
goods, and not according to a Tariff.
FAS:- Free Alongside Ship. A conventional / port-
to-port only incoterm term of sale.
FAV:- Fresh Air ventilation
fbd:- Freeboard – also Fbd.
FBL:-Forwarders Bill of Lading for members of
the FIATA.
FCA:- Free Carrier (named place) A new
Combined Transport incoterm replacing FOB
where CT is involved, but applicable to all modes

of transport. Particularly appropriate for Combined
Transport
FCL:- Full Container Load. Arrangement whereby
Shipper utilises all the space in a container which
he packs himself
FCS:- Freight Calculation Sheet
FD:- Free Discharge/Free Despatch/Free Delivery
FF:- Freight Free
FFA:- Free from alongside
FFI:- For Further Instructions. Used in Place of
Delivery box if final destination uncertain at time
of shipment, e.g. Barking Containerbase FFI.
FI:- Freight Invoice
FIATA:- International Federation of Forwarding
Agents Assoc. They have introduced a number of standard
uniform documents and is recognised by the ICC and is
available to member organisations of FIATA.
FIB:- Free into barge/bunkers
F.i.f.o:- First in first out
FIO:- Free in and out
FIOS:- Free In Out + Stow. Shipper pays for
loading, stowing and discharging.
FIOST:- Free in, out, stowed and trimmed
FIOT:- Free in/out and trimmed
FMC:- Federal Maritime Commission. US Federal
Authority governing sea transport.
FMS:- Freightmarine Shipping
FOB:- Free On Board. A conventional / port-to-
port only incoterm term of sale
FOC:- Free of change/free on car
FOD:- Free of damage
FOQ:- Free on quay
FOR:- Free on rail
FOS:- Free on ship
FOT:- Free on truck
FOW:- First open water/free on wagon
FP:- Flash Point/Floating Policy
FPA:- Free of Particular Average
FPD:- Freight Payable at Destination
FPT:- Fore Peak Tank
FR:- Flatrack Container
F/R:- Freight Release
FRT:- Freight
Fr.fwd:- Freight forward
Fr.ppd:- Freight pre paid
FSC:- For Ship's Convenience
FT:- Free turn; or full terms; or freight ton
F.W:- Fresh Water
FTW:- Free Trade Wharf 20 FT Fruit - port hole
type (insulated)/reefer port hole type
(insulated)/I.R. (integral reefer) insulated + reefer
machinery.
FWD:- Forward. Fresh water damage
GA:- General Average
GA con:- General Average Contribution

G/A dep:- General Average deposit (also G.A. Dep.)

GATT :-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.

G.B.O:- Goods in bad order

GM:- Goods Consignment Note

GO:- General Order. Issued by Customs as notice of intention to seize goods.

GP:- General Purpose

G.P:- General Purpose container

GR:- Grain, Gross

GRI:- General rate increase

GRT:- Gross Registered Tonnage (also g.r.t)

G.T:- Gross Tonnage

guar:- Guaranteed

HBL:- House Bill of lading

Hbr:- Harbour

HC:- High Cube. Containers 9 ft 6 ins high instead of usual 8 ft 6 ins.

HFO:- Heavy Fuel Oil of the highest viscosity supplied by a refinery

HH:- Half Height. An OT container only 4 ft 3 ins high.

HL:- Half Length. Heavy Lift

HNS:- Hazardous & Noxious Substances. An international convention which was agreed at a diplomatic conference in 1996

HO:- Head office

HSS:- Heavy Grain, Soya's, Sorghum

Ht:- Height

H.W:- High Water

H.W.M:- High water mark

I.A.C.S:- International Association of Classification Societies

I.A.I.N:- International Association of Institutes of Navigation

I.A.L.A:- International Association of Lighthouse Authorities

I.Arb:- Institute of Arbitrators

I.A.T.A:- International Air Transport Association

IB:- In bond

IBAP:- Intervention Board for Agricultural Produce. Authority monitoring application of CAP

I.B.C:- Intermediate bulk carrier

I.C.&C:- Invoice cost and charges

I.C.B:- International Container Bureau – also B.I.C.

ICC:- International Chamber of Commerce. The ICC are responsible for the drawing up of many

international trade laws in order to protect the interests of both the seller and the buyer for example the INCOTERMS 2000 and the UCP 500 for documentary letters of credit.

ICC:- Ins. Institute Cargo Clauses. The Institute of London Underwriters standard clauses for cargo insurance.

ICC:- U.S. Interstate Commerce Commission. The U.S. governmental body to regulate interstate trade.

ICD:- Inland Container Depot. A CFS with Customs Clearance Facilities.

I.C.H.C.A:- International Cargo Handling Co-Ordination Association

I.C.O.T.A.S:- International Committee on the Organisation of Traffic at Sea

I.C.S:- International Chamber of Shipping; Institute of Chartered Shipbrokers

I.D:- Import duty

IEF:- International Exchange File

I/F:- Insufficient funds

I.F.F:- Institute of Freight Forwarders

IFO:- Intermediate Fuel Oil (grade of fuel of viscosity between H.F.O. and M.D.O.)

I.F.S.M.A:- International Federation of Ship's Masters' Association – also I.F.S.A.

I.F.T.A:- Institute of Freight Trades Association

I.L.A:- Institute of loss adjusters

I.L.U:- Institute of London Underwriters

IMB:- Imbalance

IMDG Code:- International Maritime Dangerous Goods Code. The IMO recommendations for the carriage of dangerous goods by sea.

IMO:- International Maritime Organisation. The UN Body charged with the duty of making safety and anti-pollution conventions and recommendations concerning sea transport.

IMS:- Information Management Systems (Computer)

INS:- Insurance

INT:- Interest

Inv:- Invoice; Investment

I/O:- In and/or over (stowage of cargo under or on deck)

I.S.F:- International Shipping Federation

ISO:- International Standards Organisation. International Organisation of National Standard Bodies responsible, inter alia, for setting standards.

ITS:- Long Term Storage

IV:- Invoice Value/Increased Value

IWL:- Institute Warranty Limits

J. & W.O:- Jettison and washing overboard

JCL:- Joint Container Line

kn:- Knots – also k, knt, kts.
Kt:- Thousand tons
L:- Levy, Liquid capacity, Lever engines
L/A:- Landing account; Lloyd's Agent; Letter of Authority
LASH:- Lighter aboard ship
Lat:- Latitude
LAYCAN:- Laydays/Cancelling (date): Range of dates within the hire contract must start.
L.B.P:- Length between Perpendiculars
L/C:- Letter of Credit. The document in which the terms of a Documentary Credit transaction are set out.
L.C:- Logistic Centre/London clause
LCL:- Less than Container Load. A parcel of goods too small to fill a container which is grouped by the Carrier at a CFS with other compatible goods for the same destination.
Ld:- Load
Ldg:- Landing; Loading – also ldg.
Ldg. & Dely:- Landing and Delivery
Lds:- Loads
LEC:- Local Export Control. A system of clearing export containers at Exporter's premises.
LEFOS:- Lands End for Orders
LI:- Letter of Indemnity Sometimes used to allow Consignee to take delivery of goods without surrendering B/L which has been delayed or become lost.
LIC:- Local Import Control. A system of clearing import containers at Importer's premises.
L.I.F.O:- Liner in free out
l.i.f.o:- Last in first out
L.I.T:- Longitude in time
Lkg & Bkg:- Leakage and Breakage
LL:- Load List; Long Length
L.L:- Load Lines
LLMC:- International Convention on Limitation of Liability for Maritime Claims. A 1976 limitation convention enacted in the UK by the Merchant Shipping Act 1979.
LNG:- Liquefied Natural Gas
L.O.A:- Length overall
LOA – Letter of Authority
LOF'95:- Lloyds Open Form 1995. A standard form of salvage agreement.
LO-LO:- Lift-On/Lift-Off. A containership onto which and from which containers are lifted by crane (as opposed to Ro-Ro).
Long:- Longitude
LPC:- Last Port of call
L.P.G:- Liquefied Petroleum Gas
LR:- Lloyds Register of Shipping

LTBENDS:- Liner Terms Both Ends – also l.t. bends
LWOST:- Low Water Ordinary Spring Tide
lwt:- lightweight
M&R:- Maintenance and Repair
M:- Motor.
MA:- Manifest Amendment
MARPOL:- Marine Pollution convention
MARSCC:- Marine Stowage Co-ordination Centre
MCR:- Maximum Continuous Rating
MDA:- Mean Draft Arrival
MDD:- Mean Draft Departure
MDO:- Marine Diesel Oil
m.dwt:- million tons deadweight
MED:- Mediterranean
mg:- Managing
Mgr:- Manager
Mgt:- Management
M.I.A:- Marine Insurance Act
Min. B/L:- Minimum Bill of Lading
MIN WT:- Minimum weight
Misc:- Miscellaneous
MLA:- Maritime Law Association.
MLE:- Multiple Line Enquiry
MMO:- Mercantile Marine Office
MMO:- Multi Modal Operator.
MO:- Marketing Organisation
MOH:- Medical Officer of Health
MOLOO:- More or less in Owner's Option
M/R:- Mate's Receipt – also M.R.
MS:- Motor Ship
MSC:- Maritime Safety Committee (of IMCO)
MSA:- Merchant Shipping Acts
MT:- Empty – also m.t. An empty container or Multimodal Transport. Metric Tons.
MTD:- Multimodal Transport Document.
MTO:- Multimodal Transport Operator. Same as MMO.
MV:- Motor Vessel – also m.v.
n.a:- Not available (N.A.)
NAABSA:- Not always afloat but safe aground
NAD LIST:- Name and address
NAWK:- National Association of Warehouse Keepers.
NB:- Northbound
n.d:- Non-delivery
NDOT – National Department of Transport
N/m:- No marks (N.m.)
N.O.R:- Notice of Readiness (N/R)
N.O.R.A:- Notice of Readiness Accepted
N.O.R.T. & A:- Notice of Readiness Tendered and Accepted
NPC:- Next Port of Call
NPV:- Net present value

NRAD:- No risk after discharge
NRT:- Net registered tonnage
NtWt:- Net weight
NVO(C)C:- Non Vessel Owning/Operating (Common) Carrier. A Carrier issuing Bs/L for carriage of goods on vessels which he neither owns nor operates.
NWC:- North West Continent
OBO:- Oil Bulk Ore Carrier
OBOC:- Oil Bulk Ore Carrier
o/c:- Overcharge
Oc. B/L:- Ocean Bill of Lading
O/c.d:- Other cargo damage
OCL:- Overseas Containers Limited
OD:- on Deck
OF:- outward Freight
OH:- Overheight. A container/flat rack with goods protruding above the top of the corner posts.
OHTB:- Official Harbour Tariff Book
O/o:- Order of
OOG:- Out of Gauge. Goods whose dimensions exceed those of the container/flat rack in which they are packed.
O.P:- Open Policy
OR:- Owners Risk
O.S:- Ordinary Seaman.
OS:- Open sided container. Overseas. Overstay/Off slip/Open slip.
OSCB:- Oilseeds Control Board
OSP:- One Safe Port
OT:- Open Top. A container with tarpaulin covered open roof.
O.T.A.R:- Overseas Tariffs and Regulations
OW:- Overwidth. A container with goods protruding beyond the sides of the container/flat rack onto which they are packed.
P & I:- Protection and Indemnity
P & I Club:- Protection and Indemnity Club. Protection and Indemnity Association Carrier's mutual liability insurer.
PA:- Particular Average. Partial accidental loss or damage (as opposed to Total Loss or General Average).
pa:- Per annum
PCL:- Parcel
PCNT:- Panama Canal Net Ton
pcs:- Pieces
PD:- Packing Declaration, passed, paid, port dues.
PER DIEM :-A charge, based on a fixed daily rate.
PF:- Platform
PFSO – Port Facility security Officer

PFSP – Port Facility Security Plan
PHA:- Port Health Authority.
PIRN:- Positioning Instruction Reference Number
pkg:- Package
Pkge:- Package
PL:- Partial Loss
P.M.T:- Per metric ton
P/N:- Promissory Note
PO:- Positioning
POA:- Place of Acceptance. Where the goods are received for transit and Carrier's liability commences. Now more usually called a POR.
P.O.B:- Pilot on Board; Post Office Box
p.o.c:- Port of call
POD:- Port of Discharge; Pay on delivery; Place of Delivery - where goods are delivered and Carrier's liability ceases; or Proof of Delivery. A signed receipt acknowledging delivery.
POL:- Port of Loading
P.O.R:- Place of Receipt; Port of refuge (p.o.r.); Port of Registry.
PP:- Per pro. (on behalf of)/Picked ports
ppd:- Prepaid
PPECB:- Perishable Products Export Control Board
PPI:- Planned Position Indicator (radar screen)
PSD:- Parcel size distribution
PSI – Pre-shipment inspection
P/side:- Port side – left side of ship
P to P:- U.K. Port to Port. U.S. Pier to Pier.
Qty:- Quality
Qn:- Quotation (qn.)
qty:- Quantity
Qy:- Query
R:- Rail.
rcv:- Receiver
r.d:- Running days
R/D:- Refer to drawer
RDC:- Running Down clause
rcd:- Received
Redel:- Redelivery
Redicon:- Refrigerated Digital Control
Ref:- Ship fitted with refrigerated cargo installation; Refraction; Reference
reg:- Registered (regd)
RFR:- Required freight rate
RFS:- Received for shipment
RIB:- Retained/Railed in bond
RINA:- Registro Italiano Navale
RMT:- Road Motor Transport
RN:- Release Note. Receipt signed by Customer acknowledging delivery of goods.
r.o.b:- Retained on Board/Remaining on Board

RO-RO:- Roll On-Roll Off. A ferry type vessel onto which goods and containers can be driven, usually via a ramp.
RPT:- Rate per Ton
RT:- Radio Telephone
S. & F.A.:- Shipping and Forwarding Agent
S. & L.:- Sue and labour
S.A.:- South Africa
s/a:- Safe arrival; Subject to approval
SACD:- South African Container Depots
SAD:- U.K. Single Administrative Document. Customs Declaration Form for both import and export cargo.
SB:- Southbound
SBT:- Segregated ballast tanks
SCAFFF:- South and Central African Association of Freight Forwarders
SCAR:- Straight Consignment-Automatic Release.
SCC:- Stowage Co-ordination Centre
SCNT:- Suez canal net ton
SCP:- U.K. Simplified Clearance Procedure. A simplified clearance procedure, under which Exporters of goods not requiring special control may submit an abbreviated Customs pre-entry or an approved commercial document at the time of export and provide the full statistical information after the goods are exported.
SCS:- Safmarine Computer Services
SD:- Sailed
s.d:- Short Delivery; small damage; sea damage
SDR:- Special Drawing Rights. The mean of a basket of currencies designed to stabilise currency exchange fluctuations in international valuations. Now used to express limitation in the Hague Visby Rules and MSA Limitation Convention etc.
S.D.W.T:- Summer dead weight
S.E.D:- Shipper's Export Documentation
S.F:- Shear force; stowage factor
S.G.S.:- Societe Generale Surveillance (French owned organisation in the field of Quality assurance, inspection and verification)
SHEX:- Sundays and Holidays excluded
SHEXEIU:- Sundays and Holidays excepted Even if used
SHEXUU:- Sundays and Holidays excepted unless used
Shinc:- Sunday and Holidays included
Shipt:- Shipment (Shpt.)
Shpg:- Shipping
SHIX:- Sundays and Holidays included
SHP:- Shaft Horse Power
SI:- Shipping Instruction/Short interest
SITPRO:- Simpler Trade Procedures Board.
sld:- Sailed

S.M:- Shipping Master
SMEU:- Six metre equivalent unit
SMM:- Shipping market model
SN:- Shipping Note
SO:- Ship Operator; Sellers option; Stop order - placed by customs on goods not correctly cleared or required for inspection.
SOB:- Shipped On Board. Endorsement on a Bill of Lading confirming loading of goods on vessel.
SOL:- Shipowner's Liability
S.O.L.A.S.:- Safety of life at sea Convention
S.O.S:- Save our souls
SPR:- Sun Protection Required
SRP:- Stack Reception Period
SS:- Steamship
S/side:- Shipside
SSN:- U.K. Standard Shipping Note.
s.t.c:- Said to contain
std.:- Standard
s.t.w:- Said to weigh
S.V:- Sailing Vessel
SW:- Salt Water
SWAD:- Salt Water Arrival Draft
S.W.L:- Safe Working Load; Statutory Water Level
TARV:- Transatlantic Round Voyage
TBN:- To be nominated/narrowed
T/C:- Till countermanded; Time Charter
TCA:- Technical Compatibility Agreement
T.C.H:- Time charter hire
T. Dk:- Tween deck
TDL:- Terminal deadline
t.d.w:- tons deadweight
Temp:- Temperature; Temporary
TEU:- Twenty-foot Equivalent Unit. eg. 1 x 40ft = 2 TEU; 1 x 20ft = 1 TEU.
TF:- Tropical fresh water zone load line mark
THC:- Terminal Handling Charge. A charge for handling FCLs at ocean terminals. Also known as a Container/Port Service Charge.
TIR:- Turn-in Reconciliation; Eu. Transports International Routiers - A system involving the issue of a carnet to road hauliers which allows loaded vehicles to cross national frontiers with minimum Customs formalities; U.S. Trailer Interchange Receipt - receipt to shipper delivering a loaded export container to a terminal.
Tk:- Tank (Ta)
T.L:- Total Loss (T/L)
TO:- Terminal Operator; Transshipment Order; Transfer Order.
Tonn:- Tonnage
TS:- Transshipment. Transfer from one vessel to another for on carriage.

TSP:- Terminal ship planner

Tss:- Twin screw ship

TTO:- Through Transport Operator. A Carrier who contracts to carry goods (only part of which carriage he undertakes himself) on the basis that he is a principal whilst the goods are in his personal care and an agent only whilst they are not.

TRIPS:- Trade Related Intellectual Property Rights

TTT:- Temperature Tolerance Tim

UCC:- U.S. Uniform Commercial Code.

UCP:- Uniform Customs and Practice for Documentary Credits. The "*Bankers Bible*" on Documentary Credit interpretation issued by the ICC (Brochure no. 500 operating from 1st January 1994)

u.d:- Under deck

U.dk:- Upper deck

U.L.C.C:- Ultra large crude (oil) carrier

U.N:- United Nations.

UNCITRAL:- United Nations Commission on International Trade and Law.

UNCON:- Uncontainerable Goods. Goods which, because of their dimensions, cannot be containerised and which are therefore carried other than in a container.

UNCTAD:- United Nations Conference on Trade and Development.

UO:- Underwriting Office

Us:- Unserviceable

u.s:- Under seal

UT:- Unit train

UU:- Unusable i.e. damaged container

U/w:- Underwriter (uw; u/w)

V.A.T:- Value Added Tax

V.C:- Variable charge; valuation clause

VCF:- Voyage cashflow analysis

VDN:- Valuation Determination Number

VDU:- Visual Display Unit

V.L.C.C:- Very large crude carrier

VSL:- Vessel

v.v:- Vice versa

WA:- With average

WAMLL:- Wool and Mohair Load List

WB:- Waybill

Wdk:- Weather deck

W.F.A:- With following alteration

w.g:- weight guaranteed

whf:- Wharf

W.H.O:- World Health Organisation

WIBON:- Whether in berth or not

WIFPON:- Whether in free pratique or not,

WIPON:- Whether in port or not

Wk:- Week

Wkg:- Working

W/M:- Weight and/or measurement

w.o.b:- Washed overboard

W.O.L:- Wharf owner's liability

W.P:- Water plane; Weather permitting;

w.p:- Without prejudice.

WPA:- With Particular Average

W.R:- Warehouse receipt

WT:- Watertight (W/T)

W/T:- Wireless Telegraphy

wt:- Weight

WTS:- Working time saved

W/W:- Warehouse warrant

WW:- World Wide Trading

W.W.D:- Weather working days

W.W.D.SHEX:- Weather working days Sundays and Holidays excepted

W.W.D.SHINC:- Weather working days Sundays and Holidays included

W.W.R:- When and Where Ready

XHAUL:- Cross Haul

XXX:- Urgency signal transmitted by wireless telegraph

YA1950:- York Antwerp rules - relates to G.A.

yd:- Yard

yday:- Yesterday

Z.T:- Zone time

Common Terms

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

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

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

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

ACCEPTANCE:-A time draft (or bill of exchange) that the drawee (payer) has accepted and is unconditionally obligated to pay at maturity.

- Broadly speaking, any agreement to purchase goods under specified terms.

ACCESSORIAL CHARGES:-Charges applied to the base tariff rate or base contrast rate, e.g., bunkers, container, currency, destination/delivery.

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

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

ACT OF GOD:-An act beyond human control, such as lightning, flood or earthquake.

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

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

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

ADDRESS COMMISSION:- A commission paid to charterers.

ADVANCE:-To move cargo up line to a vessel leaving sooner than the one booked.

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

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

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

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

AFFREIGHTMENT:- A Contract for the carriage of goods by sea, expressed in a charter party, or by the terms and conditions of a Bill of Lading.

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

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

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

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

ALWAYS AFLOAT:- Provision in the charter-party that the vessel must remain afloat at all times when loading and discharging.

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

APPARENT GOOD ORDER:-When freight appears to be free of damage so far as a general survey can determine.

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

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

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

ATA Carnet:- Admission Temporaire-Temporary Admission. Making customs clearance on certain temporary imports and exports easier.

ATHENS CONVENTION:- International convention governing Carrier's liability for Passengers and their baggage.

AVERAGE:- Contribution to make good a maritime loss.

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

BALE CUBIC:- The unhindered cubic of a vessel's holds usable for baled/boxed and general cargo. The vessel's hold capacity is either bale or grain.

BALLAST:- Weight introduced into the ship in the form of water to achieve trim stability and sea worthiness in the lightly laden (light ship) condition.

BALTIME CHARTER PARTY:- Code name for a popular Time Charter form, generally thought to be written in owner's favour.

BAREBOAT CHARTER:- Contract, in which the charterer agrees to take over the vessel completely for a period of time, supplying his own master, engineers and crew. (See Demise Charter Party).

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 60o F.

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

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

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

BEAM :- The width of a ship.

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

BENEFICIARY:-Entity to whom money is payable.

- The entity for whom a letter of credit is issued.

- The seller and the drawer of a draft.

BERTH 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.

BERTH TERMS:- Cargo for which a Freight Rate is charged which covers transport from delivery alongside ship at both ends and includes costs of stevedoring and port charge, as well as ship costs which are borne by the Ship's Owner.

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

BILL OF HEALTH:- A certificate given to the captain of a ship leaving port testifying as to the state of health of those on board the vessel.

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

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

BL Ton:- Also freight ton. Bill of Lading Ton. The greater weight or measurement of goods where 1 ton is either 1000 kilos or 1 cubic metre (Also called Freight Ton).

BLANKET RATE:- A rate applicable to or from a group of points.

- A special rate applicable to several different articles in a single shipment.

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

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

BLOCK TRAIN:- Unit Train or Stack Train - A scheduled train consisting of a fixed number of permanently coupled wagons, purpose-built for containers and running on specific routes between railway container terminals, e.g. Durban and Johannesburg.

BOLERO:- An "Electronic" Bill of Lading project.

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

BOTTOM-AIR DELIVERY:- 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. This type of airflow provides even temperatures.

BOW:- The front of a vessel.

BOX. MOD:- Container Modification

BOX RATE:- The rail/cartage tariff applied to container traffic. The rate quoted is related to the size of the container, (e.g. 6 or 12 metre) and the distance which it is carried. The cargo carried within the container is ignored when calculating the charges.

BOX:- Colloquial name for container.

BOXTIME:- A standard BIMCO time charter for containerships.

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

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

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

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

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

BROKEN STOWAGE:- 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.

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

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

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

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

BULKHEAD:- A partition separating one part of the interior of a vessel from another, usually water tight. Also describes container sides and end wall.

Bull Rings:- Cargo-securing devices mounted in the floor of containers; allow lashing and securing of cargo.

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

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

CABOTAGE:- The loan of a container to a second party for the domestic movement of cargo, thus saving the operator the cost of repositioning the container.

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.

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

CARGO PREFERENCE :-Cargo 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.

CARGO TONNAGE:-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.)

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

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

CARTAGE :-Usually refers to intra_city hauling by road trucks.

CARTMENT:-Customs 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.

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

CARGO BATTENS:- Wooden planking fitted in holds to protect cargo from contact with the steel plates and thus from condensation on the hull of the ship.

CARGO DEPOT:- Place at which both FCL & ICL containers are packed and unpacked, having Customs Franchise. They are located near major industrial centres with good road and rail access. In South Africa, run by SACD (South African Container Depots), and in Johannesburg and Durban, by Freight Services as well.

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

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

CARNET:-A Customs document permitting the holder to temporarily carry or send merchandise into certain foreign countries (for display, demonstration or similar purposes) without paying duties or posting bonds. Any of various Customs documents required for crossing some international borders.

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

CARTAGE ZONE:- An area designated by S.A.T.S. for the delivery of containers by road.

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

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

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

CENTROCON CHARTER PARTY:- Charter Party used solely for the shipment of grain from the River Plate in South America.

CERTIFICATE OF ORIGIN - A certified document as to the origin of goods, used in foreign commerce. Certain nations require a signed statement as to the origin of the export items. Such certificates are usually obtained through a semi-official organisation such as a local chamber of commerce. A certificate may be required even though the commercial invoice contains the information.

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

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

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

CHASSIS:- skeleton of flatbed on wheels with locking mechanisms to secure container onto it, not self propelling (needs a Prime Mover)

CLASS CLASSIFICATION / CLASS REQUIREMENTS:- Classification Society under which ships are registered, e.g. to Lloyds Class A1 or A.B.S. etc. i.e. in accordance with the rules of the society and subject to survey by Classification Surveyors. (Reefer cargo is often carried in this manner which implies that chambers will be surveyed before loading).

CLASSIFICATION:- ICC Insurance clause listing

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

CLEAN BILL OF LADING:- A Bill of Lading that has not been endorsed with a description of damages to the goods; the opposite of an unclean Bill of Lading.

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

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

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

COGSA:- Carriage of Goods by Sea Act: (U.K.) COGSA 1971: = Hague Visby Rules; COGSA 1992: = Rights of Suit against Carrier (U.S.); COGSA 1936: = Hague Rules.

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

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

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

COMMODITY RATE:- A tariff rate based on the contents of a container as distinct from a box rate. The rail tariff applied to the specific cargo/commodity carried by the Railways. The rate is quoted per 100 kgs. and is related to the distance over which the commodity is carried. Where the cargo/commodity is carried within a container, the charge is calculated on the commodity without the container.

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 a country.

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

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

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

CONSULAR INVOICE :-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.

CONFERENCE:- Organisation of a group of lines operating in one trade who agree to operate a common tariff.

CONFERENCE SYSTEM:- A number of liner companies operating in the same trade together agree to certain working arrangements, including in particular the application of a common Tariff of Rates of Freight.

CONSEC NUMBER:- A consecutive number used for identification purposes on special cargo that requires special stowage. It is allocated by Head Office Traffic, Special Cargo Division.

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

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

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

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

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

CONSTANTS:- Those parts of the ship occupied by ships stores, water, crew, personal effects, etc. and cannot, therefore, be used for carrying cargo.

CONSTRUCTIVE TOTAL LOSS:- Used by Insurance Companies when the rescue exceeds the value of the goods or vessel lost.

CONTAINER BASE:- United Kingdom's equivalent of South African Container Depots.

CONTAINER DEMURRAGE:- The amount payable by the importer/exporter to carrier for retaining the container beyond the free time stipulated in the applicable tariff. It is a penalty designed to discourage our merchants from keeping containers as free storage, and to speed up packing/unpacking time.

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

CONTAINER FREIGHT STATION :- Abbreviation for "Container Freight Station." A shipping dock where cargo is loaded ("stuffed") into or unloaded ("stripped") from containers. Generally, this involves less than containerload shipments, although small shipments destined to same consignee are often consolidated. Container reloading from/to rail or motor carrier equipment is a typical activity.

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

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

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

CONTAINER OPERATOR:- The Department of Customs has defined the container operator as "any person providing international transportation of containerised goods and approved by the Secretary for operating containers in the Republic." It is common in containerised transport to refer to a Carrier as a "Container Operator" since this mode of transport has broadened the overall responsibility of the conventional ship operator or shipowner to that of an operator of containers.

CONTAINER RAILHEAD:- See RAILHEAD.

CONTAINER SERVICE:- see THC - Charge Contracting Carrier. see Principal Carrier.

CONTAINER TERMINAL ORDER:- A document serving as an instruction to control the movement of both import and export containers.

CONTAINER TERMINAL:- See TERMINAL.

CONTAINER YARD:- European term for Container Depot.

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

CONTRABAND :- Cargo that is prohibited.

CONVENTIONAL CARGO:- See BREAKBULK

CONVENTIONAL VESSEL:- Ship which carries breakbulk cargo

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

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

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

COST INSURANCE FREIGHT:- A term of sale for goods in transit. It refers to the cost of a commodity, its insurance and cost of carrying it by sea to a specified port, all borne by the seller and recovered in his overall price to the buyer.

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

COUNTER OPPOSITION POLICY CONTRACT:- The contract signed with the shipper to ensure that the ships stay with the Conference Line.

COUNTER OPPOSITION POLICY DISCOUNT:- The discount offered to secure business when faced with reduced rates by outside lines.

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

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

CUSTOMER DESPATCH:- The Charterer must load and/or discharge as fast as possible in the circumstances prevailing at the time of loading or discharging.

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

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

CUSTOMS OF THE PORT :-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.

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

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

DATA LOGGER:- Electronic temperature recording device for refrigerated containers.

DAYS PURPOSES:- Time allocated for loading and discharging operations within the agreed days purposes.

DEADFREIGHT:- Payment for space booked but not used.

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

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

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

DECON TRAILER:- This is a specially designed road haulage trailer to drop off/lift up full or empty containers under its own mechanical power, on and off the ground it is not reliant on the availability of handling equipment. It is an expensive piece of machinery in the shape of a straddle carrier, but towed behind a towing vehicle.

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

DEMDES:-Demurrage/Despatch money. (Under vessel chartering terms, the amount to be paid if the ship is loading/discharging slower/faster than foreseen.)

DELAYED FULL CONTAINER LOAD (DRO):- An FCL not cleared and a Delivery Release Order not obtained within 24 hours of the S.A.R. & H's posting time and date for the vessel.

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

DELIVERED AT FRONTIER:- The seller's obligations are fulfilled when the goods have arrived at the frontier but before the customs border of the country named in the sales contract. The term is primarily intended to be used when goods have arrived by rail or road, but it may be used irrespective of the mode of transport.

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

similar taxes; this should be made clear by adding words to this effect (e.g. "exclusive of VAT and/or other Taxes").

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

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

DELIVERY:- The time when an Owner presents his ship to a Charterer at the commencement of a Time Charter.

DEMISE CHARTER PARTY:- Contract in which the charterer agrees to take over the vessel completely for a period of time, supplying his own master, engineers, and crew.

DEMURRAGE:- Charge raised for detaining FCL container/trailer at a CFS for longer period than provided in Tariff. Compensation payable to a container operator, haulier or shipowner for the detention of his equipment beyond the stipulated time in the tariff/contract/Charter Party.

DEPARTED BERTH:- The time the last rope is released.

DEPOT:- A CFS. The place at which both FCL and ICL containers are packed and unpacked, having Customs Franchise. They are located near major industrial centres with good road and rail access. In South Africa run by SACD (South African Container Depots) and Freight Services in Johannesburg and Durban.

DERRICKS:- Cargo handling booms used in conjunction with winches for the loading and discharging of cargo.

DESPATCH:-An incentive payment paid to a carrier to loading and unloading the cargo faster than agreed. Usually negotiated only in charter parties.

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

DEVIATION:- Departure of the vessel from the laid down course.

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

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

DISTRAINT:- legal seizure of ship or goods in satisfaction of a debt.

DIVERTED FCL:- An export FCL diverted to a Depot for storage until SAR Terminal stack opening time.

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

DOCK RECEIPT:- U.S. Acknowledgement of receipt of goods/container at Pier incorporating Bill of Lading terms from time of receipt

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

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

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

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

DOMINANT LEG:- The heavier of the two legs in terms of container requirement.

DOOR:- Terminology for CT movement

DRAFT, BANK :-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.

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

DRAWBACK:- Repayment of duty upon re-exportation of goods previously imported.

DRAYAGE:- Inland haulage of containers.

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

DRY-BULK CONTAINER :-A container constructed to carry grain, powder and other free-flowing solids in bulk. Used in conjunction with a tilt chassis or platform.

DUMB BARGE:- Barge without sail or motive power.

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

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

DWELL TIME:- (IDLE TIME) Time spent by a container between two specific geographic points e.g. dwell time in South Africa.

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

EDIFACT:- EDI For Administration, Commerce and Transport Organisation responsible to UN ECE for the development of standard EDI messages for Administration, Commerce and Transport.

EDISHIP:- An organisation for exchanging data between Carriers and Merchants by electronic means.

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

EMBARGO :-Order to restrict the hauling of freight.

EMBARKATION:- The going on board, or putting on board a vessel.

EMINENT DOMAIN :-The sovereign power to take property for a necessary public use, with reasonable compensation EPB:- Executive Planning Board

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

EQUALISATION:- The additional cost borne by the lines in moving containers between the shipper / receiver's premises and the terminal, to ensure that the shipper or receiver bears the same level of costs that would have been borne under the conventional service in moving goods to or from the nearest or most convenient Port previously served by the conference. 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.

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

EX FACIE:- According to documents.

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

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

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

EXCISE DUTY:- A tax imposed by the Government upon commodities produced within the country.

EXEMPTED AREA:- See Box Rate Area.

EXPORT DECLARATION:- U.S. Customs Service Form No. 75-25-V. A government document declaring designated goods to be shipped out of the country. To be completed by the exporter and filed with the Government.

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

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

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

FANTAINER:- Container with built in forced ventilation.

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

FEEDER VESSEL:- A short-sea vessel used to fetch and carry goods and containers to and from deep-sea vessels. A small or medium sized ship used to convey cargo from the deep sea vessel's port of call to other ports where the throughput of cargo does not economically justify a direct call by the ocean vessel or it being prevented from calling because of draft restrictions.

FIRST OPEN WATERS:- Applies to frozen sea areas, e.g. Hudson Bay, Great Lakes, Baltic etc.

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

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

FLEXITANK:- Polythene bag to allow bulk liquids and powders to be carried in G.P's

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

FOR CONTAINER OPERATORS CONVENIENCE:- The shipment of cargo at breakbulk or other specially negotiated rates which a container operator, for his own convenience (i.e. economic benefits), elects to pack into containers ashore at the port of loading, and then to load, discharge and unpack them ashore at the port of destination, all at his own expense.

FOR SHIPS CONVENIENCE:- A shipowner may elect to pack and unpack breakbulk cargo into containers at the port of loading and discharge at his own expense for the ship's convenience, e.g. space time and stowage reasons.

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

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

FREE ALONGSIDE SHIP:- The seller's obligations are fulfilled when the goods have been placed alongside the ship on the quay or in the lighters. This means that the buyer has to bear all costs and risks of loss or damage to the goods from that moment. Note that unlike F.O.B., F.A.S requires the buyer to clear the goods for export.

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

FREE CARRIER:- Named point. It is based on the same main principle as F.O.B, except that the seller fulfills his obligations when he delivers the goods into the custody of the carrier at the named point. If no precise point can be mentioned at the time of the contract of sale, the parties should refer to the place or range where the carrier should take the goods into his charge. The risk of loss of or damage to the goods is transferred from seller to buyer at that time and not at the ships rail.

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

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

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

FREEBOARD:- Vertical distance from uppermost continuous deck to loadline or waterline at a given draft.

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

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

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

FREIGHT BROKER:- The Carrier's Agent

FREIGHT CARRIAGE AND INSURANCE PAID TO:- The term is the same as "Freight or Carriage Paid to" but with the addition that the seller has to procure transport insurance against the risk of loss of or damage to the goods during the carriage. The seller contracts with the insurer and pays the insurance premium.

FREIGHT CARRIAGE PAID:- The seller pays the freight for the carriage of the goods to the named destination. However, the risk of loss of or damage to the goods, as well as of any cost increases, is transferred from the seller to the buyer when the goods have been delivered into the custody of the first carrier and not at the ship's rail.

FREIGHT FORWARDER:- An independent business which handles export shipments for compensation. At the request of the shipper/exporter, the forwarder makes the actual arrangements and provides the necessary services for expediting the shipment to its overseas destination. The forwarder takes care of all documentation needed to move the shipment from origin to destination, making up and assembling the necessary documentation for submission to the bank in the exporter's name. The forwarder arranges for marine insurance, makes the necessary overseas communications and advises the shipper on overseas requirements of marking and labeling. The forwarder operates on a fee basis paid by the exporter or importer, depending on the terms of sale. Exporters should be aware that the Freight Forwarder appointed should have international representation.

FREIGHT TON:- The freight charge is calculated in relation to any particular unit, piece or package, whichever of a Measurement Ton or Weight Ton yields the greater revenue at the appropriate rate, except that as far as the Ocean Freight Rate is concerned: a) for items marked "W" in the Commodity Index the Freight Ton means 1000; b) for items marked "M" in the Commodity Index the Freight Ton means 1 cubic metre.

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

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

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

FUTILE TRIP:- This is incurred when a full or empty container cannot be delivered or is not available for collection upon arrival of the cartage vehicle at a depot or consignee/shipper's premises.

GANTRY:- Structure or erection from which may be suspended a lifting device such as a travelling crane.

GENCON:- General Charter Party for no particular trade.

GENERAL AVERAGE:- Where any extraordinary sacrifice or expenditure is voluntarily and reasonably made, or incurred, in time of peril for the purpose of preserving property imperiled in the common adventure.

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

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

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

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

GROSS REGISTERED TONNAGE:- The capacity of the spaces within the frames or ceiling of the hull of a vessel and of the closed in spaces above deck available for cargo, stores, passengers, or crew with certain exceptions, expressed in tons of 100 cubic feet.

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

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

GROUNDAGE :- Charge made for permission to anchor.

GROUPAGE AGENT / OPERATOR:- One who consolidates ICL consignments to offer to a carrier as an FCL. One who consolidates LCL consignments to offer to a Carrier as an FCL.

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

GROUP OPERATOR:- Consolidator or forwarder who solicits cargo and consolidates lots for creating economies in container utilization.

HAGUE RULES:- 1924 International Convention on Carriage of Goods by Sea

HAGUE-VISBY RULES:- 1968 Revision of Hague Rules

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

HAMBURG RULES:- 1978 UNCTAD revision of Hague Rules.

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

HARMONIZED SYSTEM OF CODES (HS) :-An international goods classification system for describing cargo in international trade under a single commodity-coding scheme. Developed under the auspices of the

Customs Cooperations Council (CCC), an international Customs organization in Brussels, this code is a hierarchically structured product nomenclature containing approximately 5,000 headings and subheadings. It is organized into 99 chapters.

HAULAGE:- See Merchant Haulage and Carrier Haulage.

HAULIER:- U.K. road transport operator (a trucker in U.S.)

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

HEAVY GRAIN:- Wheat, maize or rye.

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

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

HOGGED:- When due to the distribution of the load the fore and aft sections of a vessel are lower in the water than her amidships - the opposite of sagging.

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

HOLDING STACK:- A designated area in the terminal used by S.A.T.S. to hold undocumented or incorrectly documented containers. It is also used to hold containers arriving too early for a specific vessel stack.

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

HOUSE:- Terminology for a CT movement.

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

HUB & SPOKE:- The way of describing modern containerised operations whereby large containerships call at a restricted number of major (hub) ports to or from whence containers are carried to/from minor ports by feeder services (spokes).

HULL:- The whole of the structure below the upper most continuous deck having a permanent means of closing all openings. For insurance purposes this is the ship itself

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

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

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

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

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

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

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

INCOTERMS:- International Rules for the Interpretation of Trade Terms. A list (currently 13) of standard terms for foreign trade contracts compiled by ICC. Current edition is 1990. The recognized abbreviation for the International Chamber of Commerce Terms of Sale.

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

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

INHERENT VICE:- Defect due to nature of the object or goods. Those properties of certain goods which lead to their arrival in damaged condition without accident or negligence e.g. unprotected steel will weather or rust, bales of rubber stick together, copra is almost invariably infested.

INSPECTION CERTIFICATE :-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.

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

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

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

INSURABLE PROPERTY:- So far as marine insurance is concerned, insurable property is any ship, goods or other movables exposed to maritime perils.

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

INSURANCE, GENERAL-AVERAGE :-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.

INSURANCE, PARTICULAR AVERAGE :-A Marine insurance term to refer 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.

INTEGRAL:- Refrigerated container with own machinery.

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

INTER-GOVERNMENTAL MARITIME CONSULTATIVE ORGANISATION:- A United Nations agency dealing solely with maritime affairs, the prime objective being improvement of maritime safety and the prevention of maritime pollution.

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

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

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

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

INTERNATIONAL EXCHANGE FILE:- information held on computer tapes and exchanged via the international communication network, so that data may be transferred from one place to another for the printing locally of all manifests and relevant documentation in respect of expediting import cargo from cellular vessels.

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

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

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

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

JACOB'S LADDER:-A rope ladder suspended from the side of a vessel and used for boarding.

JANSON CLAUSE:- A clause applying an excess to the insurance policy

JETSAM:- Goods which have been thrown overboard for the purpose of lightening the ship.

JETTISON:- To throw goods overboard in order to lighten a ship in danger.

JETTY CLAUSE:- A clause used in insurance policies, covering flour, grain and similar cargoes, where the interest will be placed in landing sheds, following discharge to await onward transit to the final destination.

KEEL:- The main strength member of the ship's hull.

KINGPOST:- A vertical mast supporting a derrick.

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

L.C.L. SERVICE CHARGE:- Is the charge (or total of charges) payable by the merchant: in respect of export L.C.L. Goods, for their reception from the merchant at the C.F.S. and their subsequent storage, stuffing and handling at the C.F.S. and Terminal in accordance with the carrier's instructions. In respect of import L.C.L. Goods for their reception from the carrier at the C.F.S. and previous storage, stripping, handling and release to the merchant, in accordance with the carrier's instructions, together with associated documentation.

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

LABOUR DELAY CHARGE:- Calculated as the time between the beginning of the shift and the actual time of the first operation, due to industrial problems, lack of labour, etc. but does not include meal breaks.

LAGEN:- Goods jettisoned or lost overboard which have I buoyed and/or marked for subsequent recovery.

LAID UP:- A vessel being moored through lack of employment usually without crew and engine sealed.

LANDBRIDGE :-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.

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

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

LANDING ORDER:- Authority to dock company or wharfinger to record goods from a ship. The act of securing containers or cargo on with lashing rods.

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

LATE DOCUMENTATION CHARGE / LATE ORDER CHARGE:- There are 2 contexts, i.e.: 1) the container operator has 48 hours in which to produce transport documentation in the form of a C.T.O. (Container Terminal Order) for each container from the Harbour Revenue posting date. S.A.T.S. tariff applies to all operators here. (In City Deep, JHB, no free time is allowed); 2) According to Safmarine importer/exporter tariff, the importer has only 24 hours in which to lodge transport documentation in the form of a Bill of Entry and wharfage paid receipt with Freightmarine Shipping, Safmarine/Saftainer's agents

LATE ORDER CHARGE:- the container operator has 48 hours in which to produce transport documentation in the form of a C.T.O. (Container Terminal Order) for each container from the Harbour Revenue posting date. The S.A.R. & H harbour tariff applies to all operators here. (In City Deep, JHB, no free time is allowed). According to Safmarine importer/exporter tariff, the importer has only 24 hours in which to lodge transport documentation in the form of a Bill of Entry and wharfage paid receipt with freight marine shipping, Safmarine/Saftainer's agents.

LATENT DEFECT:- A defect not obvious from cursory inspection.

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

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

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

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

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

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

LIFT ON / LIFT OFF:- A cellular container ship on to which containers (lo-lo) are lifted with the assistance of cranes, etc. (as opposed to ro-ro).

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

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

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

LIGHTER:- Barge

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

LINER:- Vessel plying a regular trade or defined route against a published sailing schedule.

LINER TERMS:- Freight includes the cost of loading onto and discharging from the vessel.

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

LLOYDS' REGISTRY:-An organization maintained for the surveying and classing of ships so that insurance underwriters and others may know the quality and condition of the vessels offered for insurance or employment.

LOAD:- DRO - not obtained within 24 hours of S.A.T.S. posting time and date for the vessel.

LOADLINE:- The line carved/welded and painted on the side of a ship which indicates the draught levels to which a ship may be loaded with cargo for varying conditions of season and location.

LONG TERM STORAGE:- When containers are put into storage for an extended period, this is termed L.T.S. Containers in L.T.S. are normally stacked in blocks making fast access more difficult but saving space at the container park operator's premises.

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

LOWEST BANK BUYING RATE:- The lowest number of units of local currency, which would have to be tendered to the Bank to produce one unit of Tariff Currency.

LUMBER:- American term for sawn timber, etc.

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

MALPRACTICE :-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.

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

MARITIME LIEN:- Legal right of Master and crew to have a ship held as security for wages unpaid. Takes precedence over any other lien on a ship.

MARKETING AREA:- A defined geographical area in which the marketing organisation carries out its activities.

MARKETING ORGANISATION:- The body acting on behalf of the Lines which is responsible for obtaining and allocating cargo for shipment.

MARKS:- The loadline markings on the side of a ship.

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

MEASUREMENT GOODS:- Means so much of the goods as consist of items listed as "M" in the commodity section of this Tariff or of units, pieces or packages each of which yields a higher revenue by measurement than by weight at the appropriate rate.

MEASUREMENT TON:- 1 cubic metre. One of the alternative bases of Freight Tariff.

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

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

METRIC TON:- 1000 kilos.

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

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

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

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

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

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

NEW YORK PRODUCE EXCHANGE:- Popular time charter party 46 (NYPE 46)

NON-CON SLOTS:- Slots on cellular ships occupied by breakbulk cargo.

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

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

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.

NO-SHOW:-Cargo which has been booked but does not arrive in time to be loaded before the vessel sails. See also "Windy Booking."

NOTIFY PARTY:- Party to whom ANF is sent.

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

OCEAN FREIGHT AGREEMENT:- Agreement between the Conference Lines and the S.A. Government concerning shipping in and out of South Africa.

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

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

OCEAN SERVICE:- A carrier service from alongside a vessel at a terminal/berth in Europe to alongside a vessel at a terminal/berth in Southern Africa.

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

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

OUT OF GAUGE:- See ABNORMAL.

OUTTURN:- The amount or weight of the cargo discharged from the ship.

OVERSTAY:- When a container is still uncleared three days after discharge. All overstays are liable to be moved from the Terminal into SACD and the importer will incur additional costs.

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

PACKING DECLARATION:- A declaration signed by the exporter or his agent certifying that the description, mass and measurement of cargo in a container are all correct especially with D.G.

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

PAPER RATE :-A published rate that is never assessed because no freight moves under it.

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

PARTICULAR CHARGES:- also known as Special Charges.

PARTLOW CHART:- Paper disc recording chart for refrigeration temperatures.

PERISHABLE PRODUCTS EXPORT CONTROL BOARD:- A statutory body set up to control the export of perishable commodities such as fruit and other frozen products in the R.S.A.

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

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

PLACE OF ACCEPTANCE:- This is the place at which the cargo will be tendered to Safmarine and from where their liability commences. This could be; in the case of FCL carrier haulage, the exporter's/supplier's premises; in the case of FCL merchant haulage, the terminal; in the case of LCL, SA Container Depots.

PLACE OF DELIVERY:- This is the place where the cargo will be released to the importer and where the responsibility of Safmarine ends. This could be; in the case of FCL carrier haulage, the importer's premises; in the case of FCL merchant haulage, the terminal; in the case of LCL, SA Container Depots.

PLIMSOLL LINE:- The mark or line painted on the side of the vessel indicating the limit to which a ship may be loaded, i.e. the ship may not be loaded to the extent that this line becomes submerged except in certain seasons or with timber cargo.

POINCARÉ FRANC:- Fictitious gold franc originally used amongst other things to assess Carrier's liability in an inflation proofed manner in Hague Visby Rules. Now largely replaced by SDRs.

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

PORT SERVICE CHARGE:- see THC.

PORTHOLE:- Insulated container relying on external source of cold air.

POSITIONING:- The moving of empty containers from a container park to the place of packing either by rail or road within Southern Africa.

POSTING DATE:- The time and date nominated by S.A.R. & H. Harbour Revenue Section from which all Harbour Tariff Regulations, e.g. late orders, for a particular vessel will apply. Note, there is a difference between the Harbour Revenue Section and Harbour Operations in terms of dates and times from which their tariff rules apply.

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

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

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

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

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

PRO FORMA:- As a matter of form.

PRO RATA:- In proportion to.

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

PROMPT:- Refers to ship's position.

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

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

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

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

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

REBATE:- Allowance or discount.

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

REEFER:- A refrigerated vessel or container.

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

REMOVAL NOTE:- U.K. Indicates goods clear of Customs.

REMOVED IN BOND:- A Customs dispensation that allows, in certain circumstances, cargo to be removed from one Customs controlled area to another.

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

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

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

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

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

ROAD MOTOR TRANSPORT:- The long distance road transport service, offered in South Africa by the South African Railways and Harbours operating outside of the 70 km zone area.

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

RUNNING DAY:- A calendar day of 24 hours including holidays, Saturdays, Sundays, unless excepted, i.e. a vessel is told she will be loaded in 4 running days, whether or not she is worked upon, alternative is a 4 WW days SHEX - 4 weather (permitting) working days, Sundays and holidays excepted.

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

SAILING CARD:- Shipbrokers issue such cards to clients giving details of ships they propose to load, capacity available, place of loading and expected date of sailing.

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

SEAL:- A numbered implement so designed as to not be easily removed without obvious damage. Used to secure a container's doors as a deterrent against pilferage.

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

SEQUENTIAL ROUTING:- routing utilising multiple end-to-end trade routes, used to optimize the use of ship space by restricting legs on which either loading or discharging is undertaken (but not both).

SHD TRUCK:- Spoorweg Houertrok met Dubben remstelsel (Railways container truck with dual vacuum braking system). A rail truck used exclusively for the rail transport of containers. It has a flat bed without sides and with special facilities for securing the containers.

SHEX:- weather (permitting)

SHIFTING BOARDS:- Boards forming a partition in a hold for the purpose of separating bulk cargoes which are liable to shift e.g. grains.

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

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

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

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

SHIPOWNER'S INTEREST:- The Shipowner has an insurable interest in the ship and its equipment, in freight and in liabilities to the cargo owner and third parties for damage.

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

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

SHIPPER:- The consignor or sender of goods by ship. The person tendering goods for carriage. Not to be confused with the party issuing the B/L or the vessel operator who is the Carrier.

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

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

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

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

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

SHORTAGE / SHORE DELIVERY:- The failure of a whole package to arrive at the destination without any evidence to show the cause of loss.

SHUT OUT:- Cargo not carried on nominated vessel.

SIDE LOADER:- A highly maneuverable vehicle that lifts a container from the side of a vehicle or train onto itself, removes it to a stack and unloads it.

SILO:- A bulk grain store - called elevators in the U.S.A.

SIR OUT:- Cargo not carried on nominated vessel.

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

SLOT:- Space on board a vessel occupied by a container. The name given to a container position within a cellular vessel.

SLOTHIRE:- A standard BIMCO slot charter for containerships.

SOUTHERN AFRICA EUROPE CONTAINER SERVICE:- SAECS - The consortium of shipping lines operating the container service between South Africa and Europe.

SPECIAL CHARGES:- also known as Particular Charges.

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

STACK DAYS:- Are normally a period of three days set by the South African Railways and Harbours (S.A.R. & H) before the vessel arrives, when all export container movements into the terminal are undertaken.

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

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

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

STANDING SLOT:- Ship and fleet capacity is measured in terms of standing slots, immediate capacity of ship or fleet exclusive of general running capacity.

STATES WAREHOUSE:- An area designated by Customs to receive uncleared cargo or cargo requiring detention and examination. Overstay containers are unpacked in SACD depot and if uncleared after 28 days the cargo is moved to States Warehouse.

STEM:- In shipbroking it refers to the arrangement of cargo or associate operation. Many offers are made "sub stem". In shipbuilding it is the metal casting of the extreme forward end of a ship. The supply of bunkers.

STERN:- The aftermost part of the ship.

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

STOWAGE CO-ORDINATING CENTRE:- Centre for the co-ordination of the planning of the overall discharging/loading of a vessel during its coastal voyage, so as to maximise ships utilisation and minimise costs.

STOWAGE FACTOR:- Indicates the number of cubic feet (metres) actually occupied by one long ton of a commodity, including an allowance for broken stowage.

STOWAGE PLAN:- Plan of ship showing how cargo is stowed. This is Important when planning the unloading of the cargo.

STRADDLE CARRIER:- A rubber tyred multi-wheel container lifting and transporting vehicle. It is specifically designed for terminal and depot use, and is often capable of stacking containers three high.

STRAIGHT BILL OF LADING:- A term for a non-negotiable Bill of Lading. In the U.S. the Pomerene Act governs its operation.

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

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

SWIFT:- Society for Worldwide Interbank Financial Telecommunications.

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

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

TANK TOP:- The inner face of a ship's double bottom tank that forms the bottom of a hold.

TANKER:- A ship designed to carry liquid cargo.

TANKTAINER:- Container for bulk liquids.

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

TARE:- Weight of a container when empty.

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

TARIFF:- Terms, conditions and scale of charges.

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

TERMINAL HANDLING CHARGE:- That charge payable by the Container Operator (but, recovered in whole or part from the merchant.). In respect of an Export FCL container for its reception at the Terminal, its storage and its transport to the vessel for loading. In respect of an Import FCL - for its reception from alongside the vessel, storage and delivery at the Terminal.

TERMINAL OPERATOR:- An organisation charged with the responsibility for the operation of the terminal facilities required to service the ship/land container interface. In South Africa, terminals will be operated by the S.A.R. & H.

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

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

TERMS OF SALE :-The point at which sellers have fulfilled their obligations so the goods in a legal sense could be said to have been delivered to the buyer. They are shorthand expressions that set out the rights and obligations of each party when it comes to transporting the goods.

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

TIME CHARTER PARTY:- A contract or agreement whereby the shipowner hires out his ship for a period of time to another person

TIME POLICY:- Contract of insurance covering a risk for a specified period, not exceeding one year for marine insurance policies.

TON:- Freight Ton - Either weight ton or measurement ton: Long Ton = 2240 lbs. = 1016,04 kg.; Metric Ton = 1000 kg.; Measurement Ton = 40 cubic feet = 1 cubic metre; Weight Ton = the weight of a commodity; either long or metric.

TONNAGE DUES:- Payments due from a shipowner when his ship is in ports and canals for, the use of facilities such as marker buoys, etc. Such payments are based on the tonnage of a ship.

TONNAGE:- The capacity of a ship.

TONNE:- A metric ton. 1000kg.

TOTAL LOSS:- A subject of marine insurance that has been completely lost, or has been so damaged that it is valueless.

TRAILER DEMURRAGE:- The amount charged by the SAR after the allocated free unpacking/packing period has been reached (three hours for 20 ft container and four hours for a 40 ft container).

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

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

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

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

TREM CARD:- Transport Emergencies Card.

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

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

TRUCKER:- U.S. A road transport operator (a haulier in the UK).

TRUCKS:- DZ truck is a 40ft railway truck with fixed permanent ends and drop-down sides. It is designed for general cargo not containers, although containers can be loaded but have to be secured with chains. These trucks tend to be used on the minor rail links. An SHD truck is a 40ft flatbed railway truck designed to carry containers by means of twistlocks. These trucks tend to be used on the major rail links and on the unit train.

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

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

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

TWEEN DECK:- An intermediate deck between the tank top at the bottom of the hold and the main deck used for the stowage of cargo which if stowed in the full height of the hold would result in crushing damage to the cargo at the bottom.

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

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

ULLAGE:- With reference to oil tankers; the measurement from the surface of the cargo (or ballast) to the top of the tank or cargo hold. With reference to trade; the natural loss of liquid cargoes in transit, e.g. evaporation.

UNIFORM CUSTOMS AND PRACTICES FOR DOCUMENTARY CREDITS (UCP):-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.

UNIT TRAIN:- See Block Train

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

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

VEHICLE DETENTION:- The Haulier, with the delivery/collection of a full/empty container, is delayed in excess of 15 minutes at a private container depot or at a consignee/shipper's premises.

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

VOYAGE CHARTER PARTY:- A contract for the hire of a ship for a voyage.

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

WAREHOUSE ENTRY :-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.

WAREHOUSE WITHDRAWAL FOR TRANSPORTATION IMMEDIATE EXPORTATION (WDEX):-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.

WAREHOUSE WITHDRAWAL FOR TRANSPORTATION (WDT):-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.

WAREHOUSE WITHDRAWAL FOR TRANSPORTATION EXPORTATION (WDT&E) :-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.

WHARFAGE:- The dues paid for using a Wharf.

WHARFINGER:- A person having charge of a Wharf.

WHETHER IN FREE PRATIQUE OR NOT:- WIFPON - Before arrival in port, notice must be tendered to Port Authorities as to whether the vessel is free of disease hazard or not.

WINTER NORTH ATLANTIC:- The lowest line on the plimsoll mark on the ship's side, which indicates the level to which the ship can be loaded when sailing in the North Atlantic region in winter.

YORK ANTWERP RULES:- Codified rules for the adjustment of claim under General Average. Present draft is 1994.

ZONE CHARGES:- The charge raised for the transport of containers within a zone, e.g. Terminal to Importer (full) to Lager (empty).

Computer Terminology

Computer terminology has little relation to the English Language. Electronic Data Interchange, with its various standards, makes it difficult to grasp the wide collection of organisational acronyms. Following is a guide, which will help the reader through the terminology of the EDI environment.

ANSI Accredited Standards Committee

X12:- This ASC X12 committee develops and maintains USA generic standards for Electronic Data Interchange.

ANSI:- American National Standards Institute. Parent organisation of X12. The group is recognised coordinator of trade facilitation in the USA and Canada. Also serves as the North American representative to the International Standards Organisation.

DATA SEGMENT:- A data segment is the intermediate unit of information in a message. A segment begins with a segment identifier and ends with a segment terminator.

DISH:- Data Interchange for Shipping - a group of exporters, C&F agents and shipping lines who have developed messages and conducted a pilot to cover limited export transactions, in the UK.

ECE:- Economic Commission of Europe. Responsible for various European initiatives.

EDI:- the transfer of structured data by agreed message standards, from computer to computer by electronic means.

EDIFACT:- EDI for Administration, Commerce and Trade is the current acronym for standards developed under the United Nations working group.

EFT:- Electronic Funds Transfer.

ELECTRONIC:- An electronic mailbox is a repository of information belonging to a single user. The mailbox makes it unnecessary for the user to provide dedicated hardware for the purpose of awaiting incoming calls.

ELEMENT SEPARATOR:- A special character used to separate elements in a segment.

ELEMENT:- The smallest item of information in a standard.

FIELD:- The smallest item of information in a record.

GATEWAY:- A connection between two networks which allows messages on one to be routed through to the other.

INTERBRIDGE:- Table driven software supplied by SIPRO which converts data from/to EDIFACT standards.

INTERCHANGE:- The exchange of information from one company to another. A set of documents sent from one sender to one receiver.

INTERFACE:- The connection *between items of* equipment and/or software.

ISO:- International Standards Office responsible for development of international data communications standards.

JEDI:- Joint Electronic Data Interchange. Group seeking adoption of agreed terminology and universal syntax for messaging between Europe and North America.

MAILBOX:- Part of the EDI network service set aside for a specific customer to hold that customer's messages.

MESSAGE:- A message is the collection of data, organised in segments, exchanged to convey meaning between partners engaged in EDI. Each message starts with a header segment and ends with message trailer.

MODEM:- MODulator - DEModulator. A device which converts the signal from a computer into a series of tones for transmission over telephone lines.

ODETTE:- Organisation for Data Exchange through Teletransmission in Europe. Originally a European motor manufacturers initiative. Implemented in 1985.

POS:- Point of Sale.

SEGMENT:- A line of data in the standard. It is composed of elements, similar to a record.

SHIPNET:- Shipping network, Marketed by IBM.

SITPRO:- Simplification of International Trading Procedures. A government body in the UK. Takes a leading role in standards and early DISH trials.

SITPROSA:- A South African version of the above.

TRADANET:- Communications medium developed by ICL. This is a Value Added Network used in the DISH trials in the UK to store and forward messages.

TRAILOR:- The ending segment of a set of segments. The trailer is a control structure.

UNECE:- United Nations Economic Commission for Europe.

UN-JEDI:- United Nations Joint Electronic Data Interchange Committee established by the

Working Party 4 to develop syntax, messages, and related procedures on EDI.

VANS:- Value Added Networks. The carrier of EDI.

WP4:- Working Party on the facilitation of international trade procedures of the Economic Commission for Europe. WP4 has two groups of experts: - data elements & interchange - trade procedures.

X25:- An International network access protocol. X25 is strictly a user-network interface standard.

X400:- An enhanced version of the above.

Deemed to be the next generation telecomms standard.

International Code of Signals

A	I have a diver down; keep well clear at slow speed
B	I am taking in, or discharging, or carrying dangerous goods
C	Yes. (Affirmative, or group of flags before the "C" flag should be viewed as affirmative)
D	Keep clear of me; I am maneuvering with difficulty
E	I am altering my course to starboard
F	I am disabled; communicate with me
G	I require a pilot. (When close to fishing grounds "G" means "I am hauling nets")
H	I have a pilot on board
I	I am altering my course to port
J	I am on fire and have dangerous cargo on board; keep well clear of me
K	I wish to communicate with you
L	You should stop your vessel instantly
M	My vessel is stopped and making no way through the water
N	No. (Negative, or group of flags before the "N" flag should be viewed as negative)
O	Man overboard
P	In harbour – All personnel must report on board ship since the vessel is about to proceed out to sea
Q	My vessel is "healthy" and I request free pratique
R	(Not yet assigned)
S	I am operating astern propulsion
T	Keep clear of me; I am engaged in pair trawling
U	You are running into danger
V	I require assistance
W	I require medical assistance
X	Stop carrying out your intentions and watch for my signals
Y	I am dragging my anchor
Z	I require a tug. (When close to fishing grounds "G" means "I am shooting nets")

Code Names of Charter Parties

AMWELSH	Americanised Welsh Coal Charter
ARACON	The Baltic and International Maritime Conference Ground Nut Charter, 1937
AUSTRAL	Chamber of Shipping Australian Grain Charter, 1928
AUSTWHEAT	Australian Grain Charter, 1972
AZCON	Chamber of Shipping Azoff Berth Contract, 1910. (Grain)
BALDRIA	Baltic-Alexandria Wood Charter Party, 1913.
BALTAIR	Baltic Air Charter Party, 1962
BALTCON	The Baltic and White Sea Conference Coal Charter, 1921
BALTIME 1939	The Baltic and International Maritime Conference Uniform Time Charter
BALTPULP	The Baltic and International Maritime Conference Charter Party for Pulp and Paper from Finland
BARECON 'A'	The Baltic and International Maritime Conference Standard Bareboat Charter
BARECON 'B'	The Baltic and International Maritime Conference Standard Bareboat Charter. (To be used for newbuilding vessels financed by mortgage)
BENACON	Chamber of Shipping British North American (Atlantic) Wood Charter Party, 1914
BFC	Baltimore Form 'C' Berth Grain Charter Party, 1913
BISCOILVOY	The Baltic and International Maritime Conference Standard Voyage Charter Party for Vegetable/Animal Oils and Fats
BLACKSEAWOOD	Black Sea Timber Charter Party for Timber from U.S.S.R. and Romanian Black Sea and Danube Ports
BRITCONT	Chamber of Shipping General Home Trade Charter, 1928
BULCON	Chamber of Shipping Bulgarian Berth Contract, 1911
CEMENCO	Chamber of Shipping Cement Charter Party, 1922
CENTROCON	Chamber of Shipping River Plate Charter Party, 1914
COASTCON	Chamber of Shipping Coasting Coal Charter Party, 1920
COASTHIRE	Chamber of Shipping Coasting and Short Sea Daily Hire Charter Party, 1954
COASTSALT	The Indian Coastal Conference Salt Charter Party, 1966
CONTCOAL	The Baltic and International Maritime Conference Continental Coal Charter Party, 1945
CONTWOOD	The Baltic and International Maritime Conference Wood Charter, 1937
C (ORE) 7	Mediterranean Iron Ore Charter Party.
DANCON	Chamber of Shipping Danube Berth Contract, 1911
FERTICON	Chamber of Shipping Fertilisers Charter, 1942
FORM 'C', 1913	Approved Baltimore Berth Grain Charter Party, 1913.
GASVOY	Gas Voyage Charter Party to be used for Liquid Gas except L.N.G.
GENCON	The Baltic and International Maritime Conference Uniform General Charter . (Revised 1922 and 1976)
GENORECON	The Baltic and International Maritime Conference General Ore Charter Party, 1962
GERMANCONNORTH	The Baltic and International Maritime Conference German Coal Charter, 1957, (Amended 1975)
GRAINVOY	Grain Voyage Charter Party 1966. (Revised and recommended 1974)
HYDROCHARTER	Norsk Hydro-Elektrisk Kraelstofatieselskab, 1926. (<i>Norwegian</i> - Hydrocharter Voyage Charter Party.) (Amended 1975)
INTERTANKVOY 76	International Association of Independent Tanker Owners Tanker Voyage Charter Party, 1976
LAMCON	Iron Ore Charter Party from Lower Buchanan, Liberia to all Destinations
LINERTIME	The Baltic and International Maritime Conference Deep Sea Time Charter
MEDCON	Chamber of Shipping East Coast Coal Charter Party, 1922

MEDITORE	Chamber of Shipping Mediterranean Ore Charter, 1921
MERSEYCON	Chamber of Shipping Coasting Charter Party, 1921. (For Mersey District Ports)
MURMAPATIT	Apatite Charter Party for shipments of Apatite Ore and Apatite Concentrate from Murmansk
NANYOZA11%7	The Japan Shipping Exchange, Inc. Charter Party for Logs, 1967
NECORE	Chamber of Shipping Mediterranean Ore Charter, 1922.
NIPPONORE	The Japan Shipping Exchange, Inc. Iron Ore Charter Party
NORGRAIN	Grain Voyage Charter Party, 1966
NUBALTWOOD	Chamber of Shipping Baltic Wood Charter Party, 1973
NLTVOY	Voyage Charter Party, 1964 (published by Chamber of Foreign Trade, Gdynia)
NYPFORM	New York Produce Exchange (Time) Charter Party, 1946
ORECON	The Baltic and International Maritime Conference Ore Charter, 1950 from Scandinavia to Poland
PANSTONE	Chamber of Shipping Stone Charter Party, 1920
PHOSCON	The Baltic and White Sea Conference Phosphate Charter, 1914
PITWOODCON	Chamber of Shipping Pitwood Charter, 1924
PIXPINUS	Chamber of Shipping Pitch Pine Charter, 1906
POLCOALVOY	The Baltic and International Maritime Conference Coal Voyage Charter, 1971. (Revised 1976)
POLCON	The Baltic and International Maritime Conference Polish Coal Charter, 1950
PROPCON	The Baltic and International Maritime Conference Prop and Pulpwood Charter, 1937
RIODOCEORE	Iron Ore Charter Party - Vale do Rio Doce Terms, 1967
RUSSCON	Chamber of Shipping Black Sea Berth Contract, 1912
SALTCON	The Baltic and International Maritime Conference Salt Charter, 1947
SCANCON	The Baltic and International Maritime Conference Scandinavian Voyage Charter, 1956. (Amended 1962)
SCANORECON	The Baltic and International Maritime Conference General Ore Charter Party, 1962. Scandinavian Terms, 1966
SOVCOAL	Soviet Coal Charter, 1962. (For Coal, Coke and Coaltarpitch from the U.S.S.R.)
SOVCONROLTND	Roundwood and Logs from Baltic and White Sea Ports of the U.S.S.R.
SOVIETWOOD	Soviet Wood Charter Party, 1961
SOVORECON	Soviet Ore Charter Party for Ores and Ore Concentrates from U.S.S.R. Ports
SPANFRUCON	The Baltic and White Sea Conference Fruit Charter, 1926
SULCON	Chamber of Shipping Sulina and Kustendje Berth Contract, 1911
SUPPLYTIME	The Baltic and International Maritime Conference Uniform Time Charter Party for Offshore Service Vessels
SYNACOMEX	North American Grain Charter Party, 1973. (Issued by the Association of Ship Brokers and Agents, U.S.A.)
WELCON	Chamber of Shipping Coasting Coal Charter Party, 1913

Terms Of Sale

Incoterms® 2010 Rules is the intellectual property of the ICC. They are a set of Uniform Rules defining the rights and obligations of both Buyer and Seller in an international sales transaction. They enable an otherwise complex contract of sale to be summed up in three letters.

In 1936, the first set of rules were drafted and published by the International Chamber of Commerce (I.C.C) governing the application of Incoterms. The most recent update was in 2010.

The 11 Incoterms

EXW	Ex Works (Named Place)
FCA	Free Carrier (Named Place)
FAS	Free Alongside Ship (Named Port of Shipment)
FOB	Free On Board (Named Port of Shipment)
CFR	Cost and Freight (Named Port of Destination)
CIF	Cost, Insurance and Freight (Named Port of Destination)
CPT	Carriage Paid To (Named Place of Destination)
CIP	Carriage and Insurance Paid To (Named Place of Destination)
DAT	Delivered at Terminal (Named Port or place of destination)
DAP	Delivered at Place (Named place of destination)
DDP	Delivered Duty Paid (Named Place of destination)

INCOTERMS are designed to arrange for the transfer of risk from the Seller to the Buyer at a convenient place where goods can be inspected.