

DEFINITIONS

INTERNATIONAL COMMERCIAL TERMS DEFINITIONS



OCEANBRIDGE

INTERNATIONAL LOGISTICS SPECIALISTS SINCE 1981

A

ACT OF GOD

Marine Insurance term meaning an act beyond man's control, e.g., lightning, flood, earthquake, etc. The carrier is not legally responsible under most circumstances for such damage.

AD VALOREM

According to value. Rates are based on value of goods.

ADVISING BANK

The Bank which advises the Seller that a Letter of Credit has been opened in their favour by the Buyer; however, the advising bank does not necessarily guarantee payment.

AI

All Inclusive Rates.

ARBITRARY

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

ARRIVAL NOTICE

Notice sent by the carrier informing the consignee, notify party, and also notify party of the arrival date of the cargo. Other pertinent information for shipment may be included, such as bill of lading number, weight, charges due and location of cargo.

B

BAF (BUNKER ADJUSTMENT FACTOR) OR BSC (BUNKER SURCHARGE)

Surcharge assessed by carrier to freight rates to supplement increased fuel costs.

BANK GUARANTEE

Document accepted in lieu of original bill of lading to release cargo. Protected in writing to carrier for performing a deviation from normal business, guaranteed by a bank.

BB (BREAK BULK)

A term used to describe cargo which does not constitute a full container, or which is palletized, boxed, etc., or large machinery, trucks, etc. Also used to describe cargo, which cannot be containerized due to its size and/or nature.

B/L (BILL OF LADING)

A receipt for the cargo and a contract for transportation between a shipper and the ocean carrier. It may also be used as an instrument of ownership, which can be bought, sold or traded while the goods are in transit. To be used in this manner, it must be a negotiable "Order Bill of Lading".

"CLEAN B/L" is issued when the shipment is received in good order. If damage or a shortage is noted, a clean Bill of Lading will not be issued.

"ON BOARD B/L" certifies that the cargo has been placed aboard the named vessel and is signed by the master of the vessel or his representative. On letter of credit transactions, an On Board B/L is usually necessary for the shipper to obtain payment from the bank. When all Bills of Lading are processed, a "ships manifest" is prepared by the steamship line. This summarizes all cargo aboard the vessel by port of loading and discharge.

"INLAND BILL OF LADING" is also known as the "Waybill" on rail or the "Pro Forma B/L" in trucking. It's used to document the transportation of the goods between the port and the point of origin or destination. It should contain information, such as marks, numbers, steamship line, etc., to match with a dock receipt.

BONDED WAREHOUSE

A warehouse, section of a warehouse, or secured area designated as a bonded warehouse. It is a temporary storage area (limited for five years) for goods until duties are paid or otherwise properly released and then cleared from Customs.

BOX

Slang term for an ocean container for cargo.

BROKERAGE

Fee paid to freight forwarder by the carrier for services performed.

BULK FREIGHT

Not in packages or containers, shipped loose in the hold of the ship. Grain, coal and sulphur are usually bulk freight.

C

CAF (CURRENCY ADJUSTMENT FACTOR)

Surcharge percentage applied to freight rates to adjust currency fluctuations in order to equalize different currency values.

CARRIER CERTIFICATE AND RELEASE ORDER (CARRIER CERTIFICATE)

Used to advise Customs of the details of the shipment, its ownership, port of lading, etc. By means of this document, the carrier certifies that the firm or individual named on the certificate is the owner or consignee of the cargo.

CBM

Cubic Metre.

CERTIFICATE OF ORIGIN (C/O)

Formal document, required at destination, stating the origin of cargo and relevant cargo details.

CFS (CONTAINER FREIGHT STATION)

Storage/warehouse facilities for loading/unloading less than full container orders.

CFS/CFS

Cargo movement delivered loose at origin point, devanned by carrier at destination, and picked up loose at destination terminal.

**CFS/CY**

Loose cargo received at origin point, loaded in a container by carrier, then delivered intact at destination.

CHARGEABLE WEIGHT FOR AIR FREIGHT

Air freight calculator is based on volume measured weight also known as volumetric weight. The air freight will always be charged per kilogram against the greater weight whether it is the actual or volumetric weight.

CHASSIS

A wheeled flat bed trailer on which to mount a cargo container for transport.

CHB (CUSTOM HOUSE BROKER)

A person or company who is licensed to transact Customs business on behalf of the importer. Licensing is by Customs. Also referred to as Customs Broker.

CIF

Cost Insurance and Freight.

CLAIM

When used in Marine Insurance, means a demand made by a shipper or insurance company upon a carrier for payment of a loss sustained through its negligence.

CLEAN B/L

See B/L.

COD

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

COMMERCIAL INVOICE

A bill for the goods from the Seller to the Buyer. It is often used by government to determine the true value of goods for the assessment of Customs duties. It is also used in the preparation of consular documentation. Governments using the commercial invoice to control imports often specify its form, content, number of copies, language to be used, etc.

CONNECTING CARRIER

An intermediary carrier utilized to connect cargo to/from the mother vessel. Also known as "feeder service."

CONSIGNEE

Receiver of shipment.

CONSOLIDATOR

A company who combines small shipments to a common point for convenience and special rate to accommodate the customer.

CONSORTIUM

Group of carriers pooling resources in a trade lane to maximize their resources efficiently.

CONSULAR INVOICE

Required by some countries, this document is used to control and identify goods shipped to them. Usually, it must be prepared on special forms and may require legalization by their Consul.

CONSUMPTION ENTRY

See Custom Entries.

CONTAINER

A receptacle designed to transport cargo of many types in continuous transportation. They are constructed as to not fail under stress or handling over a long period of time. Most ocean vessels can accommodate 20' and 40' length ocean containers for below deck storage and any size above deck. Containers may be ventilated, insulated, flat rack (open sided), reefer (refrigerated), vehicle rack, or open top.

CONTAINER LOAD PLAN (CLP)

A document prepared to show all details of cargo loaded in a container, e.g. weight (individual and total), measurement, markings, shipper, the origin of goods and destination, as well as location of the cargo within the container.

COUNTRY OF ORIGIN

The country of manufacture, growth or production of cargo.

CPT (CARRIAGE PAID TO)

Means the Seller pays the freight for the carriage of the goods to the named destination. The risk of loss or damage to the goods, as well as any additional costs due to events occurring after the time the goods have been delivered to the carrier is transferred from the Seller to the Buyer when the goods have been delivered into the custody of the carrier. The CPT term requires the Seller to clear the goods for export.

CREDIT AGREEMENT

Agreement between carrier and shipper for release of cargo with promise to pay ocean freight within specified time.

CST

Commodity Specialist Team.

CUT-OFF

Last possible date cargo may be delivered to vessel or designated point.

CY (CONTAINER YARD)

Storage area where full containers are received and picked up.

CY/CFS

Cargo loaded in a full container by a shipper at origin, delivered to pier facility at destination, and then devanned by carrier for loose pick up.

CY/CY

Cargo loaded by shipper in a full container at origin and delivered to carrier's terminal at destination for pick up intact by consignee.

D**DAP (DELIVERED AT PLACE)**

(... named place at destination) The Seller delivers when the goods are placed at the Buyer's disposal on the arriving means

of transport ready for unloading at the named place of destination. The Seller bears all risks involved in bringing the goods to the named place.

DAT (DELIVERED AT TERMINAL)

(... named terminal at port or place of destination) The Seller delivers when the goods, once unloaded from the arriving means of transport, are placed at the Buyer's disposal at a named terminal at the named port or place of destination. "Terminal" includes any place, whether covered or not, such as a quay, warehouse, container yard or road, rail or air cargo terminal. The Seller bears all risks involved in bringing the goods to and unloading them at the terminal at the named port or place of destination.

DDC

A charge assessed by the carrier for handling positioning of a full container within the container yard.

DDP (DELIVERED DUTY PAID)

Means that the Seller fulfils his obligation to deliver when the goods have been made available at the named place in the country of importation. The Seller has to bear the risks and costs, including duties, taxes and other charges of delivering the goods thereto, cleared for importation. Whilst the EXW term represents the minimum obligation for the Seller, DDP represents the maximum obligation. This term should not be used if the Seller is unable directly or indirectly to obtain the import licence.

DELIVERY INSTRUCTIONS

These instructions provide specific information to the inland carrier about the merchandise to the particular pier or steamship line. This term is not to be confused with "Delivery Order" which is used for import cargo.

DELIVERY ORDER (PIER RELEASE)

Issued by the consignee or his Customs broker to the ocean carrier as authority to release the cargo to the inland carrier. Includes all data necessary for the pier

delivery clerk to determine that the cargo can be released to the domestic carrier.

DEMURRAGE V DETENTION

For import containers demurrage fees are charged when containers are still full and under the control of the shipping line. Detention occurs when the consignee holds onto the container outside of the port, terminal, or depot beyond the free time that is allotted. For export containers demurrage charges occur after the loaded container has been returned to the possession of the steamship line but cannot be shipped out due to non-carrier related errors once the allotted free time has expired. Detention is charged for export containers in which the empty container has been picked up for the loading, and the loaded container is returned to the steamship line after the allotted free time.

DEVANNING

The process of unloading cargo from a container. Also referred to as un-stuffing, unloading, unpacking or stripping.

DIVERSION

A change made in the route of a shipment.

DOCK RECEIPT

Receipt given for a shipment received or delivered at a pier or dock. When delivery of an overseas shipment is completed, the dock receipt is surrendered to the carrier and a bill of lading is issued.

DOOR TO DOOR

Shippers use the container to carry goods directly from their premises to their customer's location. Shipper is responsible for proper stowage and security of cargo within container.

DUTY RATES

Tax imposed by Customs on imported merchandise. There are three basic types: (1) ad valorem based on the entered value, (2) specific amount per unit of quantity, (3) compound combination of ad valorem and specific rates.

DWT

Deadweight capacity of vessel to carry cargo.

E**ENTRY**

The document or set of documents required to be filed to secure the release of imported merchandise. The entry is the appropriate Customs document accompanying required supporting documentation. The final disposition of the imported cargo will determine the type of entry to be filed.

EXPORT DECLARATION

Required by Customs Dept to control exports and to act as a source document for export statistics. It includes complete particulars on the shipment. Common abbreviation is Ex Dec.

EXW (EX WORKS)

Means that the Seller fulfils their obligation to deliver when they have made the goods available at their premises (i.e. works, factory, warehouse, etc) to the Buyer. In particular, they are not responsible for loading the goods on the vehicle provided by the Buyer or for clearing the goods for export, unless otherwise agreed. The Buyer bears all costs and risks involved in taking the goods from the Seller's premises to the desired destination. This term thus represents the minimum obligation for the Seller.



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F

FAK

Freight All Kinds.

FCA (FREE CARRIER)

“Named Place” means that the Seller fulfils their obligation to deliver when they have handed over the goods, cleared for export, into the charge of the carrier named by the Buyer at the named place or point. If no precise point is indicated by the Buyer, the Seller may choose within the place or range stipulated where the carrier shall take the goods into their charge. When, according to commercial practice, the Seller’s assistance is required in making the contract with the carrier (such as in rail or air transport) the Seller may act at the Buyer’s risk and expense.

FCL (FULL CONTAINER LOAD)

A container of goods with the shipper being responsible for the packing and the consignee being responsible for the unpacking of the container.

FEEDER SERVICE

See Connecting Carrier.

FEU (FORTY FOOT EQUIVALENT UNIT)

A 40’ container equals 2 TEUS.

FF (FREIGHT FORWARDER) –

Federally licensed company that handles documentation details for shipper of export and import controlled cargo.

FLAT CAR

Platform rail car on which trailers, containers, etc. are loaded

FMC (FEDERAL MARITIME COMMISSION)

U.S. Government Agency responsible for overseeing regulatory aspects of all maritime activities.

FREIGHT RELEASE (FREIGHT BILL RECEIPT)

Evidence that the freight charges for the cargo have been paid. If in writing, it may be presented at the pier to obtain release of the cargo. (Normally, once the freight is paid, releases are usually arranged without additional documentation).

FOB (FREE ON BOARD)

Means that the Seller fulfils their obligation to deliver when the goods have passed over the ship’s rail at the named port of shipment. This means that the Buyer has to bear all costs and risks of loss of or damage to the goods from that point. The FOB term requires the Seller to clear the goods for export. This term can only be used for sea or inland waterway transport. When the ship’s rail serves no-practical purpose, such as in the case of roll-on/roll-off for container traffic the FCA term is more appropriate to use.

FOREIGN TRADE ZONE (FTZ)

A facility which under license issued by the Foreign Trade Zone (FTZ) board has acquired extra-territorial status. Merchandise entered into a FTZ are considered as having been “exported” and can be subjected to manipulation or manufacturing processes without Customs supervision, but will be subject to other applicable federal or state laws and terms of the storage contract.

FREE TIME

Storage time allowed at carriers’ facility without penalties being assessed.

FREE ON BOARD (FOB)

An international term of sale. The goods are placed on board a ship by the Seller at a port of shipment named in the sales contract. The risk of loss or damage to the goods is transferred from the Seller to the Buyer when the goods pass the ship’s rail.

FREIGHT BROKERAGE

A commission paid to a licensed Freight Forwarder or Custom House Broker by the steamship line concerning export transactions. Commission is paid either

as a percentage or the freight charges or as a lump sum amount per container, depending on the carrier and/or trade lane.

G

GENERAL AVERAGE (GA)

Coverage for loss resulting from voluntary sacrifice, e.g., jettison, or the act of expending cargo to prevent loss of vessel, crew, passengers, or total cargo. The value of such a loss is averaged among all interested parties.

GO (GENERAL ORDER)

Cargo seized by Customs due to failure on part of consignee to make Customs entry within allotted free time.

GRI

General Rate Increase.

GROSS WEIGHT

The weight of the goods including packaging, wrapping, and internal and external containers.

H

HAZARDOUS CERTIFICATE

Internationally recognised form to accompany all hazardous cargo

HEAVY LIFT

Single commodities too heavy to be lifted by the ship’s regular equipment.

H/H

House to House (same as CY/CY).

H/P

House to Pier (same as CY/CFS).

HH/GOODS

Household goods.

HM

Hazardous Materials

I

IA (INDEPENDENT ACTION)

A carrier can take an independent action within a conference resulting in a unique rate for that carrier, ability to file a rate independently of other carrier’s action.

ICTF

Immediate Container Transfer Facility.

IFM

Inward Foreign Manifest.

IMMEDIATE DELIVERY ENTRY

See Customs Entries.

IMMEDIATE TRANSPORTATION ENTRY (IT)

See Customs Entries.

IN BOND

The transportation of a shipment to an inland point for Customs clearance rather than filing an entry to clear the goods at the port of arrival.

INLAND B/L

See B/L.

INSURANCE CERTIFICATE

Assures the consignee that insurance is provided to cover loss or damage to the cargo whilst in transit.

INTERCHANGE AGREEMENT

Contract between carrier and trucker that legally permits interchange of equipment.

INTERMODAL

The combining of two forms of transportation, usually refers to ocean/rail, rail/truck/ocean, air/truck/rail/ocean movements. Intermodal movements include mini-landbridge (MLB) and microbridge.

IPI (INLAND POINT INTERMODAL)

Inland carriage by another mode of transportation after port discharge, cargo moving to/from an inland point.

ISSUING BANK

The bank that has issued or opened a letter of credit. Also called an Opening Bank.

L

LCL (LESS THAN CONTAINER LOAD)

Cargo in any quantity (usually loose cargo) intended for carriage in containers, the carrier is responsible for packing and unpacking the container at the carrier’s premises or nominated unpack warehouse / depot.

LETTER OF CREDIT (L/C)

Financial document issued by a bank at the request of the consignee guaranteeing payment to the shipper for cargo if certain terms and conditions are fulfilled. Normally it contains a brief description of the goods, documents required, a shipping date, and an expiration date after which payment will no longer be made.

M

M & R

Maintenance and Repair.

M/T

Metric Ton.

MANIFEST

A list of all cargo loaded on board a vessel. Entire listing of all cargo on board a vessel required by the carrier, Customs, and the coast guard.

MICROBRIDGE

Cargo moving port to port via land or rail; inland destination served overland by rail.

MINIMUM B/L

The minimum amount one can charge per individual bill of lading.

MLB (MINILANDBRIDGE)

Cargo moving port to port via land or rail; port destination served overland by rail.

N

NEGOTIABLE B/L

Original Bill of Lading endorsed by shipper that is used for negotiating documents with the bank.

NET WEIGHT

The weight of the commodity only.

NEUTRAL BODY

Neutral party used to police the practices of members of the conference.



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NON CONFERENCE CARRIER

An independent ocean carrier who does not belong to any group or conference of ocean carriers and who establishes their own pricing and policies.

NON NEGOTIABLE B/L

Copy of original Bill of Lading which cannot be negotiated with bank.

NVOCC (NON VESSEL OPERATING COMMON CARRIER)

Company who charters space aboard vessels, then sells that space to prospective shippers. Also known under deregulation as an Ocean Transportation Intermediary (OTI).

O

OBL

Original Bill of Lading.

OCEAN B/L

See B/L.

ON BOARD B/L

See B/L.

P

PACKING DECLARATION

Required for all Seafreight shipments to AU, it is a Document completed by the shipper as a Cleanliness, Restricted Packaging and Wood Packaging Declaration.

PER DIEM

Costs per day. Charge on containers held by customers for an extended time; charges levied upon a trucker due to late return of equipment.

PILFERAGE

The act of stealing cargo.

POA

Power of Attorney

POD

Port of Discharge. Also an acronym for Proof of Delivery.

POR

Port of Origin.

POL

Port of Loading.

PORT OF ARRIVAL

Location where imported merchandise is off-loaded from the importing aircraft or vessel.

PORT OF DEPARTURE

In export, the final ocean port of aircraft where the shipment in the vessel or aircraft departs.

PORT OF DISCHARGE

Port where goods are unloaded from vessel.

PREPAID B/L

Freight paid prior to movement; money to be paid prior to issuance of bill of lading.

P/H

Pier to House (same as CFS/CY).

P/P

Pier to Pier (same as CFS/CFS).

Q

Q DEC (QUARANTINE DECLARATION)

Required for all FCL Seafreight shipments to NZ, it is a Document completed by the shipper as a Cleanliness, Restricted Packaging and Wood Packaging Declaration.

R

R/T

Revenue Ton.

RATES

Ocean rates are classified in many ways, here is just a sampling:

Class Grouping of articles.

Commodity Specific articles.

Arbitrary Fixed rate according to port to port.

Minimum Lowest charge.

Heavy Lift Charge Extra Charge for cargo which needs extra or heavy equipment to load or unload, charge assessed for cargo over a certain length.

Charter Use of an entire vessel.

Ad Valorem Based on value of cargo.

Refrigerated Cargo which requires refrigeration equipment.

Dangerous Cargo Needs special handling or stowage.

On Deck Cargo Cargo which must be shipped on the deck of the vessel.

REFRIGERATED CONTAINER (REEFER)

A specialized type of container with built-in diesel powered generator, engineered for the transportation of refrigerated and perishable commodities.

S

REVENUE TON

Tonnage used to calculate freight rates as in ocean cargo.

SEALS ON CONTAINERS

Attachable locking device on container to prevent pilferage and to certify no tampering; made of steel by Customs or carrier.

SL&C (SHIPPERS LOAD AND COUNT)

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

SPECIAL CUSTOMS INVOICE

An official form usually required by U.S. Customs if the rate of duty is based upon the value and the value of the shipment exceeds \$500. This document is usually prepared by the foreign exporter or his forwarder and is used by Customs in determining the value of the shipment. The exporter or his agent must attest to the authenticity of the data furnished.

STEVEDORE

Terminal operator who facilitates the operation of loading and discharging vessels and other terminal activities.

STOWAGE

To place cargo aboard a carrier in a pre-planned and organized manner.

T

TARE WEIGHT

The weight of a container and the material used for packing exclusive of cargo. When applied to a loaded truck, the weight of the truck exclusive of its contents.

TARIFF

A schedule of charges, rules and regulations, which must be followed. This can be for transportation charges, loading and unloading charges, and import duties, etc.

TEU (TWENTY-FOOT EQUIVALENT UNIT)

A 20' container is a TEU. Term used to express the carrying capacity of vessels.

THC (TERMINAL HANDLING CHARGE)

Charge assessed by terminal for loading, unloading, fork lifts, document fees, and other assessments for import and export cargo.

TOFC (TRAILER ON FLAT CAR)

Containers with chassis loaded onto rail cars.

TRANSPORTATION AND EXPORTATION ENTRY

See Customs Entries.

TRANSHIPMENT

The transfer of cargo from one carrier to another.

TRC (TERMINAL RECEIVING CHARGE)

Charge assessed by the terminal for cargo being delivered for export.

U

USDA (UNITED STATES DEPARTMENT OF AGRICULTURE)

A government agency which regulates functions of specific imported merchandise, e.g., plants and plant products, domestic animals, serums and by products, etc.

W

W/M

Weight or Measure. Used in LCL pricing – whichever is larger, the weight or the measurement. Usually measurement is larger

WAR RISK

In terms of Marine Insurance, it is damage or loss sustained as the result of acts of war. It is usually written in a separate policy against current war like acts as well as former war leftovers, such as floating mines not detected, etc. War Risk is not included in an All Risk policy, but can be added by endorsement. A separate premium is usually paid.

WHARFAGE

Charge assessed by terminal or port authority for the handling of incoming or outgoing cargo.