

Freight Glossary (Abbreviations & terminologies)

I. Air and Ocean Freight Abbreviations

Dimensions:

- **CBM/M³ - Cubic Metres** (Height ×Width ×Length to work out the cubic metre of a shipment)
- **KG - Kilograms**
- **LB - Pounds**
- **CF - Cubic Feet**
- **LF - Linear Feet**
- **R/T - Revenue tones** (A billing unit used in the international freight industry)
- **W/M - Weight or Measure** (Billing will be based on whichever is greater based on the conversion factor)

Documents:

- **AWB / HAWB - Air Waybill / House Air Way bill:-**

A waybill is a document issued by a carrier or forwarder giving details and instructions relating to the shipment.

- **B/L or BOL - Bill of Lading:-**

A document issued by the carrier to the shipper as a contract of carriage, it must be presented at destination in order for the goods to be released it is a document of title for the goods

- **D.O. or D/O - Delivery Order:-**

A document which orders the release of freight to another party. Unless in North America, do not mistake this for delivery instructions or a document of title for the goods. In North America a delivery order IS a delivery instruction.

- **Freight Release:-**

Referred to in North America as a document that orders the release of freight to another party.

- **L/C - Letter of Credit:-**

This is a document issued by a bank to another bank to serve as guarantee for payments made to a specified person under specified conditions

- **MSDS - Material Safety Data Sheet:-**

Provides procedures for handling Dangerous Goods (DG) in a safe manner. It will confirm how the goods can travel and if they can be loaded with other Dangerous Goods

- **SLI - Shippers Letter of Instruction:-**

A document filled in by the shipper providing all the details related to the shipment - Shipper and Consignee, dimensions and weight, description of the goods and shipping terms.

INCOTERMS:

- **EXW** - ex works
- **FCA** - free carrier
- **FAS** - free along ship
- **FOB** - free on board
- **CFR** - cost and freight
- **CIF** - cost, insurance and freight
- **CPT** - carriage paid to
- **CIP** - carriage and insurance paid to
- **DAF** - delivered at frontier
- **DES** - delivered ex ship
- **DAQ** - delivered ex quay
- **DDU** - delivered duty unpaid
- **DDP** - delivered duty paid

PEOPLE AND PLACES:-

- **ATD/ATA** - Actual Time of Departure / Actual Time of Arrival
- **ATF** - Approved Transitional Facility
- **AQIS** - Australian Quarantine Inspection Service
- **CFS** - Container Freight Station **CNOR/CNEE** - Consignor/Consignee (Seller / Buyer)
- **CY** - Container Yard
- **ETD/ETA** - Estimated time of Departure / Estimated Time of Arrival

- **IATA** - International Air transport Association
- **NVOCC** - Non-Vessel Operating Common Carrier **POL/POD** - Port of Loading / Port of Discharge

SURCHARGES:

- **AMS - American Maritime Security** (Compliance costs associated with USA border security laws and procedures)
- **BAF - Bunker Adjustment Factor** (Fuel Surcharge on a shipping vessel)
- **CAF - Currency Adjustment Factor** (Charged to cover currency fluctuation)
- **CABAF** - CAF and BAF charges combined
- **FAF - Fuel Adjustment Factor** (Fuel charges on road units or on airfreight)
- **GRI - General Rate Increase** (Used by shipping lines to label general increase in ocean freight rates on particular trade routes)
- **ISPS - International Ship & Port Facility Security** (To cover security handling at the origin and destination ports/depots)
- **SCA - Sea Cargo Automation Fee** (Applied by Australian Customs to the computer system that coordinates and controls the reporting and delivery of import sea-cargo in Australia)

TRANSPORTATION MODE:

- **20FT, 20', TEU** - Standard 20 foot shipping container
- **40FT, 20', FEU** - Standard 40 foot shipping container
- **FR - Flat Racks**
- **HC** - High Cube container
- **OT** - Open top container
- **RF/Reefer** - Refrigerated Container
- **B/B, B/Bulk** - Break-Bulk (A large shipment, usually too big for a shipping container, that can be loaded directly onto a ship)
- **DG** - Dangerous Goods (Goods that could be harmful to people and the environment and may require special handling)

- **FAK - Freight All Kind** (Full container load with a combination of freight from different shippers)
- **FCL - Full Container Load** (For higher volume shipments at least over 20 cubic metres total)
- **LCL - Less than Container Load** (For smaller sea freight shipments that do not require a full container. Minimum shipment size is 1 cubic metre (CBM/M³) to 1 tone)
- **LSE - Loose Airfreight** (Goods travelling by airfreight on its own and not in a consolidation with other freight)
- **LO LO - Lift on Lift off** (Term used by carriers when shipping containers are lifted off the vessel (import) or forwarders truck (export) onto the forwarders truck (import) or vessel (export))
- **GP - General Purpose Container** (Otherwise known as a standard container)
- **OOG - Out Of Gauge** (When your shipment over hangs the dimensions of a shipping container)
- **RO-RO- Roll On Roll Off** (When a shipment can either be driven or towed on and off a vessel)
- **SOC - Shipper Owned Container** (Shipping container owned by the shipper rather than the shipping line)
- **U.L.D - Unit Load Device** (Specialized containers or pallet bases used in cargo aircraft)

SAILING SCHEDULE-RELATED TERMINOLOGIES:

- **POL:** Port of Loading
- **POD:** Port of Discharge
- **Port Pairs:** combination of ports at origin and destination
- **ETA:** Estimated time of Arrival
- **ETD:** Estimated time of Departure
- **ATA:** Actual time of Arrival
- **ATD:** Actual time of Departure
- **MLB:** Mini land bridge
- **Rotation:** Order in which the ships call the various ports

- **Transit Time:** time from port A to port B
- **Direct Service:** when a container leaves and arrives on the same ship
- **Transshipment Service:** when a container leaves on a ship and arrives on a different ship

INTERMODAL TERMINOLOGY:

- **Pre-carriage:** transportation between point of origin and POL
- **On-carriage:** transportation between POD and final inland destination
- **Live load:** pick up the empty container at the port/depot, go to the customer facility and wait without leaving, for the container to be loaded and then returned to the port/depot to drop the full container
- **Live unload:** pick up the full container at the port/depot, go to the customer facility and wait without leaving, for the container to be unloaded and then return to the port/depot to drop the empty container
- **Drop & pick:** the only difference with the live load/unload move is that the container is dropped at the customer facility and the trucker comes back after a certain amount of time to pick it up (2 trips)
- **Drop & hook:** same for drop and pick but the trucker instead of leaving without container on the first trip, picks up another empty/full at the same facility to be returned at the port/depot
- **Chassis split:** when the container is not located in the same place as the chassis and the trucker needs to bring the chassis to the container location. For example: If an ocean port doesn't have any chassis available or the trucker doesn't own chassis, the trucker may travel to a nearby chassis pool first, pick up the chassis, and then proceed to the port from there.
- **Pre-Pull:** A pre-pull is when the trucker pulls an FCL container from the port/depot and stores it at the trucker's yard instead of immediately delivering it.
- **Stripping:** is the unloading of various small consignments from a single container, usually done at offsite / forwarder's facility

DOCUMENTATION TERMINOLOGY:

- **Owner:** whoever owns the goods
- **Shipper:** whoever ships the goods (can be either “proprietary shipper” or NVOCC)
- **Consignee:** whoever receives the goods
- **Notify:** whoever is to be notified when cargo arrives
- **Beneficial Cargo Owner:** BCO (Shippers with direct contract with Carriers)
- **NVOCC:** Non-Vessel Operator Common Carriers.
- **Freight Forwarder:** Intermediary between Shipper and Carrier
- **Broker:** Intermediary at destination (usually notify) to clear Customs
- **Master Bill of Lading:** BL
 - It works as:
 - Contract of Carriage
 - Receipt
 - House Bill of Lading: BL issued by the NVOCC to the Customer
 - Manifest: Collection of BL for Vessel/Voyage

TYPES OF PAYMENT

- **Prepaid:** Charges paid at POL
- **Collect:** Charges paid at POD
- **Elsewhere:** Charges paid in a country which is not the at POL neither the POD

TYPES OF CHARGES (The Most Common):

- **Commercial Charges:**
 - **Ocean Freight:** OF (the money due for the carriage of goods)
 - **Bunker:** BUC (cost for the fuel used by the vessel during the voyage)
 - **Arbitrary:** Charge to cover the cost of a feeder vessel to get the container to the main port
- **Seasonal Charges:**
 - **Peak Season Surcharge:** PSS
 - **Winter Surcharge:** For example, it is applicable during winter season to ports in Russia

- **Congestion Surcharge:** to cover the cost of exceptional congestion at POL and/or POD
- **Operational Charges:**
 - **Wharf age:** WHA (A charge assessed by a pier or dock owner for freight handled over the pier or dock or for a steamship company using the pier or dock)
 - **ISPS:** International Ship and Port Facility Security Charge
 - **THC:** Terminal Handling Charge
 - **Roll Over Fee:** if the container gets rolled on the next vessel due to Shipper's error
- **Equipment Charges:**
 - Per Diem
 - Storage
 - Detention
 - Demurrage

II. Domestic Freight Abbreviations

DIMENSION:

- **KG** - Kilograms
- **CBM/M³** - Cubic Metres
- Height×Width×Length to work out the cubic metre of a shipment
- **KG** - Kilograms
- **LB** - Pounds
- **CF** - Cubic Feet
- **LF** - Linear Feet

INSURANCE:

- **DV** - Declared Value
- **LCR** - Limited Carriers Risk
- **OR** - Owners Risk

PEOPLE AND PLACES:

- **CNOR/CNEE** - Consignor/Consignee (**Sender / Receiver**)
- **ETD/ETA** - Estimated Time of Departure / Estimated Time of Arrival

SURCHARGES:

- **FAF** - Fuel Surcharge Factor (Fuel charges on road & rail units)