



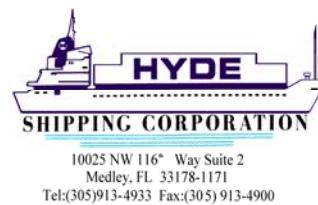
# *GLOSSARY Of Terms*



<b>ACCESSORIAL CHARGES</b>	Charges that are applied to the base tariff rate or base contract rate, e.g., bunkers, container, currency, destination/delivery.
<b>ADVANCE CHARGE</b>	Transportation charge advanced by one carrier to another to be collected by the later carrier from the consignor or consignee.
<b>AGENT (Agt.)</b>	A person authorized to transact business for and in the name of another person or company. (Brokers, Commission Merchants, Resident Buyers, Sales Agents, Manufacturer's Representatives).
<b>AIR WAYBILL</b>	The air waybill (also called air consignment note) is the forwarding agreement or carrying agreement between shipper and air carrier and is issued only in nonnegotiable form.
<b>ALL COMMODITY RATE</b>	A freight rate applying, with certain restrictions, to any and all commodities.
<b>ALL INCLUSIVE RATE</b>	Freight rate that is inclusive of all accessorial charges.
<b>ALSO NOTIFY PARTY</b>	A second notify party to whom carrier sends its arrival notice advising of goods coming forward for delivery.
<b>AMS</b>	The U.S. Customs' "Automated Manifest System."
<b>ARRIVAL NOTICE</b>	A notification by carrier of ship's arrival to the consignee, the "Notify Party," and when applicable the "Also Notify Party." These parties in interest are listed in blocks 3, 4 and 10, respectively, of the Bill of Lading.
<b>BILL OF LADING (B/L)</b>	Official legal document representing ownership of cargo; negotiable document to receive cargo; contract for cargo between shipper and carrier.
<b>BOND PORT</b>	Port of initial Customs entry of a vessel to any country. Also Known as First Port of Call.
<b>BONDED FREIGHT</b>	Freight moving under a bond to U.S. Customs or to the Internal Revenue Service, and to be delivered only under stated conditions.
<b>BONDED WAREHOUSE</b>	A warehouse authorized by Customs authorities for storage of goods on which payment of duties is deferred until the goods are removed.
<b>BOOKING</b>	Arrangements with a carrier, often a steamship or airline, for the acceptance and carriage of freight.
<b>BOOKING NUMBER</b>	A reference number for booking registered. It should be unique without duplication in three years period.
<b>BREAKBULK (BB)</b>	A term used to describe cargo, which cannot be containerized due to its size and/or nature.
<b>BROKEN STOWAGE</b>	The loss of space caused by irregularity in the shape of packages; any void or empty space in a container not occupied by cargo.
<b>BROKER AGENT</b>	A person who arranges for transportation of loads for a percentage of the revenue from the load.
<b>BROKERAGE</b>	Freight Forwarder/broker compensation as specified by ocean tariff or contract.
<b>BROKERAGE LICENSE</b>	Authority granted by the Federal Maritime Commission to engage in the business of arranging for transportation of persons or property in interstate commerce.



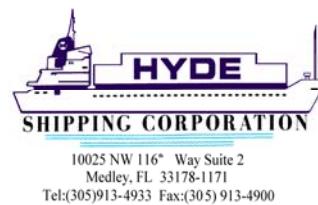
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<b>BUNKER SURCHARGE</b>	Bunker Adjustment factor (BAF), or Bunker Surcharge (BSC) are surcharges assessed by carrier to freight rates to reflect current cost of heavy oil used as fuel for ocean vessel.
<b>CARGO</b>	Freight loaded into a ship.
<b>CARGO MANIFEST</b>	A manifest that lists all cargo carried on a specific vessel voyage.
<b>CARRIER</b>	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.
<b>CFS</b>	Container Freight Station. Associated with consolidation depots where parcels of cargo are grouped and loaded into containers.
<b>CHASSIS</b>	A trailer-type device with wheels constructed to accommodate containers enabling the load to be moved over-the-road.
<b>COD</b>	Abbreviation for Collect (cash) on Delivery and/or Carried on Docket (pricing).
<b>COLLECT SHIPMENT</b>	Shipment where collection of freight charges / advances is made by delivering carrier from the consignee/receiver.
<b>COMMODITY</b>	Article received and/or shipped.
<b>CONSIGNEE</b>	A person or company to whom commodities are shipped.
<b>CONSOLIDATION</b>	Cargo containing shipments of two or more shippers or suppliers. Containerload shipments may be consolidated for one or more consignees, often in containerload quantities.
<b>CONSOLIDATOR</b>	A person or firm performing a consolidation service for others. The consolidator takes advantage of lower Full Container Load (FCL) rates, and passes on the savings to shippers.
<b>CONTAINER</b>	A truck trailer body that can be detached from the chassis for loading into a vessel, a rail car or stacked in a container depot. Containers may be ventilated, insulated, refrigerated, flat rack, vehicle rack, open top, bulk liquid or equipped with interior devices. A container may be 20 feet, 40 feet, 45 feet, 48 feet or 53 feet in length, 8'0" or 8'6" in width and 8'6" or 9'6" in height.
<b>C-TPAT</b>	Customs Trade Partnership against Terrorism. U.S. legislative body enforcing internal physical security consciousness & awareness within carriers.
<b>CUBIC FOOT</b>	1,728 Inches. A volume contained in a space measuring one foot high, one foot wide and one foot long.
<b>CUSTOMS BONDED WAREHOUSE</b>	A warehouse authorized by Customs to receive duty-free merchandise.



# *GLOSSARY Of Terms*



<b>CUSTOMS BROKER</b>	A person or firm, licensed to engage in entering and clearing goods through customs and/or the government office (Customhouse) where duties and/or tolls are placed on imports or exports. The duties of a broker include preparing the entry blank and filing it; advising the importer on duties to be paid; advancing duties and other costs; and, arranging for delivery to his client, his trucking firm, or other carrier.
<b>CUSTOMS ENTRY</b>	All countries require that 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.
<b>CUT-OFF TIME</b>	Latest possible time cargo may be delivered to a terminal for loading to a scheduled ship.
<b>CWT.</b>	Hundredweight (U.S.A., 100 pounds; United Kingdom, 112 pounds).
<b>DANGEROUS GOODS OR CARGO</b>	The term used by I.M.C.O. for hazardous materials which are capable of posing a significant risk to health, safety or property while being transported.
<b>DELIVERY ORDER</b>	A document authorizing delivery to a nominated party of goods in the care of a third party. Can be issued by a carrier on surrender of a bill of lading and then used by merchant to transfer title by endorsement.
<b>DEMURRAGE</b>	A penalty charge against shippers or consignees for delaying the carrier's equipment or vessel beyond the allowed free time. The free time and demurrage charges are set forth in the charter party or freight tariff.
<b>DIVERSION</b>	A change made either in the route of a shipment in transit or of the entire ship.
<b>DOCK RECEIPT</b>	A form used to acknowledge receipt of cargo and often serves as basis for preparation of the ocean bill of lading.
<b>DOOR TO DOOR</b>	Through transportation of a container and its contents from consignor to consignee. Also known as House to House.
<b>DOT</b>	Department of Transportation. The executive branch department that coordinates and oversees transportation functions in the United States.
<b>DRAWBACK</b>	A partial refund of an import fee. Refund usually results because goods are re-exported from the country that collected the fee.
<b>DRAYAGE</b>	Charge made for local hauling by dray or truck. Same as Cartage.
<b>DRY CARGO</b>	Cargo that is not liquid and normally does not require temperature control.
<b>DUTY</b>	Tax levied by government on import/export consumption goods.
<b>EEI</b>	Electronic Export Information is the electronic export data as filed in the Automated Export System (AES). This data is the electronic equivalent of the export data formerly collected as Shipper's Export Declaration (SED) information. This information is now mandated to be filed through the Automated Export System or Automated Export System Direct.
<b>EIR</b>	Electronic Interchange Receipt. A document transferring a container from one carrier to another, or to/from a terminal.
<b>ETA</b>	Estimated Time of Arrival.



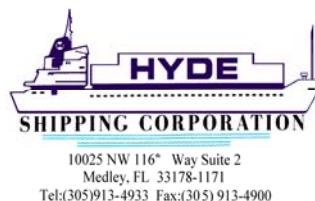
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<b>ETD</b>	Estimated Time of Departure.
<b>EXPLOSIVES</b>	As defined in the Hazardous Materials Regulations in 49 CFR, any chemical compound, mixture or device, the primary or common purpose for which is to function by explosion; within the explosives definition, there are further divisions into Class A, B, C and Blasting Agents.
<b>EXPORT</b>	Shipment of goods to a foreign country.
<b>EXPORT DECLARATION</b>	A government document declaring designated goods to be shipped out of the country. To be completed by the exporter and filed with the U.S. Government.
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<b>FAK</b>	Freight All Kind. Usually refers to full container loads of mixed shipments.
<b>FCL</b>	Full Container Load. The maximum permissible weight for the value of the cargo carried in a container.
<b>FDA</b>	Food and Drug Administration.
<b>FEU</b>	Forty-Foot Equivalent Unit (40" or 2 Teus) F.E.U.
<b>FIFO</b>	First In, First Out; warehousing term meaning first items stored are the first used.
<b>FLASH POINT</b>	Minimum temperature at which substance gives off flammable vapors which will ignite when they come in contact with spark or flame.
<b>FLATBED</b>	Trailer with level bed and no sides or tops.
<b>FLAT-RACK CONTAINER</b>	A Container with no sides and frame members at the front and rear of the container. Container can be loaded from the sides and top.
<b>FMC</b>	Federal Maritime Commission. A regulatory agency that controls services, practices, and arrangements of international water common carriers and noncontiguous domestic water carriers.
<b>FOB</b>	Free on Board. Loaded aboard carrier's vehicle at point where responsibility for risk/expense passes from seller to buyer.
<b>FORKLIFT</b>	Freight/materials handling vehicle used in loading/unloading freight.
<b>FORWARDING AGENT</b>	An individual or business that dispatches shipments by land, air, or sea, or it may specialize for exporters and for a fee. Usually it handles all the services in the collection, consolidation, shipping and distribution of goods connected with an export shipment; preparation of documents, booking cargo space, warehouse, pier delivery and export clearance. The firm may also handle banking and insurance services on behalf of a client. The U.S. forwarder is licensed by the Federal Maritime Commission for ocean shipments.
<b>FPPI</b>	Foreign Principal Party of Interest. The party to whom final delivery or end use of the exported goods will be made, usually the buyer.
<b>FREE TRADE ZONE</b>	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.



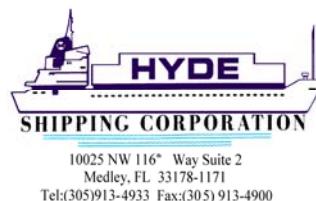
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<b>GENERAL ORDER (GO)</b>	When U.S. Customs orders shipments without entries to be kept in their custody in a bonded warehouse.
<b>GENERATOR SET (GEN SET)</b>	A portable power generator, which can be attached to a refrigerated container to power the refrigeration unit during transit.
<b>GROSS WEIGHT</b>	Entire weight of goods, packing and freight car or container, ready for shipment. Generally, 80,000 pounds maximum container, cargo and tractor for highway transport.
<b>HAZAROUS MATERIALS</b>	Substance/material determined and designated by Secretary of Transportation to be capable of posing unreasonable risk to health, safety and property when transported in commerce.
<b>IMMEDIATE EXPORTATION (I.E.)</b>	An entry that allows foreign merchandise arriving at one port to be exported from the same port without the payment of duty.
<b>IMMEDIATE RANSPORT (I.T.)</b>	The document prepared by the carrier allows shipment to proceed from the port of entry in the U.S. to Customs clearing at the destination. The shipment clears Customs at its final destination. Also called an "In-Transit" Entry.
<b>IMO DANGEROUS GOODS DECLARATION FORM</b>	It is designed as a combined transport document and container packaging certificate for the multimodal transport of dangerous goods.
<b>IMPORT</b>	To receive goods from a foreign country.
<b>IN BOND</b>	Storage of goods in custody of government/bonded warehouse or carrier from whom goods can be taken only upon payment of taxes/duties to appropriate government agency.
<b>INSURANCE</b>	Contractual relationship which exist when one party, for a consideration, agrees to reimburse another for loss caused by designated contingencies; first party is insurer, second is insured, contract is insurance policy, consideration is premium, property in question is risk, contingency in question is hazard/peril.
<b>INTERMODAL TRANSPORTATION</b>	Using more than one mode to deliver shipment, motor, rail or water carriers. Moving ocean freight containers by various transportation modes. The fact that the containers are of the same size and have common handling characteristics permits them to be transferred from truck to railroad to air carrier to ocean carrier.
<b>KILOGRAM</b>	1,000 grams or 2.2046 pounds
<b>LCL</b>	Abbreviation for Less than Container load. The quantity of freight which is less than that required for the application of a container load rate. Loose Freight.
<b>LETTER OF CREDIT (L/C)</b>	Method of payment for goods in which buyer establishes credit with local bank, clearly describing goods to be purchased, price, documentation required and time limit for completion of transaction; upon receipt of documentation, bank is either paid by buyer or takes title to goods and transfers funds to seller; may be revocable or irrevocable.
<b>LOW-BOY</b>	A trailer or semi-trailer with no sides and with the floor of the unit close to the ground.



# *GLOSSARY Of Terms*



<b>LTL</b>	Less than truckload; term refers to less than quantity of freight required to apply truckload (TL) rate charged by motor carriers for transportation. A shipment weighing less than the minimum weight needed to use the lower truckload rate.
<b>MANIFEST</b>	Document that lists in detail all the bills of lading issued by a carrier or its agent or master for a specific voyage. A detailed summary of the total cargo of a vessel. Used principally for Customs purposes.
<b>METER</b>	39.37 inches (approximately)
<b>METRIC TON</b>	Measure of weight equal to 1,000 Kilograms, or about 2,200 Pounds, symbol is a <b>t</b> , also called tone.
<b>MIXED CONTAINER LOAD</b>	A container load of different articles in a single consignment.
<b>ON BOARD</b>	A notation on a bill of lading that cargo has been loaded on board a vessel. Used to satisfy the requirements of a letter of credit, in the absence of an express requirement to the contrary.
<b>ON DECK</b>	A notation on a bill of lading that the cargo has been stowed on the open deck of the ship.
<b>OPEN INSURANCE POLICY</b>	A marine insurance policy that applies to all shipments made by an exporter over a period of time rather than to one shipment only.
<b>OPEN TOP CONTAINER</b>	A container fitted with a solid removable roof, or with a tarpaulin roof so the container can be loaded or unloaded from the top.
<b>PACKING LIST</b>	Itemized list of commodities with marks/numbers but no cost values indicated.
<b>PALLET (SKID)</b>	A platform with or without sides, on which a number of packages or pieces may be loaded to facilitate handling by a lift truck.
<b>PREPAID CHARGES</b>	Freight charges paid by the consignor (shipper) prior to the release of the bills of lading by the carrier.
<b>RO/RO</b>	A shortening of the term, "Roll On / Roll Off." A method of ocean cargo service using a vessel with ramps which allows wheeled vehicles to be loaded and discharged without cranes. Also refers to any specialized vessel designed to carry RO/RO cargo.
<b>SCHEDULE B NUMBER</b>	The Statistical Classification of Domestic and Foreign Commodities Exported from the United States.
<b>SHIPPER</b>	The person or company who is usually the supplier or owner of commodities shipped. Also called Consignor.
<b>SHIPPER'S EXPORT DECLARATION (SED)</b>	A joint Bureau of the Census' International Trade Administration form used for compiling U.S. exports. It is completed by a shipper and shows the value, weight, destination, etc., of export shipments as well as Schedule B commodity code. SED does not longer exist. Wherever the term SED was used previously, the term AES EEI will now be used.
<b>USPPI</b>	United States Principal Party of Interest. The party that receives the primary benefit from an export transaction, usually the seller of the goods.