

DISCLAIMER:

- * This listing of terms is intended as a guideline only.
- * It was developed in 2010 and 2011, and reflects information available at that time.
- * These terms are subject to change without notice.
- * Use of abbreviations or acronyms is not recommended (e.g. POD could define Port of Departure or Proof of Delivery). CAM recommends using the term in full whenever possible especially when dealing with a consumer.

| | | |
|--|-----------------------------|----------|
| T | 1000 kg | D |
| One tonne | | |
| a/c | account | D |
| AOD | advice of despatch | D |
| AWB | Air Waybill | A |
| A non-negotiable contract for carriage of air transportation between an air carrier and a shipper. A consignment note covering the carriage of goods by airfreight. | | |
| APOE | Airport of Entry | E |
| | All-Risk Insurance | A |
| The broadest form of coverage available, providing protection against all risk of physical loss or damage from any external cause. Does not cover loss or damage due to delay, inherent vice, inadequate packaging, or loss of market. | | |
| | Alongside vessel | B |
| delivery of cargo on the wharf, berth or lighter under the ship's tackle, for direct loading into the ship | | |
| | Average | B |
| in marine insurance means: damage particular average: damage to the goods general average: expenses voluntarily incurred to save a ship and her cargo | | |
| | Average adjusters | B |
| firms specialized in the settlement of general average cases | | |
| | Average contribution | B |
| share of the general average expenses to be paid | | |
| | Average deposit | B |
| amount to be paid, as notified by average adjusters, pending the final liquidation of a general average | | |
| | Berth | B |
| at a quay or wharf, location where a ship is moored to unload/load cargo | | |
| B/L | Bill of Lading | A |
| A document issued by a common carrier to a shipper that serves as: | | |
| 1. A receipt for the goods delivered to the carrier for shipment. | | |
| 2. A definition of the contract of carriage of the goods. | | |
| 3. A Document of Title to the goods described therein. | | |
| 4. This document is generally not negotiable unless consigned "to order." (See "Bill of Lading, Order" below.) | | |
| 5. The title of property of the goods. It is the authentic receipt delivered by carriers for the said goods shipped/to be shipped on a named vessel. | | |

Bill of Lading, On Board**A**

A negotiable bill of lading. There are two types:

1. A bill drawn to the order of a foreign consignee, enabling him to endorse the bill to a third party.
2. A bill of lading drawn to the order of the shipper and endorsed by him either "in blank" or to a named consignee. The purpose of the latter bill is to protect the shipper against the buyer's obtaining the merchandise before he has paid or accepted the relative draft. (See also Endorsement in Blank)

Bonded Warehouse**A**

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

A warehouse under customs control where cargo in transit is kept or where cargo is kept pending customs clearance

b/bulk **break bulk** **D**

Break-bulk Vessel**A**

A vessel designed to handle large or oversized cargo; generally cargo unsuitable for container stowage.

Bulk Cargo**A**

Loose cargo that is loaded directly into a ship's hold.

Bulk Carrier**A**

There are two types of bulk carriers, the dry-bulk carrier and the liquid-bulk carrier, better known as a tanker. Bulk cargo is a shipment such as oil, grain, or one which is not packaged, bundled, bottled, or otherwise packed and is loaded without counting or marking.

BAF **Bunker Adjustment Factor** **A**

An adjustment in shipping charges to offset price fluctuations in the cost of fuel. Also known as a Bunker Surcharge (B/S). The word Bunker refers to fuel storage containers on a vessel. A surcharge calculated at a percentage of the basic ocean freight, to take into account the fluctuations of the price of fuel, adapted as needed

C+F **cargo & freight** **D**

Cargo Insurance**A**

Insurance to protect the financial interest of the owner of the cargo in the event of a loss during transportation

Carnet**A**

A customs document permitting the holder to carry or send merchandise temporarily into certain foreign countries without paying duties or posting bonds. All of the goods traveling under a Carnet must be returned to the origin country to avoid penalties.

CIP **Carriage and Insurance Paid** **B**

The seller has the same obligations as under CPT but has the responsibility of obtaining insurance against the buyer's risk of loss or damage of goods during the carriage. The seller is required to clear the goods for export however is only required to obtain insurance on minimum coverage. This term requires the seller to clear the goods for export and can be used across all modes of transport.

Carriage forward**B**

also, carriage collect, means freight payable at destination

CPT **Carriage Paid To** **B**

The seller pays the freight for the carriage of goods to the named destination. The risk of loss or damage to the goods occurring after the delivery has been made to the carrier is transferred from the seller to the buyer. This term requires the seller to clear the goods for export and can be used across all modes of transport.

Carrier**A**

Any person who, through a contract of carriage, undertakes to perform or procure the performance of carriage by rail, road, sea, air, inland waterway, or by a combination of modes.

CAD **Cash Against Documents** **A**

A method of payment for goods in which documents transferring title are given to the buyer upon payment of cash to an intermediary acting for the seller.

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| CIA | Cash in Advance | A |
| | A method of payment for goods whereby the buyer pays the seller prior to shipping the goods. | |
| COD | cash on delivery | D |
| | | |
| | Certificate of insurance | B |
| | document issued by insurers confirming that a particular consignment is held covered by their company, and giving the name of their agent to contact at destination | |
| | Certificate of Manufacture | A |
| | A document used under a letter of credit containing an affidavit that goods have been manufactured and are being held for the account and risk of the buyer. | |
| | Certificate of Origin | A |
| | A document containing an affidavit to prove the origin of imported goods. It is used for customs or foreign exchange purposes or both. Certificates of Origin are commonly certified by an official organization in the country of origin such as a consular office or a chamber of commerce. | |
| | Certificate of short-landing | B |
| | document which must be issued by carriers or their agents when they fail to deliver a consignment of which a valid bill of lading has been issued | |
| | CFS Receiving Services | A |
| | The service performed at the loading port in receiving and packing cargo into containers from CFS to CY or shipside. | |
| | Chargeable weight | B |
| | Rate for airfreight goods where dimensional weight factor exceeds the actual weight of the cargo. The weight for air shipment is the actual gross weight (gw) or the volume weight (vw), whichever is greater; gw is the figure that is indicated outright on a cargo weighing scale; vw is calculated based on a cargo's size, measurement or dimensions, and with the use of the following formula: Imperial System: $L \times W \times H$ in inches (in) / 165 = vw (in lbs) Metric System: $L \times W \times H$ in centimetres (cm) / 6,000 = vw (in kg) | |
| | Charter | A |
| | Originally meant a flight where a shipper contracted hire of an aircraft from an air carrier, but has usually come to mean any non-scheduled commercial service. | |
| | Charter-party | B |
| | contract of hire of a vessel or part of a vessel | |
| | Chassis | A |
| | A rectangular steel frame, supported by springs and wheeled axles constructed to accept mounting of containers for over-the-road transport. | |
| | Classification | A |
| | A term for the determination of the correct tariff number in a Customs tariff for admissibility and duty purposes. | |
| | Clean | B |
| | said of a bill of lading without reservation | |
| C/D | clear and deliver | D |
| | | |
| | Clear to Clear | B |
| | process through customs | |
| | Closing date | B |
| | date limit by which goods can be delivered for loading into a named vessel | |
| | Combination Vessels | A |
| | A type of ship that accommodates both container and break-bulk cargo. It can be either self-sustaining or non-self sustaining. Also known as a Container/Break-bulk Vessel. | |

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| | Commercial Invoice | A |
| Receipt for a transaction and or goods purchased (invoice) indicating the sender or seller and the receiver or purchaser. A commercial invoice should contain an itemized list of the merchandise with the complete description of goods with their unit value and extended total value. Depending on the Customs requirements of the destination country, there may be additional requirements, statement or clauses that must appear as well. | | |
| | Commodity rate or "corate" | B |
| special low rates applicable in airfreight traffic for certain categories of supplies and between designated airports or origin and destination | | |
| | Conference | A |
| A group of vessel operators joined together for the purpose of establishing freight rates. A cartel composed of several shipping lines that join their interests, so as to offer regular shipping services at standard rates never undercut by any of the members | | |
| | Confirmed Letter of Credit | A |
| See Letter of Credit Confirmed | | |
| CNEE | Consignee | A |
| The individual or company to whom a seller or shipper sends merchandise and who, upon presentation of necessary documents, is recognized as the merchandise owner for the purpose of declaring and paying customs duties. | | |
| | Consignment note | B |
| a certain amount of cargo, defined by one transport document where its weight, size, number of parcels or appearance are stated | | |
| | Consignor | A |
| A term used to describe any person who consigns goods to himself or to another party in a bill of lading or equivalent document. A consignor might be the owner of the goods, or a freight forwarder who consigns goods on behalf of his principal. The sender of a consignment | | |
| | Consolidated Shipment (Groupage) | A |
| A method of shipping whereby an agent (freight forwarder or consolidator) combines individual consignments from various shippers into one shipment made to a destination agent, for the benefit of preferential rates. (Also called "groupage") The consolidation is then de-consolidated by the destination agent into its original component consignments and made available to consignees. Consolidation provides shippers access to better rates than would be otherwise attainable. | | |
| | Consolidation | B |
| the assembling of several loads originating from several sources for joint dispatch | | |
| | Consolidator | A |
| An agent who brings together a number of shipments for one destination to qualify for preferential rates. The firm, normally forwarding agent, running a consolidation service | | |
| | Consular Documents | A |
| Special forms signed by the consular office of a country to which cargo is destined. | | |
| | Consular Invoice | A |
| A document required by some countries describing a shipment of goods and showing information such as the consignor, consignee, and value of the shipment. Certified by a consular official, a consular invoice is used by the country's customs officials to verify the value, quantity, and nature of the shipment. The invoice that is prepared on special forms provided by consulates, and which have to be authorized by the importing country's consulate in the exporter's country and required by some countries for customs clearance. | | |
| CNTR or CTR | Container | B |
| Includes any equipment used to unitize cargo, e.g. all types of containers and/or flats, whether ISO accepted or not, trailers swap bodies and RO/RO equipment, and applies to all modes of transport. A metallic box, of steel or aluminium, with double doors at one end, more and more in use on sea-routes, for easier handling and safe transportation of cargo | | |
| CFS | Container Freight Station | A |
| The term CFS at loading port means the location designated by carriers for the receiving of cargo to be loaded into containers by the carrier. At discharge or destination ports, the term CFS means the bonded location designated by carriers for devanning of containerized cargo. | | |

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| CFS Charge | Container Freight Station Charge | A |
| The charge assessed for services performed at the origin or destination for loading or unloading of cargo into/from containers at a CFS. | | |
| CY | Container Yard | E |
| CY/CY | Container Yard to Container Yard | E |
| CFR | Cost and Freight | B |
| The seller must pay the costs and freight required in bringing the goods to the named port of destination. The risk of loss or damage is transferred from seller to buyer when the goods pass over the ship's rail in the port of shipment. The seller is required to clear the goods for export. This term should only be used for sea or inland waterway transport. | | |
| CIF | Cost, Insurance and Freight | B |
| The seller has the same obligations as under CFR however he is also required to provide insurance against the buyer's risk of loss or damage to the goods during transit. The seller is required to clear the goods for export. This term should only be used for sea or inland waterway transport. | | |
| | CPT Cape Town | B |
| that the seller pays the freight for the carriage of the goods to the named destination, in this case Cape Town. The risk of loss or damage to the goods is transferred from the seller to the buyer when the goods have been delivered into the custody of the carrier and not at ship's rail. Risk passes from the seller to the buyer at so-called FCA point. If subsequent carriers are used for the carriage to the agreed destination, the risk passes when the goods have been delivered to the first carrier. | | |
| | Crate | B |
| open case made of planks assembled, nailed and strapped which show contents or their inner packing, as opposed to a close case | | |
| CFT | cubic feet | D |
| | Cubic foot | B |
| unit of volume equivalent to 0.028317 cubic meters | | |
| CBM | Cubic meter | B |
| unit of volume - one CBM equals 35 cu. ft. | | |
| CAF | Currency adjustment factor | B |
| A surcharge on freight charges by a carrier to offset foreign currency fluctuations. A surcharge calculated at a percentage of the basic ocean freight, to take into account fluctuations of currencies for rates expressed in US\$ (it can be a negative adjustment) | | |
| C/C | custom clear | D |
| CC&HO | Customs Clear & Hand Over | E |
| | Dangerous goods | B |
| goods, which, because of their nature, are classified as hazardous and admitted for transportation on special terms and regulations; see also IMO (formally IMCO) code and RAG | | |
| | Date Draft | A |
| A draft that matures in a specified number of days after issuance without regard to date of acceptance. | | |
| | Dead Freight | A |
| Freight charges paid by the charterer of a vessel for the contracted space which is left partially unoccupied. | | |

Deck**B**

under deck cargo means goods stowed inside the holds of a vessel; on deck cargo means goods stowed above the holds "on deck", on the vessel, mostly because of their hazardous nature; on deck cargo will be the first to be jettisoned in case of emergency; deck goods are always carried without any acceptance of responsibility by the carrier

Deck Cargo**A**

Cargo carried on deck rather than stowed under deck. On-deck carriage is required for certain commodities, such as explosives.

DAF**Delivered At Frontier****B**

This term can be used when the goods are transported by rail and road. The seller pays for transportation to the named place of delivery at the frontier. The buyer arranges for customs clearance and pays for transportation from the frontier to his factory. The passing of risk occurs at the frontier.

DAP**Delivered At Place****E**

Seller delivers the goods when they are placed at the disposal of the buyer on the arriving means of transport ready for unloading at the named place of destination. Parties are advised to specify as clearly as possible the point within the agreed place of destination, because risks transfer at this point from seller to buyer. If the seller is responsible for clearing the goods, paying duties etc., consideration should be given to using the DDP term.

Responsibilities

1. Seller bears the responsibility and risks to deliver the goods to the named place
2. Seller is advised to obtain contracts of carriage that match the contract of sale
3. Seller is required to clear the goods for export
4. If the seller incurs unloading costs at place of destination, unless previously agreed they are not entitled to recover any such costs
5. Importer is responsible for effecting customs clearance, and paying any customs duties

DAT**Delivered At Terminal****E**

Seller delivers when the goods, once unloaded from the arriving means of transport, are placed at the disposal of the buyer at a named terminal at the named port or place of destination. "Terminal" includes quay, warehouse, container yard or road, rail or air terminal. Both parties should agree the terminal and if possible a point within the terminal at which point the risks will transfer from the seller to the buyer of the goods. If it is intended that the seller is to bear all the costs and responsibilities from the terminal to another point, DAP or DDP may apply.

Responsibilities

1. Seller is responsible for the costs and risks to bring the goods to the point specified in the contract
2. Seller should ensure that their forwarding contract mirrors the contract of sale
3. Seller is responsible for the export clearance procedures
4. Importer is responsible to clear the goods for import, arrange import customs formalities, and pay import duty
5. If the parties intend the seller to bear the risks and costs of taking the goods from the terminal to another place then the DAP term may apply

DDP**Delivered Duty Paid****B**

The seller is responsible for delivering the goods to the named place in the country of importation, including all costs and risks in bringing the goods to import destination. This includes duties, taxes and customs formalities. This term may be used irrespective of the mode of transport.

DDU**Delivered Duty Unpaid****A**

This reflects the emergence of "door-to-door" intermodal or courier contracts or carriage where only the destination customs duty and taxes (if any) are paid by consignee.

This term means that the seller delivers the goods to the buyer to the named place of destination in the contract of sale. The goods are not cleared for import or unloaded from any form of transport at the place of destination. The buyer is responsible for the costs and risks for the unloading, duty and any subsequent delivery beyond the place of destination. However, if the buyer wishes the seller to bear cost and risks associated with the import clearance, duty, unloading and subsequent delivery beyond the place of destination, then this all needs to be explicitly agreed upon in the contract of sale.

DEQ**Delivered Ex Quay****B**

This is similar to DES, but the passing of risk does not occur until the goods have been unloaded at the port of destination.

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| DES | Delivered Ex Ship | B |
| | Where goods are delivered ex ship, the passing of risk does not occur until the ship has arrived at the named port of destination and the goods made available for unloading to the buyer. The seller pays the same freight and insurance costs as he would under a CIF arrangement. Unlike CFR and CIF terms, the seller has agreed to bear not just cost, but also Risk and Title up to the arrival of the vessel at the named port. Costs for unloading the goods and any duties, taxes, etc... are for the Buyer. A commonly used term in shipping bulk commodities, such as coal, grain, dry chemicals - - - and where the seller either owns or has chartered, their own vessel. | |
| DEL | delivery | D |
| | Delivery note | B |
| | documents used by cartage contractors or carriers to be signed by consignee as receipts for the goods, and on which reservations must be stated if consignments are not in order | |
| | Delivery order | B |
| | A voucher issued by carriers or agents against surrenders of B/Ls, enabling consignees to obtain delivery of their cargo; also document establishing the transfer of cargo from one party to another. A document that the buyer (consignee) gets once original paperwork is surrendered to the port of discharge and all charges are paid. This document allows the buyer to uplift the goods into their possession. | |
| | Demurrage | A |
| | A penalty for exceeding free time allowed for loading or unloading at a pier or freight terminal. Also a charge for undue detention of transportation equipment or carriers in port while loading or unloading. The rent in railway sheds; penalty for keeping containers longer than allowed; penalty for immobilization of a vessel longer than allowed for loading/unloading and payable by owners of the goods | |
| | Density | A |
| | Weight units per unit of volume. | |
| DEST | destination | D |
| D/A | destination agent | D |
| DDC | Destination Delivery Charge. | A |
| | Destination Delivery Charge. | |
| | Destuffing in container traffic | B |
| | emptying of the container | |
| | Dim Weight (Dimensional Weight) | A |
| | An airfreight term used to describe the results of computing the chargeable weight from the cubic measurement of a shipment. | |
| DOCS | documents | D |
| D-T-D | Door-to-door | B |
| | through service from origin to consignee, as can best be operated by containers or road | |
| | Draft | A |
| | An unconditional order in writing from one person (the Drawer) to another (the Drawee), directing the drawee to pay a specified amount to a named drawer on presentation or on a fixed date. | |
| | Drawee | A |
| | The individual or firm on whom a draft is drawn and who owes the stated amount to the drawer. | |

Drayage**LH**

Drayage: In Intermodal freight transport, drayage is the transport of containerized cargo by specialized trucking companies between ocean ports or rail ramps and shipping docks. In terms of logistics, a dray is when a container or piggyback is moved from a rail yard to another location, such as a Logistics Depot Distribution Center, and then returning that piggyback/container back to the initial pick-up point. It is important that these containers get unloaded quickly and returned back to the original point so not to incur detention charges.

ea **each** **D**

EDI or EDIFACT **Electronic Data Interchange for Administration,** **A**

From the United Nations-backed electronic data interchange standards body, this is a set of standards that are used to define data sets in certain documents to standardize them for electronic transmission from one format to another.

encl **enclosed** **D**

Endorsement in Blank **A**

1. Commonly used on a bank check, an endorsement in blank is an endorsement to the bearer. It contains only the name of the endorser and specifies no particular payee.
2. Also, a common means of endorsing bills of lading down to the order of the shipper. The bills are endorsed "For..." (See Bill of Lading, Order)

ETA **est. time arrival** **D**

ETD **est. time departure** **D**

est **estimated** **D**

EXW **Ex Works** **B**

The buyer bears all costs and risks involved in taking the goods from the seller's premises to the desired destination. The seller's obligation is to make the goods available at his premises (works, factory, warehouse). This term represents minimum obligation for the seller. This term can be used across all modes of transport.

Export License **A**

A document secured from a government, authorizing a shipper to export a specific quantity of a particular commodity to a certain country. An export license is often required when a government places restrictions upon exports.

Export Trading Company **A**

A corporation or other business entity organized and operated primarily for the purpose of exporting goods and services, or of providing export-related services to other companies.

Express release waybill **E**

Copy of a waybill (either faxed or photocopied) can be used to uplift the delivery order to gain possession of the goods.

FCL **A**

Full Container Load, Full Car Load.

FMC **Federal Maritime Commission** **A**

The U.S. Federal agency responsible for overseeing Ocean Carriers, Conferences, NVOCC's and Ocean Freight Forwarders (now called OTI's - Ocean Transportation Intermediaries) at ocean ports and inland waterways.

FIDI **Fédération Internationale des Déménageurs** **E**

Fédération Internationale des Déménageurs Internationaux - International Federation of International Movers

Feeder service **B**

delivery or collection services to/from ports of call of large ocean vessels, and arranged on smaller local vessels, barges, rail or road, from/ to various places of origin/destinations which could not be served by the larger vessels

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| | Feeder Vessel | A |
| A vessel that connects with a line vessel to service a port not directly served by that line vessel. | | |
| FEU | FEU | A |
| (Forty foot equivalent) Term normally used in ocean freight rate negotiations referring to the equivalent of two twenty foot ocean containers. | | |
| FIATA | FIATA | A |
| International Federation of Freight Forwarders Associations. | | |
| FIATA B/L | FIATA B/L | B |
| valid B/L established by a forwarder belonging to the above association | | |
| FAIM | FIDI Accredited International Mover | B |
| FIDI Accredited International Mover | | |
| | Flag Carrier | A |
| An airline or vessel of one national registry whose government gives it partial or total monopoly over international routes. | | |
| | Flat Bed Chassis | A |
| A semi-trailer with a level bed and no sides or tops. The floor is a standard height from the ground. | | |
| | Flat Rack | A |
| A platform designed with the flexibility to carry oversized cargo on board container vessels. It can be loaded from the sides and top, usually having adjustable or removable bulkheads at the front and back. | | |
| FLT | flight | D |
| | Floating policy | B |
| also called open policy, open marine policy: insurance contract of a permanent nature between insurer and insured | | |
| | Force Majeure | A |
| The title of a standard clause found in marine contracts exempting the parties for non-fulfillment of their obligations by reasons of occurrences beyond their control, such as earthquakes, floods, or war. | | |
| FTZ | Foreign Trade Zone | A |
| A port designated by the government for duty-free entry of any non-prohibited goods. Merchandise may be stored, displayed, and used for manufacturing within the zone and re-exported without duties being paid. Duties are imposed only when the original goods or items manufactured from those goods pass from the zone into an area of the country subject to customs authority. Also called a Free Trade Zone. | | |
| | Foreign Trade Zone Entry | A |
| A form declaring goods which are brought duty free into a Foreign Trade Zone for further processing or storage and subsequent exportation from the zone into the commerce of another country. | | |
| | Forwarder, Freight Forwarder, Foreign Freight | A |
| An independent business that dispatches shipments for exporters for a fee. The firm may ship by land, air, or sea, or it may specialize. Usually it handles all the services connected with an export shipment, including preparation of documents, booking cargo space, warehousing, pier delivery, and export clearance. The firm may also handle banking and insurance services on behalf of a client. | | |
| An intermediary between suppliers, buyers and carriers, who arrange pre-transportation, shipping and issue of documentation in accordance with instructions from their principals | | |
| | Forwarding agent or forwarders | B |
| intermediary between suppliers, buyers and carriers, who arrange pre-transportation, shipping and issue of documentation in accordance with instructions from their principals | | |
| FAS | Free Alongside Ship | B |
| The seller has fulfilled his obligation when goods have been placed alongside the vessel at the port of shipment. The buyer is responsible for all costs and risks of loss or damage to the goods from that moment. The buyer is also required to clear the goods for export. This term should only be used for sea or inland waterway transport. | | |

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| FCA | Free Carrier | B |
| <p>The seller's obligation is to hand 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 his charge. When the seller's assistance is required in making the contract with the carrier the seller may act at the buyers risk and expense. This term can be used across all modes of transport.</p> | | |
| FIO | Free in and out | B |
| <p>(loading and unloading NOT included in basic ocean freight rate)</p> | | |
| FPA | Free of Particular Average | A |
| <p>A marine insurance clause relating to the recoverability of partial and total losses from perils of the sea. The American and English coverage's vary as follows:</p> <ol style="list-style-type: none"> 1. American Conditions (FPAAC). The underwriter does not assume responsibility for partial losses unless caused by sinking, stranding, burning, or colliding with another vessel. 2. English Conditions (FPAEC). The underwriter assumes responsibility for partial losses if the vessel is sunk, stranded, burned, on fire, or in collision, even though such an event did not actually cause the damage suffered by the goods. | | |
| FPAAC | free of particular average (American conditions) | B |
| <p>An ocean marine policy provision that eliminates coverage for partial loss to cargo unless caused by stranding, sinking, fire, or collision.</p> | | |
| FPAEC | free of particular average (English conditions) | B |
| <p>An ocean marine policy provision that eliminates coverage for partial loss to cargo except in the event of stranding, sinking, fire, or collision</p> | | |
| FOB | Free On Board | B |
| <p>Once the goods have passed over the ship's rail at the port of export the buyer is responsible for all costs and risks of loss or damage to the goods from that point. The seller is required to clear the goods for export. This term should only be used for sea or inland waterway transport.</p> | | |
| FO | Free Out | A |
| <p>The cost of unloading a vessel is borne by the charterer.</p> | | |
| | Free Port | A |
| <p>A port which is a Foreign Trade Zone open to all traders on equal terms, or more specifically a port where merchandise may be stored duty-free pending re-export or sale within that country.</p> | | |
| | Free Trade Zone | A |
| <p>See Foreign Trade Zone</p> | | |
| FRT | freight-ton | D |
| FM | from | D |
| FCL | Full container load | C |
| GATT | General Agreement on Tariffs and Trade | A |
| <p>A multilateral treaty intended to help reduce trade barriers and promote tariff concessions.</p> | | |
| GR | gross | D |
| GR Wt./GW | Gross Weight | A |
| <p>The full weight of a shipment, including containers and packaging materials.</p> | | |
| GRP | groupage | D |

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| | Groupage (See Consolidated Shipment) | B |
| A method of shipping whereby an agent (freight forwarder or consolidator) combines individual consignments from various shippers into one shipment made to a destination agent, for the benefit of preferential rates. The consolidation is then de-consolidated by the destination agent into its original component consignments and made available to consignees. Consolidation provides shippers access to better rates than would be otherwise attainable. | | |
| | Harbour dues | B |
| taxes levied for using port facilities | | |
| | Harmonized Code | A |
| An internationally accepted and uniform description system for classifying goods for customs, statistical, and other purposes. | | |
| HS | Harmonized System | A |
| A key provision of the international trade bill, effective January 1, 1989, that established international uniformity for classifying goods moving in international trade under a single commodity code. | | |
| | Haulage | B |
| road transportation | | |
| | Haulage contractor | B |
| road carrier | | |
| | Heavy lift charges | B |
| additional charges for moving, loading or unloading pieces above a certain weight limit per unit; these charges vary according to the port equipment and facilities | | |
| | Hi (or High) Cube | A |
| Any container exceeding 102 inches in height. | | |
| | Hold | B |
| storage space situated under deck of merchant ships where cargo is stowed | | |
| | House Air Waybill | A |
| An air waybill issued by an airfreight consolidator. (See also Air Waybill) | | |
| HAWB | house airwaybill | D |
| H/H | household | D |
| HHG | Household Goods | E |
| Household Goods | | |
| CWT | Hundred weight | D |
| 100 lbs. | | |
| | Igloo | A |
| A contoured structural container designed for use in main-deck carriage on narrow body aircraft. | | |
| | Import License | A |
| A certificate issued by countries exercising import controls that permits importation of the articles stated in the license and often authorizes and/or releases the funds in payment of the importation. | | |
| | In-Bond | A |
| A term use to describe cargo that has not been cleared by Customs to enter the commerce of a country. | | |
| | INCOTERMS | A |
| The set of international standards for the uniform interpretation of common contract clauses in international trade. INCOTERMS 2000, formulated in concert with many international entities, comprises the latest revisions and should now be used exclusively. | | |

| | | |
|--|--|----------|
| | Inducement | A |
| When steamship lines publish in their schedules the name of a port and the words "by inducement" in parentheses, this means the vessel will call at the port if there is a sufficient amount of profitable cargo available and booked. | | |
| | Inland Carrier | A |
| A transportation line which hauls export or import cargo between ports and inland points. | | |
| | Inspection Certificate | A |
| A document certifying that merchandise was in good condition, or in accordance with certain specifications immediately prior to shipment. | | |
| | Integrated Carrier | A |
| A forwarder that uses its own aircraft, whether owned or leased, rather than scheduled airlines. | | |
| | Interline | A |
| A mutual agreement between airlines to link their route network. | | |
| | Intermodal | A |
| This refers to the capacity to go from ship to train to truck or the like. The term generally refers to containerized shipping or the capacity to handle containers across different modes of transport. | | |
| IATA | International Air Transport Association | A |
| International Air Transport Association | | |
| IAM | International Association of Movers | E |
| International Association of Movers | | |
| ICC | International Chamber of Commerce | A |
| A non-governmental organization serving as a policy advocate on world business. | | |
| ICAO | International Civil Aviation Organization | A |
| A specialized agency of the United Nations headquartered in Montreal. It promotes general development of civil aviation such as aircraft design and operation, safety procedures, and contractual agreements. | | |
| IMO (previously IMCO) | International Maritime Organization | B |
| Code: IMO publications whereby dangerous goods are classified into several categories according to their hazards (corrosive, inflammable, explosive, poisonous, etc), and editing compulsory rules and regulations adopted by most trading countries, for their packing, markings, conditions of acceptance and carriage | | |
| | ISO 9000 | A |
| A series of voluntary international quality standards. | | |
| | Jettison | B |
| washing overboard; voluntary throwing of cargo overboard in emergency cases to prevent damages to the ship and/or other cargo; the value of jettisoned goods enters into the calculation of expenses in cases of general average | | |
| | Joint Venture | A |
| A term of business partnership involving joint management and the sharing of risks and profits between enterprises sometimes based in different countries. | | |
| | Joint-cargo | B |
| consolidated cargo | | |
| JIT | Just in Time | A |
| The principle of production and inventory control in which goods arrive when needed for production or use. | | |
| kg | kilogram | D |
| | Knot, Nautical | A |
| The unit of speed equivalent to one nautical mile: 6,080.20 feet per hour or 1.85 kilometers per hour | | |

| | | |
|---|------------------------------------|----------|
| L&D | L&D | A |
| Loss and Damage. | | |
| | Lay-day | B |
| time allowed for unloading/loading of a vessel | | |
| LCL | LCL | A |
| Less than Container Load; Less than Car load. | | |
| | Legal Weight | A |
| The weight of the goods plus any immediate wrappings or packagings that are sold along with the goods, e.g., the weight of a tin can as well as its contents. See also Gross Weight | | |
| | Legalized invoice | B |
| invoice prepared on seller's own letter headed forms, but to be legalized by a consulate, when such is required for customs clearance in some countries | | |
| LTL | Less than Truckload | A |
| Rates applicable when the quantity of freight is less than the volume or truckload minimum weight. | | |
| L/C | Letter of Credit | A |
| A document issued by a bank per instructions by a buyer of goods authorizing the seller to draw a specified sum of money under specified terms. Issued as revocable or irrevocable. | | |
| | Letter of Credit, Confirmed | A |
| A letter of credit containing a guarantee on the part of both the issuing and advising banks of payment to the seller, provided the seller's documentation is in order and the terms of the letter of credit are met. | | |
| LO/LO | lift on, liftoff | D |
| | Lift-van | B |
| large case, comparable to metallic container, but made of wood, and mainly used for removal of furniture | | |
| LVS | liftvans | D |
| | Lighter | A |
| An open or covered barge equipped with a crane and towed by a tugboat. Used mostly in harbors and inland waterways. A barge placed alongside vessels on which cargo is unloaded/loaded, when this cannot be done at a wharf/quay; used also in feeder services | | |
| | Lighterage | B |
| the fee charged for carrying goods in ships constructed to carry special barges (lighters) | | |
| | Liner | A |
| The word "liner" is derived from the term "line traffic," which denotes operation along definite routes on the basis of definite, fixed schedules. A liner thus is a vessel that engages in this kind of transportation, which usually involves the haulage of general cargo as distinct from bulk cargo. | | |
| | Lo/Lo (Lift-On/Lift-Off) | A |
| Denotes the method by which cargo is loaded onto and discharged from an ocean vessel, which in this case is by the use of a crane. | | |
| | Load Factor | A |
| Capacity used as against capacity available and expressed as a percentage. | | |
| | Logistics Management | A |
| The efficient and cost-effective management of the physical movement of goods from supply points to final sale and the associated transfer and holding of such goods at various intermediate storage points. | | |
| | Longshoreman | B |
| has various waterfront-related meanings concerning loading and unloading ships | | |

| | | |
|---|--|----------|
| Tonne | M/T or Metric Ton or Tonne | A |
| 1000 Kilos | | |
| | Manifest | A |
| A list of the goods being transported by a carrier. A list of the consignments place on board an aircraft or vessel. | | |
| | Markings | B |
| symbols, letters and figures, stencilled on cases/packages and serving as identification of consignments | | |
| MAWB | Master Air Waybill | E |
| | | |
| | Measurement Ton | A |
| The measurement ton (also known as the cargo ton or freight ton) is a space measurement, usually 40 cubic feet or one cubic meter. Cargo is assessed a certain rate for every 40 cubic feet or one cubic meter it occupies. | | |
| | Measurements | B |
| linear dimensions of length, width and height of packages. Often used also to mean the volume of a package or of a consignment | | |
| | MERCOSUR | A |
| A trade alliance between Argentina, Brazil, Paraguay and Uruguay, with Chile and Bolivia as associate members. | | |
| | Minimum freight | B |
| minimum amount charged by carrier and per B/L in case of transportation of small consignment | | |
| | National Carrier | A |
| A flag carrier owned or controlled by the state. | | |
| | Negotiable | B |
| describe a document which is a title of value or property, such as an original B/L, and which can be transferred to somebody by endorsement | | |
| | Net Terms | A |
| Free of charters' commission. | | |
| NT | Net Tons | A |
| Net Tons | | |
| | Net Weight (Actual Net Weight) | A |
| The weight of the goods alone without any immediate wrappings; e.g., the weight of the contents of a tin can without the weight of the can. | | |
| | Non-negotiable | B |
| either duplicate of a negotiable document (n/n copy of B/L), or document which is not a title of property (an air waybill is not a negotiable document) | | |
| NVOCC | Non-Vessel Operating Common Carrier | A |
| A term for an FMC-licensed cargo consolidator of shipments in ocean trade, generally arranging for or performing consolidation and containerization functions. I | | |
| NAFTA | North American Free Trade Agreement | A |
| A free trade agreement comprising the U.S.A., Canada, and Mexico. | | |
| NOS | Not Otherwise Specified | A |
| Not Otherwise Specified. | | |
| | Notify address | B |
| in a B/L or AWB, name and address of a party, not designated as consignee or beneficiary, but to whom a notification of arrival of the goods is to be sent by the carrier's agent at destination. | | |

| | | |
|--------------|---|----------|
| OBL | Ocean Bill of Lading | D |
| | nb: OBL is also known for Original Bill of Lading, (as opposed to Express Released Bill of Lading. | |
| O/FRT | ocean freight | D |
| | On board B/L | B |
| | mention that may appear on Bs/L, as a confirmation that goods are effectively loaded | |
| | Open Account | A |
| | A trade arrangement in which goods are shipped to a foreign buyer without guarantee of payment such as a note, L/C, or other formal written evidence of indebtedness. | |
| | Open Policy | A |
| | A cargo insurance policy that is an open contract; e.g., it provides protection for all shipments in transit within a specified geographic trade area for a limited period of time. It is referred to as "open" because it does not require reporting of individual shipments. Summary or grouped reporting requirements vary with different policies. Also known as a floating policy. | |
| O/A | origin agent | D |
| OBL | Original Bill of Lading | D |
| | nb: OBL is also known for Original Bill of Lading, (as opposed to Express Released Bill of Lading. | |
| OD | Outside Diameter | A |
| | Outside Diameter. | |
| | Outturn report | B |
| | list of consignments unloaded from a vessel and established in the port of unloading | |
| OMNI | Overseas Moving Network International | B |
| | Overseas Moving Network International | |
| O/R | Owner's Risk | A |
| | Owner's Risk. | |
| PKG | package | D |
| | Pallet | B |
| | robust, wooden floor, on wood blocks, allowing handling by fork-lift trucks, on which goods, presented in standard packs, can be easily transported | |
| | Part Charter | A |
| | Where part of an airline's scheduled flight is sold as if it were a charter in its own right. Often incorrectly used as a synonym for split charter. | |
| | Part Load Charter | A |
| | Where a part of an aircraft's load is discharged at one destination and a part of it at another. This is distinct from a split charter where a number of consignments are carried to the same destination. Inbound, part loads are treated as single entity charters under the regulations in most countries. | |
| PA | Particular Average | A |
| | Partial loss or damage to goods. | |
| | Payload | B |
| | total weight of the cargo that can be placed in a rail or road truck, or in a plane (also volume acceptable) | |
| PYMT | payment | D |

| | | |
|----------------|--|----------|
| | Perils of the Sea | A |
| | Fortuitous accidents or casualties peculiar to transportation on navigable water, such as sinking, collision of vessel, striking a submerged object, or encountering heavy weather or other unusual forces of nature. | |
| | Perishables | A |
| | Any cargo that loses considerable value if it is delayed in transportation. This usually refers to fresh fruit and vegetables. | |
| PE | personal effects | D |
| | Phytosanitary Inspection Certificate | A |
| | A certificate issued by an exporting countries' Department of Agriculture indicating that a shipment has been inspected and is free of harmful pests and plant diseases. | |
| P/U | pick-up | D |
| CFS/CFS | Pier to Pier | A |
| | The term CFS/CFS refers to cargo delivered at origin in less-than-containerload quantities to a container freight station (CFS) to be loaded into containers and to be unloaded from the container at destination CFS. | |
| | Pilferage | A |
| | As used in marine insurance policies, the term denotes petty thievery-the taking of small parts of a shipment-as opposed to the theft of a whole shipment or large unit. Many ordinary marine insurance policies do not cover against pilferage, and when this coverage is desired it must be added to the policy. | |
| P/C | port charges | D |
| P/HAND | port handling | D |
| | Port Marks | A |
| | An identifying set of letters, numbers, or geometric symbols followed by the name of the port of destination that are placed on export shipments. Foreign government requirements may be exceedingly strict in the matter of port marks. | |
| POA | Port of Arrival | E |
| | Port of Discharge | A |
| | A port where a vessel is off-loaded and cargo discharged. | |
| POE | Port of Entry | A |
| | A port at which foreign goods are admitted into the receiving country. An ambiguous term as it may mean Port of Exit (infrequently) | |
| | Port of Loading | A |
| | A port where cargo is loaded aboard the vessel, lashed, and stowed. | |
| PORT ON | port on | D |
| PDS | pounds | D |
| lbs | pounds (weight) | D |

Prepaid Freight**A**

Generally speaking, freight charges both in ocean and air transport may be either prepaid in the currency of the country of export or they may be billed collect for payment by the consignee in his local currency. On shipments to some countries, however, freight charges must be prepaid because of foreign exchange regulations of the country of import or rules of steamship companies or airlines.

Prima Facie**A**

A Latin term frequently encountered in foreign trade that means "on first appearance." When a steamship company issues a clean bill of lading, it acknowledges that the goods were received "in apparent good order and condition" and this is said by the courts to constitute prima facie evidence of the conditions of the containers; that is, if nothing to the contrary appears, it must be inferred that the cargo was in good condition when received by the carrier.

POD**Proof of Delivery****A**

The delivery receipt copy of a freight bill indicating the name of the person who signed for a package with the date and time of delivery.

RAG declaration**B**

declaration, in duplicate, must be completed and signed by the supplier (forwarders are not authorized to sign), describing in details the goods dispatched and certifying that consignment complies in every respect with the regulations; one copy travels with the AWB on the carrying plane

REVD**received****D****Reefer****A**

A refrigerated container, trailer or railcar for transporting perishables.

REF**reference****D****RES****residence****D****RAG****Restricted articles guide****B**

an IATA publication on the rules and regulations governing the packing, markings, labelling of hazardous goods, and their conditions of acceptance and carriage by airfreight

Restricted cargo**B**

hazardous goods, or goods classified as such, admitted for carriage under special rules and regulation only; see IMO code and RAG

RTN**return****D****Right of recourse****B**

right of claiming compensation against party at fault; consignees must preserve the right of recourse of their underwriters by sending registered claim letter to faulty carriers

RO/RO**roll on roll off****D****RORO****RORO (Roll-on/Roll-Off) Vessel****A**

A ship designed to accommodate cargo that is rolled on and rolled off. Many Ro/Ro vessels can also accommodate containers and/or break-bulk cargo.

Route**A**

An established passage, from the point of departure to the terminating station.

Sea Waybill**E**

Shipping document that is only a receipt of cargo taken 'on board' a vessel and which, unlike a bill of lading, is not a document of title.

| | | |
|--|---|----------|
| | Ship's Manifest | A |
| An instrument in writing containing a list of the shipments constituting the ship's cargo. | | |
| SHPT | Shipment | A |
| Freight tendered to a carrier by one consignor at one place at one time for delivery to one consignee at one place on one bill of lading. | | |
| | Shipper | A |
| Term used to describe an exporter (usually the seller). | | |
| | Shipping marks | B |
| see "markings" | | |
| | Short-landing certificate | B |
| see "certificate" | | |
| | Short-Shipped | A |
| Cargo manifested but not loaded. | | |
| | Sight Draft | A |
| A draft payable upon presentation to the drawee. (Compare with Data Draft and Time Draft). | | |
| | Skid | B |
| special frame, usually metallic, to permit handling, lifting, stowing, etc. of pieces of odd shape or size, and generally heavy | | |
| | Steamship Agent | A |
| A duly appointed and authorized representative in a specified territory acting on behalf of a steamship line or lines and attending to all matters relating to the vessels owned by his principals. | | |
| | Steamship Line | A |
| A company usually having the following departments: vessel operations, container operations, tariff department, booking, outbound rates, inward rates, and sales. The company can maintain its own in-country offices to handle regional sales, operations, or other matters, or appoint steamship agents to represent them doing the same. Some lines have liner offices in several regions and appointed agents in others. | | |
| | Stevedores | B |
| dockers specialized in the proper and adequate storing (called stowage) of cargo in vessels' holds; also in containers | | |
| STG | storage | D |
| SIT | storage in transit | D |
| | Storage warehousing | B |
| cargo remaining in sheds, warehouses, etc. pending departure, transshipment, collection, is in storage | | |
| | Stowage | A |
| The lading of cargo in a vessel in such a manner as to provide the utmost safety and efficiency for the ship and the goods it carries. | | |
| | Strikes, Riots and Civil Commotion's | A |
| An insurance clause referring to loss or damage directly caused by strikers, locked-out workmen, persons' participation in labor disturbances, and riots of various kinds. The ordinary marine insurance policy does not cover this risk. Coverage against it can be added only by endorsement. | | |
| SRCC | Strikes-riots-civil commotions | B |
| these risks are not included in the so-called "all-risks" policies and must be specified separately, as well as war risks | | |

Structure of Incoterms**B**

Incoterms 2000 are governed by the International Chamber of Commerce (ICC) in Paris and are grouped into four different categories: E The seller only makes the goods available to the buyer at the seller's premises; F The seller delivers the goods to a carrier or place appointed by the buyer; C The seller has to contract at his costs for carriage (and insurance for CIF and CIP); D The seller must assume most costs, obligations and risks needed to bring the goods to the place of destination (except import customs clearance and un-loading at the final destination)

Stuffing**B**

loading in containers

Subrogation**B**

transmission of rights of claim and recovery to another party

Sue & Labor Cause**A**

A provision in marine insurance obligating the assured to do things necessary after a loss to prevent further loss and to act in the best interests of the insurer.

Survey report**B**

detailed report prepared by an insurance agent describing the damages suffered by goods, the possible cause of discrepancies, with all relevant shipping information, to enable insurers to give consideration to the case; expensive document not to be requested for minor claims

Surveyor**B**

in shipping/insurance terminology, the expert who examines damaged goods and prepares a detailed report

Tackle**B**

ship's own gear to load/unload cargo. FAS (free along side) is understood to be delivery "under ship's tackle"

Tally clerks**B**

persons checking the conformity of packages and cargo with the description given on documents

Tare Weight**A**

The weight of packing and containers without the goods to be shipped.

Tariff**A**

A general term for any listing of rates or charges. The tariffs most frequently encountered in foreign trade are: tariffs of international transportation companies operating on sea, land, and in the air; tariffs of international cable, radio, and telephone companies; and the customs tariffs of the various countries that list goods that are duty free and those subject to import duty, giving the rate of duty in each case. There are various classes of customs duties.

Telex released BOL**E**

**Can be arranged when the OBL is endorsed & surrendered at origin & then the Cargo can be released to the Consignee without presentation of the OBL. The Shipping company issues an Original but they do NOT give the original to your Supplier. They stamp it "Telex Release", and "SURRENDERED". The Shipping company then sends a "telex" (that's in the old days, these days it's email or fax) to their Agent in the destination Port and advises them that they are holding the originals, and to release the goods without an Original B/L

Temperature Controlled Cargo**A**

Any cargo requiring carriage under controlled temperature.

THC**Terminal Handling Charge****A**

A charge for handling services performed at terminals.

TEU**TEU****A**

A twenty-foot equivalent unit (6.1m). A standard unit for counting containers of various lengths and for describing container ship or terminal capacity. A standard 40' container (FEU) equals 2 TEUs.

Thorough bill of lading**E**

A single bill of lading that covers receipt of the cargo at the point of origin through to the delivery to the ultimate consignee, using two or more modes of transportation.

| | | |
|---|---|----------|
| | Through B/L | B |
| B/L covering a carriage between two designated places but involving a transshipment or a transfer during the course of the journey | | |
| | Through rate | B |
| lump sum for the carriage charges relating to consignments traveling on through Bs/L | | |
| | Time Draft | A |
| A draft that matures in a certain number of days, either from acceptance or the date of the draft. | | |
| | Ton | A |
| Freight rates for liner cargo generally are quoted on the basis of a certain rate per ton, depending on the nature of the commodity. This ton, however, may be a weight ton or a measurement ton. | | |
| | Ton-Deadweight | A |
| The carrying capacity of the ship in terms of the weight in tons of the cargo, fuel, provisions, and passengers which a vessel can carry. | | |
| TTL | total | D |
| | Tracking | A |
| A system of recording movement intervals of shipments from origin to destination. | | |
| T/TIME | transit time | D |
| | Transport terminal | B |
| a railway terminal, a freight station, a container terminal or yard, a multi-purpose cargo terminal or any similar receiving point. | | |
| | Transshipment | A |
| The transfer of a shipment from one carrier to another in international trade, most frequently from one ship to another. Because the unloading and reloading of delicate merchandise may cause damage, transshipments are avoided whenever possible. The transfer, in a convenient port from one ship to another when the first carrying vessel does not call at the port of destination | | |
| | Underdeck see: deck | B |
| storage space below the vessel's deck where cargo is stowed in the holds; carriers are responsible for cargo shipped under deck, whilst they reject all liability for cargo shipped on deck | | |
| | Underwriter | B |
| a person or firm who assumes financial risks on behalf of another; the term is used in a number of industries; it can refer to an insurance company, an investment bank, or an individual sponsor of an event | | |
| UNCITRAL | United Nations Commission on International Trade | B |
| The aim of this Commission is to reduce divergences between trade laws of different states. | | |
| | Valuation Charges | A |
| Additional transportation charges assessed shippers who declare a value of goods higher than the value of carriers' limits of liability. | | |
| VSL | vessel | D |
| VOL | volume | D |
| | Volume Weight | A |
| An international airfreight term used to describe the results of computing the chargeable weight from the cubic measurement of a shipment. | | |

| | | |
|-------------|--|----------|
| W/M | W/M | A |
| | Weight and/or Measurement. | |
| | War Risk | A |
| | The possible aggressive actions against a ship and its cargo by a belligerent government. This risk can be insured by a marine policy with a risk clause. | |
| | War Risk Insurance | A |
| | Insurance issued by marine underwriters against war-like operations specifically described in the policy. In former times, war risk insurance was taken out only in times of war, but currently many exporters cover most of their shipments with war risk insurance as a protection against losses from derelict torpedoes and floating mines placed during former wars, and also as a safeguard against unforeseen warlike developments. In the U.S.A., war risk insurance is written in a separate policy from the ordinary marine insurance; it is desirable to take out both policies with the same underwriter in order to avoid the ill effects of a possible dispute between underwriters as to the cause (marine peril or war peril) of a given loss. | |
| WHSE | Warehouse | B |
| | shed or storehouse where cargo is kept pending dispatch or retrieval | |
| | Warehouse Receipt | A |
| | A receipt of commodities deposited in a warehouse identifying the commodities deposited. It is non-negotiable if permitting delivery only to a specified person or firm, but it is negotiable if made out to the order of a person or firm or to a bearer. Endorsement (without endorsement if made out to bearer) and delivery of a negotiable warehouse receipt serves to transfer the property covered by the receipt. Warehouse receipts are common documents in international banking. | |
| | Warehouse-to-Warehouse | A |
| | A clause in marine insurance policy whereby the underwriter agrees to cover the goods while in transit between the initial point of shipment and the point of destination with certain limitations, and also subject to the law of insurable interest. The warehouse-to-warehouse clause was once extremely important, but marine extension clauses now often override its provisions. | |
| WB | Waybill | B |
| | consignment note; generally speaking, document covering dispatch of goods | |
| | Weight, Gross | A |
| | The weight of the goods including packing, wrappers, or containers, both internal and external. The total weight as shipped. | |
| | Weight Load Factor | A |
| | Payload achieved as against available capacity, expressed as a percentage. Cargo is frequently limited by volume rather than weight; load factors of 100 percent are rarely achieved. | |
| | Weight, Net | A |
| | The weight of the goods themselves without the inclusion of any wrapper. | |
| | Weight, Tare | A |
| | The weight of the packaging or container. | |
| ton | Weight Ton | A |
| | Metric measure equals 1000 Kilograms; in English measure a short ton is 2000 pounds, a long ton is 2240 pounds. | |
| W/M | Weight/measurement | B |
| | basis of calculation of ocean freight charges, either on weight or on measurement, at ship's option | |
| | Weight/Measurement Ton | A |
| | In many cases, a rate is shown per weight/measurement ton, carrier's option. This means that the rate will be assessed on either a weight ton or measurement ton basis, whichever will yield the carrier the greater revenue. | |
| | Wharf | B |
| | quay alongside which vessels berth | |
| | Wharfage | B |
| | cost of utilization of wharves | |

WA**With Average****A**

A marine insurance term meaning that shipment is protected for partial damage whenever the damage exceeds a stated percentage.

WPA**With Particular Average****A**

An insurance term meaning that partial loss or damage of goods is insured. The damage generally must be caused by sea water, and many terms specify a minimum percentage of damage before payment. It may be extended to cover loss by theft, pilferage, leakage and breakage, or other perils depending on the nature of the cargo.