

GLOSSARY OF ABBREVIATIONS AND TERMS

GENERAL

- **Freight Forwarder** = a business entity that arranges transport on its own behalf for the Customer under a forwarding contract or command
- **INCOTERMS** = Internationally recognised rules of trade that have emerged as a result of efforts to standardise and simplify the terms of international trade. Incoterms tell trade participants who is responsible for paying for the transport of goods, insuring the shipment, and export and import customs clearance. They also address when liability and risk is transferred from the seller to the buyer.
- **Cargo insurance**, or also **all risk insurance** = insurance taken out in excess of the carrier's liability insurance

SPECIFIC

OCEAN

- **B/L** = bill of lading - the sea waybill is the carrier's confirmation of receipt of the goods. It can be negotiable or non-negotiable
- **L/C** = Letter of Credit – a commitment, usually by a bank, to provide a certain benefit to a beneficiary at the request of the principal and on the principal's behalf
- **NVOCC** = NON VESSEL OPERATING COMMON CARRIER (a carrier issuing a B/L for the carriage of goods on ships which it does not own or operate)
- **FCL** = FULL CONTAINER LOAD (a shipment where the consignor occupies the entire container with his goods)
- **LCL** = LESS THAN CONTAINER LOAD (shipment where the consignor occupies only part of the container with his goods) - the consignment is shipped in a collection container
- **TEU** = TWENTY FOOT EQUIVALENT UNIT (conversion unit corresponding to a 20' container)
- **CY** = CONTAINER YARD (container terminal, especially in the port)
- **CFS** = CONTAINER FREIGHT STATION (Container consolidation/deconsolidation point)



- **CSC** = CONTAINER SAFETY CONVENTION (organisation supervising the regular inspection of containers). Each sea container must have a valid CSC label (something like a roadworthiness test for road vehicles), otherwise it will not be accepted for carriage
- **DEMURRAGE** = rate for delay of loaded containers. The rate is determined by the shipowner. The demurrage rate is progressive
- **DETENTION** = rate for holding empty containers (late return to the container terminal)
- **FREIGHT TON** (also **W/M**) = the unit of volume or weight for which the freight is charged. Used for LCL collection shipments
- **THC** = TERMINAL HANDLING CHARGE (rate for container transfer in port)
- **GENERAL AVERAGE** or a joint accident = declared by the master of the vessel in the event of danger to the ship and cargo. He shall be entitled to sacrifice the greater or lesser part of the cargo to save the ship and cargo. The cost of salvage of the ship and cargo shall be shared proportionately by all owners of the goods (cargo) on the ship in question. The salvaged goods will then be released to the owner by the shipowner only if he pays this contribution (or a deposit) or if he signs an average bond. Everything is easily solved by all risk insurance
- **BAF** = bunker adjustment factor (fuel surcharge)
- **CAF** = currency adjustment factor (currency surcharge)
- **ETS** = ESTIMATED TIME OF SAILING
- **ETA** = ESTIMATED TIME OF ARRIVAL
- **ETD** = ESTIMATED TIME OF DEPARTURE
- **VGM** = verified gross mass
- **IMO goods** = usually this abbreviation is used for the transport of dangerous goods
- **IMDG code** = the dangerous goods code that determines the policy for transporting dangerous goods
- **EBS** = Emergency bunker surcharge, extra fuel surcharge, usually when fuel prices rise unexpectedly
- **PSS** = Peak Season Surcharge



- **LSFS** = Low Sulphur Fuel Surcharge (a charge for the need to use low-lead fuel for certain offshore sections)
- **P/U** (pick up) = picking up an empty container (at the depot or at the port)
- **D/O** (drop off) = return of the empty container after unloading (to the depot or the port)
- **IG** (in gauge) = designation for the carriage of goods whose dimensions do not exceed those of a special container
- **OOG** (out of gauge) = designation for goods whose dimensions exceed those of a special container
- **M/H** (merchant haulage) = transport of the container to/from the port via the freight forwarder
- **C/H** (carriers haulage) = transport of the container to/from the port via the shipowner's service
- **SEP** = special container (e.g. open top, hardtop, reefer, flat rack, tank)
- **GP** = general purpose (standard container)
- **HC** = high cube (standard container with higher roof height)

AIR

- **IATA** = International Air Transport Association
- **AWB** = airwaybill
- **CHARGEABLE WEIGHT** = in air transport is recalculated, 1 cbm = 167 kg
- Pallet height restrictions for air transport: passenger flights 86-160cm, cargo aircraft 240-300cm
- **RFS** = road feeder service (substitute air carriage, or carriage of goods otherwise than by air on an air waybill and under an airline number)
- **ULD** = unit load unit (air freight container or pallet)
- **DGR** = dangerous goods transported under special conditions
- **TEMP** = goods transported under temperature control



ROAD

- **IRU** = International Road Transport Union
- **ČESMAD** = Association of carriers operating in national and international freight and passenger transport in the Czech Republic (ČESMAD represent Czech forwarders in IRU)
- **TIR** = Transports Internationaux Routiers. Duties and taxes are covered by an internationally valid guarantee for the duration of the shipment; the goods are accompanied by an internationally recognised carnet
- **CMR** = Convention on the Contract of Carriage for International Carriage of Goods by Road at the same time this abbreviation was adopted for the waybill for international road transport
- **RAAL** = Internet portal for offering shipments and free transport capacities within the Czech Republic
- **TIMOCOM** = online portal for offering shipments and spare capacity within the EU
- **FTL** = full truck load
- **LTL** = less than truckload, a piece consignment that is transported by a collection service or as a dock
- **MILKRUN** = transport where consignments are unloaded or loaded successively along the route
- **HUB AND SPOKE** = a system of collection services using transshipment warehouses, which are interconnected by regular lines. The shipment is delivered a short distance to the end customer from the nearest distribution warehouse (hub)
- **Objemová váha** = for the conversion of voluminous goods the conversion of 1 cbm = 250 kg is generally used
- **ADR** = dangerous goods transported under special conditions
- **Oversized shipments** = shipments that cannot be transported by conventional means of transport due to the size or weight of the goods

