

# Terminología en Fletes Aéreo y Marítimo.

<b>Air Freight</b>	Air freight rate - structured as follows:	<b>ETS/ETD</b>	Estimated time of sailing/Estimated time of departure	<b>Lower deck</b>	Loading on the lower deck (passenger + freight aircraft)															
<b>Rate</b>	M/M - Minimum -45 kgs (N)-ormal rate +45 kgs +100 kgs +300 kgs +500 kgs +1,000 kgs  Calculated in the respective currency per kilogram.	<b>FCL/FCL</b>	Full container load = container from one sender to one recipient	<b>Main deck</b>	Loading on the main deck (generally freight aircraft)															
<b>AWB</b>	Air waybill	<b>FCL/LCL</b>	One sender but more than one recipient per container; the container is unloaded at the CFS in the destination port or destination country	<b>MAWB</b>	Master air waybill = waybill for the individual consolidated shipment or direct consignment															
<b>BAF</b>	Bunker adjustment factor = surcharge/discount on the ocean freight rate to offset the oil price - either a fixed sum per TEU or in percent	<b>Feeder Service</b>	Feeder service between secondary poorts or smaller ports and main ports	<b>M/M</b>	Minimum freight															
<b>Barge</b>	Standarized large floating container	<b>Compulsory Prepayment</b>	In certain regions, the maritime shipper or air freight carrier only agrees to transport the goods following payment at the port/place of departure	<b>NVOCC</b>	Non vessel operating common carrier = transport company/carrier who undertakes to transport goods by sea without owning his own ships; frequently found in the LCL/LCL segment; NVOCC bills of lading are fully bankable															
<b>B/L</b>	Bill of lading	<b>Freight Prepaid</b>	Sender or supplier pays for freight trasport in advance	<b>Payload</b>	Weight of goods loaded into a container															
<b>Bond</b>	Above all in the USA region - single entry bonds and continuous bonds are a form of security or guarantee that customs duty is paid in the USA	<b>Freight Collect</b>	The buyer pays for freight transport when he recieves the goods	<b>PAX</b>	Indicates hazardous goods that may also be transported on passenger planes															
<b>Break Bulk</b>	Non-containerized shipping of goods; goods are loaded on conventional ships or Ro/Ro ships	<b>Fuel Surcharge</b>	Fuel surcharge levied by the airline per kg	<b>Sea way-bill/Express B/L</b>	Sea waybill for wich no originals are created; not negotiable like the B/L - allows rapid and problem-free delivery of goods in the destination port; cannot be usedin all regions; is not used in the case of letters of credit															
<b>CAD</b>	Cash against documents = clause stipulating that the agreed paument is to be made after certain documents (generally bill of lading) are handed over	<b>Full Set</b>	Full set of original B/L, generally 3/3	<b>Security Surcharge</b>	Security surcharge levied by the airline per kg															
<b>CAF</b>	Currency adjustment factor used to calculate a surcharge or discount on the ocean freight rate	<b>G/A</b>	General average = accident of a ship at sea	<b>SMA</b>	Security manifest amendment fee															
<b>Cargo Aircraft only (CAO)</b>	Indicates hazardous goods that may only be loaded on cargo planes	<b>Gross Weight</b>	Weight of goods including packaging	<b>SMD</b>	Security manifest documentation fee															
<b>CFS</b>	Container freight station = container loading and unloading point for LCL shipments	<b>HAWB</b>	House air waybill for the individual consignment in a consolidated shipment	<b>Striping</b>	Unloading of (consolidated) containers															
<b>C.O.D.</b>	Cash on delivery	<b>IATA</b>	International Air Transport Association	<b>Stuffing</b>	Loading of a container															
<b>Conges-tion Surcharge</b>	Surcharge on ocean freight rate for mooring fees in the port if it is "congested"; generally a fixed amount per TEU or W/M	<b>I.C.C.</b>	Institute Cargo Clauses = general insurance terms for goods transport	<b>TEU</b>	Twenty feet equivalent unit, 20' ISO unit															
<b>CSC</b>	Container service charge (also see THC)	<b>IFP</b>	see BAF	<b>TACT</b>	The Air Cargo Tariff															
<b>CY</b>	Container yard = delivery or reception point for full FCL containers or empty containers	<b>IMDG</b>	International code issued by the IMO governing the maritime shipping of dangerous goods; generally in conformance with the German GGVS regulations	<b>THC</b>	Terminal handling charges															
<b>Demurrage</b>	Mooring fee if agreed loading or unloading time is exceeded	<b>IMO</b>	International Maritime Organization = an advisory international maritime shipping organization whose mission is to improve shipping safety	<b>Three letter code</b>	Every airport has a code comprising three letters: e.g. FRA = Frankfurt, CGN = Cologne, VIE = Vienna, MVD = Montevideo															
<b>Detention</b>	Charge for the late return of containers	<b>In bond</b>	Duty-unpaid goods under customs bond	<b>ULD</b>	Unit load device (e.g. container, pallet etc.)															
<b>DGR</b>	Dangerous goods regulations = govern the air transport of hazaroud goods	<b>L/C</b>	Letter of credit	<b>VAT</b>	Value added tax															
<b>ETA</b>	Estimated time of arrival	<b>LCL/FCL</b>	More than one sender but one recipient per container - the container is loaded at the CFS in the country or port of departure and shipped right through to the recipient	<b>Volume</b>	Dimensional weight in the air freight sector based on a ratio of 1:6; calculation: $L \text{ cm} \times W \text{ cm} \times H \text{ cm} / 6000 = \text{dimensional weight to be compared to the actual weight of the shipment. The higher weight is used as a basis for calculating freight fees.}$															
		<b>LCL/LCL</b>	Less than container load = general cargo consignments shipped by (consolidated) container transport from CFS to CFS	<b>W/M</b>	Weight/Measurement, freight rates per 1,000 kg or per 1,000 cbm at discretion of shipper per package - i.e. shipper has the right to charge the highest freight fee  <table border="1"> <thead> <tr> <th></th> <th>Actual weight</th> <th>FRT</th> </tr> </thead> <tbody> <tr> <td>1 crate 200 x 200 x 200 cm</td> <td>8,000 kg</td> <td>8,000</td> </tr> <tr> <td>1 crate 300 x 100 x 100 cm</td> <td>3,000 kg</td> <td>5,000</td> </tr> <tr> <td>1 pallet 120 x 100 x 100 cm</td> <td>1,200 kg</td> <td>500</td> </tr> <tr> <td>Total</td> <td>12,200 kg</td> <td>14,200</td> </tr> </tbody> </table> Rate: EUR 100 W/M x 14,200 FRT = ocean freight 1,420 EUR		Actual weight	FRT	1 crate 200 x 200 x 200 cm	8,000 kg	8,000	1 crate 300 x 100 x 100 cm	3,000 kg	5,000	1 pallet 120 x 100 x 100 cm	1,200 kg	500	Total	12,200 kg	14,200
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