



## Glossary

**Agent** - company or person authorized to transact business for and in the name of another.

**Airway bill** - a contract for air transportation and receipt of goods shipped that covers movement by an air carrier or air forwarder.

**Banding** - material used to wrap the exterior of the shipment to hold it in place.

**Bill of Lading - Straight** - a non-negotiable document by which a transportation line acknowledges receipt of freight and contracts for its movement.

**Booking** - the act of recording arrangements for the movement of goods.

**Bracing** - a method of protecting the loading of a railroad car or steamship container to prevent shifting of the load.

**Break Bulk** - freight in neither a steamship nor an air container.

**Broker - (Transportation)** - intermediaries or middlemen who bring shippers and carriers together for a fee; they are neither carriers nor forwarders and have no legal responsibilities in connection with the actual transportation or safe delivery of the goods

**Broker - (Customs)** - intermediaries licensed by U.S. Customs to handle routine work involved in making customs entries; the broker is usually given power of attorney by the importer to sign the necessary forms for customs clearance of the goods being imported.

**Bulkhead** - a structure built behind a loose load less-than-container loaded shipment in an ocean container, or rail car to prevent movement within the container or to separate it from other shipments.

**Cargo** - the contents of a shipment; the loading of a vessel, car or vehicle.



**Carrier** - an individual, partnership, or corporation that operates equipment engaged in the business of transporting goods.

**Common Carrier** - transportation company engaged in the business of transporting persons or goods for compensation and for all persons or goods impartially.

**Consignee** - the party to whom the shipment is to be delivered.

**Consolidation** - combining two or more small shipments in order to obtain reduced freight rates on a high volume shipment.

**Containers - Air** - metal or wooden containers; these containers meet the various specifications regarding size and shape as required by the airlines.

**Containers - Liftvan** - also called Type II containers; large wooden boxes which are caulked and waterproofed on the inside; sizes vary, a standard liftvan will measure from 166 cubic feet to 220 cubic feet.

**Containers - Overflow** - small wooden boxes usually constructed by an origin agent for the shipment of excess goods that will not fit into liftvans or air containers.

**Containers - Steamship** - large metal boxes into which shipments are put for ocean movement; standard sizes of 20' and 40' (also referred to ocean containers or ISO containers).

**Containers - Triwall** - thick (three layer) cardboard boxes or cartons used for air shipments.

**Cubic Foot** - 1,728 cubic inches.

**Demurrage** - charge for not removing a loaded ocean container from a port or terminal within the time allowed.



**Density** - the number of pounds or kilos per cubic foot or cubic meter of space occupied.

**Dock** - a sorting platform where shipments are loaded and unloaded.

**Dock Receipt** - document given to a carrier when it delivers goods to a dock or pier for an international shipment.

**Drayage** - transporting of a shipment for short distances within a local area.

**Forwarder** - an individual, partnership, or corporation that engages in the business of transporting goods but does not operate equipment; the forwarder arranges transportation by using subcontracted equipment operations and issues a bill of lading stating its transportation services.

**Gross Weight** - total weight of a shipment including the container and the packing materials.

**Interstate** - between states.

**Intrastate** - within the same state.

**Inventory** - detailed description as to goods packed and/or loaded.

**Land Bridge** - overland movement of freight in ocean containers having a prior or subsequent movement by water.

**Lien** - claim made on goods to the satisfaction of a debt.

**Long Ton** - 2,240 pounds.

**Net Weight** - weight of the goods and packing materials only.

**Ocean Bill of Lading** - (O.B.L.) a contract for carriage and receipt of goods shipped; covers only ocean movement.



**Packing List** - detailed description as to goods packed (inventory).

**Pallet** - device used for moving and storing freight; about four feet square, constructed to facilitate placement of a lift truck between the levels of a platform to move it onto a freight car or into a warehouse.

**Palletize** - to place specific size material on a pallet in a prescribed arrangement.

**Port** - a specifically designated area where the preparation, loading and unloading, warehousing, and drayage of air or ocean cargo is conducted.

**Seal** - device used for locking a freight car, motor vehicle, or steamship container door; an unbroken seal serves as evidence that the door fastening has not been tampered with since the time of applying the seal.

**Short Ton** - 2,000 pounds.

**Skid** - sets of legs or planks used alone or in combination with wheels and a platform to elevate and transport liftvans.

**Spotting** - (Steamship Containers) the placing of containers where required to be loaded or unloaded.

**Storage-In-Transit** - temporary storage of a shipment; it can occur at any time after pick-up or prior to delivery.

**Stripping** - term used for loading or devanning an ocean container.

**Stuffing** - the term used for loading an ocean container.

**Tare Weight** - empty weight of a container.

**Transit Time** - travel time to get from shipping point to destination point.

**Unstuffing** - unloading of shipments from a steamship or air container (stripping).



**Volume Weight** - chargeable weight based on the amount of space occupied.

**Wide Body** - An aircraft configuration that can accept larger pieces of cargo.