

**ADSP** | Abbreviation for: Allgemeine Deutsche Spediteurbedingungen  
General Conditions of the German Association for Forwarding and Logistics

**BAF** | Abbreviation for: Bunker Adjustment Factor  
This is a surcharge which will be invoiced by the shipping lines to adjust the variability in oil-prices. Same surcharge will be invoiced for trucking, barging and railings (gas-oil-trains) for the hinterland operations too.

**Betuwe Line**  
Railway in Netherlands which is connecting Germany Rhein-Ruhr-Area with Rotterdam. The very modern railway has length of 160 km and ends in Kijfhoek (close to Dordrecht). The cost for this connection has been around 4.7 Mrd. €.

**B/L** | Abbreviation for: Bill of Lading  
This is the waybill for the deep-sea-transport. The owner of the original B/L is valid as the owner of the cargo.

**CAF** | Abbreviation for: Currency Adjustment Factor  
This kind of surcharge will be invoiced by the shipping lines to adjust the variability in currencies.

**CFS** | Abbreviation for: Container Freight Station  
Consigner or consignee of the container/cargo.

**CUC** | Abbreviation for: Chassis Usage Charge  
Valid in the Unites States of America. The trailers are mainly owned by the shipping lines.  
To use their chassis, customers must pay a rent called CUC.

**CY** | Abbreviation for: Container Yard  
Container terminal in any place.

**CH** | Abbreviation for: Carrier Haulage  
The first or the last mile will be operated in responsibility of the shipping line. Opposite is MH = "Merchant Haulage"

**Congestion surcharge**  
Surcharge for waiting times of barges, in case of the deep-sea-port is overstrained, cause of too much vessels.  
The ships of the shipping lines must be handled with priority.

**CSC** | Abbreviation for: Container Service Charges  
Costs for loading/unloading of the container in/out of the deep-sea-vessel. This Abbreviation is valid for container traffic from/to Unites States of America (see THC).

**Demurrage**  
Storage costs for the container in the port, in case of the container won't be taken over while the agreed time.

**Detention**  
Lease costs in case of the empty container won't be redelivered while the agreed time at the agreed place. Shipping lines do plan with their equipment. In case of the container isn't back in time, the shipping line will have more costs.

**DC** | Abbreviation for: Dry Container = Standard box container  
Measuring unit of a 40' DC container = length: 12,116 m / width: 2,438 m / high: 2,591 m

**DV** | Abbreviation for: Dry Van = Standard box container

Measuring unit of a 40' container = length: 12,116 m / width: 2,438 m / high: 2,591 m

**ETA** | Abbreviation for: Estimated Time of Arrival

Time which the vessel, truck, train, barge will arrive at the agreed place.

**ETD** | Abbreviation for: Estimated Time of Departure

Time which the vessel, truck, train, barge will depart at the agreed place.

**EVU** | Abbreviation for: Eisenbahnverkehrsunternehmen

The company who is pulling the complete train from A to B. That's very often the subcontractor of the operator (see Railway Undertaking).

**FCL** | Abbreviation for: Full Container Load

This means, that the forwarding company or shipping line is just loading the container at one place. Opposite is LCL.

### **Feet**

Length unit coming from United Kingdom. 1 feet = 30.48 cm).

### **Fenex**

General Conditions of the Netherlands Association for Forwarding and Logistics. Deposited at the Registry of the District Courts at Amsterdam, Breda and Rotterdam.

**FEU** | Abbreviation for: Forty Foot Equivalent Unit

Measuring unit of a 40' container = length: 12,116 m / width: 2,438 m / high: 2,591 m

### **Flat-Container**

Container without side walls and without a roof. Mainly used for cargo which is bigger than the measurement of a container (see OT and out of gauge).

**GAS** | Abbreviation for: Gulf of Aden Surcharge

Surcharge will be invoiced by the shipping lines, in case of the vessel will sail through the Arabian Sea where exists a high risk to get in contact with pirates (see Piracy Surcharge).

### **Havarie**

Accident of a ship. We do talk about 3 types of Havarie:

Particular average, Simple average, General average

**ISPS** | Abbreviation for: International Ship and Port Facility Security Court

Security package to reduce all kinds of important risk circumstances in the logistics chain. Mainly valid for deep-sea-ports since 12. December 2002. Established in accordance to the terror attack on 11.09.2001 in New York. Created by International Maritime Organization (IMO).

**KWZ** | Abbreviation for: Kleinwasserzuschlag/Low Water Surcharge

This surcharge will be invoiced in case of low water in the river, where the container will be transported from/to the deep-sea-port. Surcharge will be valid in case of low water, because the barges can't operate the full capacity in weight and TEU.

**L/C** | Abbreviation for: Letter of Credit

Document for credit management used by banks to ensure the payment between the parties.

**LCL** | Abbreviation for: Less than Container Load

Not enough cargo for one container; means different parties will be loaded in one container.

**MH** | Abbreviation for: Merchant Haulage

The first or the last mile won't be operated in responsibility of the shipping line. Opposite is C.H. = "Carriers Haulage"

**NVOCC** | Abbreviation for: Non Vessel Operating Common Carrier

This kind of shipping line is a broker, who is buying fixed lots at shipping lines and sells them back onto the market.

**OT** | Abbreviation for: Open Top container

That's a container which has a tarpaulin instead of a locked roof. Mainly use for bulk-cargo or cargo which is higher as the container itself (see out of gage & flat container)

**OOG = Out Of Gauge**

Cargo which is bigger than the measurement of the container.

**Piracy surcharge**

Surcharge will be invoiced by the shipping lines, in case of the vessel will sail through an area where exists a risk to get in contact with pirates (see GAS).

**POL** | Abbreviation for: Port Of Loading

That's the port where the container will be handled into the vessel.

**POD** | Abbreviation for: Port Of Discharge

That's the port where the container will handled out of the vessel.

**Railway Undertaking**

The company which is pulling the complete train from A to B. That's very often the subcontractor of the operator (see EVU).

**Stripping**

Unloading of the mode of transport (container).

**Stuffing**

Loading of the mode of transport (container).

**TEU** | Abbreviation for: Twenty Foot Equivalent Unit

Measuring unit of a 20' container = length: 6,058 m / width: 2,438 m / high: 2.591 m

40' container = 2 TEU or 1 FEU

**THC** | Abbreviation for: Terminal Handling Charges

Costs for loading/unloading of the container in/out of the deep-sea-vessel. Not valid for transports from/to Unites States of America (see CSC).

**Transshipment**

Very big vessels can't be handled in every port. So the big ship will be unloaded and the containers will be transferred by a smaller vessel to the port of destination (Import) or port of loading (Export). See POD and/or POL.

**Trasse**

The route the train is using from A to B.

**WRS** | Abbreviation for: War Risk Surcharge

This surcharge will be invoiced by the shipping lines in case of the vessels will sail trough or into a war zone.