

Norfolk Bonded Warehouse, LLC  
**Glossary of Terms**

Terminology	Description
<b>Basic Information</b>	
<b>Steamship Line (SSL)</b>	A company that owns and/or operates vessels in maritime trade
<b>Drayage</b>	Transport of goods from port to warehouse/delivery location
<b>Transload</b>	Ocean containers are stripped, sorted, and placed onto outbound truckload trailers or IMDL containers
<b>Inland Point Intermodal (IPI)</b>	Containers are shipped from overseas to US arrival port and then routed to interior US point (typically via rail) by freight forwarder/steamship line Product stays in ocean container for the entire transit. Alternative option to transload.
<b>Container Size</b>	Standard ocean containers sizes are either 20' (max weight: 37,500 lbs) or 40' (max weight: 42,000-44,000 lbs) **Required to pick up a container from the terminal**
<b>FEU</b>	Forty-foot Equivalent Unit: 40' container
<b>TEU</b>	Twenty-foot Equivalent Unit: 20' container
<b>FCL</b>	Full Container Load: 40' or 20' container with 1 order from 1 customer
<b>Consolidated Container</b>	Full sized container: 40' or 20' with multiple orders from 1 customer
<b>LCL</b>	Less-than Container Load: 40' or 20' with multiple orders from multiple customers All LCL shipments must be taken to a CFS for sort/seg before being picked up by LCL drayage carrier
<b>Drayage</b>	
<b>Port of Entry</b>	The port where a container/shipment enters a country
<b>Terminal</b>	Location within a port that a container is released/unloaded from the vessel and made available to pick up by a drayage carrier
<b>ETD</b>	Estimated Time of Departure from shipping port
<b>ETA</b>	Estimated Time of Arrival to destination port
<b>LFD</b>	Last Free Day: The last day a drayage carrier has to pick up the container from the terminal before demurrage fees begin. Provided typically by the terminal once the container is unloaded from the vessel and available to be picked up
<b>Demurrage</b>	A storage charge for the terminal holding the container beyond the Last Free Day. Also applies to carrier owned or leased equipment such as chassis

<b>Per Diem</b>	A charge for keeping container out of the terminal for longer than the contractual time allotted. Time frame differs by steamship line, port, terminal, and customer contract
<b>CFS</b>	Container Freight Station: Where containers are stripped and sorted by customer's product to be picked up by carrier. Usually used for LCL shipments
<b>Night Gate</b>	A 2nd shift, provided at LA/LB and Oakland ports, when drayage carriers can pick up containers. Used to mitigate congestion during day shift
<b>Day-Side</b>	Day shift when drayage carriers can pick up containers. Standard at all ports, hours vary. For carriers to pick up day-side at LA/LB and Oakland ports, TMF must be paid
<b>TMF or Pier Pass</b>	Traffic Mitigation Fee on daytime traffic, used to allow carriers to pick up containers during the day
<b>Chassis</b>	Equipment (type of trailer) used to pick up containers from port. Can be owned by drayage carrier or terminal
<b>Chassis Transfer</b>	When the SSL requires a chassis to be returned to another terminal than it was picked up from
<b>Detention</b>	Wait time recorded by drivers at the terminal
<b>Interchange Ticket</b>	The ticket showing what times the carrier entered and left the terminal with a specified container. This is used to show when containers got picked up and returned
<b>Interchange Agreement</b>	A contract between a steamship line and the truck line, stating the (truck line) is responsible for any detention charges and/or repairs that may occur while container is in their possession. Contract also proves that truck line has the required insurance
<b>Freight Forwarding</b>	
<b>Freight Forwarder</b>	A firm that represents shippers by arranging transport and completing documentation required for international shipping. Some freight forwarders also act as cargo consolidators
<b>NVOCC</b>	Non-Vessel Operating Common Carrier: A firm that offers the same services as an ocean carrier, but which does not own or operate a vessel. NVOCCs usually act as consolidators, accepting small shipments (LCL) and consolidating them into full container loads. They then act as a shipper, tendering the containers to ocean common carriers. They are required to file tariffs with the Federal Maritime commission and are subject to the same laws and statutes that apply to primary common carriers
<b>Container Number</b>	Number associated to the ocean container
<b>MBL or MBOL</b>	Master Bill of Lading: Issued by the SSL to the NVOCC or Freight Forwarder. **Required to pick up a container from the terminal**

<b>HBL or HBOL or</b>	House Bill of Lading: Issued by NVOCC or Freight Forwarder
<b>Arrival Notice</b>	A notice from the ocean carrier to the "notify party" indicating the vessel's estimated arrival date, and provides shipment info such as container number, weight, piece count, and LFD. Notice typically does not include terminal information, which can be found on the D.O.
<b>Delivery Order (D.O.)</b>	A document which provides shipment info such as container number, MBOL, terminal name, LFD, carrier information, and consignee address/customer information. Documents are issued by the Customs broker to the ocean carrier as authority to release the cargo to the inland carrier **Required to pick up a container from the terminal**
<b>Packing List</b>	Document that describes all items in the box, crate, pallet, or container, plus the type, dimensions, and weight of the container. It is used to determine total shipping weight and volume (cubes) by Customs officials to check cargo, and by the buyer to inventory merchandise received. Prices and item values are usually omitted from the Packing List. Shipping marks, reference numbers and carton numbers are also important additions to the packing list **Required when transloading a container**
<b>Customs</b>	
<b>Customs Broker</b>	A firm that represents importers in dealings with customs. Responsible for obtaining and submitting all documents for clearing merchandise through customs. Freight Forwarders sometimes will offer this service internally
<b>Free Trade Zone (FTZ)</b>	A port designated by the government of a country for duty-free entry of any non-prohibited goods. Merchandise may be sorted, displayed, used for manufacturing, etc., within the zone and re-exported without duties being paid. Duties are imposed on the merchandise (or items manufactured from the merchandise) only when the goods pass from the zone into an area of the country subject to the customs authority
<b>Customs Clearance</b>	International procedure of declaring goods at the Customs Office to gain authorized entry of those goods into a country
<b>Immediate Transportation (IT)</b>	Document cut based on HBOL to permit transfer from Port/Warehouse to Bonded facility Documentation needed for IT: <ul style="list-style-type: none"> <li>· SCAC Code of the carrier</li> <li>· EIN of the carrier</li> <li>· POA/permission from the carrier to sign on their behalf</li> <li>· Arrival Notice</li> <li>· Commercial Invoice</li> <li>· Packing List</li> </ul>
<b>In Bond</b>	A term applied to the status of merchandise admitted provisionally to a country without payment of duties, either for storage in a bonded

	warehouse or for transportation to another point where duties eventually will be paid
<b>Bonded Warehouse</b>	Goods that must be held until duties are paid are normally put in a bonded warehouse. Warehouses must be approved by the U.S. Treasury Department and must be under bond or guarantee of compliance with revenue laws
<b>Commercial Invoice</b>	A commercial invoice is the basic statement of the seller to the buyer for payment of the goods shipped. It must conform to any Letter of Credit requirements, foreign government requirements, and U.S. export control requirements regarding destination statements. It is used as one of the primary documents in the collection process, and is the main document used by foreign Customs for control, valuation of the goods, pricing, terms of sale, payment and delivery, credit numbers, import license numbers, shipper and consignee names, and shipping marks and numbers. Commercial invoices are usually signed by the exporter
<b>7512</b>	Transportation Entry and Manifest of Goods Subject to CBP Inspection and Permit
<b>7513 (In-Transit Declaration)</b>	The In-Transit Declaration, Department of Commerce form 7513, is prepared for shipments in transit from one foreign country to another which pass through the continental U.S., the U.S. Virgin Islands, or Puerto Rico
<b>Importer Security Filing (ISF)</b>	Importer security filing (ISF) is the electronic transmission of data elements required by the SAFE Port Act for cargo shipped by vessel from foreign seaports into the US
<b>Permit to Transfer (PTT)</b>	The permit that allows a carrier to take bonded freight to a CFS
<b>Telex</b>	A communication wire service that automatically transmits data that has been entered on a teletypewriter. Typically used in customs