

## Glossary of Terms and Acronyms

**Accessorial Charges:** Charges that are applied to the base tariff rate or base contract rate, e.g., bunkers, container, currency, destination/delivery.

**Belt Line:** A switching railroad operating within a commercial area.

**Bill of Lading (B/L):** This is a document that establishes the terms of a contract between a shipper and a transportation company. It serves as a document of title, a contract of carriage and a receipt for goods.

**Blocked Trains:** Railcars grouped in a train by destination so that segments (blocks) can be uncoupled and routed to different destinations as the train moves through various junctions. This eliminates the need to break up a train and sort individual railcars at each junction.

**Board Feet :** The basic unit of measurement for lumber. One board foot is equal to a one inch board, 12 inches wide and one foot long. Thus, a board ten feet long, 12 inches wide, and one inch thick contains ten board feet.

**Bobtail:** Movement of a tractor, without trailer, over the highway.

**Bogie:** A set of wheels built specifically as rear wheels under the container.

**Bolster:** A device fitted on a chassis or railcar to hold and secure the container.

**Bonded Freight:** Freight moving under a bond to U.S. Customs or to the Internal Revenue Service, and to be delivered only under stated conditions.

**Bonded Warehouse:** A warehouse authorized by Customs authorities for storage of goods on which payment of duties is deferred until the goods are removed.

**Boxcar:** A closed rail freight car

**Break Bulk:** To unload and distribute a portion or all of the contents of a rail car, container, or trailer. - Loose, non-containerized cargo.

**Bulk Cargo:** Not in packages or containers; shipped loose in the hold of a ship without mark and count." Grain, coal and sulfur are usually bulk freight.

**Bulk-Freight Container:** A container with a discharge hatch in the front wall; allows bulk commodities to be carried.

**Bridge Port:** A port where cargo is received by the ocean carrier and stuffed into containers but then moved to another coastal port to be loaded on a vessel.

**Cabotage:** Water transportation term applicable to shipments between ports of a nation; commonly refers to coast-wise or inter-coastal navigation or trade. Many nations, including the United States, have cabotage laws which require national flag vessels to provide domestic interport service.

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**Car Pooling:** Use of individual carrier/rail equipment through a central agency for the benefit of carriers and shippers.

**Carload Rate:** A rate applicable to a rail carload of goods.

**Carrier:** Any person or entity who, in a contract of carriage, undertakes to perform or to procure the performance of carriage by rail, road, sea, air, inland waterway or by a combination of such modes.

**CFS:** Abbreviation for "Container Freight Station." A shipping dock where cargo is loaded ("stuffed") into or unloaded ("stripped") from containers. Generally, this involves less than containerload shipments, although small shipments destined to same consignee are often consolidated. Container reloading from/to rail or motor carrier equipment is a typical activity.

**Chassis:** A frame with wheels and container locking devices in order to secure the container for movement.

**Clearance:** The size beyond which cars or loads cannot use Limits bridges, tunnels, etc.

**Common Carrier:** A transportation company which provides service to the general public at published rates.

**Connecting Carrier:** A carrier which has a direct physical connection with, or forms a link between two or more carriers.

**Container:** A truck trailer body that can be detached from the chassis for loading into a vessel, a rail car or stacked in a container depot. Containers may be ventilated, insulated, refrigerated, flat rack, vehicle rack, open top, bulk liquid or equipped with interior devices. A container may be 20 feet, 40 feet, 45 feet, 48 feet or 53 feet in length, 8'0" or 8'6" in width, and 8'6" or 9'6" in height.

**Container Pool:** An agreement between parties that allows the efficient use and supply of containers. A common supply of containers available to the shipper as required.

**Container Terminal or Container Yard (CY):** An area designated for the stowage of cargoes in container; usually accessible by truck, railroad and marine transportation. Here containers are picked up, dropped off, maintained and housed.

**Containerizable Cargo (Intermodally Compatible):** Cargo that will fit into a container and result in an economical shipment.

**Containerization:** Stowage of general or special cargoes in a container for transport in the various modes.

**Container Load:** A load sufficient in size to fill a container either by cubic measurement or by weight.

**Cu.:** An abbreviation for "Cubic." A unit of volume measurement.

**Cube Out:** When a container or vessel has reached its volumetric capacity before its permitted weight limit.

**Cubic Foot:** 1,728 cubic inches. A volume contained in a space measuring one foot high, one foot wide and one foot long.

**Cut-Off Time:** The latest time cargo may be delivered to a terminal for loading to a scheduled train or ship.

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**Deadhead:** One leg of a move without a paying cargo load. Usually refers to repositioning an empty piece of equipment.

**Demurrage:** A penalty charge against shippers or consignees for delaying the carrier's equipment beyond the allowed free time. The free time and demurrage charges are set forth in the charter party or freight tariff.

**Destination:** The place to which a shipment is consigned. The place where carrier actually turns over cargo to consignee or his agent.

**Dock:** For ships, a cargo handling area parallel to the shoreline where a vessel normally ties up. For land transportation, a loading or unloading platform at an industrial location or carrier terminal.

**Drayage:** The movement of containers to and from shippers and terminals. Usually a short distance of 50 miles or less. May also be the movement of containers between terminals where there is no track connection between terminals.

**Dry-Bulk Container:** A container constructed to carry grain, powder and other free-flowing solids in bulk. Used in conjunction with a tilt chassis or platform.

**Equipment Interchange Receipt (EIR):** A document transferring a container from one carrier to another, or to/from a terminal.

**FEU;** Abbreviation for "Forty-Foot Equivalent Units." Refers to container size standard of forty feet. Two twenty-foot containers or TEU's equal one FEU.

**Fixed Costs:** Costs that do not vary with the level of activity. Some fixed costs continue even if no cargo is carried. Terminal leases, rent and property taxes are fixed costs.

**Flat Car:** A rail car without a roof and walls.

**Flat Rack/Flat Bed Container:** A container with no sides and frame members at the front and rear. Container can be loaded from the sides and top.

**Foreign Trade Zone:** A free port in a country divorced from Customs authority but under government control. Merchandise, except that which is prohibited, may be stored in the zone without being subject to import duty regulations.

**Fork Lift:** A machine used to pick up and move goods loaded on pallets or skids

**Freight :** Refers to either the cargo carried or the charges assessed for carriage of the cargo.

**Freight Forwarder:** A person whose business is to act as an agent on behalf of the shipper. A freight forwarder frequently makes the booking reservation.

**Gateway:** Industry-related: A point at which freight moving from one territory to another is interchanged between transportation lines.

**Gross Weight:** Entire weight of goods, packaging and freight car or container, ready for shipment. Generally in the US, 80,000 pounds maximum container, cargo and tractor for highway transport.

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**GVW:** Abbreviation for "Gross Vehicle Weight." The combined total weight of a vehicle and its container, inclusive of prime mover

**HAZ MAT:** An industry abbreviation for "Hazardous Material."

**Interchange Point:** A location where one carrier delivers freight to another carrier.

**Intercoastal:** Water service between two coasts; in the U.S., this usually refers to water service between the Atlantic and Pacific or Gulf Coasts.

**Interline Freight:** Freight moving from origin to destination over the freight lines of two or more transportation carriers.

**Intermodal (Multimodal):** Used to denote movements of cargo containers interchangeably between transport modes, i.e., motor, water, and air carriers, and where the equipment is compatible within the multiple systems.

**Intermodal Marketing Companies (IMCs)/Logistics Companies:** Freight transportation arrangers or brokers who sell a broad array of freight transportation services to the shipper or consignee.

**JIT:** Abbreviation for "Just In Time." In this method of inventory control, warehousing is minimal or nonexistent;

the container is the movable warehouse and must arrive "just in time;" not too early nor too late.

**Joint Rate:** A rate applicable from a point on one transportation line to a point on another line made by agreement and published in a single tariff by all transportation lines over which the rate applies.

**Landed Cost:** The total cost of a good to a buyer, including the cost of transportation.

**LCL:** Abbreviation for "Less than Container Load." The quantity of freight which is less than that required for the application of a container load rate. Loose Freight.

**Less Than Truckload:** Also known as LTL or LCL

**Line-Haul:** Transportation from one city to another as differentiated from local switching service.

**Net Tare Weight:** The weight of an empty cargo-carrying piece of equipment plus any fixtures permanently attached.

**Net Weight:** Weight of the goods alone without any immediate wrappings, e.g., the weight of the contents of a tin can without the weight of the can.

**Non-Vessel Operating Common Carrier (NVOCC):** A cargo consolidator in ocean trades who will buy space from a carrier and sub-sell it to smaller shippers. The NVOCC issues bills of lading, publishes tariffs and otherwise conducts itself as an ocean common carrier, except that it will not provide the actual ocean or intermodal service.

**Open Top Container :** A container fitted with a solid removable roof, or with a tarpaulin roof so the container can be loaded or unloaded from the top.

**Out Gate:** Transaction or interchange that occurs at the time a container leaves a rail or water terminal.

**Paper Ramp:** A technical rail ramp, used for equalization of points not actually served.

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**Pickup:** The act of calling for freight by truck at the consignor's shipping platform.

**Pier:** The structure perpendicular to the shoreline to which a vessel is secured for the purpose of loading and unloading cargo.

**Piggy Packer (Sideloader, Toppicker, Laterno):** A mobile container-handling crane used to load/unload containers to/from railcars.

**Piggyback:** A transportation arrangement in which truck trailers with their loads are moved by train to a destination. Also known as Rail Pigs or **TOFC:** Abbreviation for "Trailer on Flat Car.

**Place of Delivery:** Place where cargo leaves the care and custody of carrier.

**Place of Receipt:** Location where cargo enters the care and custody of carrier

**Point of Origin:** The place at which a shipment is received by a carrier from the shipper.

**Ramp:** Railroad terminal where containers are received or delivered and trains loaded or discharged. Originally, trailers moved onto the rearmost flatcar via a raised ramp and driven into position in a technique known as "circus loading." Most modern rail facilities use lifting equipment to position containers onto the flatcars. Ramps offer unscheduled service.

**"Ro/Ro":** A shortening of the term, "Roll On/Roll Off." A method of ocean cargo service using a vessel with ramps which allows wheeled vehicles to be loaded and discharged without cranes

**Shipment :** The tender of one lot of cargo at one time from one shipper to one consignee on one bill of lading.

**Shipper:** The person or company who is usually the supplier or owner of commodities shipped. Also called Consignor.

**Shipper's Instructions:** Shipper's communication(s) to its agent and/or directly to the international watercarrier. Instructions may be varied, e.g., specific details/clauses to be printed on the B/L, directions for cargo pickup and delivery.

**Side Loader:** A lift truck fitted with lifting attachments operating to one side for handling containers.

**Spine Car:** An articulated five-platform railcar. Used where height and weight restrictions limit the use of stack cars. It holds five 40-foot containers or combinations of 40- and 20-foot containers.

**Stack Car:** An articulated five-platform rail car that allows containers to be double stacked. A typical stack car holds ten 40-foot equivalent units (FEU's).

**Stacktrain:** A rail service whereby rail cars carry containers stacked two high on specially operated unit trains. Each train includes up to 35 articulated multi-platform cars. Each car is comprised of 5 well-type platforms upon which containers can be stacked. No chassis accompany containers.

**Standard Industrial Classification (SIC):** A standard numerical code used by the U.S. Government to classify products and services.

**Standard International Trade Classification (SITC):** A standard numeric code developed by the United Nations to classify commodities used in international trade, based on a hierarchy.

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**Supply Chain:** A logistical management system which integrates the sequence of activities from delivery of raw materials to the manufacturer through to delivery of the finished product to the customer into measurable components. "Just in Time" is a typical value-added example of supply chain management.

**Tare Weight:** In railcar or container shipments, the weight of the empty railcar or empty container.

**TEU:** Abbreviation for "Twenty foot Equivalent Unit."

**TL:** Abbreviation for "Trailer Load."

**Trailer:** The truck unit into which freight is loaded as in tractor trailer combination. See Container.

**Turnaround:** In water transportation, the time it takes between the arrival of a vessel and its departure.

**Unit Train:** A train of a specified number of railcars, perhaps 100, which remain as a unit for a designated destination or until a change in routing is made

**Variable Cost:** Costs that vary directly with the level of activity within a short time. Examples include costs of moving cargo inland on trains or trucks, stevedoring in some ports, and short-term equipment leases. For business analysis, all costs are either defined as variable or fixed. For a business to break even, all fixed costs must be covered. To make a profit, all variable and fixed costs must be recovered plus some extra amount

**Warehouse:** A place for the reception, delivery, consolidation, distribution, and storage of goods/cargo.

### **Weights and Measures**

Measurement ton 40 cubic ft or one cubic meter.

Net ton, or short ton 2,000 lbs.

Gross ton/long ton 2,240 lbs.

Metric ton/kilo ton 2,204.6 lbs.

Cubic meter 35.314 cubic ft.

Mile 5,280 Feet

Knot (Nautical Mile) 6,076.115 Feet

Meter 39.37 Inches

**Well Car:** Also known as stack car. A drop-frame Rail flat car.

**Wharfage (Whfge.):** Charge assessed by a pier or dock owner against freight handled over the pier or dock or against a steamship company using the pier or dock.

**Yard:** A classification, storage or switching area.