

<b><u>ANF</u></b>	Arrival Notification Form - Advice to the consignee of goods coming forward.
<b><u>ATA Carnet</u></b>	Admission Temporaire, (Temporary Admission) - An ATA Carnet makes the customs clearance of certain temporary importation and exportation easier.
<b><u>Athens Convention</u></b>	International Convention governing carrier's liability for passengers and their luggage.
<b><u>Ad Valorem</u></b>	("at value") - an ad valorem freight rate is one where the freight is based on the value of the goods. An ad valorem bill of lading is one where the value of the goods is shown on the face of the document, which value then becomes the carrier's limit of liability, in return for this increased liability the carrier will charge an addition to the sea freight.
<b><u>BAF</u></b>	Bunker Adjustment Factor. Freight adjustment factor to reflect current cost of bunkers.
<b><u>BIMCO</u></b>	Baltic and International Maritime Council. A Copenhagen based organisation to which many shipowners and brokers belong and that represents their interest and assists by preparing standard charterparties and other shipping documents and provides other advisory services.
<b><u>B/L</u></b>	Bill of lading - acts as a receipt for the cargo and contains the terms of the contract of carriage and is a document of title to the goods.
<b><u>B/L Ton</u></b>	Bill of lading ton - the greater weight or measurement of goods where 1 ton is either 1000 kilogramme or 1 cubic metre, also called <u>Freight Ton</u> .
<b><u>Blue Book</u></b>	Sets out regulations for the carriage of dangerous goods in ships, as required by the Department of Trade for dangerous goods aboard ships in British ports. It largely refers to the IMDG Code (see below).
<b><u>Bonded Warehouse</u></b>	A place of security approved by the custom authorities for the deposit, keeping and securing of goods liable to excise duty, without payment of this duty.
<b><u>Box</u></b>	A colloquial name for a container.
<b><u>Boxtime</u></b>	A standard BIMCO time charter for container ships.
<b><u>Break Bulk Cargo</u></b>	Goods shipped loose in the vessel's hold and not in containers.
<b><u>CABAF</u></b>	Currency and bunker adjustment factor, a combination of <u>CAF</u> and <u>BAF</u> .
<b><u>CAF</u></b>	Currency adjustment factor - adjusts the freight to reflect currency exchange fluctuations.
<b><u>C/B</u></b>	Container base - one of a group of container freight stations.
<b><u>C&amp;D</u></b>	Collect and delivery - carriage from/to customer's premises to/from <u>CFS</u> (see hereunder).
<b><u>C&amp;E</u></b>	Customs and Excise.
<b><u>C&amp;F</u></b>	Cost and Freight - a conventional port-to-port INCOTERM of sale, more correctly known as <u>CFR</u> (see below).
<b><u>CFR</u></b>	Cost and Freight - (see above).

<b><u>CFS</u></b>	Container Freight Station - a place for the packing and unpacking of LCL consignments. Sometimes known as <u>C/B</u> in the U.K.; <u>Depots</u> in other parts of the world; and <u>ICD</u> in the U.K. and the Indian Subcontinent.
<b><u>CHIEF</u></b>	Customs Handling of Import and Exports Freight - a customs computer system developed to replace <u>DEPS</u> (see hereunder).
<b><u>CIF</u></b>	Cost, Insurance and Freight - (see above).
<b><u>CIM</u></b>	Convention internationale concernant le transport des Marchandises par chemin de fer - International Convention on the Carriage of Goods by Rail.
<b><u>CIP</u></b>	See above under Incoterms.
<b><u>CMI</u></b>	Comite Maritime International - an international committee of maritime lawyers.
<b><u>CMR</u></b>	Convention relative au contrat de transport international des Marchandises par Route - International Convention on the Carriage of Goods by Road.
<b><u>COGSA</u></b>	Carriage of Goods by Sea Act - in the U.K. the 1971 version incorporating the Hague-Visby Rules.
<b><u>COT</u></b>	Customer's Own Transport - i.e. the customer collects the cargo from or delivers it to the <u>CFS/CY</u> .
<b><u>COU</u></b>	Clip On Unit - a portable refrigeration unit.
<b><u>CPT</u></b>	Carriage Paid To - a new combined transport Incoterm replacing <u>CFR</u> where <u>CT</u> is involved but applicable to all modes of transport, it used to be <u>DGP</u> . Particularly appropriate for combined transport.
<b><u>CRN</u></b>	Custom Register Number - replaced <u>CAN</u> (custom assigned Number) in October 1981. It is the number allocated by the <u>C&amp;E</u> (see above) to an exporter or agent or freight forwarder for use when exports are to be entered under the <u>SCP</u> (see hereunder).
<b><u>CSC</u></b>	Container Safety Convention.
<b><u>CT</u></b>	Combined Transport - carriage by more than one mode of transport under one contract of carriage.
<b><u>CTD</u></b>	Combined Transport Document - the <u>CTQ</u> (see below) bill of lading.
<b><u>CTO</u></b>	Combined Transport Operator - a carrier who contracts as a principal to perform a <u>CT</u> (see above) operation.
<b><u>CY</u></b>	Container Yard - collection and distribution point for <u>FCL</u> (see below) containers.
<b><u>Certificate of Origin</u></b>	A document certifying the country of origin of goods which is normally issued or signed by a Chamber of Commerce or Embassy.
<b><u>Cellular</u></b>	A term used to describe the hold configuration of purpose built container ships equipped with cell guides into which the containers fit.
<b><u>Closing Date</u></b>	Last date for which goods can be accepted for a nominated sailing.
<b><u>Conference</u></b>	An organisation of a group of shipping lines operating in one trade who have agreed to operate a common tariff.