

	recommendations for the carriage of dangerous goods by sea.
<b>IMO</b>	International Maritime Organisation - a UN body charged with the duty of making safety and anti-pollution conventions and recommendations concerning sea transport.
<b>ISO</b>	International Standards Organisation - a body responsible for, inter alia, setting standards for container construction.
<b>INCOTERMS</b>	International Rules for the Interpretation of Trade Terms - at current comprising 13 terms (listed above) for foreign trade contracts, compiled by ICC.
<b>Inherent Vice</b>	Those properties of certain goods which lead to their arrival in damaged condition without accident or negligence, for example unprotected steel will "weather", bales of rubber stick together, copra is almost invariably infested by copra bugs.
<b>L/C</b>	Letter of Credit - a document in which the terms of documentary credit transactions are set out.
<b>LCL</b>	Less than Container Load - when a parcel is too small to fill a container which is grouped by the carrier at a CFS with other compatible goods for the same destination. "LCL door/ LCL depot" is effected when the carrier collects the cargo from the shipper, takes it to his depot for groupage and delivers to the consignee at the import depot.
<b>LI</b>	Letter of Indemnity - sometimes also called a letter of guarantee, it allows the consignee to take delivery of his goods without the surrendering of the original bill of lading which has been delayed or become lost.
<b>LLMC</b>	International Convention on Limitation of Liability for Maritime Claims - a 1976 limitation convention enacted in the UK by the Merchant Shipping Act 1979.
<b>LO-LO</b>	Lift On Lift Off - a containership onto which and from which containers are lifted by crane (as opposed to RoRo).
<b>Liner</b>	A vessel plying a regular pattern of a trade on a defined route under a published sailing schedule.
<b>Liner Terms</b>	Freight payable which includes the cost of loading and unloading.
<b>MMO</b>	Multi Modal Operator.
<b>Manifest</b>	List of goods or passengers on a vessel.
<b>Measurement Ton</b>	1 cubic metre - one of the alternative bases of a freight tariff.
<b>M/R</b>	Mate's Receipt - a receipt given to the party that delivers the cargo to the ship. The M/R states quantity and condition of the cargo and where it was stowed.
<b>NVOC(C)</b>	Non Vessel Operating (Common) Carrier - a carrier issuing bills of lading for carriage of goods on vessels which he neither owns nor operates.
<b>Notify Party</b>	The party to whom the ANF (see above) is sent.
<b>NYPE</b>	The New York Produce Exchange charterparty - the most commonly used form of hire contract for vessels.

<b><u>Q/H</u></b>	Overheight - a container with goods protruding above the top of the corner posts.
<b><u>QOG</u></b>	Out of Gauge - goods whose dimensions exceed those of the container in which they are packed.
<b><u>Q/W</u></b>	Overwidth - a container with goods protruding beyond the sides of the container/flat rack onto which they are packed.
<b><u>P&amp;I Club</u></b>	Protection and Indemnity Association - the carrier's mutual liability insurer.
<b><u>POA</u></b>	Place of Acceptance - the place where the goods are received for shipment or transit and where the carrier's liability commences. Now more usually called <u>POR</u> (see below).
<b><u>POD</u></b>	Place of Delivery - the place where the goods are delivered and carrier's liability ends. It can also mean Proof of Delivery and then it means a signed receipt acknowledging delivery.
<b><u>Poincare Franc</u></b>	A fictitious gold franc - originally used amongst other things to assess the carrier's liability in an inflation proofed manner under the Hague-Visby Rules, now replaced by the SDR (see hereunder).
<b><u>Port or Pier</u></b>	A movement starting or finishing at the vessel's side, as in the times of break bulk cargoes, so that the inland movement prior and subsequent to sea carriage is effected by the merchant. It is possible to encounter movements involving more than one of these mentioned. Thus, "door(or house) / depot" would describe a movement starting at the shipper's premises and ending at the CFS. Once the details in respect of LCL or FCL are added to the bill of lading a full picture of the type of movement contemplated by the shippers is possible.
<b><u>Principal Carrier</u></b>	The carrier who issues the CTD, regardless of whether or not the goods are carried on his own, a third party's or a consortium member's vessel.
<b><u>RN</u></b>	Release Note - a receipt signed by the customer with the acknowledgement of delivery of his goods.
<b><u>RO-RO</u></b>	A ferry type vessel, onto which goods and containers can be driven usually via a ramp.
<b><u>Reefer</u></b>	A refrigerated vessel or container.
<b><u>SDR</u></b>	Special Drawing Rights - means of a basket of currencies designed to "iron out" currency exchange fluctuations in international valuations, now used to express the limitation under the Hague-Visby Rules and the MSA Limitation Convention.
<b><u>SOB</u></b>	Shipped On Board - an endorsement on the "received for shipment" bill of lading confirming that the goods have been loaded on board.
<b><u>Shipper</u></b>	The person who tenders the goods for the carriage, not to be confused with the party issuing the bill of lading or the vessel's operator who is the carrier.
<b><u>Shut-out</u></b>	Goods not carried on the intended vessel.
<b><u>Slot</u></b>	The space on board a vessel occupied by a container.
<b><u>Straight bill of lading</u></b>	A peculiar American term for a negotiable bill of lading, like a "Waybill", governed by the US Pommerene Act.