

Skammstafanir í flutningum

a.a.r.:

Against all risks.

Abatement:

Rebate or discount allowed for damage etc.

Acceptance:

Engagement to meet a bill; a bill so accepted.

Accommodation bill:

A bill drawn and accepted to raise money and not a bona fide given in payment of dept.

Act of God:

Accidents arising from physical causes (lightning, earthquakes, hurricanes, plagues, etc. and not from human agency.

ad valorem duty:

A percentage of the market value of the goods in the country from which they are imported.

Adventure:

Goods consigned to a party to be disposed of to the best advantage. Speculation in which consignor takes all risk.

Advice:

Formal notice of commercial transactions.

A.F.:

Advanced freight.

a.f.a.a.:

As far as possible.

Affreightment:

A contract for the carriage of goods by sea for payment, expressed in a charter-party or bill of lading.

Agent:

One who represents a principal, or buys or sells for another. No agent in the course of his agency and in the matter of his agency can be allowed to make any profit without the knowledge and concepts of his principal, this is an inflexible rule.

a/s:

After sight; alongside: account sales.

Assignee:

Party to whom any right or property is assigned.

Assignment:

An absolute transfer of property.

Assignor:

Party who assigns or makes over his interest in property to another.

Assured:

The party indemnified against loss by means of insurance.

At sight drafts:

Drafts payable on demand, and take on days of grace.

Average:

When the sum insured is less than the value of the property, the assured becomes his own insurer for the excess value, and has, therefore, to bear his share of any loss that may occur rateably with the underwriter or Company. Average in all cases means loss („see general average” and „particular average”).

Average Adjuster:

A qualified person engaged in making statements to show the liability of underwriters and others concerned in connection with marine losses or damages, and to draw up the apportionment of General Average between ship, freight, and cargo.

Average Bond:

A formal acknowledgement of liability to pay the proportion of general average losses or expenses due from any particular interest, when such proportion has been properly determined by adjustment.

Average Statement:

Average adjuster's statement.

B.A.F.:

Bunker Adjustment Factor.

Bdls.:

Bundles.

Bds.:

Boards.

B/E.:

Bill of exchange, Bill of entry.

B.H.:

Bordeaux to Hamburg inclusive: Bill of Health.

Bill of lading (B/L):

A receipt for goods shipped on board a vessel signed by the person who contracts to carry them, or his agent, and stating the terms on which the goods were delivered to and received by the vessel. A bill of lading represents the goods and its possession, when endorsed, conveys and absolute title to the goods and places them at the disposal of the buyer, subject to the claims of the shipowner for freight, etc., and to dock dues and duties. Bills of lading marked „Ship’s Copy”, „Captain’s Copy” etc. are not originals and are of no value to release the goods.

B.I.M.C.O.:

Baltic & international Maritime Council. Boards Softwood from ½ to 2 inches thick and 6 to 9 inches broad.

B. to B.:

Both to blame (collision clause).

Bulkhead:

A partition separating one part of the interior of a vessel from another, extending across or fore and aft, and usually made watertight.

Bunker:

The space in which fuel for the propulsion of the vessel is stored.

To Bunker:

To replenish the fuel.

C.A.F.:

Currency Adjustment Factor.

C.&F./Cost and Freight/c. and f.:

Seller pays freight but no insurance. The buyer or consignee pays the expenses of unloading, lighterage, wharfage, cartage, duties, etc.

C.G.A.:

Cargo’s proportion of G/A.

Charter-party (C/P):

An agreement by the shipowner to carry goods or to furnish a ship for that purpose.

c.i.f./Cost, insurance and freight:

the seller is obliged to pay the insurance and freight to a specified port, the other expenses are for account of the purchaser or consignee of the goods.

C.I.F. Contract:

Contract for the sale of goods, which have to be carried over seas. The price quoted includes cost, insurance and freight, and the sale is performed by the delivery of the relevant documents (bill of lading, invoice and insurance cover).

c.i.f.c.i.:

Cost, insurance, freight, commission and interest.

c.i.f. and e.:

Cost, insurance, freight and exchange.

c.i.f.L.t.:

Cost, insurance and freight, London terms.

C.O.A./Contract of Affreightment:

Constructive total loss when the cost of rescuing, reconditioning, handling, and/or forwarding the goods to their destination would exceed their value on arrival. When the repair of damage sustained by a vessel would cost more than the vessel would be worth after being repaired.

Cont. (B.H.):

Continent, Bordeaux – Hamburg range.

Cont. (H.H.):

Continent, Havre – Hamburg range.

C.O.P.:

Custom of the port.

Currency of a Bill:

The period of time, which must elapse before it is due to, be paid.

Custom-House:

The place where duties imposed by the Government on imports and exports are collected.

Custom of the port:

A reasonable and universal rule of action in a port carried out not as a consent by either party but as the right of both parties.

D.A.:

Documents against acceptance (insurance).

Dis.:

Discharged.

Draft:

A written order for the payment of money, „drawn on” or addressed to a person holding money in trust or an agent or servant or the drawer: a bill of exchange or cheque drawn.

E.T.A.:

Expected time of arrival.

E.T.C.:

Expected time of completion.

E.T.S.:

Expected time of sailing.

f.a.:

Free alongside (q.v.).

FCL:

Full container load.

f.i.a.:

Full interest admitted.

f.i.o.:

Free in and out.

f.i.o.s.:

Free in and out stowed.

f.i.o.t.:

Free in and out trimmed.

Floating policy:

See „Open Policy”.

f.o.d.:

Free of damage.

f.o.q.:

Free on quay. Similar signification to f.o.b.

f.o.r.:

Free on rail, when transportation is by land.

force majeure (French):

Superior power. Circumstances beyond one's control, excusing fulfilment of contract.

Forwarding and Shipping Agent:

One whose business it is to combine the various sections of transport into one whole, to see that the links of the chain – railway charges, cartage, dock charges, insurance and freight – are so economically combined and interwoven that the merchant or shipper had the fullest advantage of the lowest rates.

f.r. and c.c.:

Free of riots and civil commotion's.

Free delivery:

Shipper or vendor is bound to deliver the goods at a specified place free of cost. Usually the term does not include custom duties.

Free in and out:

Cargo to be loaded and discharged free of charge to vessel. Vessel only paying usual port charges.

Free on board:

Delivered on board vessel without extra charge to purchase, the goods are then at the risk of the purchaser, who is liable for freight.

FCL:

Full Container Load.

FCL/FCL:

Sendandi fyllir gám, móttakandi tæmir gám (sambærilegt við House to House - H/H). Sendandi sér um á sinn kostnað að sækja tóman

gám til farmflytjanda, fylla hann og koma honum hlöðnum til framflytjanda og viðtakandi sér um á sinn kostnað að sækja fullan gám til farmflytjanda, tæma hann og skila honum tómun til farmflytjanda.

FCL/LCL:

Full container load/Less container load.

Sendandi fyllir gám, farmflytjandi tæmir gám, (sambærilegt við House to Pier - H/P). Hlutverk sendanda er það sama og í FCL/FCL.

Futures:

Contracts for goods and stocks sold for delivery at future date.

G/A:

General Average (q.v.).

G/A. con.:

General Average contribution.

G/A. dep.:

General Average deposit.

General Average:

Where any extraordinary sacrifice or expenditure is voluntarily and reasonable made, or incurred, in time of peril for the purpose of preserving the property imperilled in the common adventure, the loss comes within the General Average and must be borne proportionally by all who are interested, i.e. vessel freight and cargo.

General Average Claims:

The onus of proof is upon the party claiming in general Average to show the loss or expenditure claimed is properly allowable as general Average.

G.M.T.:

Greenwich Mean Time.

I.C.C.:

International Chamber of Commerce.

I.F.F.:

Institute of Freight Forwarders.

Indorsee:

The person whom a bill of exchange, promissory note, bill of lading, etc., is assigned by indorsement, giving him the right to sue thereon. Inherent vice. Defect or fault belonging to the nature of the article, which by its natural development leads to its destruction

Insurance:

A contract whereby, for a payment, called a premium, one party agrees to indemnify the other against loss or damage.

LCL:

Less container load.

LCL/FCL:

Farmflytjandi fyllir gám, móttakandi tæmir gám (Pier to House - P/H). Hlutverk móttakanda er það sama og í FCL/FCL

LSL/LCL:

Farmflytjandi fyllir gáminn og tæmir hann í losunarhöfn. Farmflytjandi annast talningu bæði við fyllingu og tæmingu.

Lien:

A right to retain property until a debt due in respect of it to the other person detaining it is satisfied. Goods carried by sea are subject to a lien for freight.

Light-dues:

Passing tolls levied on ships navigating certain waters, towards the maintenance of the lighthouses, etc.

Liners:

Vessels that maintain a service between one and the same ports at fixed intervals in accordance with a schedule.

Manifest:

Specification of a ship's cargo, setting out distinguishing mark and number, if any, also the weight and description of each package of goods, the shipper's and consignee's name, etc. is signed by the master.

MTY.:

Empty container.

N/A:

No advice, not applicable.

Northern range:

U.S. Atlantic ports (Norfolk, Newport, news, Baltimore, Philadelphia, New York, Boston and Portland).

Not negotiable:

Cannot be transferred to another with the same rights and belonging to the original holder. A crossed cheque with the words „not negotiable” warns all holders that if there is any flaw in the title to it the rightful owner may recover from whomsoever obtains cash for it.

Open policy:

One in which a maximum amount is stated and the good insured are allowed to be shipped in varying amounts in one or more vessels up to that maximum sum, but within the general terms of the policy. In an open policy, where the value shipped does not equal the value insured, the difference is termed over insurance, and the proportionate amount of premium returnable to the insurer is called a return for short interest.

“Package”:

The term includes crate, sack hamper, bundle, or other article or means wherein or whereby a commodity is conveyed.

“Perils of the Sea”:

Something fortuitous and unexpected is involved in the words “perils of the sea”.

P.&I.:

Protection and Indemnity:

PFD.:

Place of final destination.

PLD.:

Place of delivery.

PLR.:

Place of receive.

Policy:

A document containing the contract of assurance of insurance.

POD.:

Port of destination.

POL.:

Port of loading.

POO.:

Place of origin.

Power of Attorney:

A document which empowers one person to act for another.

Premium:

Payment made for insurance. The difference in value above the original price or par of stock. Bonus.

Promissory note:

A note by one person promising to pay a sum of money to another, or to bearer, at a certain date, or a sight, or on demand.

Protest:

A sworn statement by the master, officers, and crew, or some of them, giving particulars of the voyage, or any bad weather or accident encountered, and of the course which, under any circumstances of emergency, the master had taken. A protest is made before a Notary public or Consul whenever possible.

RoRo:

Roll on/Roll off.

SHE.:

Shipped empty.

SHF.:

Shipped full.

SHD.:

Shipped damaged.

Shipbroker:

A mercantile agent who transacts the business for a ship when in port, and usually combines the business of insurance.

Specific duty (U.S.A.):

Duty levied on imported goods according to the weight, measurement or numbers of articles, irrespective of their value. The long ton (2,240 lb.) is used in computing specific duties.

STC.:

Said to contain.

STU.:

Stuffed container.

Tare:

The weight of the vessel or package in which goods are contained: an allowance made for it, the remainder being the net weight.

T.B.A.:

To be advised, agreed.

TEU:

Twenty foot equivalent unit.

"Through Bill of Lading":

One that is made for the carriage of goods, and includes ocean, river and land transport where necessary.

Time-Charter:

A form of charter-party, under which the charterer has the use of vessel for a certain definite period during which the vessel is under the charterer's orders to use as he might please, within the geographical limits stipulated in the charter-party. Charterer pays port charges and for fuel. Owners usually supply crew and provisions.

T.I.V.:

Total insured value.

T.L.:

Total loss.

t.l.o.:

Total loss only.

TST.:

To be stripped.

TSU.:

To be stuffed.

V.A.T.:

Value Added Tax.

Waybill:

List of passengers carried on a public conveyance, or the description of goods sent with a common carrier by land.

Weight:

Net weight is the weight of goods after allowance has been made for box, cask, sack, or wrappings. Gross includes goods and package. See Tare.

Wharf:

A landing place or mole by waterside, in a harbour or river, for landing or shipping goods.

Wharfage:

The dues paid for using a wharf: accommodation at a wharf.

YAR:

York-Antwerp Rule, 1950. (As adopted by the international Maritime Committee at the Amsterdam Conference of Sept. 1949). Rules of adjustment relating to general Average.