



Sunbean Logistic.

# Glossary of Marine Terms.



## Sunbean Logistic.

Sunbean Logistic is a Mexican Company with vision the International Dedicated to actively participate like integral part to the s necessities of logistic and transports for the import and exporting companies.

We collaborated widely with our clients to facilitate the handling of the operations and international trade to them, working with Efficiency, Puntualidad and Quality, obtaining this way the delivery of the product in time and forms.

In Sunbean Logistic we are it jeopardize with the service the client, assuming who the relation between clients and suppliers must of being transparent, reason why our personnel always is in communication and with real information on estatus of the merchandise.

We counted on personnel described in the different inherent areas from our activities; Customs office, Aerial, Marine, Terrestrial Transport, as well as an ample network of agents in the main cities of the world.

Know but the services of Sunbean Logistic thorough and will confirm that it is possible a logistic service of and transport that is adapted to the circumstances that global dynamics demands, optimizing and satisfying the necessities with the clients, without it means a great investment.

*“Sunbean Logistic, its agent of professional and Reliable load”*

## Glossary of Marine Terms.

### Marine Load.

---

**Basic load.** – Consist carry out the Marine Transport from a port to the other. In this tariff boarding terms are considered that establish the final cost of the basic load.

**Liner Terms.** - In line or wharf terms it involves that the operations of load, it packs, desestiba, and it unloads are quoted within the load. They discard of the cost of previous operations to the hook of the load and later to this one in the unloading.

**Free In Hire (FI).** - It involves that the expenses corresponding to the operation of load are not including in the load and will be the responsibility of the merchandise. Yes they are including the expenses of rammer and unloading.

**Free In and Out and Stowed and Trimmed Hire (FIOST).** - Equal the previous one, but it excludes the cost of paleo of the grain on behalf of the carrier, being in charge of the merchandise.

**Free In and Out and Stowed Hire (FIOS).** - The quoted load does not include the expenses of the operations of load, unloads and packs.

**Free In, Liner Out Hire (FILO).** - The expenses of load are on behalf of the merchandise and the expenses of unloading by account of the shipbuilder or carrier.

**Liner In, Free Out Hire (LIFO).** - The expenses of load are on behalf of the shipbuilder or carrier and the expenses of unloading on behalf of the merchandise.

**Free In and Stowed, Liner Out Hire (FISLO).** - The quoted load does not include the operations of load and packs. The unloading in conditions of line, it means, on behalf of the shipbuilder.

**Load All In.** - Load that include all embarks, disembark, pack and unrammer, transfer until the storage terminal or warehouse.

## Terms and Nomenclatures for Conditions to the Transport of Containers.

**Intermodal Service.** - It is the transport service that takes place between two points using two or average ones of different transport, in agreement with the requirements conducted by the contractor of the load.

**House to House Service.** - Condition of the contract of international marine transport according to which the exporter becomes position of the management and positions by transport from the point of origin to the destination, including the different intermediary steps.

**House to Pier Service.** - Condition of the contract of international Marine Transport according to which the exporter becomes position of the management and positions by the transport from the departure point until the merchandise are on board of the ship in the origin port.

**Pier to House Service.** - Condition of the contract of Marine Transport the International according to which the importer becomes position of the management and positions by the transport since the merchandise are on board of the ship in the port of destination until the final destination.

**Container Yard (CY).** - Expression that had reference to the area designated by the carrier to carry out the reception, gives, storage and smaller repairs of empty containers

## Conditions of Filling and Drained Containers.

**Full Container Load Condition (FCL).**- The loads are embarked, packed and counted in the container, by account and responsibility of the user.

**Less Container Load Condition (LCL).**- The loads are embarked, packed and counted in the container, by account and responsibility of the shipping line. The operation before described, takes place in the place designated by the shipping company.

## Surcharges Knowledge Embark.

---

**Terminal Handling Charge (THC).**- Correspond to the cost that applies the terminal by the manipulation of the container and includes the movement terminal/hook and vice versa.

**Bunker Adjustment Factor (BAF).**- Surcharge on the basis of the cost of bunker in the international market.

**Currency Adjustment Factor (CAF).**- It is applied when the dollar undergoes variations in relation to other international currencies.

**Hazardous Cargo Surcharge (HCS).**- By dangerous loads it goes agreed to its code.

**GRI.**- General Increase of Tariffs.

**GRR.**- General Restablishment of Tariffs.

**Peak Season.**- Surcharge by Season High.

**War Risk.**- Surcharge Military.

**BLFEE.**- BL Emission.

## Other Terms of Marine Operations.

---

**Alongside Another Ship.**- Operation to moor a ship to other than is berthed to wharf or cast anchor in the aquatic operational area of the Terminal.

**Harbor activity.** - Construction, conservation, development, use, advantage, operation, operation, administration of the ports, terminals and harbor facilities in general, including the necessary activities for the access to such, in the marine areas, fluvial and lacustrine.

**Harbor administrator.** - Constituted or domiciled legal person in the country, that administers to a port or harbor terminal. The Harbor Administrator can be public or private.

**Gauging.** - Activity that consists of recognizing the merchandise, to verify its nature and value, to establish its weight, counts or measured, to classify it in the tariff nomenclature and to determine the burdens that are to him applicable.

**Customs agent.** - Authorized natural or legal person by the National Supervision of Customs, that officially represents the consignatories or owners of the load.

**General agent.** - Constituted legal person in the country in accordance with law, to act in Peru in representation of a Shipbuilder or Operator in the activities of: load hiring ; designation of marine, fluvial, lacustrine agents and/or companies of rammer, in the home ports.

---

### **SLM FORWARDERS, S.A. DE C.V.**

ORIENTE 150 124B COL. MOCTEZUMA 2A. SECCION DELEG. VENUSTIANO CARRANZA, MEXICO D.F. C.P. 15530

TEL: (52-55) 5784-0322

E-MAIL: [info@sunbeanlogistic.com](mailto:info@sunbeanlogistic.com)

**Marine, Fluvial or Lacustrine agent.** - Authorized Peruvian legal person by the Main directorate of Aquatic Transport to take part, to designation of the general or in representation of the shipping company or Shipbuilding agent, in the operations of the ships in the Harbor Terminals

**Storage.** - It is the service that is lent to the load that remains in the places of deposit determined by the company.

**Customs warehouses.** - The open or closed premises destined to the temporary positioning of the merchandise in as much its office is asked for.

**Dock berth.** - Designated physical space for the mooring of ships.

**Mooring and Untie.** - Service that is lent to the ships in the dock berth to receive and to assure the mooring cables, to change them of a mooring point to another one and to release them.

**To pile up.** - To place in form ordered load one on another one in the storage areas.

**Aquatic operational area.** - Aquatic space included/understood between the wharves of Terminals with facilities of direct dockage and the artificial breakwaters, or between these wharves and the line demarcatoria fixed by means of beacons or other points of signaling or the necessary space for the mooring and unties to buoys.

**Area of Harbor Development.** - Spaces terrestrial, marine, lacustrine and fluvial described by the Harbor Authority apt to be used in the construction, harbor extension of ports or terminals, or that, for reasons of administrative order, commercial, city-planning or of another nature are destined like such.

**Areas of Dockage and Permanence of the Ships.** - It is the marine strip of 500 meters that surround a harbor installation to the opened sea, of penetration or the dock.

**Shipbuilder.** - Physical person or legal proprietor of the ship, or the one who, without being it, has it in chartering. In anyone of the cases, he is the one that prepares the ship for its operation, obtaining yield of the load of the merchandise or transport of passengers.

**Gross registered capacity.** - It is the expression of the total volume of a ship, determined in agreement with effective the international and national dispositions.

**Stowage.** - Transitory positioning of the merchandise in areas near the ship.

**Dockage.** - Operation to drive the ship from the official anchorage of the port and to berth it to the wharf or designated dock berth.

**Harbor goods.** - Infrastructure works that are located inside the ports that indifferently serve all those that they operate in the harbor enclosures, destined to provide warm water areas and to grant common services, such as routes of circulation, access roads, hygienic front doors, services, etc.

**Cabotage.** - All transport of load between ports of a same country.

**SLM FORWARDERS, S.A. DE C.V.**

ORIENTE 150 124B COL. MOCTEZUMA 2A. SECCION DELEG. VENUSTIANO CARRANZA, MEXICO D.F. C.P. 15530

TEL: (52-55) 5784-0322

E-MAIL: [info@sunbeanlogistic.com](mailto:info@sunbeanlogistic.com)

**Openwork.** - It is the submerged depth of a ship in the water.

**Channel of Entrance and Exit of Ships.** - Used natural or artificial marine space like transit of the ships, to allow them to accede to the harbor facilities or to retire of them.

**Load.** - Shipment or set of effects or merchandise that its transport from a port to another one stops embark and pack in a ship.

**Consolidated load.** - Group of merchandise pertaining to one or several consignatories, reunited to be transported from a port to another one in containers, always that the same ones are protected by a same shipping document.

**Load of Reshipment.** - Load of import showed for the port of arrival of the ship, embarked to its port of origin or another port again.

**Load of Transfer.** - Load showed like so, coming from foreign countries, for other countries or home ports, transported or by sea fluvial.

**Load of Transit.** - Load showed like so, coming from foreign countries to the outside of the country.

**Fractional Load.** - Mobilized solid or liquid load in packaged, packed form or in loose pieces.

**Liquid load in Bulk.** - Liquids embarked or disembarked through pipes and/or sleeves.

**Rolling Load.** - Vehicles of transport of people or load, as well as rolling stock destined for agriculture, mining or other activities, mobilized by its own means.

**Solid Load in Bulk.** - Solid product mobilized without package or packing.

**Cost and Freight (C.F.R.).** - Term by which the salesman assumes all the expenses of transport from the merchandise to the place of been suitable destiny, but the risk of loss or damages of the same one or any increase of costs, is transferred of the salesman to the buyer as soon as the merchandise pass the hut of the ship, in the port of embarkation .

**Cost, Insurance and Freight (C.I.F.).** - Term similar to the one of C & F but the salesman must, in addition, provide a marine insurance against risk of loss or damage of the merchandise during its transport.

**IMDG Code.** - It is international the marine code of dangerous merchandise.

Harbor community: Set of representative public and deprived organizations of the zone of influence of a port that have direct relation with respect to the development of the activities and harbor services.

**Harbor Concession.** - Administrative act by which the State grants national or foreign legal people, the right to operate certain harbor infrastructure or to execute harbor infrastructure works for the benefit of services public. It supposes the transference of some type of harbor infrastructure of state titularidad for its operation on the part of the lending organization to aim that the same one is object of improvements or extensions.

**Marine Conference of Loads.** - Agreement of collaboration between regular marine lines that tends to the rationalization of the service and the attainment of uniform and competitive tariffs.

**Knowledge of Boarding:** Document that credits to the possession and/or property of the load.

**Cosignatory.** - Natural or legal person whose name comes showed the merchandise or that she acquires it by endorsement.

**Consolidation of Load.** - Filling of a container with originating merchandise of one, two or more shippers.

**Contract of Chartering.** - Agreement by means of which the Shipbuilding delivery all the ship or leaves from him for the Charterer to transport merchandises from a port to another one, or by a period of time in exchange for a sum of money that the Charterer accepts to pay like conductiva favor. Two basic modalities of Chartering exist: By cession and lease, as much per time as by trip.

**Contract of Transport.** - Agreement by means of which a "Porteador" or "Transporter" llámese Shipbuilding, Shipping Agent or Charterer are committed with the owner of the load directly or through a Shipper (Freight Forwarder) or of a Customs agent to transport a load from an origin port to a port of destination by the payment of a denominated sum load.

**Group.** - Group of Dock workers who in a port take care in on board packing the merchandise of the ships, as well as of its disembarkation.

**Unique Declaration of Customs (DUA).** - Document that is used to solicit that the merchandise are put under the regimes and customs operations of: Definitive import, Temporary Import, Temporary Admission, Deposit, Transit, Reshipment, Re-import, Definitive Export, Temporary Export and Re-export, according to treat. It is directed to the Operators of Foreign trade who take part in the regimes and customs operations before mentioned.

**Deprived Authorized Customs Deposit.** - The premises destined to the storage of merchandise of exclusive property of the deposit taker.

**Customs Deposit Authorized Public.** - The premises destined to the storage of merchandise of different depositors.

**Customs deposits Authorized.** - The premises destined to store asked for merchandise to the regime of Customs Deposit.

**Straight of Use of Aquatic and Coastal Spaces.** - Administrative act by means of which the Main directorate of Captainships and Coastguard vessel authorizes to the petitioner the operation of areas of harbor development.

**SLM FORWARDERS, S.A. DE C.V.**

ORIENTE 150 124B COL. MOCTEZUMA 2A. SECCION DELEG. VENUSTIANO CARRANZA, MEXICO D.F. C.P. 15530

TEL: (52-55) 5784-0322

E-MAIL: [info@sunbeanlogistic.com](mailto:info@sunbeanlogistic.com)

**Undock.** - Inverse operation to Alongside Another Ship.

**Undockage.** - Inverse operation to the dockage.

**Direct Unloading.** - Transfer of load that takes place directly of a vehicle ship for its immediate retirement of the harbor enclosure.

**Indirect Unloading.** - Transfer of load that takes place from a ship to wharf for its storage in the Terminal

**Load of Unconsolidated.** - Drained of a container with merchandise destined to one, two or more consignatories.

**Official dispatcher.** - Representative of organizations state or deprived authorized to exert functions of Customs agent, with respect to the boarding and office of load of export and import, pertaining to these organizations.

**Office.** - Fulfillment of the customs formalities necessary to import and to export the merchandise or to put under them other customs regimes, operations or destinies.

**Unique Document of Information of Manifesto (DUIM).** - Document subscribed by the carrier or his representative containing the characteristics of the load and the conformity of the Manifesto.

**Owner of Load.** - Proprietor or addressee of the load.

**Wharf.** - Fluvial or lacustrine installation in the marine coast or creeks, without infrastructure of defense or shelter, destined to the dockage and attention of shallow-draft vessels.

**Direct Boarding.** - Transfer of load that takes place directly of particular vehicles to a ship

**Indirect Boarding.** - Transfer of load that takes place of areas of storage of the Terminal to a ship.

**Company of Rammer and unrammer.** - It includes/understands to the companies of rammer, unrammer and cooperatives of rammer and unrammer.

**Company of Transport or Carrier.** - Natural or legal person authorized by the Ministry of Transports, Communications, House and authorized Construction and by ENAPU to transport the merchandise, inside, towards or from the Harbor Terminals.

**Length.** - One talks about the total length of the ship as it appears in the Certificate of Matriculation.

**Peak.** - Salient bulk or dock that advances in the sea or a river for protection of a port.

**Rammer.** - It is the process to accommodate the load in a space of the warehouse, wharf or means of transport.

**Harbor structure.** - Works of infrastructure and superstructure constructed in ports to take care of the ships.

**Harbor facilities.** - Put harbor facilities to disposition of the users

**It frees on board (F.O.B.).** - Term by which the salesman on board places the merchandise of the ship in the port of embarkation been suitable upon the sales contract. The risk or loss of damages of the merchandise is transferred of the salesman to the buyer when this one passes the hut of the ship.

**Anchorage.** - Operation to drive the ship to the official anchorage of the port.

**Infrastructure of Aquatic Access.** - Constituted by channels, zones of approach, defensive installations (breakwater, peaks, sluices) and signaling (lights, buoys) that are in the aquatic operational area.

**Infrastructure of Harbor Area.** - Constituted by wharves, docks, docks, areas of storage in transit, buoys of mooring and other routes of internal communication (tracks, paths).

**Harbor Infrastructure.**- Civil works and mechanical, electrical and electronic, fixed and floating , constructed or located facilities in the ports, to facilitate the transport and the modal interchange. It is constituted by:

- **Aquatic Access.**- Channels, zone of approach, works of shelter or defense such as breakwater and nautical sluices and signaling.
- **Zones of Load Transference and Transit of Passengers.**- Wharves, docks, docks, areas of storage, subaqueous buoys of mooring, pipes, floating platforms and wharves.
- **Terrestrial Access.**- Inner routes of circulation, railway lines that allow the direct and immediate interconnection with the national system of road circulation.

**Harbor Facilities.**- Works of infrastructure and superstructure, constructed in a port or outside him, destined to the attention of ships, benefit of harbor services or construction and repair of ships.

**Place of Transit.** - Land area destined to the transitory deposit of merchandise, like intermediate step of the particular vehicle ship, or vice versa in the boarding.

**Bill of Lading.** - Document in which the relation of the merchandise is detailed that constitute the load of means or a unit of transport, and expresses the commercial data of the merchandise.

**Navy.** - Harbor wharf and installation kit, its aquatic zones and ribereños lands, in which it is made exclusively sport activities of tourism , recreation and, including the construction, repair and maintenance of sport boats.

**Merchandise.** - All load that is transported, that has been and/or is on board going to be transported of a ship.

**Foreign Merchandise.** - She is the one that comes from the outside, under suspensivos, temporary regimes or of improvement.

**SLM FORWARDERS, S.A. DE C.V.**

ORIENTE 150 124B COL. MOCTEZUMA 2A. SECCION DELEG. VENUSTIANO CARRANZA, MEXICO D.F. C.P. 15530

TEL: (52-55) 5784-0322

E-MAIL: [info@sunbeanlogistic.com](mailto:info@sunbeanlogistic.com)

**National Merchandise.** - Product manufactured in the country with national or nationalized raw materials.

**Dangerous Merchandise.** - They are the merchandise classified like dangerous for which regulations with respect to their procedure of acceptance exist, packing, packs, documentation and transport or for local or international transfer. There are nine classifications of dangerous merchandise for international the marine transport and the regulations, documentation, procedures of acceptance, packing and the rammer are established by the Marine Organization the International (OMI).

**Wharf.** - Harbor infrastructure in the border of a river, lake or sea specially ready to load and to unload the ships and to the circulation of vehicles.

**Private Wharf.** - He is that that is provided for the exclusive use of a user in order to facilitate the loading and unloading of ships.

**Ship.** - All naval construction destined to sail, whatever it is his class including his integral parts and accessory parts, such as equipments, spare parts, equipments, machineries, instruments and accessories that without comprising of the structure of the ship are used as much in their service in the sea as in the port.

**Note of Tally.** - Document that registers the number, condition and characteristics of the load.

**Harbor operations.** - It is the entrance, exit, anchorage, dockage, moorage, moors, it unties and permanence of ships in the territorial scope of a port

**Harbor operator.** - Constituted or domiciled legal person in the country, that has authorization to render, in the harbor zones, services to the ships, the loads and/or the passengers.

**Operators of Foreign Trade.** - Dispatchers of customs, conductors of customs enclosures authorized, owners, consignataries, and in general any natural person or legal participant or beneficiary in case or by another one, in operations or customs regimes anticipated by law.

**Shipping Order.** - Demanded customs document for the office of merchandise of definitive export, including the exit of CETICOS merchandise.

**Parihuela.** - I implement that it is used for the stowage of the composite charge (coats) and with it, to facilitate the workings of rammer and desestiba a/de the ships.

**Marine, Fluvial and Lacustrine Police.** - Attribution conferred to the naval administration to control, to control and to demand the faithful observance and fulfillment of the laws, referring regulations, dispositions and orders to the marine, fluvial and lacustrine activities, as well as the repression of the illicit activities in the scope of its jurisdiction.

**Porteador or Transportador.** - Natural or legal person in charge of the marine transport of merchandises by means of the respective contract of transport.

**Pilotage.** - Service that the practitioners lend to the ships directing the maneuvers that these require inside for their displacement or outside the operational area of the Terminal.

**Lenders of Services.** - Natural or legal people who count on the respective permission, license or authorization to serve harbor.

**Port.** - Terrestrial and aquatic, natural or artificial geographic locality and economic unit of a locality where the terminals, infrastructures and facilities are located , equipped for the development of harbor activities.

**Port of Cabotage.** - He is that one that is used for commercial operations between home ports.

**Fluvial port.** - Place located on the shore of a navigable waterway, adapted and prepared for the harbor activities.

**Lacustrine port.** - Place located on the shore of a navigable lake, adapted and prepared for the harbor activities.

**Seaport.** - Set of terrestrial spaces, marine waters and facilities that, located in the shore of the sea, reunite physical training conditionses, natural or artificial and of organization that allow the accomplishment of operations of harbor traffic and is used for the development of these activities by the competent administration.

**Harbor enclosure.** - Space between works of shelter or external line of demarcation of the aquatic operative area and the terrestrial perimetral limit of the area in which the harbor facilities are located.

**Towing.** - Service that lends the tugboats to pull ahead, to push, to support or to attend the ship during the harbor operations.

**Shore.** - Land strip of the stream beds, included/understood between the greater and smaller ordinary levels reached about waters.

**Manipulation Service.** - Service of reception, stowage or piling up of the load in the enclosure of a Harbor Terminal, as well as its office or gives for its retirement or embarks.

**Transference Service.** - Transfer of the load of ship or places from transit to the areas of storage of the Terminal, or vice versa in the boarding.

**Harbor services.** - Those that they are lent in the harbor zones to take care of the ships, the load, embark and disembarkation of people.

**National Harbor system.** - It is the set of natural people or legal, goods, infrastructures, ports, harbor terminals and facilities, are these private public and/or located in the territory.

**Harbor society.** - Constituted anonymous companies with private capital, public or mixed whose social object is the investment, construction and maintenance of ports and its administration. The harbor societies can also serve of loading and unloads, storage in ports and other services directly related to the harbor activity.

**Super Harbor Structure.** - Works that serve to support to the harbor services, such as: administrative warehouses, buildings, factories, etc.

**Tariff.** - Economic repayment demanded by the benefit of activities or subject harbor services to regulation.

**Terminal of Storage (T.A.).** - Customs primary zone to provide the service of storage of merchandise.

**Harbor terminal.** - Operative units of a port qualified to provide modal interchange and harbor services; it includes the infrastructure, the areas of transitory deposit and the internal routes of transport.

**Harbor terminal of Private Use.** - Established by a legal person to satisfy its own necessities to those with the companies of the economic group to which it belongs.

**Harbor terminal of Public Use.** - He is that one that directly serves or through third - to any client or user that asks for it in the supplied conditions of operation.

**Terminals of Lanchonaje.** - Operative units that count on wharves for acoderamiento of load barges .

**Ribereños lands or Coastal Areas.** - Lands included/understood within the strip of 50 meters counted from the line of more high tide.

**Harbor traffic.** - Operations of entrance, exit, dockage, moorage, stay and repair of ships in the port and those of transference between these and earth or other means of transport, merchandise of any type, fishing, food supply and of passengers or crew, as well as the temporary storage of these merchandise in port area.

**Transfer.** - It is the operation of direct transfer of load from a ship to another one.

**User of the Port.** - Natural or legal person who of intermediate or final form, uses her infrastructures and facilities or receives harbor provisions or services; it is understood by intermediate user, to whom it serves to the ships, to the loads, of logistics operations and marine; it is understood by end users the owners of the ships, the loads of domestic and international trade and to the users of navy and the passengers.

**Use of Dock berth.** - Use of the dock berths of the Harbor Terminal by the ships.

**Use of Wharf.** - Use of the infrastructure of the Harbor Enclosure, to load or to unload merchandise or to make other activities.

**Zone of Logistics operations.** - Part of the harbor zone in which the development of activities or services is authorized, complementary or connected to the merchandise to change the nature of the good.

**Zone of Storage.** - Area inside the harbor enclosure, organized and equipped to give services of storage to the loads.

**Zone of Anchorage.** - Aquatic area established by the naval administration for the anchorage of the ships.

**Frank zone.** - Part of the national territory in which the customs regime allows to receive merchandise without the payment of tributes to the import.

**Marine, Fluvial or Lacustrine zone.** - Area of the national territory corresponding to the water mirror that includes/understands territorial waters, marine, fluvial or lacustrine excluding the Harbor Zones.

**Harbor zone.** - Area of the national territory that includes/understands the physical limits of the assigned areas of land to the ports including the areas delimited by the physical earth perimeters, the breakwaters, defense of access channels and the stations of practitioners.

**Primary zone.** - Part of the customs territory that includes/understands the customs enclosures, aquatic or terrestrial spaces destined or authorized for offloadings, embarks, mobilization or deposit of the merchandise; the offices, the premises or dependencies destined to the direct service of customs; qualified airports, estates or ways and any other site where the customs operations are fulfilled normally .

**Secondary zone.** - Part of the customs territory that corresponds to him to each customs in the distribution that the National Supervision of Customs does for effects of the competition, intervention and obligations of each one.