

## Cargo Categorization Made Simple

### Containerized Cargo

Think neatly packed goods cruising the seas in standardized containers, from gadgets to groceries.

### Bulk Cargo

No boxes here – just raw materials like grain, coal, and minerals loaded directly onto ships.

### Liquid Cargo

From crude oil to liquid bulk chemicals, these goods flow in the liquid realm of transportation.

### Project Cargo

Big, bulky, and specialized – think turbines and construction components requiring extra TLC.

### Breakbulk Cargo

Individual items loaded onto ships sans containers, including steel coils and machinery parts.

## Container Shipping Decoded

**Standardized Containers:** Metal boxes in various sizes ensuring safe and stackable transport on land and sea. They come in different sizes (20ft (TEU), 40ft (FEU)) and with different options like high cube and refrigerated units. Stackable, lockable, and equipped with corner castings, containers ensure secure lifting and transportation.

**Reefers (Refrigerated Containers):** Keeping perishables fresh with insulated containers and built-in cooling systems. Available in standard sizes like 20-foot and 40-foot containers, though 40-foot reefers are most common, reefers offer various temperature settings to suit different cargo types.



## Key Players in Container Shipping:

- **Shipping Lines:** Companies that own and/or operate container vessels and provide ocean transportation services.
- **Terminal Operators:** Companies that operate container terminals, providing cargo handling and storage services.
- **Freight Forwarders:** Logistics companies that arrange transportation and logistics services for shippers, including booking container shipments, customs clearance, and cargo tracking.



## Incoterms Unraveled

These are standardized trade terms published by the International Chamber of Commerce (ICC) that define the rights and obligations of buyers and sellers in international trade contracts – these are the ones you should be familiar with:

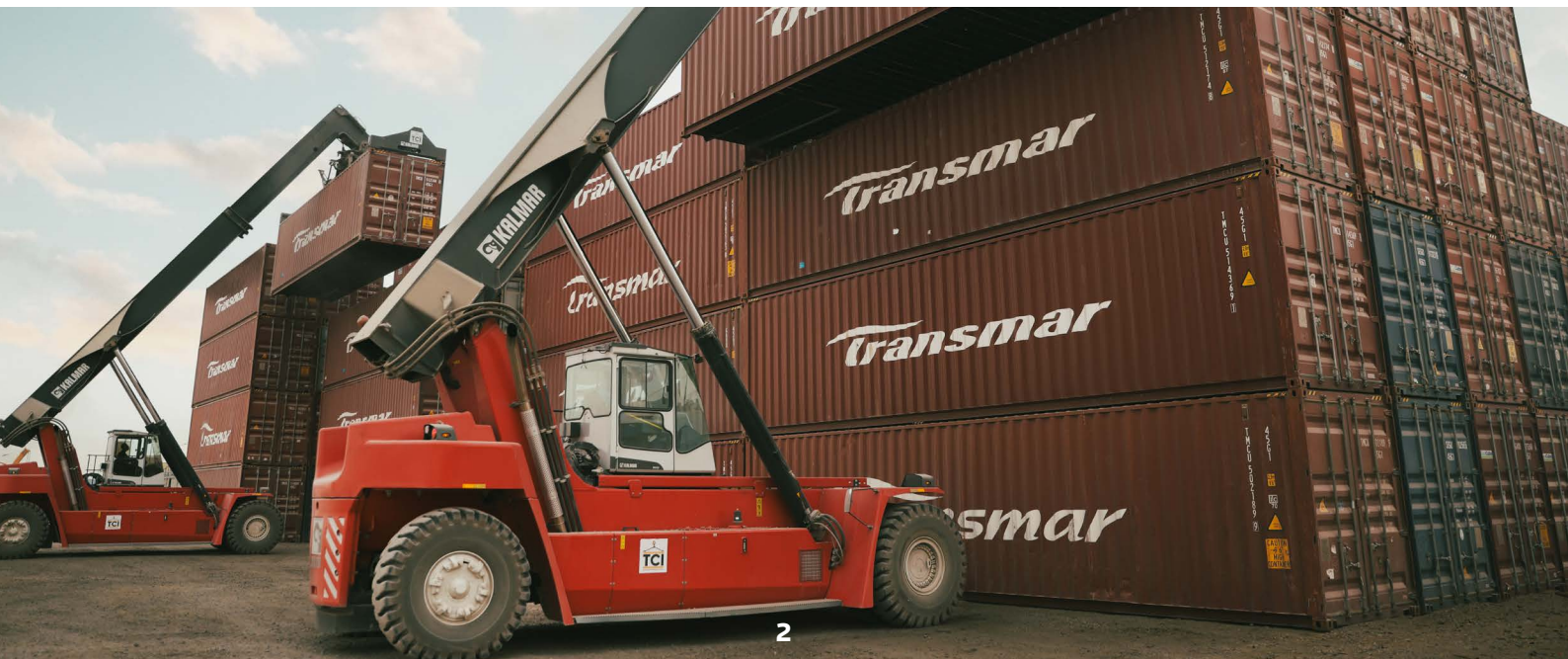
**EXW (Ex Works):** Buyer beware – you're responsible for the goods from the seller's doorstep to your destination. That includes transportation costs, risks, and customs clearance.

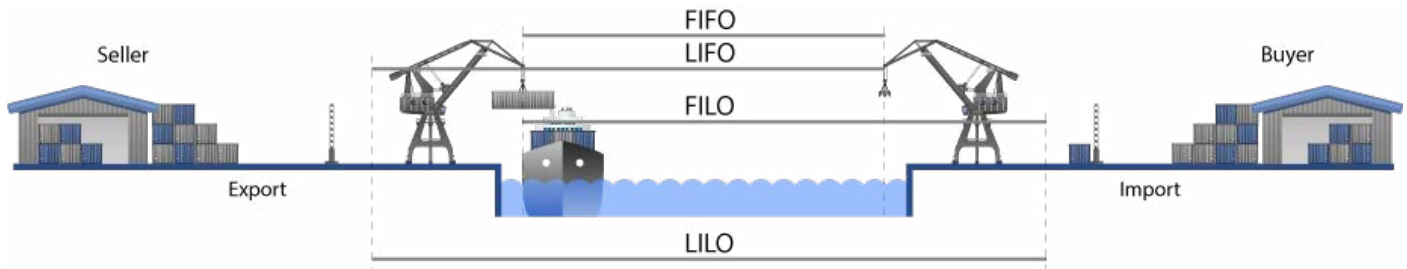
**DDP (Delivered Duty Paid):** Let the seller handle it all – from shipping to import duties, it's their responsibility to ensure that your cargo reaches its final destination.

**FOB (Free on Board):** Goods are the seller's burden until they hit the ship – then, it's all on the buyer.

**CFR (Cost and Freight):** Seller covers the journey to the destination port, but once it's on board, it's the buyer who bears the risk of loss or damage.

**CIF (Cost, Insurance, and Freight):** Like CFR, but with a safety net – insurance coverage included.





## Liner Terms

FIFO, LIFO, FILO, LILO – the alphabet soup of who does what from port to port, simplifying the shipping shuffle.

**FILO (Free In, Liner Out):** Sellers foot the bill to get goods to the port, but buyers handle shipping and risks from there.

**LIFO (Liner In, Free Out):** Sellers arrange shipping to the destination port, but buyers take over once goods are unloaded.

**FIFO (Free In, Free Out):** Sellers cover both shipping to and from ports, while buyers take over at the destination.

**LILO (Liner In, Liner Out):** Sellers handle shipping to the destination port and loading onto vessels, with buyers taking over upon arrival.

## Port Pointers

**POL (Port of Loading):** Where goods are loaded on to a ship, secured and ready to be transported.

**POD (Port of Destination/Port of Discharge):** Where ships are loaded and unloaded.

**POT (Port of Transshipment):** Where goods are offloaded and taken to a connecting vessel.

**Terminal vs Port:** A terminal is a specific part of a port dedicated to a particular activity or commodity like oil and gas, crude oil, building materials or automobiles.

**Inland Container Depot (ICDs):** Where containers are stored or held in transit until it is time for reloading.

**Consignee:** Client that receives the shipment.

**Shipper:** The person or company responsible for organizing and transporting goods from point A to point B.

**Twenty Equivalent Unit (TEU):** A 20ft container is 1 TEU – a 40ft container is 2 TEUs.

**Demurrage:** The recovery of costs incurred for delay of the container within the port, after allotted free days, charged by the shipping company.

**Bill of Lading (B/L):** This is basically your detailed receipt or contract with the shipping company– confirming what's shipped, who it belongs to, and where it's headed.