

Sea Transport

Cargo transport by sea is by far the cheapest per kilogram per kilometre moved relative to the other major forms of transport used by other humanitarian agencies, and is convenient for bulky pre-planned consignments. Sea transport is unfortunately also one of the slowest methods of delivering cargo as well. Sea transport will likely not be used to service immediate needs in rapid on-set disasters, and is more appropriate for pre-positioning or to serve post disaster and longer term needs.

Common Terms in Sea Transport

Shipping Container

A standard predefined set of containerised shipping units that are used throughout all sea shipments. Shipping containers come in many variations to meet the needs of different shipments. Containers also have unique container numbers that can be tracked, and when in movement containers will be sealed using industry standard container seals. The vast majority of containers come in 20 foot and 40 foot dimensions.

Full Container Load (FCL)

A volume of cargo from a single party or consignment capable of filling an entire shipping container.

Less Than Container Load (LCL)

A volume of cargo from a single party or consignment not capable of filling an entire shipping container.

Twenty Equivalent Unit (TEU)

Short hand for identifying a measure of volume equivalent to the container size and identifying slot space on a dock or a ship. One 20-foot container is equal 1 TEU.

Forty Equivalent Unit (FEU)

Short hand for identifying a measure of volume equivalent to the container size and identifying slot space on a dock or a ship. One 40-foot container is equal 1 FEU or 2 TEUs.

Port of Loading (POL)

The port at which a cargo is loaded onto a vessel and disembarks.

Port of Discharge (POD)	The port at which a vessel arrives and unloads cargo.
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Direct Service	Vessel Schedule wherein cargo is loaded/unloaded from the same vessel.
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Transshipment Service	A shipment where a container changes multiple ships throughout the transport, where cargo is offloaded at another port to connect to the vessel destined to the final point of delivery. There can be a single transshipment or multiple transshipments.
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Live Load / Unload	When a forwarder or transport company sends or drops a container at a shipper's facility and waits for the container to be loaded / unloaded without leaving within a stipulated period of time.
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Drop and Pick	When a forwarder or transport company leaves a container at a shipper's facility for one or more days without being present for the loading / unloading.
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Stripping	Removing contents from a container, either at the port or consignee's location. May or may not involve breaking the container seal; a container may be opened prior to delivery for a variety of reasons including inspection and breaking down of a consolidated consignment. Also sometimes called destuffing or devanning.
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Stuffing	Loading a container for shipping, at a container freight station, consignees' location or consolidation warehouse somewhere in the middle. Sealing the container may or may not occur at point of stuffing.
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Shipside / Quayside	Storage and handling of cargo occurring at a port alongside or near a sea transport vessel.
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Berth	A designated location in a port where a vessel can park and moor, usually along the long edge of a ship to provide safe and easy offloading. Maritime vessels vary dramatically in size, both in length and depth under the water they may draft, so berthing space must be designated by a port captain or port official, and must match the needs of the vessel.
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**On Deck
Stowage**

The placement of cargo and containers stored on the surface deck of a ship for the duration of the transport. On deck refers to anything above below deck storage with free access to the air above the boat, however on deck storage might still start below the upper rim of the vessel.

**Below Deck
Stowage**

The placement of cargo below the main deck of a shipping vessel.

Bulk Carrier

A vessel specially designed to transport unpackaged bulk cargo, such as grains, coal, ore, steel coils and cement, in its cargo hold(s). Bulk carriers are ideal for transport of grain or loose materials that may be removed with special equipment on the receiving end. Frequently, bulk carriers will require re-bagging on the receiving end of the shipment.

Break Bulk

Cargo transported in large, unitised quantities not contained in a standard shipping container. Break bulk cargo may be items like large machine parts, construction materials or even vehicles, and can be stored in specialised below deck compartments.

RoRo

Any vessel that has capacity for vehicles to "Roll on / Roll off." Might include regular vehicle ferry service, but also many long haul ships may have this capability.

Stevedore

A dock worker engaged with loading, offloading and management of maritime shipping activities.
