

Terms in EMKL

In the world of Ship Freight Expedition (EMKL) there are several terms that need to be known, including:

❖ **EMKL (Ship Freight Expedition)**

Service company that takes care of the shipping process from/to warehouses, exporters/importers to/from ports and processing approval documents from/to Customs and Excise.

❖ **PPJK (Customs Service Management Entrepreneur)**

Business entities that carry out customs obligations for and on behalf of exporters or importers.

❖ **Port**

A facility at the end of an ocean, river or lake to receive ships and move cargo and passengers into them. Ports usually have tools specifically designed to load and unload the cargo of ships that are anchored.

❖ **Cargo**

Goods or products being transported.

❖ **Container**

Crates or boxes that meet the technical requirements according to the International Organization for Standardization (ISO) as tools or equipment for the transportation of goods that can be used in various modes, starting from road modes with container trucks, trains and sea container ships.

❖ **Stuffing**

The process of loading cargo (loading cargo) in the container.

❖ **Stripping**

The process of discharging cargo (discharge cargo) in containers, emptying containers.



❖ **Dooring**

The process of moving goods from the container. CFS (Container Freight Station) Warehouse for stuffing and stripping containers.

❖ **CY (Container Yard)**

Container stockpile.

❖ **FCL (Full Container Load)**

Delivery of goods with one container fully filled by one sender.

❖ **LCL (Less Container Load)**

Delivery of goods in one container consisting of several senders.

❖ **SOC (Shipper Own Container)**

Shipper's container.

❖ **COC (Carrier Own Container)**

Containers belonging to the carrier / shipping or freight fleet.

❖ **Ocean Freight**

The basic tariff for shipping containers by container ship from the port of origin to the port of destination is the price per unit of container.

❖ **Terminal Handling Charge (THC)**

Fees charged by shipping parties in terms of managing containers at container terminals are also priced per unit of container.

❖ **LO-LO**

Lift On : Raise the container to the top of the tool angkut

Lift Off : Unloading the container from the conveyance



❖ **Storage**

Costs for stacking containers in the temporary storage area (TPS) billed by the owner/manager of the land to container users such as ports, bonded warehouses etc.

❖ **Demurrage**

Compensation paid by the recipient of the goods to the shipping company as a fine for delays in stripping containers that have exceeded the stipulated free time limit.

❖ **Free Time Demurrage**

It is calculated from the time the ship is unloaded (the unloading is the same as the first day) until the stripping is finished and the container returns to the CY/Depot.

❖ **Detention**

Compensation paid by the sender of goods to the shipping company as a fine for the use of the container for stuffing that has exceeded the stipulated free time limit both for stuffing inside and outside the shipping CY.

❖ **Free Time Detention**

It is calculated starting from the date of release of the container to the shipper (both for external stuffing and internal stuffing) until the stuffing is finished and the container is ready to be loaded (already sealed).

❖ **Shipper**

Courier. Shipper's full name and address must be written clearly in documents such as: Bill Of Lading, Packing List, Commercial Invoice, COO, PEB (Export Notification of Goods), PIB (Notification of Goods Import when the Importer takes care of the process of releasing goods from the Port).

❖ **Consignee**

Consignee. Shipper's full name and address must be written clearly in documents such as: Bill Of Lading, Packing List, Commercial Invoice, COO, PEB (Export Notification of Goods), PIB (Notification of Goods Import when the Importer takes care of the process of releasing goods from the Port).



❖ **Notify Party**

The second party after the Consignee has the right to be notified of the existence of a delivery and receipt of export / import goods. In practice, the Name and Address of the Notify Party are the same as the name and Address of the Consignee. But this all depends on the initial agreement between the Shipper and the Importer. The name and full address of the Notify Party must be written clearly in documents such as: Bill of Lading, Packing List, Commercial Invoice, COO. Or if the Notify Part is the same as the Consignee, just write SAME AS CONSIGNEE.

❖ **Shipping Mark & Number**

The number of cartons and shipping marks listed on the packaging of the goods. Shipping Marks & Number data is included in the Packing List and Bill of Lading.

Description of Goods

Item details. This Description of Goods is contained in the Packing List (Complete) and Bill Of Lading. It's just that writing Description of Goods data in the Bill of Lading is simpler or only an outline.

❖ **Packing List**

A list of detailed item details containing the name of the Shipper, Consignee, Notify Party, Name of Vessel & Voy, dimensions of the goods, Gross Weight and Net Weight per Item of goods as well as the total number of goods.

❖ **G.W.**

The abbreviation for Gross Weight is the gross weight of the weight of the packaging and the weight of the item itself.

❖ **N.W.**

Net weight stands for net weight, which is the weight of the goods before they are packed.

❖ **Feeder Vessel**

Small capacity container carrier that transports containers from the loading port to the transit port for transfer to the Mother Vessel.



❖ **Mother Vessel**

Ships with large capacities that transport containers from transit ports to destination ports.

❖ **Voyage**

The ship's departure number which is usually abbreviated as V. or Voy.. The departure number must always be behind the ship's name.

❖ **F.O.B**

Free On Board. The method of payment at the port of unloading is Goods Price (Commercial Invoice Value), Insurance (Insurrance) and Shipping Costs (Freight).

❖ **C.I.F**

Cost Insurance & Freight. Payment Method at the Port of Loading. This means that before sending the goods, the consignee has already paid for them. And insurance costs and shipping costs have been paid by the Shipper at the Loading Port.

❖ **C.F**

Cost & Freight. The payment method is not much different from C.I.F, but in the case of C & F, the Shipper does not pay for insurance or does not insure the item.

❖ **Shipping Schedule**

Shipment Schedule. This schedule is issued by the Shipping Agent. Contains the ETD Vessel, ETA Vessel at the unloading port, shipping mode (Fast or Slow), Vessel Route and Transit Port and Alternate Vessel Name (if indeed the shipping service must use more than 1 ship).

❖ **Closing Time**

Normal deadlines allowed for cargo/goods entering temporary storage areas such as CFS warehouses or UTPK (Container Stacking Units). Note: Each Shipping Schedule always includes the date and time of closing time. And if the cargo enters the temporary landfill past the predetermined Closing Time, the shipper will be subject to sanctions/fines.



❖ **ETD**

Estimated Time of Departure is the estimated time of departure of the ship.

❖ **ETA**

Estimation Time of Arrival adalah perkiraan waktu kedatangan kapal.

❖ **Bill Of Lading**

B/L, the simple meaning is a bill of lading or proof of delivery of goods and collection of goods. The Bill of Lading form itself must have obtained legality from the international world as a tool / proof of delivery and collection of export / import goods. The Bill of Lading contains Shipper, Consignee, Notify Party, Vessel & Voy data. No Shipping Marks & Numbers, Description of Goods, GW, NW, Measurement, POD, POL, Destination. B/L issued by the carrier either shipping, airline or other or its agent which shows that the sender sent the goods with the agreement written in the B/L. This B/L if by shipping is commonly called Bill Of Lading (B/L) but for airlines it is called Airwaybill, or even there are other names Ocean B/L, Marine B/L, Sea waybill.

❖ **P.O.L**

Port Of Loading = Loading port.

❖ **P.O.D**

Port Of Discharge = Unloading Port.

❖ **Collect**

Collect, collect

❖ **Freight Collect**

Commonly referred to in transportation documents Bill of lading. This indicates that transportation costs or ship costs will be borne or will be paid by the recipient of the goods at the destination. This means that the sender only sends the goods without paying ship fees, but the recipient of the goods when taking the goods from the ship must pay the ship costs first. The amount of the ship's fee is as stated in the B/L document, but if the B/L does not provide this information, the amount of the fee can be asked to the sender of goods or the transportation company

concerned, of course according to the price agreed upon between the sender and the carrier or between the recipient of the goods and the carrier.

❖ **Certificate of Origin (SKA)**

Commonly called the Certificate of Origin (COO) is a certificate of origin of goods, where it is stated in the certificate that the exported goods/commodities come from the exporting region/country. Underlying this are bilateral, regional, multilateral, unilateral agreements or due to unilateral provisions of an importing/destination country, which require this SKA/COO to be included in Indonesian export goods. This COO / SKA proves that the goods originate, are produced and or are processed in Indonesia.

❖ **Commercial Invoice**

Is a document of memorandum/invoice for the sale of exported/imported goods. Issued by the seller/exporter/shipper of goods. This commercial invoice must include: number and date of commercial invoice document, name of buyer/importer/recipient of goods/consignee/applicant, name of goods, price per unit (sold based on, pcs/kgm/cbm/dozen/other), total price all goods, method of delivery of goods (FOB, CNF, CIF / others). The above matters need to be written on the commercial invoice, while other information can be included such as: ship/aircraft name, container no., place of loading and unloading, etc. This commercial invoice is also used as a basis for calculating state taxes / levies.

❖ **Fumigation**

Pest control technique by spraying/fumigant with toxic gas (fumigant) in an airtight space with a certain dose, temperature & time. There are several types of fumigant used in carrying out fumigation activities, including: Methyl Bromide (CH₃Br), Phosphine (PH₃), Carbondioxide (CO₂), Sulfuryl Florida (SO₂F₂), Cyanide Acid (HCN), the use of this fumigant must receive special supervision from the Department Agriculture and Health Department. Fumigation is the work of exterminating pests on export commodities, places for storing goods/commodities (warehousing), warehouse archives, ships and containers. Targeting pests exterminated: Rats, fleas, cockroaches, insects, wood powder (Rattan) and other warehouse pests.



❖ **Prepaid**

Pay upfront

❖ **Freight Prepaid**

Usually referred to as this in travel documents Bill of lading/airwaybill. This shows that the payment for cargo/ship/aircraft/transportation costs has been paid by the sender/shipper/seller/exporter. This means that the recipient of the goods no longer needs to pay transportation costs / ship costs.

❖ **Packing List – Weight List**

It is a packing/packaging document showing the quantity, type and weight of the exported/imported goods. Also an explanation of the description of the goods mentioned in the commercial invoice.

❖ **P.E**

Export Approval. This Export Approval Sheet can be obtained and printed by the Shipper / EMKL who have an online system (E.D.I = Electronic Data Interchange) after the submission of Export documents such as Packing List, Commercial Invoice & PEB has been approved by Customs and Excise.

❖ **Goods Export Notification**

Customs documents used to notify the implementation of the export of goods. PEB is made by exporters or their proxies using online PEB software. Goods to be exported must be notified to the Customs and Excise Office using this PEB. PEB is submitted to obtain an Export Approval Note (NPE) response. Only then will the NPE be used as a travel document to enter exported goods into the customs area/area under customs supervision that are prepared for export.