

# FREIGHT TERMS

## ALL SHIPPERS SHOULD KNOW

If you're new to freight shipping, you've probably realized that there's a host of industry terms and acronyms to learn. The catch: You need to learn them all at warp speed if you want to avoid costly errors.

With that in mind, we've put together this graphic to explain and demystify some of the most common terms you'll encounter.



### LTL: LESS-THAN-TRUCKLOAD



Your shipment shares space on a trailer with other business' goods headed to the same area. Ideal when you don't have enough freight to fill an entire trailer, but have between 150-15,000 lbs., making it too large for small package shipping.

### FTL: FULL TRUCKLOAD



A freight shipment large enough to fill an entire 53' trailer (or flatbed, refrigerated truck, or tanker) on its own. Ideal for time-sensitive and/or high-value shipments since your goods travel in a single, dedicated truck without stopping at a mid-route hub.

### VOLUME LTL



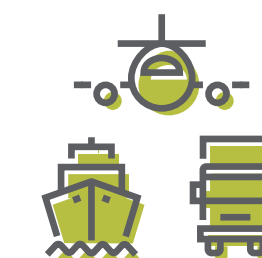
Defined by a specific volume, it's the perfect in-between solution for shipments greater than 5,000 lbs, more than 6 pallets, or occupying 12-32 feet of trailer space. Requires an accurate freight class to determine the best rate based on the shipment's volume.

### PARTIAL TL



Less than a full truckload, but needing more weight or space than a Volume LTL shipment will allow, it's a truck's sole occupant, so it's handled less and typically arrives sooner than LTL.

### INTERMODAL/ MULTIMODAL



Utilizing more than one mode – truck, rail, ocean – to transport full (FCL) or partial (LCL) containers across long-haul destinations. Differentiated by the number of contacts and transportation units required.

### ACCESSORIAL



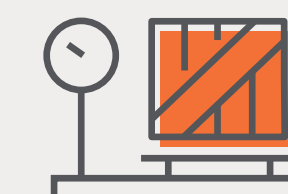
An additional fee or charge for services beyond typical dock-to-dock delivery, such as liftgate, residential location, tradeshow or appointments. Vary greatly by carrier and add up quickly, so knowing which ones you need ahead of time will prevent surprises.

### BILL OF LADING



A legally binding document that functions as a contract between a carrier and shipper. Also provides precise details of what goods (and how many of them) are in a shipment, along with where they'll get delivered.

### NMFC



Stands for National Motor Freight Classification. A major factor in determining shipment cost, it's a system that groups all LTL commodities into one of 18 distinct classes (from 50-500) based on four factors: density, stowability, ease (or difficulty) of handling, and liability.

### DENSITY



For items not classified by an NMFC number, or those that vary in size or quantity from shipment to shipment, density (the space it occupies, relative to its weight) is used to determine class. Higher density equals higher freight class/lower cost, and vice-versa.



## THE BOTTOM LINE

**Freight terminology doesn't have to be an obstacle.** But there is a lot to know — including a lot more terms and acronyms that'll play an everyday role in your shipping. And that's where Worldwide Express can help. We know shipping. And we can help you quickly learn the lingo and get up to speed. Contact us for a consultation to see how we can optimize your operations. Visit [wwex.com/consultation](http://wwex.com/consultation) to get started.