

Column A	Column B
1. Container storage area within a port or depot where containers are staged before loading or after discharge	NOR
2. Estimated Time of Arrival – the projected time a vessel will reach the port limits	TEU
3. Full Container Load – when a shipper books and fills an entire shipping container exclusively for their cargo	FCL
4. Verified Gross Mass – the total verified weight of a packed container, mandated by SOLAS regulation for safety	VGM
5. Less than Container Load – cargo that doesn't fill a full container and is consolidated with other shippers' goods	THC
6. Port of Loading – the origin port where cargo is loaded onto the vessel	LCL
7. Estimated Time of Berthing – the projected time a vessel will physically dock at its assigned berth	POL
8. Non-Vessel Operating Common Carrier – a freight forwarder that issues its own bills of lading but doesn't own vessels	ETB
9. Terminal Handling Charge – fee charged by port terminals for moving containers within the facility	NVOCC
10. Notice of Readiness – formal notification that a vessel is ready to load/discharge; triggers laytime in charter parties	CY
11. Twenty-foot Equivalent Unit – standard unit for measuring container capacity (based on a 20-ft container)	ISPS
12. Bill of Lading – legal document serving as contract of carriage, receipt of goods, and document of title	AEO
13. International Ship and Port Facility Security – mandatory global framework for maritime security	FIOST
14. Authorised Economic Operator – customs certification for trusted traders enabling faster border clearance	B/L
15. Free In, Out, Stowed, and Trimmed – charterer bears all cargo handling costs; owner is "free" of these expenses	ETA