

**BỘ GIÁO DỤC VÀ ĐÀO TẠO  
TRƯỜNG ĐẠI HỌC DÂN LẬP HẢI PHÒNG**

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ISO 9001:2015

# **KHÓA LUẬN TỐT NGHIỆP**

**NGÀNH : NGÔN NGỮ ANH**

**Sinh viên : Đỗ Tân Cương  
Giảng viên hướng dẫn : Th.S Vũ Thị Thu Trang**

**HẢI PHÒNG - 2019**

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TRƯỜNG ĐẠI HỌC DÂN LẬP HẢI PHÒNG**

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**A STUDY ON TRANSLATION OF ENGLISH  
TERMINOLOGIES RELATED TO LOGISTICS**

**KHÓA LUẬN TỐT NGHIỆP ĐẠI HỌC HỆ CHÍNH QUY  
NGÀNH: NGÔN NGỮ ANH**

**Sinh viên : Đỗ Tân Cương  
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**NHIỆM VỤ ĐỀ TÀI TỐT NGHIỆP**

Sinh viên: Đỗ Tân Cường

Mã SV: 1412751027

Lớp: NA1801

Ngành: Ngôn Ngữ Anh

Tên đề tài: A study on translation of English terminologies related to logistics

# NHIỆM VỤ ĐỀ TÀI

1. Nội dung và các yêu cầu cần giải quyết trong nhiệm vụ đề tài tốt nghiệp (Về lý luận, thực tiễn, các số liệu cần tính toán và các bản vẽ).

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2. Các số liệu cần thiết để thiết kế, tính toán.

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3. Địa điểm thực tập tốt nghiệp.

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## **CÁN BỘ HƯỚNG DẪN ĐỀ TÀI TỐT NGHIỆP**

### **Người hướng dẫn thứ nhất:**

Họ và tên:.....

Học hàm, học vị:.....

Cơ quan công tác:.....

Nội dung hướng dẫn:.....

### **Người hướng dẫn thứ hai:**

Họ và tên:.....

Học hàm, học vị:.....

Cơ quan công tác:.....

Nội dung hướng dẫn:.....

Đề tài tốt nghiệp được giao ngày    tháng    năm

Yêu cầu phải hoàn thành xong trước ngày    tháng    năm

Đã nhận nhiệm vụ ĐTTN

*Sinh viên*

Đã giao nhiệm vụ ĐTTN

*Người hướng dẫn*

*Hải Phòng, ngày ..... tháng.....năm 2019*

**Hiệu trưởng**

**GS.TS.NGUT *Trần Hữu Nghị***

**CỘNG HÒA XÃ HỘI CHỦ NGHĨA VIỆT NAM**  
**Độc lập - Tự do - Hạnh phúc**

**PHIẾU NHẬN XÉT CỦA GIẢNG VIÊN HƯỚNG DẪN TỐT NGHIỆP**

Họ và tên giảng viên: .....

Đơn vị công tác: .....

Họ và tên sinh viên: ..... Chuyên ngành: .....

Đề tài tốt nghiệp: .....

Nội dung hướng dẫn: .....

**1. Tinh thần thái độ của sinh viên trong quá trình làm đề tài tốt nghiệp**

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**2. Đánh giá chất lượng của đề án/khóa luận (so với nội dung yêu cầu đã đề ra trong nhiệm vụ Đ.T. T.N trên các mặt lý luận, thực tiễn, tính toán số liệu...)**

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**3. Ý kiến của giảng viên hướng dẫn tốt nghiệp**

Được bảo vệ  Không được bảo vệ  Điểm hướng dẫn

*Hải Phòng, ngày ... tháng ... năm .....*

**Giảng viên hướng dẫn**

*(Ký và ghi rõ họ tên)*

**CỘNG HÒA XÃ HỘI CHỦ NGHĨA VIỆT NAM**  
**Độc lập - Tự do - Hạnh phúc**

**PHIẾU NHẬN XÉT CỦA GIÁO VIÊN CHĂM PHẢN BIỆN**

Họ và tên giảng viên: .....

Đơn vị công tác: .....

Họ và tên sinh viên: ..... Chuyên ngành: .....

Đề tài tốt nghiệp: .....

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**1. Phần nhận xét của giáo viên chăm phản biện**

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**2. Những mặt còn hạn chế**

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**3. Ý kiến của giảng viên chăm phản biện**

Được bảo vệ  Không được bảo vệ  Điểm phản biện

*Hải Phòng, ngày ... tháng ... năm .....*

**Giảng viên chăm phản biện**

*(Ký và ghi rõ họ tên)*

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*This graduation paper is my sincere thanks to all of you.*

*Haiphong, December 2019*

*Do Tan Cuong*



## **LIST OF ACRONYMS:**

SL	Source language
TL	Target language
ADJ	Adjective
ADV	Adverb
N	Noun
V	Verb
ESP	English for Specific Purpose
ST	Source Text
TT	Target Text
ELT	English Language Teaching
EAP	English for Academic Purpose
EBE	English for Business Economics
EOP	English for Occupational Purpose
ESBP	English for Specific Business Purpose
ESS	English for Social Study
EST	English for Science and Technology

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# **PART ONE: INTRODUCTION**

## **1. Rationale of the study:**

In the context of a rapidly growing economy, Logistics has emerged as a solution to the needs of production and distribution of products to consumers convenience and speed. Therefore, Logistics has gradually affirmed its great role in the economy of many countries in the world, including Vietnam.

Logistics are the best service, the best transport from the place of production to the consumer. The task of the logistics companies prepare plan in detail, control the movement of goods or information about raw materials from point of departure to point of consumption according to customer requirements. To compete effectively in this industry, companies must always improve and focus on the quantity, time and price of services. This motivates me – a student of Haiphong Private University who has approached the modern education and some new training programs of my university, therefore, I have been attracted by the programs and its terms. I find it is a challenging field and should understand terms in Logistics. For these reasons, I have chosen “A study on translation of English terminologies related to logistics” for my graduation paper.

## **2. Aims of the study**

The study on translation of education terms aims to figure out an overview on translation strategies and procedures commonly employed in translation of Logistics terms.

In details, my Graduation Paper aims at:

Collecting and presenting basic English terminologies in Logistics terms.

Providing their Vietnamese equivalents or expressions

Analyzing translation strategies and procedures employed in the translation of these English terms into Vietnamese.

Providing students majoring in the subject and those who may concern a draft and short reference of basic English terms in Logistics.

I hope that this study can provide readers with overall comprehension about the information from written text and from visual forms of presentation relating to Logistics terms, and ultimately to help them translate it effectively.

### **3. Scope of the study:**

Logistics field is an extremely large field. Due to the limitation of time, knowledge and experience, I am not ambitious to study all matters of this theme but only focus on translation theory and translation strategies of some major Logistics terms in Vietnamese.

### **4. Methods of the study:**

This Graduation paper is carried out by using the quantitative \_ interviews, consultation, qualitative\_ data analysis and searching information...

All of English and Vietnamese terms in this graduation paper are collected from internet and dictionary. These data are divided into groups based on their common character.

### **5. Design of the study**

My graduation paper is divided into three parts:

The first part is the Introduction, including: the rationale, aims, scope, method and design of the study.

The second part is the **Development** with three chapters:

**Chapter I:** Theoretical background: It focuses on the concepts of translation, terms in English and form of language as well as different methods used by professional translators.

**Chapter II:** A study on translation of English terminologies related to logistics, including the popular construction of terms and some strategies applied in translation of some common Logistics terms

**Chapter III:** Finding and Discussion

The last part is the **Conclusion** in which I summarize the study to highlight experiences acquired and state the implications for future study.

# PART TWO: DEVELOPMENT

## CHAPTER I

### THEORETICAL BACKGROUND

#### 1. Translation Theory

##### 1.1. Definition of translation

There are many concepts of translation all over the world. Following are some typical concepts:

Translation is the replacement of a representation of a text in one language by a representation of an equivalent text in a second language.

*(Roger T. Bell)*

Translation is the interpreting of the meaning of a text and the subsequent production of an equivalent text, like wise called a “translation” that communicates the same message in another language. The text to be translated is called the “source text”, and the language that it is to translate into is called the “target language”; the final product is sometimes called the “target text”.

*(<http://en.wikipedia.org/wiki/translation>)*

Translation is the process of changing something that is written or spoken into another language.

*(Advanced Oxford Dictionary)*

Translation is an act of communication which attempts to relay, across cultural and linguistic boundaries, another act of communication. Hatim and Mason (1997; 1) Translation involves the transfer of meaning from a text in one language into a text in another language.

*(Bell, 1991: 8)*

Translation is a text with qualities of equivalence to a prior text in another language, such that the new text is taken as a substitute for the original.

*(David Frank, Wordpress.com)*

Translation is a transfer process, which aims at the transformation of a written SL text into an optimally equivalent TL text, and which requires the syntactic, the semantic and the pragmatic understanding and analytical processing of the SL.

(Wilss1982:3)

There are many different definitions for translation as each translator, researcher, linguist, etc. defines their own idea to understand the concept of translation. Although the above definitions are different, they have some common features generally. To summarize, translation is a process of finding the most adequate equivalents to convey meanings from source language to target language.

### ***1.2. Translation types***

A translator can use various types to express his or her opinion, recognition or to find out the most exact explanation for the main issue. The central problem of translating is whether to translate literally or freely. It all depends on some factors such as the purpose of the translation, the nature of readership and the text types.

As stated by Peter Newmark (1988:45) there are eight methods of translation. And basing on the degree of emphasis on the SL and TL, he puts it in a flattened diagram as below:

#### ***1.2.1. Word-for-word translation***

This is often demonstrated as interline translation, with the TL immediately below the SL words. The source language word order is preserved and the words translated by their most common meaning. Cultural words are translated literally. The main use of this method is either to understand the mechanics of the source language or to construe a difficult text as pretranslation process.

For example:

*Cristiano Ronaldo is a football player living and playing football in Italy.*

*Cristiano Ronaldo là một cầu thủ bóng đá đang sống và chơi bóng tại Italia.*

#### ***1.2.2. Literal translation***



Literal translation is a boarder form of translation, each SL word has a corresponding TL word, but their primary meaning may differ. The SL grammatical constructions are converted to nearest TL equivalent but the lexical items are again translated out of context. Literal translation is considered the basic translation step both in communication and semantic translation, in that translation starts from there. As pre-translation process, it indicates problem to be solved.

For example:

*I tried for a moment to see the situation through her eyes*

*Tôi đã thử một lần cố nhìn nhận tình huống theo cách nhìn của cô ta*

### **1.2.3. Faithful translatio**

This method tries to reproduce the precise contextual meaning of the original within the constraint of the TL grammatical structures. It transfers cultural words and preserves the degree of grammatical and lexical deviation from source language norms. It attempts to be completely faithful to the intention and the text-realization of the source language writer.

For example:

*We could see the Mekong River winding its way through the plains below.*

*Chúng tôi có thể nhìn thấy con sông Mekong uốn khúc qua những cảnh đồng bên dưới.*

### **1.2.4. Semantic translation**

Semantic translation differs from faithful translation only in as far as it must take more account of the aesthetic value of the SL text, compromising on “meaning” where appropriate so that no assonance, word-play or repetition jars in finished version. It does not rely on cultural equivalent and makes very small concession to the readership. While “faithful” translation is dogmatic, semantic translation more flexible. New Mark (1982:22) says that “...semantic constraints of the target language, to reproduce the price contextual meaning of the author”.

For example:

*The third world is vulnerable owing to its extreme specialization. The export earnings of many developing countries are based on just two or three main products.*

*Thế giới thứ ba dễ dàng bị tổn thất vì sự chuyên môn hóa quá mức. Ở nhiều nước đang phát triển, Thu nhập từ xuất khẩu chủ yếu dựa vào hai hay ba sản phẩm chủ lực mà thôi.*

#### **1.2.5. Adaptation translation**

This is the “freest” form of translation. It is used mainly for plays and poetry: themes, characters, plot preserved, SL culture is converted into the TL culture and is rewritten. Dung Vu (2004) points out: “adaptation has a property of lending the ideas of the original to create a new text used to by a new language more than to be faithful to the original. The creation in adaptation completely objects in content as well as form”.

For example:

*Below the bridge runs the current pure and clear*

*And there the grass grows soft, by the bridge.*

*Ngòi đầu cầu nước trong như lọc*

*Đường bên cầu cỏ mọc còn non.*

#### **1.2.6. Free translation**

Free translation is the translation which is not close to the original but the translation just transmits meanings of the SL in her/his own words. It reproduces the matter without the manner, or the content with out of the form of the original. Usually, it is a paraphrase much longer than original. Therefore, the advantage of this type of translation is that the text in TL sounds more natural. On the contrary, the disadvantage is that translating is too casual to understand the original because of its freedom.

For example:

*Winter snows, I thought, had drifted through that void arch, winter rains beaten in at those hollow casements.*

*Tôi đã tưởng tượng ra ngừng hạt tuyết mùa đông đã buồn qua khung cửa tò vò, rồi những cơn mưa rơi tí tách đập vào khung cửa sổ rộng tuếch đó.*

### **1.2.7. Idiomatic translation**

Idiomatic translation reproduces the “message” of the original but tends to distort nuances of meaning by preferring colloquialisms and the idiom where these do not exist in the original.

For example:

*As the call, so the echo*

*Ác giả, ác báo.*

### **1.2.8. Communicative translation**

Communicative translation attempts to render the exact contextual meaning of the original in such a way that both content and language are readily acceptable and comprehensible to the readership.

“But even here the translation still has to respect and work on the form of the source language text as the only material basis for his work” (*Peter Newmark, 1982:39*).

For example:

*Safety. In the United State, the Food and Drug Administration (FDA) applies strict controls before authorizing the launch of a new drug on the American market.*

*Sự an toàn. Ở Mỹ, Cục Quản Lý Dược và Thực Phẩm áp dụng sự kiểm soát nghiêm ngặt trước khi cho phép đưa ra thị trường Mỹ một sản phẩm dược mới.*

### **1.2.9. Other translation**

Beside the above common the types of translation, some of the following types are sometimes used during translation process. They include: service translation,

plum prose translation, information translation, cognitive translation, academic translation.

### ***1.3. Types of equivalence***

The comparison of texts in different language inevitably involves a theory of equivalence. According to Vanessa Leonardo “Equivalence can be said to be the central issue in the translation although its definition, relevance, and applicability within the fields of translation theory have caused heated controversy, and many different theories of the concept of equivalence have been elaborated within the past fifty years”. Here are some elaborate approaches to translation equivalences:

Equivalence-oriented translation is a procedure which replicates the same situation as in the original, whilst using completely different wording.

*(Vinay and Darbelnet)*

Translation equivalence exists between forms in a source language and a target language if their meaning matches. In other words, translation equivalence should answer the question “What do the speakers of this language actually say to express the desired meaning?”

*Wayne Leman (Wordpress.com)*

Equivalence, when applied to the issue of translation, is an abstract concept and actually refers to the equivalence relationship between the source text and the target text.

*Asian social science (CCSE)*

Types of equivalences:

Koller (1979) considered 5 types of equivalences:

#### 1. Denotative equivalence

The source language and the target language words refer to the same thing in real world. It is an equivalence of the extra linguistic content of a text.

#### 2. Connotative equivalence

This type of equivalence provides additional values besides denotative value and is achieved by the translator's choice of synonymous words or expressions.

### 3. Text-normative equivalence

The source language and the target language words are used in the same or similar context in their respective languages.

### 4. Pragmatic equivalence

With readership orientation, the source language and the target language words have same effect on their respective readers.

5. Formal equivalence this type of equivalence procedures an analogy of form in the translation either exploiting formal possibilities of target language, or creating new forms in target language.

Based on Nida's theory, equivalence was divided into 2 kinds:

1. Formal equivalence focuses attention on the message in form. The message in the receptor language should match as closely as possible the different element in some languages.

2. Dynamic equivalence, or function equivalence follows the principle of equivalent effect, that is the relationship between the receptor and the message should aim at being the same as that between the original receptor and the source language message. It attempts to render receptor words from one language to another, and caters to receptor's linguistic competence and cultural need.

### **1.4. Case of non-equivalence**

According to Mona Baker, the concept of non-equivalence at word level is more and less as follow: "non-equivalence at word level means that the target language has no direct equivalence for a word which occurs in the source text".

Non-equivalence happens occasionally in translation due to differences between SL and TL. It is quite possible that there is no identical TL version of a SL text which has been translated by various translation competences and even if the outward condition for the translation of the particular text are identical.

One of the cases of non-equivalence in translation happens due to the self-nation concept.

## **2. *ESP in translation***

### **2.1. *Definition of ESP***

ESP is the abbreviation for English for specific purpose. It is defined in the other ways. Some people described ESP as simply being of English for any purpose that could be specified. Others, however, were more precise, describing it as the teaching of English used in academic studies or the teaching of English for vocational or professional purposes.

Tony Dudley-Evans, co-editor of the ESP Journal gives an extended definition of ESP in terms of 'absolute' and 'variable' characteristics (see below).

Definition of ESP (Dudley-Evans, 1997)

#### **2.1.2. *Variable characteristics***

ESP may be related to or designed for specific disciplines.

ESP may use in specific teaching situations, a different methodology from that of General English.

ESP is likely to be designed for adult learners, either at a tertiary level institution or in a professional work situation. It could, however, be for learners at secondary school level.

ESP is generally designed for intermediate or advanced students.

Most ESP courses assume some basic knowledge of the language systems.

### **2.2. *Types of ESP***

David Carter (1983) identifies three types of ESP:

English as a restricted language.

English for Academic and Occupational Purposes.

English with specific topics.

- The language used by air traffic controllers or by waiters are examples of English as a restricted language. Mackay and Mountford (1978) clearly illustrate the difference between restricted language and language with this statement:

“... The language of international air-traffic control could be regarded as 'special', in the sense that the repertoire required by the controller is strictly limited and can be accurately determined situation, as might be the linguistic needs of a dining-room waiter or air-hostess. However, such restricted repertoires are not languages, just as a tourist phrase book is not grammar. Knowing a restricted 'language' would not allow the speaker to communicate effectively in novel situation, or in contexts outside the vocational environment”.

- The second type of ESP identified by Carter (1983) is English for Academic and Occupational Purposes. In the 'Tree of ELT' (Hutchinson & Waters, 1987), ESP is broken down into three branches:

- a) English for Science and Technology (EST)
- b) English for Business and Economics (EBE)
- c) English for Social Studies (ESS)

Each of these subject areas is further divided into two branches:

English for Academic Purposes (EAP)

English for Occupational Purposes (EOP).

An example of EOP for the EST branch is 'English for Technicians' whereas an example of EAP for the EST branch is 'English for Medical Studies'.

- The third and final type of ESP identified by Carter (1983) is English with specific topics. Carter notes that it is only here where emphasis shifts from purpose to topic. This type of ESP is uniquely concerned with anticipated future English needs of, for example, scientists requiring English for postgraduate reading studies, attending conferences or working in foreign institutions.

However, I argue that this is not a separate type of ESP. Rather it is an integral component of ESP courses or programs which focus on situational language. This situational language has been determined based on the interpretation of results from needs analysis of authentic language used in target workplace setting.

### ***3. Terms in English:***

### ***3.1. Definition of a term***

In “Dictionary of Linguistic Terminology” (1997) there are 15 different definitions of terminology. According to Nguyen Van Tu (1960:176): “terminology is a word or combination of words that is used in science, technology, politics, art... and it has specific meaning, denotes precise concepts and names of above- mentioned scientific areas”.

According Russian author in “Russian Encyclopedia” (1976:473-474) “terminology is a word or a combination of words that denotes the concept precisely and its relationship with other concept in specific area. Terminology is a specialized and restricted expression on things, phenomenon, characteristic, and the relationships in specific profession”.

Many Vietnamese linguistics such as Do Huu Chau (1998), Luu Van Lang (1979), also provided definitions of terminology. Do Huu chau claims: “terms are specialist words used within a scientific field, a profession or any technological field”. Yet, the newest and most informative definition was the one by Nguyen Thien Giap (1985:308-309). He claimed that terminology, which is understood as a specific linguistic unit of a language, consist of word and fixed phrase that provides precise definition on objective that belong to a particular scientific area. In “the conference on Building Terminology System” held by the State Community of Science (1969, Ha Noi) general criteria of terminology were discussed the concluded that the following qualities should be in terminology: (1) accurateness, (2) systematize, (3) internationalism.

### ***3.2. The characteristics of terms:***

There is distinction between technical and descriptive terms. The original source language writer may use a descriptive term for a technical object for three reasons:

The objective is new and not yet has a name.

The descriptive term is being used as a familiar alternative, to avoid repetition.



The descriptive term is being used to make a contrast with another one.

Normally, you should translate technical and descriptive terms by their counterparts and, in particular, resist the temptation of translating a descriptive by a technical term for showing off your knowledge, there by sacrificing the linguistic force of the SL descriptive term. However, if the SL descriptive term is being used either because of the SL writer's ignorance or negligence, or because the appropriate technical term does not exist in the SL, and in particular if an object strange to the SL but not to the TL culture is being referred to, then you are justified in translating a descriptive by a technical term.

Terminology makes up perhaps 5-10 % of a text. The rest is "language" usually a natural style of language; and there you normally find an authoritative text aspires to such a style; if it does not, you gently convert it to natural and elegant language-the write will be grateful to you.

### ***3.3. Terms of Logistics:***

According to structure, Logistics Terms consist of following types:

Single terms are those that consist of just one word, example: Export, Customer, Import, etc...

Compound terms are terms consisting of two or more words, most of them are compound nouns

Phrases: Most of them are noun phrases: Commission based agent, Exclusive distributor, Export-import procedures, etc...

Abbreviations: OEM: original equipment manufacturer, VAT: value added tax, GST: goods and service tax, etc...

## **CHAPTER II:**

### **A STUDY ON TRANSLATION OF ENGLISH TERMINOLOGIES RELATED TO LOGISTICS**

#### *1. Overview of Logistics*

##### *1.1 Definition of Logistics*

Logistics is generally the detailed organization and implementation of a complex operation. In a general business sense, logistics is the management of the flow of things between the point of origin and the point of consumption in order to meet requirements of customers or corporations. The resources managed in logistics can include physical items such as food, materials, animals, equipment, and liquids; as well as intangible items, such as time and information. The logistics of physical items usually involves the integration of information flow, materials handling, production, packaging, inventory, transportation, warehousing, and often security.

In military science, logistics is concerned with maintaining army supply lines while disrupting those of the enemy, since an armed force without resources and transportation is defenseless. Military logistics was already practiced in the ancient world and as modern military have a significant need for logistics solutions, advanced implementations have been developed. In military logistics, logistics officers manage how and when to move resources to the places they are needed.

Logistics management is the part of supply chain management that plans, implements, and controls the efficient, effective forward, and reverse flow and storage of goods, services, and related information between the point of origin and the point of consumption in order to meet customer's requirements. The complexity of logistics can be modeled, analyzed, visualized, and optimized by dedicated simulation software. The minimization of the use of resources is a

common motivation in all logistics fields. A professional working in the field of logistics management is called a logistician.

### ***1.2. Some features of Logistics field in Vietnam***

The logistics industry is one of the fastest growing industries in Vietnam and it is estimated to grow at a pace faster than the GDP growth rate. Currently, the logistics service accounts for 15-20% of GDP in Vietnam. However, the underdeveloped logistics infrastructure and – rapidly expanding but currently inadequate - transport infrastructure results in a relative high cost.

Ha Noi (North) and Ho Chi Minh City (South) are current major logistics hubs in Vietnam. There is an outsourcing trend for logistic services in Vietnam and they are classified in two groups:

Basic services including outbound transportation/warehousing and inbound transportation/ warehousing

Specialised services including warehouse management, inventory management, order processing, vendor management, custom information and support, reverse logistics and climate controlled logistics.

## ***2. The popular construction of terms and strategies applied for translating Logistics terms***

### ***2.1. Single terms***

Due to limited time and knowledge, this reseach only focus on some popular single terms, most of them are formed by the help of suffixes.

Noun –forming suffixes: “ance”, “ion”, “er”, “y” ...

English	Vietnamese
Auction: a sale in which things are sold to the person who offers the mostmoney	Đấu giá

Consumption: the amount of something that someone uses, eats, or drinks	Tiêu thụ
Remittance: the act of sending payment to someone	Chuyển tiền
Advance: to pay someone some money before the regular time	Tiền trả trước thời hạn
Customer: a person who buys goods or a service	Khách hàng
Supplier: a company that sells something	Nhà cung cấp
Delivery: the act of taking goods, letters, parcels, etc. to people's houses or places of work	Giao hàng

## ***2.2. Compound terms***

In Logistics as well as many other fields, most of terms are compound terms which are formed by joining two or more words together. Most of them are compound nouns, compound adjectives.

Noun + Noun:

English	Vietnamese
Customer Service: customer services the part of an organization that answers customers' questions, exchanges goods that are not satisfactory, etc.	Nhân viên hỗ trợ, dịch vụ khách hàng
Customs declaration: an official document that lists and gives details of goods that are being imported or exported	Khai báo hải quan
Customs broker: a person or company that is paid to make sure that all necessary taxes are paid and rules are followed so that goods can be imported into a country	Đại lý hải quan
Processing zone: An area where the series of actions that are taken to change raw materials during the production of goods	Khu chế xuất
Freight forwarder: a company that arranges for goods to be transported, especially to another country	Hãng giao nhận vận tải
Air freight: Fee of goods that are carried by plane, or the system of carrying goods by plane	Cước hàng không
Ocean Freight: Fee of goods that are carried by ship	Cước biển
Documentations fee: fee of proof (bill of lading)	Phí làm chứng từ (vận đơn)
Transit time: the movement of goods or people from one place to another	Thời gian trung chuyển
Departure date: the act of leaving a place, job, etc., or an occasion when this happens	Ngày khởi hành

Verb + Noun:

Clean on board: loaded on the ship perfectly	Đã bốc hàng lên tàu hoàn hảo
Exchange rate: the rate at which the money of one country can be changed for the money of another country	Tỷ giá đổi tiền
Typing errors: typing mistake	Lỗi đánh máy
Export procedures: a set of actions that is the official or accepted way of doing something send goods to another country for sale	Thủ tục xuất khẩu
Import procedures: a set of actions that is the official or accepted way of doing something to buy or bring in products from another country	Thủ tục nhập khẩu
Back date Bill of Lading: Bill of lading is dated	Vận đơn kí lùi ngày
Open-top container: An open-top container does not have a roof, or has a roof that you can fold back	Container mở nóc
Cut-off time: The deadline for the exporter to complete the clearance of goods, liquidate the container to port loading and unloading goods on board	Giờ cắt máng

Adverb/Adjective + Noun:

Bonded warehouse: a place where goods are kept before tax is paid on them	Kho ngoại quan
National single window: allow customs declarants to send electronic information and vouchers for the customs procedures and procedures of state management agencies in charge of import and export goods. via an integrated information system	hệ thống một cửa quốc gia
Full truck load: Regular goods (shipper book ship by themselves)	hàng thường (shipper tự book tàu)
Estimated time of arrival: Schedule of the ship arrive	thời gian dự kiến tàu đến
Unclean Bill of Lading: The bill of lading is not correct	vận đơn không hoàn hảo
Clean bill of lading: The bill of lading is correct	vận đơn hoàn hảo
Agency Agreement: an agreement between the parties whereby one party (agent) is authorized by the other party (the principal) to perform one or more transactions on behalf of the principal. As authorized and for the benefit of the other party to receive a sum of money agreed upon by the parties in respect of the amount and term of payment.	Hợp đồng đại lý
Dangerous goods: Solids, liquids, gases that can harm people, other living organisms, property, or the environment	hàng hoá nguy hiểm
General cargo: Goods that must be loaded individually, and not in intermodal containers nor in bulk as with oil or grain	hàng bách hóa
Indicative seal: Highly effective way to secure shipment, equipment, etc.	Dấu phong
Free dispatch: If loading/discharging achieved sooner than agreed, there will be no freight money returned.	Miễn thưởng bốc/dỡ nhanh
Gearless ship: A carrier that needs assistant from equipment installed at port	Tàu không có trang bị bốc/dỡ hàng
Autonomous port: A state-owned enterprise	Một loại cảng được quản lý bởi chính quyền sở tại

### 2.3. Phrases

Protest for Non-payment: Appeal does not pay	Kháng nghị không trả tiền
The balance payment: the amount left after ordering	Số tiền còn lại sau cọc
International ship and port security charges: Additional security charge for ships and international ports	Phụ phí an ninh cho tàu và cảng quốc tế
Change of Destination: Additional fee to change destination	Phụ phí thay đổi nơi đến
Cash against documents: Cash exchanges documents	Tiền mặt đổi lấy chứng từ
Weather working day: Nice weather to work	Ngày làm việc thời tiết tốt
Shipped in apparent good order: The ship was loaded on the ship looking good in good condition	Hàng đã bốc lên tàu nhìn bề ngoài ở trong điều kiện tốt
Peak Season Surcharge: Additional revenue peak season	Phụ phí mùa cao điểm

### 2.4. Abbreviations

An abbreviation is a shortened form of a word or phrase. Usually, but not always, it consists of a letter or group of letters taken from the word or phrase. Abbreviations of this field are also classified into the most common types: acronyms. With an acronym, translators can make terms to be shortened to avoid the redundancy while the readers still get them.

DDU	Delivered Duty Unpaid	Giao hàng chưa nộp thuế
THC	Terminal handling charge	phí làm hàng tại cảng
VAT	value added tax	thuế giá trị gia tăng
GST	goods and service tax	thuế giá trị gia tăng (bên nước ngoài)
WCO	World Customs	Hội đồng hải quan thế



	Organization	giới
GSP	Generalized System preferred	Hệ thống thuế quan ưu đãi phổ cập
GSTP	Global system of Trade preferences	hệ thống ưu đãi thuế quan toàn cầu
NVOCC	Non vessel operating common carrier	nhà cung cấp dịch vụ vận tải không tàu
CFS	Container freight station	kho khai thác hàng lẻ
CFR	Cost and Freight	Tiền hàng và cước phí
CIF	Cost, Insurance and Freight	Tiền hàng, bảo hiểm và cước phí
CPT	Carriage Paid To	Cước phí trả tới
CIP	Carriage & Insurance Paid To	Cước phí, bảo hiểm trả tới
DAT	Delivered At Terminal	Giao hàng tại bến
DDP	Delivered duty paid	Giao hàng đã thông quan Nhập khẩu
IATA	International Air Transport Association	Hiệp hội Vận tải Hàng Không Quốc tế
DC	dried container	container hàng khô
BAF	Bunker Adjustment Factor	Phụ phí biến động giá nhiên liệu
CAF	Currency Adjustment Factor	Phụ phí biến động tỷ giá ngoại tệ
EBS	Emergency Bunker Surcharge	phụ phí xăng dầu (cho tuyến Châu Á)
GRI	General Rate Increase	phụ phí cước vận chuyển (xảy ra vào mùa cao điểm)
PCS	Port Congestion Surcharge	phụ phí tắc nghẽn cảng
SCS	Suez Canal Surcharge	Phụ phí qua kênh đào Suez

COD	Change of Destination	Phụ phí thay đổi nơi đến
WRS	War Risk Surcharge	Phụ phí chiến tranh
FSC	Fuel Surcharges	phụ phí nguyên liệu
SSC	Security Surcharges	phụ phí an ninh (hàng air)
CAD	Cash against documents	tiền mặt đổi lấy chứng từ
D/P	Documents against payment	nhờ thu trả ngay
D/A	Documents against acceptance	nhờ thu trả chậm
UCP	The uniform Customs and Practice for Documentary credit	các quy tắc thực hành thống nhất về tín dụng chứng từ
ISPB	International Standard banking practice for the examination of documents under documentary credits	tập quán ngân hàng tiêu chuẩn quốc tế về kiểm tra chứng từ theo thư tín dụng
RFQ	request for quotation	yêu cầu hỏi giá/đơn hỏi hàng
NCND	Non-circumvention, non-disclosure	thỏa thuận không gian lận, không tiết lộ thông tin
MOQ	Minimum order quantity	số lượng đặt hàng tối thiểu
QA	Quality assurance	bộ phận quản lý chất lượng
QC	Quality Control	bộ phận quản lý chất lượng
MSDS	Material safety data sheet	bản khai báo an toàn hóa chất
ROROC	Report on receipt of	biên bản kết toán nhận

	cargo	hàng với tàu
SOF	Statement of fact	biên bản làm hàng
CSC	Certificate of shortlanded cargo	Giấy chứng nhận hàng thiếu
COR	Cargo Outturn Report	Biên bản hàng đồ vỡ hư hỏng

It should be noted that the set of terms on Logistics in this Graduation Paper are collected on Internet and some dictionaries.

### ***3. Popular strategies and procedures applied in the translation of some common Logistics terms into Vietnamese***

#### ***3.1. Procedures applied in the Equivalence Translation***

##### ***3.1.1. Literal Translation***

This is a strategy which links meaning of the words used in the terms without any changes which is often known as word-for-word translation as following example:

<b>ENGLISH</b>	<b>VIETNAMESE</b>
Export license	giấy phép xuất khẩu

In the above example, we see that the terms “Export license” is translated as “giấy phép xuất khẩu”. Firstly, when we do not mention the translated terminology in Vietnamese, we pay attention to the words which create the terms in source language, the terms include two words that are “Export” and “license”. When translating into Vietnamese, the word “Export” means “xuất khẩu” and the word “license” means “giấy phép”. It is easy for us to realize that the English terminology when being translated into Vietnamese, it keeps the two word’s meanings. On the other hand, the target language links the meaning of two words.

The following table is an illustration for using this strategy:

<b>ENGLISH</b>	<b>VIETNAMESE</b>
import license	giấy phép nhập khẩu

Shipping Lines	hãng tàu
Flight No	số chuyến bay
Ocean Freight	cước biển
Delivery order	lệnh giao hàng

### 3.1.2 *Shift or transposition translation*

This strategy makes grammatical changes when translating from SL into TL. It is known as a quite popular strategy in translation of compound terminologies. This strategy includes two types. One type is “automatic translation” which mainly applied in translation of compound terminologies in the form of simple and unmarked nominal group as the following example:

ENGLISH	VIETNAMESE
<u>Registration form</u>	<u>Mẫu phiếu đăng ký</u>
N      N	N      V

From the above the illustration, the readers can be easy to realize that the English terminologies is a compound which is created by one “noun”- “registration” and one “noun” - “form”. But it automatically changes the grammar when translating, the noun “sự đăng ký” is replaced by one verb “đăng ký” in Vietnamese terms and the lexical meaning and linguistic meaning is not different in both the SL and the TL.

The second case of transposition usually includes grammatical change but adds or plus as words comparing with the SL. This type is applied when translating compound terminologies which not have the direct Vietnamese equivalence in the lexical units of the English terminologies. They are often equivalent to a clause in Vietnamese.

ENGLISH	VIETNAMESE
Bonded warehouse	Kho ngoại quan

The compound terms “Bonded warehouse” comprises two main components, one “adj” – “Bonded” and one “noun” – “warehouse”. When translating into Vietnamese, the adj “Bonded” changes form into the verb “ngoại quan”. However, to make it more clearly, the translator finds the lexical equivalent for the lexical items of the compound when explaining it into Vietnamese. And it is translated as “Kho ngoại quan”.

This is a strategy which is mainly used in translation of terminologies. The following table is a list of terminologies belonging this strategy.

ENGLISH	VIETNAMESE
Dangerous goods	Hàng hoá nguy hiểm
Indicative seal	Dấu phong
General cargo	Hàng bách hóa

### ***3.2. Popular strategies and procedures applied in Non-equivalence***

To deal with non-equivalence in translation, there are many measures which raised and applied such as: translation by illustration, translation by Cultural Substitution, translation by More Neutral and Less Expressive Word, translation by omission (is known as reduction translation), ect.... The following procedures are mainly applied in Logistics sector.

#### ***3.2.1. Translation by paraphrasing unrelated words***

If the concept expressed by the source item is not lexicalized at all in the target language, the paraphrase can be used in some contexts. Instead of related word, the paraphrase may be based on modifying a subordinate or simply unpacking the meaning of source item, particularly if the item in the questions is semantically complex. For following example:

ENGLISH	VIETNAMESE
Trucking	phí vận tải nội địa

In the above example, “Trucking” is normally translated as “sự vận chuyển bằng xe tải, ô tô”. However, when the word “Trucking” converted into specialist terms Logistics sector, its meaning is “phí vận tải nội địa”

This state indicates that the terminology “Trucking” when translating into Vietnamese, in Logistics sector, as “phí vận tải nội địa”, is a big change when translating from English into Vietnamese. When a word is used in special context, its meaning will be different from in normal conversation.

Some of logistics terminologies are translated between two languages, English and Vietnamese by using this strategy. The following is the list of Logistics terminologies which applied this strategy to translate:

ENGLISH	VIETNAMESE
Roll	nhỡ tàu
Volume	số lượng hàng book

### ***3.2.2. Translation by paraphrasing related words***

This strategy is often used to lexicalize a concept in the source language but in a different form. It can be used in translation when English terminology or the concept exist in Vietnamese.

As a below example:

ENGLISH	VIETNAMESE
Non-negotiable	không chuyển nhượng được

From the above example, we will see that “non” is prefix of the terminology. It is an example of logistics terminology which uses affix. The word can be added a prefix or a suffix with that word to boost its meaning. With various prefixes and suffixes, it can create different in the TG. Especially, in logistics sector, the addition of suffixes into the terminology can bring back

different meaning when translating. However, there are no direct equivalence in the TL, they often convey propositional and other types of meaning. That is the reason why, the translators should pay attention more to the meaning of affixes. Moreover, there are many prefixes and suffixes which hold the same meaning as suffixes “- er. – or, -ee”, prefixes “il-, non-, un-,”, as the following example:

ENGLISH	VIETNAMESE
Non-circumvention	Thỏa thuận không gian lận
Customer Service	Nhân viên hỗ trợ, dịch vụ khách hàng

In conclusion, translation by paraphrase using related word is the method applying the contribution the word’s meaning which conveyed be the SL. The terminology can be more different meaning by the ways of adding suffix.

### 3.2.3. Translation by addition

Addition is the translation in which additional information is supplied in the TL with the purpose of helping readers to understand and hold its meaning exactly.

As following table:

ENGLISH	VIETNAMESE
Documentation staff	Nhân viên chứng từ

Normally, it will be understood as “Nhân viên chứng từ”. If it is translated like this, it will be difficult for readers to understand. The readers do not know that the staff prepare documentation of import and export (completed). Contact with foreign customers, agencies, shipping lines, by email, telephone, fax ... Report to the head of Documentation staff department, coordinate the goods. Therefore, it should be translated as “Nhân viên chứng từ” when transferring meaning from the SL into the TL to help reader understand clearly.

The following table is the list of logistics terminologies which applied this strategy in translation:

<b>ENGLISH</b>	<b>VIETNAMESE</b>
Quality assurance	Bộ phận quản lý chất lượng
Purchase contract	Hợp đồng mua hàng
Delivery time	Thời gian giao hàng

#### ***3.2.4. Translation by using loan words***

This is a quite common strategy nowadays. This strategy is used the loan terminologies written and read in Vietnamese way because it solves for finding the word in the TL to replace the English terminologies when translating accurately and helps readers be easier when reading and memorizing the terminologies as “marketing: ma két ting, taxi: tácxì, container: công ten nơ, ...

Using borrowed words is the effective way to fill languages gaps in meaning while simultaneously contributing to better communication of human language. This strategy is particularly common in dealing with culture-specific items and foreign concepts.



## **CHAPTER III: FINDING AND DISCUSSION**

### ***1. Main finding***

Translation is process which required researchers not only study hard but also try their best to improve knowledge in every sector in daily life. Especially, translation of specialist field like Logistics are more difficult and complicated.

By choosing and analyzing the translation methods to deal with non-equivalence and equivalence translation, the translator can use it as their reference and apply for their works.

The following are some problems:

Firstly, we should pay attention in translation by using loan word, which is used when translating the abbreviations because it is the most frequently used translation method in this field. This strategy is used the loan terminologies written and read in Vietnam way because it solves for finding the word in the target language to replace the English terminologies when translating accurately and helps readers be easier when reading and memorizing the terminologies.

Secondly, it even becomes more difficult because logistics is a very large area. It has giant content, carries different meanings. So that, translator may have problems when choosing the suitable and exact information to supply for readers.

Finally, another difficulty is the lack of knowledge about mother tongue language or lack of experience about translation. This is very critical background for translating effectively but it seems to be that nobody focuses on improving their mother tongue language knowledge or learning experience about translation. It explains why most of translators find it easier for them to translate from English to Vietnamese smoothly because they can not find a suitable word in mother tongue language to apply in their translation document despite of their understanding that document very well.

### ***2. Suggestions for translation of Logistics terms***

To solve the difficulties, translator should perform by some following steps:

First, we should spend time improving translator's shallow knowledge in terms of Logistics. We can read Vietnamese books, newspapers, other documents related to Logistics.

The second, we also spend more time visiting accounting websites and collect information about its. Because internet is a useful source for studying, it is possible to find out necessary reference documents. Although internet plays an important role in our work, it can provide some unbelievable information, we had better try to choose and select document for studying.

The third, we should learn from our colleagues and partners. They are people who help us in our work. Experience will be passed to another.

## **PART THREE: CONCLUSION**

### *Summary of the study*

At last, my research paper has been completed.

After consulting and collecting from either English or Vietnamese, I have designed the paper into three parts:

*Part I* is an Introduction: the reason, aims, scope, methods and design of the study are present.

*Part II* is local point with three chapters. Chapter I is theoretical background providing the readers general view of translation, and some knowledge about ESP for each student know deeper terms. In chapter II, the readers can know a lot of Logistics terms and some techniques applied in translation are effective to translate terms in logistics field. To classify the terms, follow to each of technique of translation is caused difficulties to me. But this thing really helped me know more about structure of word and techniques of them.

*Part III* is Finding and Discussion, the writer found some difficulties which translator usually mention in the translation process. Therefore, the writer gave some effective suggestions to overcome these problems. And Part III is Conclusion to summarize the study.

Due to limitation of time and comprehensive knowledge of mine in this field, there are certainly weaknesses in this research paper. Hope that all the weaknesses would receive thoughtful consideration and generous view.

Finally, I would like to express my deepest gratitude to my supervisor, Ms. Vu Thi Thu Trang as well as all of my teachers in Foreign Language Department for their guidance and comments.

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## APPENDIX 1 (Vocabulary)

English	Vietnamese
Advance	Tiền trả trước thời hạn
Agency agreement	Hợp đồng đại lý
Air freight	Cước hàng không
Auction	Đấu giá
Autonomous port	Một loại cảng được quản lý bởi chính quyền sở tại
Back date bill of lading	Vận đơn kí lùi ngày
Bonded warehouse	Kho ngoại quan
Bunker adjustment factor	Phụ phí biến động giá nhiên liệu
Cargo outturn report	Biên bản hàng dỡ vỡ hư hỏng
Carriage & insurance paid to	Cước phí, bảo hiểm trả tới
Carriage paid to	Cước phí trả tới
Cash against documents	Tiền mặt đổi lấy chứng từ
Cash against documents	Tiền mặt đổi lấy chứng từ
Certificate of shortlanded cargo	Giấy chứng nhận hàng thiếu
Change of destination	Phụ phí thay đổi nơi đến
Change of destination	Phụ phí thay đổi nơi đến
Clean bill of lading	Vận đơn hoàn hảo
Clean on board	Đã bốc hàng lên tàu hoàn hảo
Consumption	Tiêu thụ
Container freight station	Kho khai thác hàng lẻ
Cost and freight	Tiền hàng và cước phí
Cost, insurance and freight	Tiền hàng, bảo hiểm và cước phí

Currency adjustment factor	Phụ phí biến động tỷ giá ngoại tệ
Customer	Khách hàng
Customer service	Nhân viên hỗ trợ, dịch vụ khách hàng
Customs broker	Đại lý hải quan
Customs declaration	Khai báo hải quan
Cut-off time	Giờ cắt máng
Dangerous goods	Hàng hoá nguy hiểm
Delivered at terminal	Giao hàng tại bến
Delivered duty paid	Giao hàng đã thông quan nhập khẩu
Delivered duty unpaid	Giao hàng chưa nộp thuế
Departure date	Ngày khởi hành
Documentations fee	Phí làm chứng từ (vận đơn)
Documents against acceptance	Nhờ thu trả chậm
Documents against payment	Nhờ thu trả ngay
Dried container	Container hàng khô
Emergency bunker surcharge	Phụ phí xăng dầu (cho tuyến châu á)
Estimated time of arrival	Thời gian dự kiến tàu đến
Exchange rate	Tỷ giá đổi tiền
Export procedures	Thủ tục xuất khẩu
Free despatch	Miễn thưởng bốc/dỡ nhanh
Freight forwarder	Hãng giao nhận vận tải
Fuel surcharges	Phụ phí nguyên liệu
Full truck load	Hàng thường (shipper tự book tàu)
Gearless ship	Tàu không có trang bị bốc/dỡ hàng

General cargo	Hàng bách hóa
General rate increase	Phụ phí cước vận chuyển (xảy ra vào mùa cao điểm)
Generalized system preferred	Hệ thống thuế quan ưu đãi phổ cập
Global system of trade preferences	Hệ thống ưu đãi thuế quan toàn cầu
Goods and service tax	Thuế giá trị gia tăng (bên nước ngoài)
Import procedures	Thủ tục nhập khẩu
Indicative seal	Dấu phong
International air transport association	Hiệp hội vận tải hàng không quốc tế
International ship and port security charges	Phụ phí an ninh cho tàu và cảng quốc tế
International standard banking practice for the examination of documents under documentary credits	Tập quán ngân hàng tiêu chuẩn quốc tế về kiểm tra chứng từ theo thư tín dụng
Material safety data sheet	Bản khai báo an toàn hóa chất
Minimum order quantity	Số lượng đặt hàng tối thiểu
National single window	Hệ thống một cửa quốc gia
Non vessel operating common carrier	Nhà cung cấp dịch vụ vận tải không tàu
Non-circumvention, non-disclosure	Thỏa thuận không gian lận, không tiết lộ thông tin
Ocean freight	Cước biển
Open-top container	Container mở nóc
Peak season surcharge	Phụ phí mùa cao điểm
Port congestion surcharge	Phụ phí tắc nghẽn cảng
Processing zone	Khu chế xuất
Protest for non-payment	Kháng nghị không trả tiền

Quality assurance	Bộ phận quản lý chất lượng
Quality control	Bộ phận quản lý chất lượng
Remittance	Chuyển tiền
Report on receipt of cargo	Biên bản kết toán nhận hàng với tàu
Request for quotation	Yêu cầu hỏi giá/đơn hỏi hàng
Security surcharges	Phụ phí an ninh (hàng air)
Shipped in apparent good order	Hàng đã bốc lên tàu nhìn bề ngoài ở trong điều kiện tốt
Statement of fact	Biên bản làm hàng
Suez canal surcharge	Phụ phí qua kênh đào suez
Supplier	Nhà cung cấp
Terminal handling charge	Phí làm hàng tại cảng
The balance payment	Số tiền còn lại sau cọc
The uniform customs and practice for documentary credit	Các quy tắc thực hành thống nhất về tín dụng chứng từ
Transit time	Thời gian trung chuyển
Typing errors	Lỗi đánh máy
Unclean bill of lading	Vận đơn không hoàn hảo
Value added tax	Thuế giá trị gia tăng
War risk surcharge	Phụ phí chiến tranh
Weather working day	Ngày làm việc thời tiết tốt
World customs organization	Hội đồng hải quan thế giới



## Appendix 2(Exercise)

1. Logistics means that you manage the procurement and movement of goods and the .....of inventory.
2. It means the ..... of the goods the customer needs at the right time, in the right place, and of the right quantity.
3. My definition of logistics is this: it's to plan, organize, and manage operations that..... Services and goods.
4. Logistics - that's the purchasing, maintenance,.....and replacement of material and staff
5. Logistics is the planning and ..... of operations such as warehousing, inventory, transport, procurement, supply, and .....

Key:

1 storage

2 delivery

3 provide

4 distribution

5 support, maintenance

### **APPENDIX 3 (Translation sample)**

Source language:

Freight transport logistics in Europe- the key to sustainable mobility

Europe's transport policy has been characterised by liberalisation and harmonisation over the years. This has slowly shaped the transport system into what it is today. Globalisation and the concept of wider Europe create further challenges. The fast growth of freight transport – driven to a large extent by economic decisions – contributes to growth and employment but also causes congestion, accidents, noise, pollution, increased reliance on imported fossil fuels, and energy loss. Infrastructure resources are limited and any disruption in the supply chain (i.e. energy) has necessarily a negative impact on the EU economy. Without adequate measures, the situation will continue worsening and increasingly undermine Europe's competitiveness and the environment that we all live in. To overcome such problems, Europe's transport system needs to be optimised by means of advanced logistics solutions. Logistics can increase the efficiency of individual modes of transport and their combinations. As a result, fewer units of transport, such as vehicles, wagons and vessels should carry more freight. Impact on the environment will decrease accordingly. Rail and inland waterways need to be modernised. Air freight should be more closely integrated in the system. The positive development of short sea shipping should be accelerated. Deep-sea shipping and its hinterland connections need to be enhanced. Shifts to more environmentally friendly modes must be achieved where appropriate, especially on long distance, in urban areas and on congested corridors. At the same time each transport mode must be optimised. All modes must become more environmentally friendly, safer and more energy efficient. Finally, co-modality, i.e. the efficient use of different modes on their own and in combinations, will result in an optimal and sustainable utilisation of resources.

Target language:

Vận tải hàng hóa ở châu Âu - chìa khóa của di chuyển bền vững

Chính sách vận chuyển của Châu Âu đã được đặc trưng bởi tự do và hài hòa trong những năm qua. Điều này đã dần định hình hệ thống giao thông thành ngày nay. Khái niệm về châu Âu rộng lớn và toàn cầu hóa ngày càng lớn hơn đã tạo ra những thách thức hơn nữa. Sự tăng trưởng nhanh chóng của vận tải hàng

hóa đã thúc đẩy lớn các quyết định kinh tế - góp phần tăng trưởng và việc làm và cũng gây ra tắc nghẽn, Tai nạn, tiếng ồn, ô nhiễm, tăng nhập khẩu nhiên liệu hóa thạch và tiêu hao năng lượng. Tài nguyên cơ sở hạ tầng bị hạn chế và bất kỳ sự gián đoạn nào trong chuỗi cung ứng (tức là năng lượng) đều có tác động tiêu cực đến nền kinh tế Châu Âu. Nếu không có biện pháp thích hợp, tình hình sẽ tiếp tục xấu đi và ngày càng làm suy yếu khả năng cạnh tranh của Châu Âu và môi trường chúng ta đang sống. Để khắc phục những vấn đề như vậy, hệ thống vận tải của Châu Âu cần được tối ưu hóa bằng các giải pháp tích cực. Logistics có thể tăng hiệu quả của các phương thức vận tải riêng lẻ. Do đó, ít đơn vị vận tải hơn, chẳng hạn như phương tiện, toa xe và tàu thuyền nên vận chuyển nhiều hàng hóa hơn. Tác động đến môi trường sẽ giảm theo. Đường sắt và đường thủy nội địa cần được hiện đại hóa. Vận tải hàng nên được tích hợp chặt chẽ hơn trong hệ thống. Sự phát triển tích cực của vận tải biển ngắn nên được đẩy nhanh. Vận tải biển sâu và các kết nối nội địa của nó cần phải được tăng cường. Phải chuyển sang các chế độ thân thiện với môi trường hơn, đặc biệt là trên chặng đường dài, trong khu vực đô thị và trên các hành lang đang tắc nghẽn. Đồng thời mỗi chế độ vận chuyển phải được tối ưu hóa. Tất cả các chế độ phải trở nên thân thiện với môi trường hơn, an toàn hơn và tiết kiệm năng lượng hơn. Cuối cùng, đồng phương thức, tức là việc sử dụng hiệu quả các chế độ khác nhau theo cách riêng, sẽ dẫn đến việc sử dụng tài nguyên tối ưu và bền vững.