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Standard numerical coding of unit loads and transport packaging

Codification numérique unifiée des unités de chargement et des emballages de transport
Einheitliche numerische Codierung der Ladeeinheiten und Transportverpackungen



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Contents

Summary	1
1 - General.....	2
1.1 - International context	2
1.2 - Terms and definitions	2
2 - Purpose of this coding system.....	3
3 - Basis of coding system.....	4
4 - Code structure.....	5
5 - Differences by comparison with <i>ECE Recommendation 21</i>	7
6 - Application of the coding system.....	8
7 - Management of the coding.....	9
Appendix A - Coding table of unit loads and transport packaging.....	10
Appendix B - Unit loads: one-digit code, descriptions with pictograms.....	11
Appendix C - Type of transport packaging	13
Appendix D - Packaging type, name and codes	21
Bibliography	23

Summary

This leaflet defines the codification to indicate the standard numerical coding of unit loads and transport packaging.

This coding system is based on *ECE Recommendation 21* of March 1986 and should be used by all participants in international trade.

1 - General

1.1 - International context

In international trade, movement of goods across frontiers requires broad harmonisation of procedures and expressions used to describe, identify, contain and protect goods conveyed.

Automation of transport procedures has further increased the need for harmonisation.

This leaflet fulfils this purpose by providing an adaptation of new international multi-user standards¹ (see Bibliography - page 23), which are by definition of a very general nature, to specifically railway requirements, while observing the principles laid down.

The standard numerical coding system described in this leaflet shall be compulsory for use in automatic interchange of data concerning transport packaging and unit loads.

1.2 - Terms and definitions

- The term "transport packaging" is used to denote packaging used for carriage, handling and storage. The provisions of this leaflet do not apply to consumer packaging insofar as it is not used as a covering for goods during transport and is generally not suited for carriage, handling and storage without additional packaging.
- Subjective characteristics of goods conveyed, e.g. fragility, temperature sensitivity, etc. are not taken into account in this context.
- This coding system is not designed to provide details concerning the components or size of packaging. These are aspects related mainly to manufacturing technology and consumer requirements.

1. ECE/Trade/158 Recommendation 21 (Geneva, March 1986)

2 - Purpose of this coding system

- The purpose of this coding system is to provide a simple dedicated numerical code to identify the various unit loads and packaging types most commonly used when freight is tendered for carriage.
- In addition to the main objective mentioned under point 1.1 - page 2, this coding system will also:
 - simplify planning of vehicle loading operations, storage and supervision for freight transport handlers,
 - provide a basis for compilation of statistics and for economic studies in order to urge packaging manufacturers to adapt packaging to transport conditions and thereby contribute to damage control.

3 - Basis of coding system

3.1 - The coding system shall be used exclusively to prepare and carry out transport operations and for associated settlements.

3.2 - The coding system is based on *ECE Recommendation 21* and should be used by all participants in international trade insofar as possible. It is intended as a framework for a standard code to be used by all carriers, forwarding agents and customers.

3.3 - The coding system identifies:

Unit loads

A unit load consists of individual goods (with or without packaging) which are generally of the same type and are grouped for the purpose of transport, and especially for handling as well as to provide additional protection. A unit load is not recognised as packaging in the usual commercial sense.

Transport packaging

Transport packaging is used to cover goods or a group of goods temporarily during handling, transport and storage to protect them from external elements and to simplify these handling, transport and storage operations.

In practice, packaging is the visible outer covering of goods tendered for carriage.

Transport packaging materials

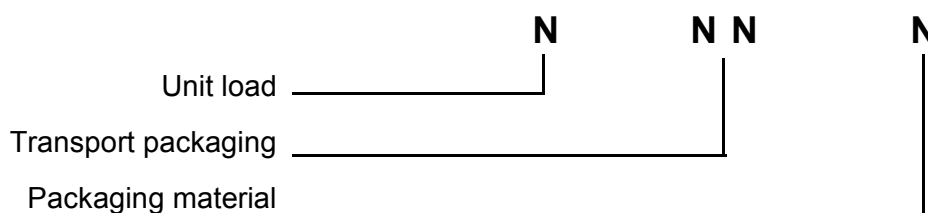
These are most commonly used materials which can provide information on packaging solidity and strength particularly for purposes of transport and handling.

3.4 - The coding system must include the concept of "no packaging" (or unpacked) in order to meet the objective mentioned under point **2 - page 3**.

4 - Code structure

4.1 - The code system for unit loads and transport packaging denotes successively the three concepts specified under point **3.3 - page 4**. It is sub-divided into three separate parts:

- the first digit on the left denotes the unit load,
- the second and third digits denote the transport packaging although only the second digit describes the packaging type,
- the last digit denotes the packaging material.



The first, second and fourth digits of the code are identical to those in *ECE Recommendation 21* with the exception of a few minor differences described in point **5 - page 7**, of this leaflet.

The third digit is optional in the *ECE Recommendation 21* and has been added to provide a more detailed description of transport packaging for railway requirements (see point **5.2 - page 7**).

4.2 - In the transport packaging code (2nd and 3rd digit), each of the tens positions describes the type of packaging according to shape:

00	to	09	no packaging - bulk
10	to	19	no packaging-loose
20	to	29	rigid case-type packaging (parallelepiped)
30	to	39	rigid cylindrical packaging
40	to	49	rigid spherical or convex packaging
50	to	59	rigid packaging, other shapes (other than codes 20 to 49)
60	to	69	flexible bag-type packaging
70	to	79	not allocated
80	to	89	reserved
90	to	99	other packaging or special packaging

The units position describes transport packaging within each packaging type.

4.3 - The coding system is given in table form described in Appendix **A - page 10**.

4.4 - For the convenience of users, in Appendices **B**, **C** and **D** information is given, containing:

- a list of unit loads, definitions and pictograms (see Appendix B - page 11),
- transport packaging codes, detailed descriptions and pictograms (see Appendix C - page 13),
- an alphabetical list of all transport packaging and the packaging types under which they are classified in the coding system (see Appendix D - page 21). It explains with concrete examples how the table described in Appendix A has to be used.