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Standard numerical coding of additional charges, customs duties and other charges

*Codification numérique unifiée des frais accessoires, droits de douane et autres frais
Einheitliche numerische Codierung der Nebengebühren, Zollgebühren und sonstigen Gebühren*



UNION INTERNATIONALE DES CHEMINS DE FER
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Summary

The increasing tendency within RUs to use electronic management systems for charging for complete wagon-load consignments is making it necessary to provide for the integration of additional charges, customs duties and other charges in data processing operations. This integration can not be contemplated without precise definitions being given for the application of the charges and without a corresponding numerical coding system.

1 - Introduction

The increasing tendency within RUs (see List of abbreviations - page 20) to use electronic management systems for charging for complete wagon-load consignments is making it necessary to provide for the integration of additional charges, customs duties and other charges in data processing operations. This integration can not be contemplated without precise definitions being given for the application of the charges and without a corresponding numerical coding system.

The reasons for such coding are legion and include:

- the need for standard codes compatible with the international coding systems in force, so as to permit the exchange of information between RUs by means of electronic messages;
- the fact that railway clients prefer to use a single list of internationally valid codes, by means of which they are able to identify clearly additional charges;
- the fact that it is in the interests of the RUs to simplify the work involved in the forwarding of consignments, charging, accounting and statistics.

The standard numerical coding of additional charges, customs duties and other charges - which is a result of the joint efforts of the UIC and the International Rail Transport Committee (CIT - see List of abbreviations - page 20) - takes account of the special requirements of the OSJD (see List of abbreviations - page 20) and is intended to enable users' requirements to be satisfied concerning:

- the identification of the charges applied for each consignment and their accurate description in a simple form readily comprehensible to the customer, station staff and data processing departments;
- specification of the amounts invoiced.

It may also be stated that such a coding procedure for the automated management of freight traffic is essential in order to facilitate the preparation of certain orders to be carried out, the allocation of revenue according to the nature of the charge, compensation between RUs and the preparation of statistics, etc.

2 - Coding of additional charges

In the beginning, the RUs had recognised the need to identify the additional charges accepted by the consignor only with a two digit code.

In 1997 the UIC had decided to adopt the *Recommendation UNECE N° 23* (see Bibliography - page 21) according to following rules:

- on behalf of data exchange on paper, only the designation according to the *Recommendation UNECE N° 23* is to be applied, while the numerical coding with two digits is to be maintained;
- in EDI procedures (see List of abbreviations - page 20), the *Recommendation UNECE N° 23* is to be used entirely by the RUs (the designation as well as the six digits numerical code).

3 - International movement of freight

In 1990 it was decided by the UN/CEFACT (see [List of abbreviations - page 20](#)) to adopt *Recommendation No. 23* concerning "the harmonisation of the description of freight costs and other charges" which includes a coding system known as the "Freight Costs and Charges Code (FCC - see [List of abbreviations - page 20](#))".

This Recommendation provides for a designation system to be used for formulating harmonised descriptions of freight costs and other charges associated with the international movement of goods. It also defines a code by means of which these descriptions can be made unambiguous.

It recommends:

1. that the system for the designation of freight costs and other charges should be accepted and used by international and national organisations, transport companies and their customers and any other parties affected, and that the national trade facilitation bodies should urge its acceptance and adoption;
2. also that the coding system referred to as the "Freight Costs and Charges Code (FCC)" should be used wherever it is necessary to encode the plain language designation of the freight costs and other charges."

This recommendation should be applied wherever cost elements have to be formulated in plain language or in coded form when exchanging trade data, either on paper or by electronic means.

This system makes it possible to designate freight costs and other charges at three levels:

1. First level: main category of costs;
2. Second level: general description within a cost category;
3. Third level: detailed description.

First and second-level descriptions can be used regardless of the form of transport or of the handling site.

Level 1 descriptions are intended for use by those parties requiring very general information about freight costs and other charges.

Level 2 descriptions are provided to meet the needs of the majority of transport service purchasers requiring a reliable set of commonly applied and sufficiently detailed freight costs and other charges.

Level 3 descriptions are intended for use by those parties requiring highly detailed information about freight costs and other charges.

The plain language designations of level 1 and level 2 freight costs and other charges have been harmonised among all international transport users.

In most cases the detailed descriptions vary from one form of transport or one handling site to another. Wherever a number of different detailed descriptions are used in different forms of transport or in different handling sites for a single concept, a harmonised common designation has been adopted. This designation should preferably be used in the exchange of trade data.

If, however, for practical reasons it would seem preferable to make use of a plain language description specific to a particular form of transport or a particular handling site, this may be done. In order to distinguish this specific description from the common designation it may be given an indicator specifying the form of transport or type of handling site in question.

Below is a list of the indicators adopted for each particular form of transport or type of handling site:

- 10 Maritime transport
- 11 Maritime transport: deep sea
- 12 Maritime transport: feeder services
- 13 Maritime transport: roll-on/roll-off services
- 14 Maritime transport: short sea
- 20 Rail transport
- 30 Road transport
- 40 Air transport
- 50 Mail
- 60 Multimodal/combined transport
- 70 Fixed transport installation
- 80 Inland water transport
- BB Handling site: terminal operation
- DD Handling site: ship's agent
- FF Handling site: freight forwarder/forwarding agent