River Information Services

Electronic Reporting International

ERI Guide Part IV

Codes and References
Version 2

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1. Introduction

This document defines the various codes and references to be used in electronic reporting for inland navigation. The usage of codes and reference numbers does serve the purpose of unambiguousness. This means that the use of codes and references will lead to less misinterpretations and easy translation into any language. Therefore the usage of codes and references is mandatory for those codes indicated as such in the messages and included in the annex and strongly recommended whenever other data has to be interchanged between various computer applications and between parties using different languages provided that the relevant data element allows an existing and published code value. This also applies for the use of these codes and references in other areas of application such as Inland Ecdis, Notices to Skippers and Tracking and Tracing of vessels

In this part IV of the guide the definitions and descriptions of the used codes and references will be included, however for the actual code tables a reference will be made towards an annex or where available an URL (Internet address) will be given.

2. Clarification

The following clarification serves to ensure that the meaning of the used information elements in ERI is always clear and unambiguous and that through good descriptions the maintenance of data and references is ensured and facilitated.

There are a number of terms, which are used for different and or similar purposes being the collection of terminology. The various known terms, are described hereunder and are to be considered part of this introduction.

1. Data Dictionary, A centralised storage of information on data such as the meaning, the links with other data, the source, the usage, and the classification. The dictionary is used for the efficient planning, managing, and evaluating the collection, recording and usage of data. The data dictionary or lexicon is primary and originally a book containing words arranged in alphabetical order with definitions, etymologies and other information.

2. Data Element Directory, A directory is in essence a book with directions listing names and particulars of a specific group of information elements. It is also in the information technology a table with identification symbols and pointers to the matching data. The TDED (Trade Data Elements Directory) ISO 7372 has an adopted agreed set of standards data elements for various areas of application. It contains a number, a data element name, a description of the concept to explain the agreed meaning in order to determine the content of the information (data value) to be provided with the data element. A specification of the character representation of the data value, with indication of space (number of characters) available. With also the synonyms of data element names where appropriate and used.

3. Data repository, a repository is in essence a place where things are stored or may be found, so e.g. a warehouse. Quite often the term data warehouse is used to indicate the place of storage of common data. The data repository is used in the development of XML and ebXML to indicate the place of storage of the so called core components. The first catalogues of core components are becoming available as draft proposals for standards. See also www.unece.org/cefact/ . Under ebXML a repository item is associated with a set of standard metadata defined as attributes of the registry object class. These attributes reside outside of the actual repository and give descriptive information about the repository item.

4. Glossary, a list and explanation of e.g. difficult technical terms, it is often described as a partial dictionary. The terms are often included in alphabetical listing to be used for reference in projects, books or for a certain study.

5. Vocabulary, a list of words and often phrases, abbreviations etc. usually arranged in alphabetical order and defined or otherwise identified as in a dictionary or glossary.

2.1 Codes and references some background information

Quite a number of international organisations and bodies have published a list of standards for codes and references:

Apart from the ERI standards some international Trade examples are:

The Standard Carrier Alpha Code SCAC used in the USA to identify carriers in three letters. Quite often these are the first 3 letters of the container code registered at BIC (Bureau International de Conteneur) the code of a carrier where after the letter U is used to indicate a maritime container.

Sea going vessels are identified by their Lloyds register number but quite often a proprietary short code is given for the name however bear in mind that these codes are only maintained for internal purposes of a certain company terminal or carrier

Also the ship's call sign as published by the ITU is used to identify vessels especially in the direct communication between vessels and shore-based stations.

The EAN code is used to identify products and product ranges whilst EAN also has codes for producers and packages. These codes which are meaningless and quite often used for bar coding purposes can be obtained from and are maintained by EAN international.

2.2 ICC INCOTERMS

In 2000 the revised international rules for the interpretation of the most commonly used trade terms in foreign trade were published. (Incoterms)

These rules are in line with the changed transport techniques in particular the unitisation and containerisation of cargo.

Also the terms were adapted to cater for the increasing use of electronic data interchange.

The terms have been grouped in four basically different categories; starting with the place where the seller makes the goods available to the buyer at the seller’s premises.

E.-term (Ex Works), followed by the second group whereby the seller delivers the goods to a carrier appointed by the buyer the F. Terms e.g. FOB.

C.-terms where the contract of carriage is done by the seller without assuming the risk of loss or damage. e.g. CIF, and finally the D,- Terms where the seller has to bear all costs and risks e.g. DES delivered ex ship.

3. Abbreviations

Abbreviations	Description
ACEP	Approved Continuous Examination Program (Containers)
ADN	European Agreement Concerning the International Carriage of Dangerous Goods by Inland Waterways (EU Council Directive 94/95/EC)
ADNR	Réglement pour le transport de matières dangereuses sur le Rhin
ADSL	Asynchronous Digital Subscriber Line
AIS	Automatic Identification System
ATIS	Automatic Transmitter Identification System
BERMAN	Berth Management (EDI Message)
BICS	Binnenvaart Informatie en Communicatie Systeem (Electronic Reporting System)
CAS	Calamity Abatement Service
CCNR	Central Commission for the Navigation on the Rhine
CN	Combined Nomenclature (on Goods)
CSI	USA Container Security Initiative
CUSCAR	Customs Cargo Report (Message)
CUSDEC	Customs Declaration (Message)
ECDIS	Electronic Chart Display and Information System
EDI	Electronic Data Interchange
ERI	Electronic Reporting International
ERINOT	ERI Notification (Message)
ERIRSP	ERI Response (Message)
ERN	Electronic Reporting Number
ETA	Estimated Time of Arrival
ETD	Estimated Time of Departure
GPS	Global Positioning System
GSM	Global System for Mobile Communication

Abbreviations	Description
HS Code	Harmonised Commodity Description and Coding System of WCO
IALA	International Organisation of Marine Aids to Navigation and Lighthouse Authorities
IFTDGN	International Forwarding and Transport Dangerous Goods Notification (Message)
IFTMIN	Instruction (Message)
IMDG	International Maritime Dangerous Goods Code (Number)
IMO	International Maritime Organization
IMO-FAL	Convention on the Facilitation of International Maritime Traffic, 1965, with amendments
ISO	International Standardisation Organisation
ISM	International Safety Management Code
LAN	Local Area Network
NST/R	Standard Goods Classification for Transport Statistics / revised
OFS	Official Ship Number
PAXLST	Passenger List (Message)
PIANC	International Navigation Association
PKI	Public Key Infrastructure
PROTECT	International Organisation of North Europeans Ports Dealing with Dangerous Goods message implementation
PSTN	Public Switched Telephony Network; thus the normal telephone network, either mobile or fixed.
RIS	River Information Services
TEU	Twenty Foot Equivalent Unit
TTP	Trusted Third Parties
UMTS	Universal Mobile Telecommunication System (protocol)
URL	Uniform Resource Locator
UTC	Universal Time Co-ordinated
UN/CEFACT	UN Centre for Trade Facilitation and Electronic Business
UN/ECE	United Nations Economic Commission for Europe

Abbreviations	Description
UN/EDIFACT	Electronic Data Interchange for Administration, Commerce and Transport
UN/LOCODE	United Nations Location Code
UNDG	United Nations Dangerous Goods (Number)
UNTDID	United Nations Trade Data Interchange Directory
URL	Uniform Resource Allocator (Internet Address)
VHF	Very High Frequency
VTS	Vessel Traffic Services
XML	Extended Markup Language

4. Definitions

Sources: UN/EDIFACT Glossary, edited by UN/ECE (www.unece.org/trade/untdid/texts/d300_d.htm),

Transport & Logistics Glossary

COMPRIS

INDRIS

MARNIS

The following, terms are used in this guide or are of direct interest for ERI.

A traffic organisation service is a service to prevent the development of dangerous vessel traffic situations by managing of traffic movements and to provide for the safe and efficient movement of vessel traffic within the VTS area

Agent means any person mandated or authorised to act for or to supply information on behalf of the operator of the vessel

Asynchronous Message means a message that can be delivered by the sender without explicitly having to wait for the processing of the message by the receiver. The receiver decides when to process the message.

Barge means a vessel that has no propulsion of its own.

Code means a character string used as an abbreviated means of recording or identifying information. b) to represent or identify information using a specific symbolic form that can be recognized by a computer. [ISO TC154/SC1]

Competent authority means the authorities and organisations authorised by the governments to receive and pass on information reported pursuant to this standard.

Consignee means the party such as mentioned in the transport document by whom the goods, cargo or containers are to be received.

Consignor means the merchant by whom, in whose name or on whose behalf a contract of carriage of goods has been concluded with a carrier or any party by whom, in whose name or on whose behalf the goods are actually delivered to the carrier in relation to the contract of carriage (Synonyms: Shipper, Sender).

Dangerous goods means:[1]

_ goods classified in the UNDG Code

_goods classified in the ADN/ADNR Code

_goods classified in the IMDG Code

[1] Source Directive 2002/59/EC

-dangerous liquid substances listed in the IBC Code

-liquefied gases listed in the IGC Code

-solids referred to in Appendix B of the BC Code

Data Element means a unit of data which, in certain context, is considered indivisible and for which the identification, description and value representation has been specified.

EDI number means the electronic address of the sender or receiver of a message (e.g. the sender and receiver of the cargo). This may be an E-mail address, an agreed identifier or e.g. a number of the European Article Numbering Association (EAN number).

Electronic Data Interchange (EDI) means the transfer of structured data by agreed standards from applications on the computer of one party to applications on the computer of another party by electronic means.

Electronic reporting international (ERI) means the endeavour to harmonise inland ship reporting in Europe, recommended by the ERI Group.

Forwarder means the party arranging the carriage of goods including connecting services and/or associated formalities on behalf of shipper and consignee.

Implementation Guidelines means a manual describing in detail how a certain standard message will be implemented and which segments, data elements, codes and references will be used and how.

Location any named geographical place, such as a port, an inland freight terminal an airport, a container freight station, a terminal or any other place where customs clearance and/or regular receipt or delivery of goods can take place, with permanent facilities used for goods movements associated with international trade / transport and used frequently for these purposes. The location should be recognised as such by a competent national body.

Logistics The planning execution and control of the movement and placement of people and/or goods and of the supporting activities related to such movement and placement within a system organised to achieve specific objectives.

Manifest: document listing the specifications of goods including equipment loaded in a means of transport. A manifest often represents an accumulation of Bills of Lading for official and administrative purposes.

Means of Transport: represents the type of vehicle used for the transport of goods such as barge, truck, vessel or train.

Message code: a unique six character alphabetic reference identifying a message type.

Mode of Transport method of transport used for the conveyance of goods e.g. by rail, by road, by sea, by inland waterways.

Monitoring to follow by means of any of various devices the progress and performance of vessels and to warn the responsible parties of any deviations from the expected, respectively planned performance**.**

Multimodal Transport the carriage of goods (containers) by at least two different modes of transport.

Nautical support is support given by tugboats or boatmen to assist in safe navigation and mooring.

Navigational information is information provided to the skipper on board to support in on-board decision making.

Navigational support is support given by pilots on board or in special circumstances on shore (pilotage from shore) to prevent the development of dangerous vessel traffic situations.

Operator means the owner or manager of the ship

Polluting goods means:[2]

_ oils as defined in Annex I to the MARPOL Convention,

_ noxious liquid substances as defined in Annex II to the MARPOL Convention

_ harmful substances as defined in Annex III to the MARPOL Convention

Procedure means the steps to be followed in order to comply with a formality, including the timing, format and transmission method for the submission of required information.

Qualifier: a data element whose value shall be expressed as a code that gives specific meaning to the function of another data element or a segment. [ISO 9735]

Radar Any of several systems or devices using transmitted and reflected radio waves for detecting a reflecting object, such as a vessel and determining its direction, distance, speed and heading. It can be used for navigation and detection.

Reference number serves to refer to or mention a relation or where applicable a restriction.

Risk (Customs) means the likelihood of an event of an event that may occur in the international movement and trade of goods threatening the Community's security and safety, posing a risk to public health environment and consumers.

Risk management (Customs) means the systematic identification and implementation of all measures necessary for limiting exposure of risks. This includes activities such as collecting of data and information, analysing and assessing risk prescribing and taking action and regular monitoring and review of the process and its outcomes, based on international, Community and national sources and strategies

Segment (EDI): a predefined and identified set of functionally related data elements values which are identified by their sequential positions within the set. A segment starts with a segment tag and ends with a segment terminator. It can be a service segment or a user data segment.

Segment code: a code which uniquely identifies each segment as specified in a segment directory. [ISO 9735]

[2] Source directive 2002/59/EC

Shipmaster means the person on board of the ship being in command and having the authority to take all decisions pertaining to navigation and ship management. (Synonyms: captain, skipper, boat master).

Shipper see consignor

Single Window: A facility that allows parties involved in trade and transport to lodge standardised information with a single entry point to fulfil all regulatory requirements**. If information is electronic then individual data elements should only be submitted once**[3]**.**

Tag: a unique identifier for a segment or data element. [ISO 9735]

Tracing: means the action of retrieving information concerning the whereabouts of cargo, cargo items, consignments or equipment.

Tracking: The function of maintaining status information, including current location, of cargo, cargo items, consignments or equipment (containers either full or empty).

Transport notification means the announcement of an intended voyage of a ship to a competent authority

UN/EDIFACT means the UN rules for Electronic Data Interchange for Administration, Commerce and Transport. They comprise a set of standards, directories and guidelines for the electronic interchange of structured data, and in particular that related to trade in goods or services between independent computerised information systems. Recommended within the framework of the UN, the rules are approved and published by the UN/ECE in the UN Trade Data Interchange Directory (UNTDID) and are maintained under agreed procedures.

Vessel (synonym: ship): In inland navigation, this term includes also small crafts, ferry boats and floating equipment.

Vessel Support Services are services given to the skipper by e.g. bunker stations and repair organisation (new)

Vessel traffic monitoring is providing information orally as well as electronically as well as giving directions in interaction with and response to vessels in a traffic flow to optimise the smooth (efficient) and safe transport.

Vessel Traffic Services (VTS): A service implemented by a competent authority, designed to improve the safety and efficiency of vessel traffic and to protect the environment. The service should have the capability to interact with the traffic and to respond to traffic situations developing in the area.

VTS area: The delineated, formally declared service area of the VTS. A VTS area may be subdivided in sub-areas or sectors.

VTS services – VTS should comprise at least an information service and may also include others, such as a navigational assistance service, or a traffic organisation service, or both, defined as below:

[3] Source UNECE recommendation 33

5. Classifications and code descriptions

In order to minimise interpreting work to be done by the receivers of messages, classifications and code lists shall be used to the highest possible extent. Existing codes shall be used in order to avoid special work to be done for the assembling and maintenance of new code lists.

The following classifications shall be used in inland ship reporting:

1 Vessel and convoy type (UN Recommendation 28)
2 Official ship number (OFS)
3 IMO ship identification number (IMO) is the Lloyds Register as published for every seagoing vessel number without the letters LR
4 ERI ship identification number
5 ENI European Navigation Identification (Unique European Vessel Number)
6 Harmonized commodity description and coding system 2002-(HS, goods)
7 Combined nomenclature (CN, goods)
8 Standard goods classification for transport statistics /Revised (NST/R) (goods)
9 UN dangerous goods number (UNDG)
10 International maritime dangerous goods code (IMDG)
11 ADN/ADNR
12 UN code for country and nationality
13 UN code for trade and transport locations (UNLOCODE)
14 Fairway section code
15 Terminal code
16 Freight container size and type code
17 Container Identification code
18 Package type code
19 Purpose of call
20 Handling Instructions
21 Nature of cargo

Details and remarks on application of these codes in inland navigation and the user guidelines are given on the next pages. The vessel and convoy type codes are depicted in various languages in the code tables. Examples for the combination of the elements of the above named codes 11 to 14 are given on the next pages in the code descriptions

5.1 Updating of codes and reference tables

The need to maintain uniform codes and references and the strong requirement to keep the various tables stable and uniform, does need stringent procedures and processes for the maintenance, publication and usage of the various codes. For some of the codes this is a relatively easy task as this is done through international organisations that will publish any new or changed codes and will indicate at which time the new codes have to be implemented.
However to facilitate the maintenance of all codes and reference tables used in ERI messages, the codes and references are divided in six categories.

A. International codes and references maintained by an official organisation and used in a singular fashion. The implementation of changes to the tables is co-ordinated by this organisation however it is advised that for the reporting under the ERI rules and provisions, the ERI Working Group indicates as from when the codes are to be used in the messages. Examples are the UNDG[4], IMDG[5],ADN/ADNR/D[6] and the HS/TARIC[7] codes
B. International codes and references maintained by an recognised international organisation such as ISO or UNECE, publication of changes to the tables at regular intervals as a result of user requirements, the changes should be co-ordinated by the user communities Examples are the UN/LOCODES[8], the type of means of transport, transport mode, country and currency codes, freight costs and charges
C. Business related codes and references maintained by a private respectively public-private organisation such as EAN, Lloyds, Protect. Examples are IMO Numbers, EAN address codes
D. Regional codes and references maintained by a public organisation for usage in a certain area. Examples are fairway section codes, ECDIS references
E. National codes and references maintained by a public, respectively public private partnership Examples are NST/R
F. Standard codes and references used in the reporting and which are part of the standard message and described in the message as such. Changes should be co-ordinated by the controlling agencies such as ERI, PROTECT and the UNECE as indicated in the messages. Examples are qualifiers, syntax codes, identifiers, function codes.

[4] Changes to the codes are agreed and published through the UN every two years

[5] Changes to the codes are published through the IMO every two years

[6] Changes to the codes are agreed and published every two years through the respective responsible organisations.

[7] Changes to the full code set are published by the WCO every four years, the subset is adapted based on the Change Requests through the ERI group of experts

[8] Implementation of new or changed codes to be co-ordinated by the ERI Group of experts

***Note**: The international codes and references mentioned under Category A,h are generally originating from the shipper of the goods these codes are to be supplied obligatory in accordance with the respective legal requirements and rules and regulations to enable and facilitate control by the competent authorities and emergency measures.*
For all the other categories a subset is often maintained by the controlling agency (such as the ERI group of experts) consisting of the codes and references used in electronic reporting and other messages for inland waterway transport. In this way the harmonized use and implementation of new and changed entrees to these code tables can be executed in a coordinated way.
The controlling agency of the various messages can be found under UNH data element 0051 or as indicated in the message guidelines themselves or in the respective code tables as mentioned underneath.

5.2 Descriptions of the code tables

1. Vessel and Convoy Type

FULL TITLE	Codes for types of means of transport Annex 2, chapter 2.5: Inland water transport
ABBREVIATION	UN Recommendation 28
ORIGINATING AUTHORITY	UNECE/CEFACT http://www.unece.org/cefact
LEGAL BASIS	UN Recommendation 28, ECE/Trade/276; 2001/23
CURRENT STATUS	Operational
IMPLEMENTATION DATE	March 2001
LATEST AMENDMENT DATE	UN/CEFACT September 2002
STRUCTURE	4-digit alphanumeric code: 1 digit: "1" for maritime navigation, "8" for "inland navigation" 2 digits for vessel or convoy 1 digit for subdivision
SUCCINCT DESCRIPITION	This recommendation establishes a common code list for the identification of the type of means of transport. It has a particular relevance to transport organisations and providers, Customs and other authorities, statistical offices, forwarders, shippers, consignees and other parties concerned with transport.
LINKED CLASSIFICATIONS	UN Recommendation No. 19
MEDIA THROUGH WHICH AVAILABLE	http://www.unece.org/cefact/recommendations/rec_index.htm
LANGUAGES	English
ADDRESS OF RESPONSIBLE AGENCY	RIS through the ERI group of experts
REMARKS	The main set of code values is governed by an international body (UNECE). To ensure harmonization, one single set of code values as maintained through the ERI expert group and used by all RIS applications is required.

Example

8010	Motor freighter (Inland)
1500	General cargo vessel (sea)
Usage in the implementation guidelines	TDT/C228/8179 (convoy) EQD(B)/C224/8155 (vessel)

Annexes

UNECE Recommendation No. 28: Codes for types of means of transport, Inland Navigation code list description in various languages as nationally required

2. Official Ship Number (OFS)

FULL TITLE	Official Ship Number
ABBREVIATION	OFS
ORIGINATING AUTHORITY	Central Commisssion for the Navigation of the Rhine (CCNR)
LEGAL BASIS	§ 2.18 Rheinschiffsuntersuchungsordnung
CURRENT STATUS	Operational
IMPLEMENTATION DATE	
AMENDMENT DATE	
STRUCTURE	2-digit country code (an) 5 digit register no. (an) Country codes: 01 - 19 France 20 - 39 The Netherlands 40 - 49 Germany 60 - 69 Belgium 70 - 79 Switzerland 80 - 99 Other countries
SUCCINCT DESCIRPITION	
LINKED CLASSIFICATIONS	
USAGE	Inland navigation
MEDIA THROUGH WHICH AVAILABLE	www.ccr-zkr.org
LANGUAGES	
ADDRESS OF RESPONSIBLE AGENCY	Central Commission for the Navigation of the Rhine, 2, Place de la Republique, F-67082 Strasbourg Cedex,
REMARKS	This code will in future be replaced by the European Vessel Identification number

Example

4112345	Germany, Gerda

Usage in the implementation guidelines

TDT/C222/8213
EQD(1)/C237/8260
SGP/C237/8260

3. IMO Ship Identification Number

FULL TITLE	IMO Ship Identification Number
ABBREVIATION	IMO No.
ORIGINATING AUTHORITY	International Maritime Organization / Lloyds
LEGAL BASIS	IMO Resolution A.600(15), SOLAS chapter XI, regulation 3
CURRENT STATUS	Operational
IMPLEMENTATION DATE	
AMENDMENT DATE	Updated daily
STRUCTURE	Lloyd´s Register of Shipping (LR) number (seven digits).
SUCCINCT DESCRIPITION	The IMO Resolution aims at assigning a permanent number to each ship for identifying purposes.
LINKED CLASSIFICATIONS	
USAGE	For seagoing ships
MEDIA THROUGH WHICH AVAILABLE	www.ships-register.com.
LANGUAGES	English
ADDRESS OF RESPONSIBLE AGENCY	International Maritime Organization 4 Albert Embankment London SE1 7SR United Kingdom

Example

Vessel dwt 2774 Danchem East 9031624

Usage in the implementation Guidelines

TDT/C222/8213
EQD(1)/C237/8260
SGP/C237/8260

4. Electronic Reporting Number (for ship identification) ERN

FULL TITLE	Electronic Reporting Number (for ship identification)
ABBREVIATION	ERN
ORIGINATING AUTHORITY	Rijkswaterstaat, The Netherlands
LEGAL BASIS	
CURRENT STATUS	Operational
IMPLEMENTATION DATE	
LIMIT OF OPERATIONAL LIFE	
AMENDMENT DATE	
STRUCTURE	8-digit number
SUCCINCT DESCRIPITION	
LINKED CLASSIFICATIONS	
USAGE	In Electronic Ship Reporting (ERI) for ships which do not have an OFS nor an IMO number
MEDIA THROUGH WHICH AVAILABLE	www.bics.nl
LANGUAGES	
ADDRESS OF RESPONSIBLE AGENCY	helpdesk@bics.nl
REMARK	This code will in future be replaced by the European Vessel Identification number

Example

12345678 Renate

Usage in the implementation guides

TDT/C222/8213
EQD(1)/C237/8260
SGP/C237/8260

5. Unique European vessel identification number

FULL TITLE	European vessel identification number
ABBREVIATION	ENI
ORIGINATING AUTHORITY	European Union
LEGAL BASIS	Directive 2005/44/EC
CURRENT STATUS	
IMPLEMENTATION DATE	First of April 2007
LIMIT OF OPERATIONAL LIFE	
AMENDMENT DATE	Continuously
STRUCTURE	8-digit-number
SUCCINCT DESCRIPTION	The European Navigation Identification or the unique European vessel identification number aims at assigning a permanent number to each hull for identifying purposes.
LINKED CLASSIFICATIONS	IMO Number, ERN number, OFS number
USAGE	In Electronic Ship Reporting, Tracking and Tracing and certification of vessels for inland vessels
MEDIA THROUGH WHICH AVAILABLE	Competent authorities shall keep a register access will be granted to competent authorities of other Member States, Contracting States of the Mannheim Convention and to other parties based on administrative agreements
LANGUAGES	
ADDRESS OF RESPONSIBLE AGENCY	European Union
REMARK	The unique European Vessel Identification Number ENI consists of eight Arabic numerals. The first three digits is the code of the assigning competent authority. The next five is a serial number. See Annex I of Part IV

Example
12345678

Usage in the implementation guidelines	TDT, EQD (V1 and V2-V15) CNI/GID and CNI/GID/DGS, Tag 1311

6. Harmonized System Code (HS)

FULL TITLE	Harmonized Commodity Description and Coding System 2002
ABBREVIATION	HS 2002; Harmonized System 2002
ORIGINATING AUTHORITY	World Customs Organization
LEGAL BASIS	International Convention on the Harmonized Commodity Description and Coding System
CURRENT STATUS	Operational
IMPLEMENTATION DATE	1-1-2001
AMENDMENT DATE	In principle revised every four years; next revision is planned to come in force on 01.01.07
STRUCTURE	7,466 headings, organized in four hierarchical levels Level 1: sections coded by Roman numerals (I to XXI) Level 2 chapters identified by two-digit numerical codes Level 3: headings identified by four-digit numerical codes level 4: sub-headings identified by six-digit numerical code
SUCCINCT DESCRIPITION	HS Convention is a classification of goods by criteria based on raw material and the stage of production of commodities. HS is the heart of the whole process of harmonization of international economic classifications being jointly conducted by the United Nations Statistics Division and Eurostat. Its items and sub-items are the fundamental terms on which industrial goods are identified in product classifications. Objectives: to harmonize a) external trade classifications to guarantee direct correspondence; and b) countries external trade statistics and to guarantee that these are comparable internationally.
LINKED CLASSIFICATIONS	Combined Nomenclature (CN): full agreement on six-digit-level; NST/R on 3-digit level. See also Chapter 6 of this part of the Guide
USAGE	Products
MEDIA THROUGH WHICH AVAILABLE	World Customs Organization Rue de l´industrie, 26-39 B-1040 Brussels www.wcoomd.org Customs Co-operation Council, Brussels
LANGUAGES	Dutch, English, French, German etc.
ADDRESS OF RESPONSIBLE AGENCY	A subset of the codes used for electronic reporting will be maintained through RIS and the ERI group of experts
REMARKS	The HS classification is further disaggregated at European Union level into a classification called Combined Nomenclature (CN)

Example	730110	Sheet piling of iron or steel
	310210	Mineral or chemical fertilisers, ammonium sulphate
Usage in the implementation guidelines		CNI/GID/FTX(1)/C108/4440 CNI/GID/FTX(2)/C108/4440

7. Combined Nomenclature (CN)

FULL TITLE	Combined Nomenclature, 2002
ABBREVIATION	CN 2002
ORIGINATING AUTHORITY	EU Commission, Statistical Office EUROSTAT
LEGAL BASIS	EU Council, Regulation No. 2658/87 of 23 July 1987
CURRENT STATUS	Operational
IMPLEMENTATION DATE	
AMENDMENT DATE	Annual revisions at 01 January
STRUCTURE	8-digit numerical code:
	19,581 headings organised in five hierarchical levels: Level 1: sections coded by Roman numerals (I to XXI) Level 2 chapters identified by two-digit numerical codes Level 3: headings identified by four-digit numerical codes level 4: sub-headings identified by six-digit numerical code level 5: categories identified by eight-digit numerical codes
SUCCINCT DESCRIPITION	The Combined Nomenclature is the goods classification used within the EU for the purposes of foreign trade statistics. It is also used by the EU for customs duty purposes. The classification is based on the Harmonized System (HS) which it sub-divides where necessary for purposes of external trade, agricultural regulation and customs duties. The CN was introduced in 1988 together with the HS .
LINKED CLASSIFICATIONS	HS code: full agreement on six-digit-level
	NST/R on 3-digit level
USAGE	Products
MEDIA THROUGH WHICH AVAILABLE	RAMON: Eurostat´s classification server, www.eurostat.org
LANGUAGES	all languages of the EU
ADDRESS OF RESPONSIBLE AGENCY	European Commission TAXUD based on the HS
REMARKS	

Usage in the implementation guidelines Indirectly through HS code

8. Standard Goods Classification for Transport Statistics / Revised (NST/R)

FULL TITLE	Nomenclature uniforme de marchandises pour les Statistiques de Transport Standard Goods Classification for Transport Statistics / Revised
ABBREVIATION	NST / R
ORIGINATING AUTHORITY	European Commission (Statistical Office / Eurostat)
LEGAL BASIS	
CURRENT STATUS	Operational, but presently under revision
IMPLEMENTATION DATE	1-1-1967
AMENDMENT DATE	
STRUCTURE	3-digit numerical code.
	Level 1: 10 chapters, identified by one-digit numerical codes (0 to 9)
	Level 2: 52 groups identified by two-digit numerical codes
	Level 3: 176 headings identified by three-digit numerical codes
SUCCINCT DESCIRPITION	The NST/R was devised by Eurostat for the harmonization of statistics on national and international transport in the Member States of the European Communities
LINKED CLASSIFICATIONS	Commodity Classification for Transport Statistics in Europe (CSTE), HS Code in one way (HS > NST/R)
USAGE	Products
MEDIA THROUGH WHICH AVAILABLE	http://ec.europa.eu/comm/eurostat/ramon/nomenclatures/index.cfm?TargetUrl=LST_NOM_DTL&StrNom=NSTR_1967&StrLanguageCode=EN&IntPcKey=
LANGUAGES	Dutch, English, French, German etc.
ADDRESS OF RESPONSIBLE AGENCY	Statistical Office of the European Communities (Eurostat) Unit C2 Batiment BECH A3/112 L-2920 Luxembourg
REMARKS	

Example

729	Composite and other manufactured fertilisers
321	Motor sprit

Usage in the implementation guidelines CNI/GID/FTX(2)/C108/4440

8.1 Standard Goods Classification for Transport Statistics / Revised The Netherlands (NST/R NL)

FULL TITLE	Standard Goods Classification for Transport Statistics / Revised; The Netherlands
ABBREVIATION	NST/R-NL, HS Code in one way (HS > NST/R)
ORIGINATING AUTHORITY	
LEGAL BASIS	
CURRENT STATUS	operational
IMPLEMENTATION DATE	
AMENDMENT DATE	
STRUCTURE	4-digit numerical code
SUCCINCT DESCIRPITION	The NST/R-NL is based on the 3-digit NST/R classification of Eurostat
LINKED CLASSIFICATIONS	NST/R, HS Code in one way (HS > NST/R)
USAGE	Statistics
MEDIA THROUGH WHICH AVAILABLE	
LANGUAGES	Dutch
ADDRESS OF RESPONSIBLE AGENCY	
REMARKS	On level 4 not compatible with NST/R-FR and NST/R-DE

Example

7290	Mengmeststoffen en andere gefabriceerde meststoffen
3210	Benzine

Usage in the implementation guidelines CNI/GID/FTX(2)/C108/4440

8.2 Standard Goods Classification for Transport Statistics / Revised France (NST/R FR)

FULL TITLE	Nomenclature uniforme de marchandises pour les Statistiques de Transport
ABBREVIATION	NST/R-FR
ORIGINATING AUTHORITY	
LEGAL BASIS	
CURRENT STATUS	operational
IMPLEMENTATION DATE	
AMENDMENT DATE	
STRUCTURE	4-digit numerical code
SUCCINCT DESCIRPITION	The NST/R-FR is based on the 3-digit NST/R classification of Eurostat
LINKED CLASSIFICATIONS	NST/R, HS Code in one way (HS > NST/R)
USAGE	Waterway charges invoicing, Statistics
MEDIA THROUGH WHICH AVAILABLE	
LANGUAGES	French
ADDRESS OF RESPONSIBLE AGENCY	
REMARKS	On level 4 not compatible with NST/R-NL and NST/R-DE

Example

7291	Engrais composes et autres engrais manufactures
3210	Essence de petrole

Usage in the implementation guidelines CNI/GID/FTX(2)/C108/4440

8.3 Standard Goods Classification for Transport Statistics / Revised Germany (NST/R DE)

FULL TITLE	Güterverzeichnis für den Verkehr auf deutschen Binnenwasserstraßen
ABBREVIATION	GV-Binnenwasserstraßen; NST/R-DE
ORIGINATING AUTHORITY	Wasser- und Schifffahrtsdirektion West, Münster
LEGAL BASIS	By order of the Ministry of Transport, Germany
CURRENT STATUS	operational
IMPLEMENTATION DATE	1-1-1986
AMENDMENT DATE	1-1-2001
STRUCTURE	4-digit numerical code Level 1: 10 chapters, identified by one-digit numerical code (0 to 9)
	Level 2: 52 groups identified by two-digit numerical codes
	Level 3: 176 headings identified by three-digit numerical codes
	Level 4: 1-digit amendment specific for invoicing and statistics
SUCCINCT DESCRIPITION	The "GV-Binnenwasserstraßen" is based on the 3-digit NST/R classification of Eurostat and the "Güterverzeichnis 1969" of the Statistisches Bundesamt
LINKED CLASSIFICATIONS	NST/R, HS Code in one way (HS > NST/R)
	Güterverzeichnis für die Verkehrsstatistik (GV)
USAGE	Waterway charges invoicing, Statistics
MEDIA THROUGH WHICH AVAILABLE	WSD West, Münster
LANGUAGES	German
ADDRESS OF RESPONSIBLE AGENCY	see above
REMARKS	On level 4 not compatible with NST/R-FR and NST/R-NL

Example

7290	Mineralische Mehrstoffnährdünger
3210	Benzin

Usage in the implementation guidelines CNI/GID/FTX(2)/C108/4440

9. UN Dangerous Goods Number (UNDG)

FULL TITLE	UN Recommendations on the Transport of Dangerous Goods Annex "Model Regulations" Part 3 "Dangerous Goods List" Appendix A "List of generic and N.O.S. proper shipping names"
ABBREVIATION	UN Model Regulations; UNDG
ORIGINATING AUTHORITY	UNECE
LEGAL BASIS	
CURRENT STATUS	operational
IMPLEMENTATION DATE	
AMENDMENT DATE	
STRUCTURE	2-digit numerical code 1-digit numerical for class 1-digit numerical for division
SUCCINCT DESCRIPITION	The UN recommendations on the Transport of Dangerous Goods address the following main areas: - List of dangerous goods most commonly carried and their identification and classification; - Consignment procedures; - Standards for packaging, test procedures and certification - Standards for multi-modal tank-containers, test procedures and certification.
LINKED CLASSIFICATIONS	IMDG code
USAGE	Transport of dangerous goods
MEDIA THROUGH WHICH AVAILABLE	Transport Division United Nations Economic Commission for Europe Palais des nations CH- 1211 Geneve 10 www.unece.org
LANGUAGES	English
ADDRESS OF RESPONSIBLE AGENCY	http://www.unece.org/trans/danger/publi/unrec/rev14//English/02E_Part2.pdf it is mandatory to add or change the used codes whenever this is indicated through the updates provided by the maintenance agency
REMARKS	In this standard only the 4-digit UN number is used (not class and division)

Example

1967	Gas sample, non-pressurised, toxic

Usage in the implementation guidelines	CNI/GID/DGS/C234/7124

10. International Maritime Dangerous Goods Code (IMDG)

FULL TITLE	International Maritime Dangerous Goods Code
ABBREVIATION	IMDG Code
ORIGINATING AUTHORITY	International Maritime Organization IMO
LEGAL BASIS	
CURRENT STATUS	Operational
IMPLEMENTATION DATE	18- mei 1965
AMENDMENT DATE	01.01.2001 (30th amendment)
STRUCTURE	2-digit numerical code: 1-digit numerical for class 1-digit numerical for division
SUCCINCT DESCRIPITION	The IMDG code governs the vast majority of shipments of hazardous material by water. The code is recommended to governments for adoption as the basis for national regulations in conjunction with the SOLAS convention.
LINKED CLASSIFICATIONS	The code is based on the UN Recommendations on the Transport of Dangerous Goods (UNDG)
USAGE	Maritime transport of dangerous and harmful goods
MEDIA THROUGH WHICH AVAILABLE	www.imo.org
LANGUAGES	Dutch, English, French, German
ADDRESS OF RESPONSIBLE AGENCY	International Maritime Organization 4 Albert Embankment London SE1 7SR United Kingdom
REMARKS	For inland shipping the IMO code can be used as this code is often already known where necessary an ADN/R code corresponding with the IMDG code should be inserted

Example

32	Flammable liquid, not otherwise specified (Ethanol)

Usage in the implementation guidelines	CNI/GID/DGS/C205/8351

11. ADN/R

FULL TITLE	Accord européen relatif au transport international des marchandises dangereuses par voie de navigation intérieure du Rhin
ABBREVIATION	ADN /R/D
ORIGINATING AUTHORITY	Central Commission for the Navigation on the Rhine
LEGAL BASIS	
CURRENT STATUS	Operational
IMPLEMENTATION DATE	operational
AMENDMENT DATE	1-1-2003
STRUCTURE	For goods on dry cargo vessel: -- UN number -- Name of the substance (acc. to table A of part 3 of ADNR) -- Class -- Danger classification code -- Packing group -- Hazard Identification placard (label) For goods on tank vessels -- UN number -- Name of substance (acc. to table C of part 3 of ADNR) -- Class -- Packing group
SUCCINCT DESCRIPITION	The ADN= the European Agreement concerning the international carriage of Dangerous Goods by Inland Waterways which will replace the various regional Agreements.
LINKED CLASSIFICATIONS	ADN, ADR
USAGE	Transport of dangerous goods in inland navigation
MEDIA THROUGH WHICH AVAILABLE	www.ccr-zkr.org http://www.unece.org/trans/danger/publi/adn/adn_treaty.html
LANGUAGES	Dutch, French, German
ADDRESS OF RESPONSIBLE AGENCY	Central Commission for the Navigation on the Rhine, 2, Place de la Republique, F-67082 Strasbourg Cedex
REMARKS	The ADN agreement, the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) (5 Contracting States, is presently not yet in force but the provisions are applicable on the Rhine (ADNR) and on the Danube (ADND). The 2007 edition of ADR/RID/ADN will be harmonized with the 14th revised edition of the UN Model Regulations and will enter into force as from 1 January 2007.

Example

for dry cargo vessel:	for tank vessel:
1203; petrol; 3; F1; III; 3	1203; petrol; 3; ;III ;
Usage in the implementation guidelines	CNI/GID/DGS/C205/8078

12. UN Country Code

FULL TITLE	International Standard Codes for the Representation of the Names of Counties
ABBREVIATION	ISO 3166-1
ORIGINATING AUTHORITY	International Organisation for Standardization (ISO)
LEGAL BASIS	UN Recommendation 3 (Codes for the representation of the names of countries)
CURRENT STATUS	Operational
IMPLEMENTATION DATE	
AMENDMENT DATE	
STRUCTURE	Two-letter-alpha code (to be used in principle) Three-digit numeric code (alternatively)
SUCCINCT DESCRIPITION	ISO provides a unique two-letter code for each country listed, as well as a three-digit numeric code which is intended as an alternative for all applications that need to be independent of the alphabet.
LINKED CLASSIFICATIONS	UN /LOCODE
USAGE	This code is used as one element in the combined location code of this standard
MEDIA THROUGH WHICH AVAILABLE	UNECE www.unece.org/locode
LANGUAGES	English
ADDRESS OF RESPONSIBLE AGENCY	http://www.unece.org/cefact
REMARKS	See Annex II of Part IV for the combination of the alpha country code with the location code

Example

BE	Belgium

Usage in the implementation guidelines

ERINOT Message:
TDT/C222/8453
NAD(1)/3207
NAD(2)/3207

ERIRSP Message
NAD(1)/3207

13. UN Location Code- UN/LOCODE

FULL TITLE	UN Code for Trade and Transport Locations
ABBREVIATION	UN/LOCODE
ORIGINATING AUTHORITY	UNECE/CEFACT
LEGAL BASIS	UN/ECE Recommendation 16
CURRENT STATUS	Operational
IMPLEMENTATION DATE	
LATESTAMENDMENT DATE	2006-2
STRUCTURE	ISO 3166-1 country code (alpha 2-digit) followed by a space and a 3-digit-alpha code for the place names (5 digits)
	Place name (a ...29)
	Subdivision ISO 3166-2, optional (a ..3)
	Function, mandatory (an5)
	Remarks, optional (an ..45)
	Geographical coordinates (000N 0000 W, 000 S 00000 E)
SUCCINCT DESCRIPITION	UN recommends a five-letter alphabetic code for abbreviating the names of locations of interest to international trade, such as ports, airports, inland freight terminals, and other locations were customs clearance of goods can take place, and whose names need to be represented unambiguously in data interchange between participants in international trade.
LINKED CLASSIFICATIONS	UN country code
USAGE	This code is used as one element in the combined location code of this standard.
MEDIA THROUGH WHICH AVAILABLE	www.unece.org/locode
LANGUAGES	English
ADDRESS OF RESPONSIBLE AGENCY	UNECE and RIS through the ERI group of experts
REMARKS	See Annex II of Part IV for combination of elements in the location code

Example

BEBRU	Belgium Brussels

Usage in the implementation guidelines

TDT/LOC (1..9)/C517/3225
CNI/LOC(1..2) /C517/3225

See:

Annex and implementation guidelines
"Definition of the revised location and terminal code"
by Ministry of Transport and public Works
Traffic and Transport Advisory Service
May 2002

14. Fairway section code

FULL TITLE	Fairway section code
ABBREVIATION	
ORIGINATING AUTHORITY	National administrations of waterways
LEGAL BASIS	
CURRENT STATUS	operational
IMPLEMENTATION DATE	
AMENDMENT DATE	
STRUCTURE	5-digit numerical code
SUCCINCT DESCRIPITION	The waterway network is divided into sections. These may be whole rivers and canals over several 100 km or small sections. The position of a location inside a section may be given by hectometre or by the name (code) of a terminal or passage point.
LINKED CLASSIFICATIONS	UNLOCODE
USAGE	Numbering of the waterways in a national network. This code is used as one element in the combined location code of this standard.
MEDIA THROUGH WHICH AVAILABLE	
LANGUAGES	
ADDRESS OF RESPONSIBLE AGENCY	RIS Committee through the ERI group of experts
REMARKS	See Annex II of Part IV for combination of elements in the location code

Example

03937	Rhein, Rüdesheimer Fahrwasser
02552	Oude Maas at Dordrecht

Usage in the implementation guidelines

TDT/LOC/C517/3225
CNI/LOC/C517/3225

See:

See annex and implementation guidelines
Definition of the revised location and terminal code

Remark 1:

If there is no fairway code available, the field should be filled in with zeros

Remark 2:

See annex 2 for combination of elements in the location code

15. Terminal Code

FULL TITLE	Terminal Code
ABBREVIATION FROM	
ORIGINATING FROM	National waterway authorities
LEGAL BASIS	
CURRENT STATUS	Version 2, April 2000
IMPLEMENTATION DATE	
AMENDMENT DATE	Regularly
STRUCTURE	type of terminal (1-digit numeric) number of terminal (5-digit alphanumeric)
SUCCINCT DESCRIPITION	A further specification of the location of a terminal within the location of the port in the country
LINKED CLASSIFICATIONS	Unlocode
USAGE	This code is used as one element in the combined location code of this standard. See annex for combination of elements in the location code and rules for maintenance of the respective code sets
MEDIA THROUGH WHICH AVAILABLE	www.binnenvaart.org/btb/software/software.html
LANGUAGES	
ADDRESS OF RESPONSIBLE AGENCY	RIS through the ERI Expert group
REMARKS	It is of the utmost importance that maintenance of the codes is done in such way that maximum stability and consistency is achieved to ensure that no changes are necessary apart from additions and deletions. See Annex II of Part IV for combination of elements in the location code

Example

LEUVE	Leuvehaven at Rotterdam, NL
Usage in the implementation guidelines	TDT/LOC/C517/3225 CNI/LOC/C517/3225
See:	Implementation guidelines and annex Definition of the revised location and terminal code
Remark 1:	If there is no terminal code available, the field should be filled in with zeros
Remark 2:	Each country will be responsible for its own data. Co-ordination and central distribution will be made by Rijkswaterstaat of The Netherlands

Remark 3:	At present, a terminal code is maintained by Bureau Telematica for Rijkswaterstaat

16. Freight Container size and type code

FULL TITLE	Freight containers - Coding, identification and marking
ABBREVIATION	
ORIGINATING AUTHORITY	International Organisation for Standardisation (ISO)
LEGAL BASIS	ISO 6346, chapter 4 and annexes D and E
CURRENT STATUS	operational
IMPLEMENTATION DATE	
AMENDMENT DATE	3rd edition 1995-12-01
STRUCTURE	Container size; two alphanumeric characters(first for length, second for combination of height and width) Container type: two alphanumeric characters
SUCCINCT DESCRIPITION	Size and type codes established for each sort of containers
LINKED CLASSIFICATIONS	ISO 6346 coding identification and marking
USAGE	Whenever known and indicated in the commercial exchange of information
MEDIA THROUGH WHICH AVAILABLE	www.iso.ch/iso/en
LANGUAGES	English
ADDRESS OF RESPONSIBLE AGENCY	http://www.bic-code.org/
REMARKS	The size type codes are displayed on the containers and as such shall be used in the electronic reporting whenever available from other exchanged information e.g. during the booking. Size Type codes shall be used as a whole i.e. the information must not be broken into its component parts (ISO 6346:1995)

Example for size

42	Length: 40 ft.; height: 8 ft. 6 in. ; width: 8 ft.

Example for type

GP	general purpose container
BU	Dry bulk container

Usage in the implementation guidelines	Where appropriate EQD segment

17. Container Identification Code

FULL TITLE	Freight containers - Coding, identification and marking
ABBREVIATION	ISO Size Type codes
ORIGINATING AUTHORITY	International Organisation for Standardisation
LEGAL BASIS	ISO 6346, chapter 3, Annex A
CURRENT STATUS	Implemented throughout the world on all freight containers
IMPLEMENTATION DATE	1995
AMENDMENT DATE	
STRUCTURE	Owner code: Three letters Equipment category identifier: one letter Serial number: six numerals Check digit: one numeral
SUCCINCT DESCRIPITION	The identification system is intended for general application, for example in documentation, control and communications (including automatic data processing systems), as well as for display on the containers themselves
LINKED CLASSIFICATIONS	ISO 668, ISO 1496, ISO 8323
USAGE	
MEDIA THROUGH WHICH AVAILABLE	www.iso.ch/iso/en http://www.bic-code.org/
LANGUAGES	English
ADDRESS OF RESPONSIBLE AGENCY	Bureau International des Conteneurs (BIC), 167 rue de Courcelles, F-75017 Paris, France http://www.bic-code.org/
REMARKS	

Example

KNLU4713308	NEDLLOYD maritime freight container with serial number 471330, (8 is the check digit)

Usage in the implementation guidelines CNI/GID/DGS/SGP/C237/8260

18. Package Type

FULL TITLE	Codes for types of packages and packing materials
ABBREVIATION	UNECE Recommendation 21
ORIGINATING AUTHORITY	UN CEFACT
LEGAL BASIS	
CURRENT STATUS	operational
IMPLEMENTATION DATE	August 1994 (ECE/TRADE/195)
AMENDMENT DATE	Trade/CEFACT/2002/24
STRUCTURE	2-character alphanumeric code value Code-value name 2-digit numeric code value description
SUCCINCT DESCRIPITION	A numeric code system to describe the appearance of goods as presented for transport to facilitate identification, recording, handling, and establishing handling tariffs.
LINKED CLASSIFICATIONS	
USAGE	
MEDIA THROUGH WHICH AVAILABLE	www.unece.org/cefact
LANGUAGES	English, French, German
ADDRESS OF RESPONSIBLE AGENCY	RIS Through the ERI group of experts
REMARKS	The numeric code value is not used in this standard

Example

BG	Bag
BX	Box

Usage in the implementation guidelines CNI/GID/C213/7065

19. Handling Instructions

FULL TITLE	Handling instruction description code
ABBREVIATION	UN/EDIFACT Data Èlement 4079
ORIGINATING AUTHORITY	UN CEFACT
LEGAL BASIS	
CURRENT STATUS	Operational
IMPLEMENTATION DATE	25 July 2005
AMENDMENT DATE	Trade/CEFACT/2005/
STRUCTURE	Repr: an..3 Code-value name 3-digit alpha code value description
SUCCINCT DESCRIPITION	An alpha code system to describe handling instructions for the tasks to be executed in a port to facilitate the handling of the vessel and establishing handling tariffs.
LINKED CLASSIFICATIONS	
USAGE	un/edifact messages
MEDIA THROUGH WHICH AVAILABLE	www.RIS>>>>>>>>>>>>>>
LANGUAGES	English
ADDRESS OF RESPONSIBLE AGENCY	RIS through the ERI group of experts
REMARKS	The numeric code value is not used in this standard

Example

LOA	Loading
DIS	Discharge
RES	Re-stow

Usage in the implementation guidelines LOC/HAN/ C524/4079

20. Purpose of Call

FULL TITLE	Conveyance call purpose description code
ABBREVIATION	POC C525
ORIGINATING AUTHORITY	UN CEFACT
LEGAL BASIS	
CURRENT STATUS	operational
IMPLEMENTATION DATE	25 July 2005
AMENDMENT DATE	Trade/CEFACT/2005
STRUCTURE SUCCINCT DESCRIPITION	Repr an..3 2-character numeric code value Code-value name A numeric code system to describe the purpose of the call of the vessel to facilitate identification and recording,
LINKED CLASSIFICATIONS	HAN
USAGE	edifact messages
MEDIA THROUGH WHICH AVAILABLE	www.unece.org/cefact
LANGUAGES	English,
ADDRESS OF RESPONSIBLE AGENCY	RIS through the ERI group of experts
REMARKS	The numeric code value is used in this standard

Example

1	Cargo Operations
23	Waste Disposal

Usage in the implementation guidelines TSR/POC/C525/8025

21. Nature of Cargo

FULL TITLE	Cargo Type Classification Code
ABBREVIATION	UN/EDIFACT 7085 Cargo Type
ORIGINATING AUTHORITY	UN CEFACT
LEGAL BASIS	
CURRENT STATUS	operational
IMPLEMENTATION DATE	25 July 2005
AMENDMENT DATE	Trade/CEFACT/2005
STRUCTURE	AN..3 2-character numeric code value Code-value name 2-digit numeric code value description
SUCCINCT DESCRIPITION	A numeric code system to specify the classification of a type of cargo as transported to facilitate identification, recording, handling, and establishing tariffs.
LINKED CLASSIFICATIONS	HAN
USAGE	edifact messages
MEDIA THROUGH WHICH AVAILABLE	www.unece.org/cefact
LANGUAGES	English,
ADDRESS OF RESPONSIBLE AGENCY	RIS through the ERI group of experts
REMARKS	The numeric code value is used in this standard

Example

5	Other non-containerised
30	Cargo in bulk

Usage in the implementation guidelines TSR/LOC/HAN/C703/7085

6. WCO and the H.S.

The World Customs Organisation has developed a number of standards and guidelines pertaining to the interchange of data in the area of goods and cargo declarations.

The message specifications are based on the standard UN EDIFACT messages such as the cargo declaration CUSCAR. The WCO has developed a data model to ensure that world wide the same data set is going to be used.

Moreover the WCO maintains the Harmonised System which provides a 6-digit classification system for goods and commodities, the HS is used for classifying goods covering over 5000 descriptions of the products or groups of products most commonly produced and traded. The structure of this numeric system is such that it provides a legal and logical structure, which puts group's products or categories of products into headings, chapters and into sections.

It can be used by customs but also is meant for statistics, manufacturers, transport, import and export.

The structure is as follows

XX	Heading
XXXX	Harmonised System
XXXX.XX	HS Code

For additional local use the code can be expanded as follows

XXXX.XX.XX	Code for Combined Nomenclature
XXXX.XX.XX.XX	Statistics number
XXXX.XXXX.XXX	TARIC code

More over there are further local subdivisions up to 21 positions to indicate e.g. the national tax code.

It is also often used to indicate cargo carried on board and can be used by statistical offices.

The Kyoto Convention of the WCO describes in detail the procedures and processes and the information elements for transit and import / export declarations.

7. UN/ECE recommendations

This chapter contains summarised information on Recommendations for the facilitation of trade and transport, such as date of issue, the subject and some information on the maintenance and usage within the transport industry

1. United Nations Layout Key for Trade Documents

The present version of the recommendation on the Layout Key and the location of codes was adopted in March 1981 and most international trade documents are based on this lay- out key . It aims at providing an international basis for the standardisation of documents.
The technical contents have been published as ISO 6422 in 1985, lastly updated in 2001.
The addendum recommends the use of the UN Layout key as the basis for designing all documents relevant to International trade
The Informative Annex to the recommendation contains the guidelines for the application of the Layout Key. In part V of the informative annex illustrations are included of forms used in International Trade

Note: This recommendation should be considered as the basis for the design of documents but is also seen as the basis for the design of forms used in Interchange techniques e.g. for XML solutions.

Country code for representation of Names of Countries

The present version of the recommendation for country codes used in international trade was adopted in 1974. It recommends that the two Alpha code referred to in the International Standard ISO 3166 should be used for representing the names of countries or purposes of International Trade. The maintenance of this standard is done through the German Normalisation Institute in Berlin. The standard should be used whenever a coded representation of a country is required. Known as the ISO ALPHA-2 code.

Abbreviation of INCOTERMS

Recommends the use of the trade terms interpretation as established by the International chamber of commerce in coded form. The present codes are based on the ICC publication no 560 INCOTERMS 2000 which entered in force on 1 January 2000.

Numerical Representation of Dates, Time and Periods of Time

Establishes a method for a standardised and unambiguous all-numerical designation of a given date, time of day and a given period of a time.
Example 10 May 2001 2001-05-10 or 010510

Unique Identification Code Methodology (UNIC)
Originally entitled the Common Access Reference this recommendation establishes a unique consignment reference number with the objective of reducing the number of different references used by parties in international and national trade transactions.
The UNIC is constructed using a combination of three data elements:
The code list responsible agency, Party identification and Reference number total length not exceeding 35 positions. The present proposals from the WCO to come to an UCR (Unique Customs Reference) is a follow up on this recommendation.

Note: the use of data element 0068 Common Access Reference in the UNH segment offers the opportunity to link messages and data to one common reference number.

Alphabetic Code for the Representation of Currencies
Encourages the use of the three letter alphabetic codes of the International Standard known as ISO-4217 for application in International Trade. The Standard is intended for use in any application of Trade, banking or administration where names of currencies or funds are required to be represented in a coded form. The codes are where practicable linked to the 2 alpha country codes see also under recommendation three. As maintenance agency for ISO 4217 has been appointed the British Standards Institution.

Codes for the Identification of ships
The first version of this recommendation was cast in terms of establishing a code for representing ships names. These names are not always unique as in many cases; several vessels bear the same name and sometimes sail under the same flag.
At the same time transmissions of the full names in free text are considered a burden and often abbreviations are used.
Studies undertaken have shown that ships are presently identified in a number of ways ranging from company own codes to international accepted codes such as the Radio call sign and the ships Lloyds register number from which the IMO number is derived.
Only the IMO number remains unchanged throughout the life of a Ship irrespective of changes of name, nationality or ownership.
It is therefore recommended in this recommendation to use for maritime vessels the IMO Number as the official international standard for the interchange of information.

Documentary Aspects of the International Transport of Dangerous goods
The recommendation sets forth actions to harmonize information requirements and to simplify documentary procedures for the transport of dangerous goods in order to decrease complexity and increase accuracy and efficiency.

Measures to Facilitate Maritime Transport Documents Procedures
This recommendation aims at the simplification, rationalisation and harmonisation of procedures and documents used to evidence the contract of carriage in maritime transport.

Authentication of Trade documents by means other than Signature
This recommendation seeks to encourage the use of electronic data transfer in international trade by recommending that governments review national and international requirements for signatures on international trade documents, in order to eliminate the requirement for paper documents by meeting the requirement for signatures through authentication methods /-guarantees which can be transmitted electronically.

Simpler Shipping Marks
The recommendation describes a simple and standardised approach to identify cargo in order to reduce costs, avoid mistakes and delays of shipments. The standard shipping mark established in this recommendation should be used for markings on packages moved internationally by all modes of transport, for reproduction in related documents and for data elements in trade data interchange.

UN/LOCODE Codes for Ports and other locations used in international Trade and Transport
Recommends a five-letter alphabetic code for abbreviating the names of locations of interest to international trade, and transport such as ports, airports, inland freight terminals and other locations where Customs clearance of goods can take place, the names of these places can be represented unambiguously in data interchange between participants in international trade and transport. The list currently contains 60.000 codes for locations throughout the world.
Location names
Place names are given whenever possible in their national language version as expressed in the Roman alphabet using the 26 characters of the character set adopted for international trade data interchange. Diacritic signs can be ignored and should not be converted into additional characters in order to facilitate reproduction in the national language whenever necessary.

Facilitation Measures related to International Trade Procedures
This recommendation was renewed in 2001 and outlines a series of measures related to the movement of goods, presented in groups covering different phases of a common international trade transaction, which on their own would not justify an independent formal recommendation but which Governments should consider implementing. Each section describes the particular problems for which facilitation measures are provided.

Codes for Modes of Transport
This recommendation with its code set establishes a one digit numerical code for representing transport modes.

Codes for units of measures used in International Trade
This recommendation provides three character alphabetic and alpha numeric codes for representing units of measurement for length, area, volume capacity, mass weight, time and other quantities used in international trade.

Codes for Types of Cargo and packages
This recommendation presents the list of codes for the representations of package type names used in international trade.

Freight Cost and Charges, codes
This recommendation and code set provides a naming system to be used for the establishment of harmonised descriptions of freight costs and other charges related to the international movement of goods. It also provides an unambiguous coded representation of those descriptions.

Trade and Transport Status Codes
This recommendation provides Transport Status codes to satisfy requirements for exchanging coded information about the status of consignments, goods ore means of transport at a certain time or place in the transport chain.

Use of the United Nations Electronic Data Interchange for Administration, Commerce and Transport UN/EDIFACT
The recommendation supports the co-ordinated action by governments to promote UNEDIFACT as the single international standard for electronic data interchange EDI between public administrations and private companies of all economic sectors world wide.
There are currently over 200 UN/EDIFACT messages available for the exchange of data between organisations.

Commercial Use of Interchange agreements for Electronic Data Interchange.
This recommendation promotes the use of interchange agreements between commercial parties mutually and between governments and commercial parties using Electronic data interchange. The recommendation includes a model interchange agreement for international use.

Codes for types of means of transport
This Recommendation establishes a common code list for the identification of the type of means of transport. It has particular relevance for Customs, Statistical offices and Authorities.
It establishes the type of vessel, truck or aircraft in a coded format.

Especially for inland shipping this code set has been developed to encourage the use of unambiguous codes for vessel types and combinations of vessels.

Codes for types of Cargo
This recommendation is under development presently the codes of UN EDIFACT are recommended.

Harmonized Commodity Description and coding system for goods and commodities
This recommendation has been under development and supports the use of the 6 digit Harmonised system developed by the World Customs Organisation (WCO) the draft recommendation contains a summary of cargo transported to ensure unambiguous usage.

Electronic Commerce Agreement
With this recommendation a model for contractual approach of electronic commerce operations is recommended. The approach takes into consideration the need for a framework of basic provisions to be agreed by business entities.

E-Commerce Self-Regulatory Instruments
This recommendation emphasizes the need for the development, support and promulgation of voluntary codes of conduct for electronic business so as to support the development of international trade.
It calls upon governments to promote and facilitate the development of relevant self-regulation instruments, accreditation schemes and trustmark schemes.

Recommendation and guidelines establishing a single window
Aimed at enhancing the efficient exchange of information between Trade and Government, a Single Window is a facility that allows parties involved in international trade and transport to lodge standardised information and documents with a single entry point to fulfil all import, export and transit-related regulatory requirements. If information is electronic, then individual data elements should only be submitted once. This can enhance the availability and handling of information, expedite and simplify information flows between Trade, transport and governments and can result in a greater harmonisation and sharing of the relevant data across governmental systems, bringing meaningful gains to all parties involved in cross border trade and transport.