



UNITED NATIONS
ECONOMIC AND SOCIAL COUNCIL

**CODES FOR PASSENGERS, TYPES OF CARGO,
PACKAGES AND PACKAGING MATERIALS**
with complementary codes for package names

RECOMMENDATION 21 /Rev. 2
adopted by the Working Party on Facilitation of International Trade Procedures

Geneva, September 1996

ECE/TRADE/211

GE.97-30281

Recommendation 21/Rev.2

CODES FOR PASSENGERS, TYPES OF CARGO, PACKAGES AND PACKAGING MATERIALS WITH COMPLEMENTARY CODES FOR PACKAGE NAMES

The Working Party on Facilitation of International Trade Procedures, a subsidiary body of the United Nations Economic Commission for Europe, agreed to include in its programme of work in 1976 a project to specify various types and methods of packaging with a view to the subsequent creation of codes for names of packages most frequently used in trade. The aim was to provide a link between documents and goods and facilitate the identification of goods and other cargo handling operations during transport.

Realizing that other international bodies, such as the UN/ECE Inland Transport Committee, the European Economic Community (EEC), the International Chamber of Shipping (ICS) and the International Union of Railways (UIC) also had a strong interest in and had undertaken work on this subject, the UN/ECE Working Party in 1981 invited the secretariats of all interested international organizations to examine the various concepts and to collaborate to harmonize the different codes. After extensive national and international consultation and collaboration, in 1986 a final project was transmitted to the Working Party which at its twenty-third session in March 1986 agreed to adopt the appropriate Recommendation.

At its thirty-ninth session (March 1994), the Working Party agreed to approve the proposal made by the delegation of Canada in document TRADE/WP.4/R.895 to incorporate, as an additional annex, the packaging codes used for the transportation of dangerous goods into the Recommendation and to amend it appropriately.

RECOMMENDATION

The Working Party on Facilitation of International Trade Procedures,

Bearing in mind the rapid and accelerating pace of the introduction of new transport and data processing techniques and urgent need to adapt trade procedures to such new techniques;

Noting that there is a need to harmonize existing expressions and codes used in international trade procedures to

describe and represent different types cargo, packages and packaging materials;

Recommends Governments and organizations responsible for relevant national regulations and practices related to the movement of goods in international trade to support international facilitation work by considering the codes described in the present recommendation with a view to introducing them in such regulations and in practice;

Recommends organizations responsible for international instruments that contain codes such as those covered by the present recommendation to consider harmonization of any such codes in accordance with those presented hereafter when reviewing existing or preparing new international provisions;

Recommends participants in international trade to use, as required, the numeric codes presented in this recommendation when there is a need for such codes in trade procedures to represent different types of cargo, packages, and packaging materials;

Recommends participants in international trade to use, as required, the complementary alphabetic codes presented in this recommendation when there is a need for such codes in trade procedures to represent names of packages;

Invites Governments and international organizations concerned to notify the Executive Secretary of the Economic Commission for Europe of the extent to which they are able to harmonize the relevant codes for which they carry responsibility or to communicate the reasons for being unable to do so.

At the thirty-ninth session of the Working Party representatives attended from: Austria, Belgium, Bulgaria, Canada, Croatia, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Israel, Italy, Malta, the Netherlands, Norway, Poland, Romania, Russian Federation, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey, United Kingdom of Great Britain and Northern Ireland and the United States of America. Representatives from Australia, Brazil, Gabon, Japan, Korea, New Zealand, Nigeria and Senegal participated under Article 11 of the Commission's terms of reference.

The session was attended by representatives of the European Union (EU).

Recommendation No.21/Rev.2, adopted by the Working Party on Facilitation of International Trade Procedures, Geneva, September 1996 ECE/TRADE/211.

The session was also attended by representatives of the secretariat of the United Nations Conference on Trade and Development (UNCTAD), the United Nations Commission on International Trade Law (UNCITRAL), and the International Trade Centre UNCTAD/GATT (ITC), as well as by representatives of the following intergovernmental organizations: Universal Postal Union (UPU), European Free Trade Association (EFTA), Central Office for International Railway Transport (OCTI) and Customs Co-operation Council (CCC). The following non-governmental organizations were represented: Comité International des Transport Ferroviaires (CIT), International Air Transport Association (IATA), International Article Numbering Association (EAN), International Express Carriers' Conference (IECC), International Road Transport Union (IRU), International Chamber of Commerce (ICC), International Organization for Standardization (ISO), International Union of Railways (UIC), Society for Worldwide Interbank Financial Telecommunication (S.W.I.F.T.), Union des Administrations Portuaires du Nord de l'Afrique (UAPNA). Also present at the invitation of the secretariat were representatives of the Taipei EDIFACT Committee, SITPROSA (Trade Facilitation Committee of the Republic of South Africa) and International Federation of Inspection Agencies (IFIA).

I. BACKGROUND

1. International trade implies the movement of goods over international boundaries. For several reasons these goods need to be described and identified while they are being moved. Identification marks ("shipping marks") are essential for this purpose and descriptions of the nature of the merchandise may also be helpful. But the appearance of the goods as presented for transport is a very useful means to identify them and is also of vital importance for handling operations, for planning and statistical recording of such operations and as a basis for the establishment of freight and cargo handling tariffs.
2. The harmonization of expressions and concepts used to describe and identify goods and cargo moving in transport has been recognized as a problem that needs attention within the framework of the international work on facilitation of trade procedures. It is recognized that valuable work has already been undertaken by unimodal transport operators and by some official regulatory agencies responsible for health and safety standards in transport of certain products (e.g. food, plants, drugs, dangerous goods and hazardous wastes). But these have been independent efforts and there is at present a number of non-harmonized terms and codes for loads, packagings and other modes of appearance of goods in transport and transport-related operations. This lack of harmonization has caused difficulties, for consecutive cargo operations by different modes of transport as well as for the forwarding and packaging industries and the recording of statistics on international trade and transport.
3. The computerization of transport procedures has further increased the need for harmonization. Standardized data elements are a pre-requisite for data interchange between trading partners and other private or official participants in trade, for paper-less interchange by automated means and also for simplified documentary procedures.
4. In 1976 the UN/ECE Working Party on Facilitation of International Trade Procedures agreed on a new work item: to develop a packaging code with the main aim of linking documents to consignments. At that time the International Union of Railways (UIC), together with the Organization for the Collaboration of Railways (OSZhD), was developing packaging codes for the needs of railway transport and the International Chamber of Shipping (ICS) was developing such codes for maritime transport. UIC and ICS undertook to work as co-rapporteurs for the new work item. The aim was to establish a harmonized coding system, in the belief that such a standard would be of considerable general interest, *inter alia* for trade facilitation. The offer was gratefully accepted by the Working Party.
5. The work of the co-rapporteurs involved the listing of various names for packages and their synonyms, consideration of the meanings of detailed descriptions, and preparing diagrams for easy recognition. A comprehensive report was transmitted to the Working Party in 1981 (TRADE/WP.4/R.140); the analysis and methodology developed during the work resulted in the establishment of a structure which provided for a three-tiered numeric system of four digits, with a first digit for "unit loads", second and third digits for fifty-seven recognized package types and a fourth digit for specifying packaging materials. Within this flexible structure further international harmonization could be pursued.
6. In 1977 the ECE Inland Transport Committee agreed to the proposal by the thirty-first session of the Group of Experts on Transport Statistics that the Commodity Classification for Transport Statistics in Europe (CSTE) should be adapted to current needs. The terms of reference for a task force set up for this work included "consideration of the possibilities to incorporate characteristics of handling cargo in the CSTE".
7. The Governments of Belgium and the Netherlands undertook to collaborate on this item and submitted a joint paper in April 1979 (TRANS/GE.6/R.21), which recommended a one-digit classification, separate from the CSTE, for cargo-handling characteristics in four modes of transport (sea, inland water-way, rail and road) to be known as "mode of appearance". The European Economic Community submitted a draft one-digit cargo classification applicable to all modes of transport in 1981 (TRANS/GE.6/R.36).
8. The Shipping Division of UNCTAD developed in 1979 a one-digit "broad packing code" and also a two-

digit "detailed packing code" for the "Manual on a Uniform System of Port Statistics and Performance Indicators".

9. The Working Party on Facilitation of International Trade Procedures realised that other international bodies such as the Customs Co-operation Council (CCC), and regional economic groupings also had a strong interest in the coding project. The secretariat of the ECE undertook to report on their work and to ascertain which organizations would participate in an examination of the compatibility of various concepts (TRADE/WP.4/R.202). The secretariats of the interested international organizations were invited by the ECE secretariat to collaborate with a view to achieving the optimum future harmonization of classification and, if possible, of codes. Five such inter-secretariat meetings, serviced by the Trade Division of the UN/ECE and chaired by the Statistical Office of the European Communities (SOEC), were arranged at Geneva between 1981 and 1985.

10. The first meeting examined the purposes of the various codes and agreed that they should cover all goods in all modes of transport and should classify them according to the most external cover or wrapping. The meeting also agreed on the first five common categories for a one-digit cargo classification. The second meeting (September 1982) examined underlying principles and practical problems (synonyms, simultaneous packagings in "combination", complications related to dangerous goods etc). It was agreed: 1) to identify "preferred" terms, 2) to envisage both simple applications covering only one packaging (e.g. the EEC and UNCTAD codes) and complex applications for combined packagings (UIC/ICS code) and 3) to omit reference to dangerous goods (because danger was a characteristic of the goods, not of the package, and could be present also in unpacked bulk goods). The third meeting (June 1984) agreed that "shape" should be the basic criterion for classifying packaging types and that the first digit could be a one-digit code for packages. Codes were allocated to nine types of cargo, nine types of packages (arranged in order from the most to the least frequent) and to eight types of packaging materials. The fourth inter-secretariat meeting (February 1985) agreed, in view of comments received, to apply the "shape" criterion more consistently to package types, a further breakdown was suggested according to "size".

11. The final meeting (November 1985) prepared a draft Recommendation, in the form of a structured, numeric code system for cargo units (one-digit), package types (one-digit or, optionally, two-digits) and packaging materials (one-digit). The UN/ECE secretariat prepared complementary two-letter codes to represent the most frequently used package names. Pictorial symbols were added to the textual descriptions to provide a visual association between the codes and the types of packages that they represent.

12. After further extensive national and international

consultations the present recommendation was adopted at the twenty-third session of the UN/ECE Working Party on Facilitation of International Trade Procedures, in March 1986.

II. SCOPE

13. This Recommendation establishes a numeric code system to represent types of cargo, packages and packaging materials in trade, transport and other economic activities related to international trade. The Recommendation also establishes complementary alphabetic codes for names of packages.

14. At its thirty-ninth session, the Working Party agreed to approve the proposal made by the delegation of Canada in document TRADE/WP.4/R.895 to incorporate, as an additional annex, the packaging codes used for the transportation of dangerous goods into the Recommendation and to amend it appropriately.

III. FIELD OF APPLICATION

15. The code system and the codes provided for in this Recommendation are intended for use in data interchange between participants in international trade, by automatic interchange methods, and also in other applications. The codes are also intended for use in manual systems, e.g. to complement or substitute plain language descriptions in forms used in international trade. Where appropriate and desirable, the codes can be used in the context of other economic activities.

IV. TERMS AND DEFINITIONS

16. For the purpose of this Recommendation the following definitions apply:

Cargo: The load of goods carried on board a ship or on another means of transport;¹

Cargo type: A classification of cargo carried, or intended to be carried, on means of transport, based on its general appearance.

Package: The complete product of a packaging operation, as prepared for transport and consisting of the packaging (receptacle, container) and its contained goods;²

Packaging: Materials and components used in any packaging operation to wrap, contain and protect articles or substances during transport;

Package type: The shape or configuration of a package as it appears for transport.

¹ Cargo can consist of either liquid or solid materials or substances, without any packaging (e.g. bulk cargo), or of loose items of unpacked goods, packages, unutilized goods (on pallets or in freight containers) or goods loaded on transport units and carried on active means of transport.

V. REFERENCES

17. The following international instruments and documents have been taken into account in the preparation of the present Recommendation:

UN/ECE/TRANS/GE.6/R.36, 1981: Possibilities of developing a classification of characteristics of handling cargo in relation to the CSTE

UN Statistical Commission: Recommendation of a uniform system to link commodity flows and shipping documents (20th session, 1979)

UNCTAD/SHIP/185/Rev.1, Manual on a uniform system of port statistics and performance indicators, 1979, 2nd edition, 1983

UN/ECE/FAL Recommendation No.19: Code for Modes of Transport, 1981

UN/ECE/FAL Recommendation No.20: Code for Units of Measurement Used in International Trade, 1985

European Convention on Customs Treatment of Pallets Used in International Transport, Geneva, 1956

OECD: Recommendations on the international standardization of packing for fruit and vegetables

Customs Convention on the temporary importation of Packings, Brussels, 1960

Customs Convention on Containers, Geneva, 1956

Customs Convention on Containers, Geneva, 1972

ISO TC 122: Packing, draft proposal 5988

ISO 3676-1983 Packing. Unit load sizes. Dimensions

IATA, 1982: Special handling codes.

United Nations Recommendations on the Transport of Dangerous goods, ST/SG/AC.10/1/Rev.8, 1993

18. Reference is also made to the UN/ECE Trade Data Elements Directory (UNTDDED), which includes the following data element, relevant for this Recommendation:

7064 Package Type

Desc: Description of the form in which goods are presented

7064 Package Type, coded

Repr: n..4; a2

² The term package includes all articles used and, in particular, holders used as external or internal coverings for goods, holders on which goods are rolled, wound or attached, containers (other than those defined in international conventions) and receptacles. The term excludes means of transport and articles of transport equipment such as pallets and freight containers.

VI. STRUCTURE AND PRESENTATION OF THE CODE SYSTEM AND THE CODES

A. Structure of the numeric code system

19. The Recommendation provides numeric codes for:

- (a) **Cargo type** (one-digit), indicating handling characteristics of the cargo.
- (b) **Package type** (two digits of which the second is optional), referring to packages (by extension in order to insure complete coverage) of goods carried loose in freight containers, wagons, ships, etc.
- (c) **Packaging material** (one-digit), referring to the type of any material (steel, wood, textile, paper etc), used for making a package.

B. Optional alphabetic codes

20. Complementary alphabetic codes are provided to represent package names most commonly used in trade and transport. These names are listed in Annex V and VI in alphabetic name and code order, respectively with their two-letter representations and corresponding numeric codes.

C. The presentation of the codes

21. The different codes are presented in the Annexes to this Recommendation, as follows:

Annex I: Basic numeric, one-digit code system

Annex II: Cargo type one-digit code: descriptions, with pictorial symbols

Annex III: Table of cargo type code, package type code and packing materials code

Annex IV: Package type code: 2-digit codes (1-digit, optionally), pictorial symbols, descriptions and common names

Annex V: Coded representation of package type names used in international trade (in alphabetic name order)

Annex VI: Coded representations of package type names used in international trade (in alphabetic code order)

Annex VII: Code for designating types of packagings in the transport of dangerous goods.

VII. RULES OF APPLICATION

22. The three numeric codes (Cargo type, Package type, Packaging Material) can each be used **independently** or **in combination** with one or both of the other two. The

Packaging Material code is especially suitable for use in combination with the Package Type code.

23. The numeric codes can be used at the **one-digit** level (ANNEX I).

24. Each of the codes can be used in a **simple, single, application**

In this type of application:

- (a) the **Cargo Type code** can be used to record only the most external form of the cargo visible during transport and indicative of the most appropriate method of handling. (This is designated the “first-level mode of appearance” by transport statisticians);
- (b) the **Package Type code** can be used (by a manufacturer, for example) to record only the “immediate wrapping or receptacle of the goods, which the purchaser normally acquires with them in retail sales”; similarly, this code can be used (by an exporter or shipper, for example) to record only the “most external wrapping or receptacle of the goods, which the importer, wholesaler or the retailer normally acquires”;
- (c) the **Packaging Material code** can be used to record only the material used to make that packaging which is to be recorded under the Package Type code.

25. The codes for **Cargo Type** and **Package Type** may be used in combination with other codes such as Code for Modes of Transport (UN/ECE Recommendation No. 19).

26. The codes for **Package Type** (one-digit level) and **Package Names** (two-alpha) may be used in combination with a data element specifying unit of measurement, to indicate the precise size of package, for example, “5KGM”, “25KGM”, or “50KGM” receptacles for dry goods, or “70CLT”, “1LTR”, “5LTR” receptacles for liquid goods (UN/ECE Recommendation No. 20 under revision).

27. The **Package Type** codes can be used, alternatively, at the **two-digit** level. The two-digit Package Type code is hierarchical in structure: the first digit indicates primarily shape of the package, whilst the (optional) second digit indicates primarily size of packages within each shape.

28. The numeric code system is **generic** and accommodates in its structure all existent and all possible types of cargo, packages and packaging materials at either the one-digit or the two digit level.

29. As a further alternative, **Package Names** codes can be used. These complementary, two-alpha codes cover the current and most frequently used package names in the English, French and Russian languages. Additional package names and codes may be added under the maintenance procedure.

Rules of extended application

30. Each of the codes can be used, by extension, in more complex, **multiple applications**. In this type of application, several characters for each code (numeric or alphabetic) can be used simultaneously as nested data elements (corresponding to the several levels of cargo units being carried, or the several levels of packages being shipped, simultaneously nested one inside another) so that

- (a) the **Cargo Type code** can be used to record, in succession two, three or more levels of cargo from the most external cargo inwards; for example, a lorry with a freight container “said to contain” pallets loaded with sacks of coffee coded:

6, 2, 4, 9;

- (b) the **Package Type code** can be used to record, in succession two, three, or more levels of packaging from the most external packaging inwards; for example, a large box containing cartons of small bags or sachets tea is coded:

2, 2, 6 (one-digit code) or
24, 22, 61 (two-digit code) or
BX, CN, SA (two-alpha code);

- (c) the **Packaging Material code** can be used to record in succession, and in the same order, the material(s) used to make each of the two, three, or more levels of packaging which are to be recorded under the Package Type code.

VIII. CHOICE BETWEEN NUMERIC AND ALPHABETIC CODES

31. Users can choose between structured numeric and alphabetic codes. Numeric codes may be preferable for ADP as they are structured whereas alphabetic codes offer more permutation possibilities. In trade documents package types are described mainly for the purpose of enabling the identification of the goods when these are moved and handled during transport operations and for the purpose of frontier control; in this context short alphabetic codes are often preferred, as they are easier to memorize, particularly if they provide a mnemonic link with the name of the package type.

32. In their choice of coding systems traders might use the following checklist:

- Is there a *de jure* mandatory coding system that must be used in view of the nature of the goods?
- Is there a *de facto* mandatory coding system prescribed by the mode of transport?
- What codes are required by frontier controlling authorities in the chain of transport?
- Are the goods sent to a client in a country where the Latin alphabet is little known?

- What codes are preferred by the trading partner for his (computerized) office management system?

Working Party through the ECE Trade Division. The Working Party will consider the proposals at one of its regular sessions.

IX. PROVISION FOR UPDATING

33. Proposals for updating the lists of the codes appended to this Recommendation should be addressed to the

34. When a change in the list of codes is agreed, the ECE secretariat will issue an amending supplement or a revised list of codes, as appropriate.

Annex I

BASIC NUMERIC, ONE-DIGIT CODE SYSTEM

(a) PASSENGERS AND CARGO

Passengers and Cargo Type code

- 0 No cargo unit (liquid bulk goods)
- 1 No cargo unit (solid bulk goods)
- 2 Large freight containers
- 3 Other freight containers
- 4 Palletized
- 5 Pre-slung
- 6 Mobile self-propelled units
- 7 Other mobile units
- 8 Passengers
- 9 Other cargo types

(c) PACKAGING MATERIALS

Packaging material code

- 0 None
- 1 Plastics
- 2 Paper and fibreboard
- 3 Wood
- 4 (For future use)
- 5 Metal
- 6 Glass, porcelain, ceramic, stoneware
- 7 Textile
- 8 (Reserved)
- 9 Unknown or not otherwise enumerated

(b) PACKAGES

Package Type code*

- 0 Bulk
- 1 Loose, unpacked (excluding bulk)
- 2 Rigid, box-type, (prismatic)
- 3 Rigid, drum-type, (cylindrical)
- 4 Rigid, bulb-type, (spherical)
- 5 Rigid, other
- 6 Flexible, bag-type
- 7 (for future use)
- 8 (Reserved)
- 9 Other, or special packages

* The two-digit codes for Package Types are in Annexes III, IV, V and VI.

Annex II



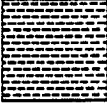

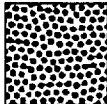





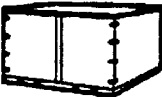
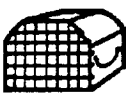


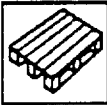


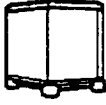

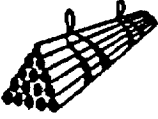











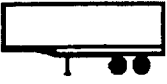



PASSENGERS AND CARGO TYPE ONE-DIGIT CODE:

DESCRIPTIONS, WITH PICTORIAL SYMBOLS

CODE

- 0 NO CARGO UNIT (LIQUID BULK GOODS): includes i) liquids ii) liquified gases iii) molten or slurried solids, suitable for continuous mechanical handling for transport by pipeline or loose in a hold, tank or other compartment integral to a means of transport.
- 1 NO CARGO UNIT (SOLID BULK GOODS): includes i) fine powders ii) granular particles iii) large, lumpy, dry solids, suitable for continuous mechanical handling, for transport by fixed installations (other than pipeline) or loose in a hold or other compartment integral to a means of transport.
- 2 LARGE FREIGHT CONTAINERS: Goods loaded in/on a freight container 20ft. (6m) or more in external length; includes lift van, swap/swop body, flat, moveable tank or similar articles of transport equipment.
- 3 OTHER FREIGHT CONTAINERS: Goods loaded in/on a freight container less than 20 ft. (6m) in external length; includes i) rigid Intermediate Bulk Containers (IBCs) ii) aircraft Unit Load Devices (ULDs); excludes i) air mode pallets ii) sea or land mode box-, tank-, post, rack-pallets not exceeding 1.25 m² deck area.
- 4 PALLETIZED: Goods loaded on a deck; includes i) disposable one-way pallets ii) sea or land mode box-, tank-, post-, rack-pallets not exceeding 1.25 m² deck area iii) slip-sheets iv) air mode pallets v) bricks, ingots, etc. suitably assembled for fork-lift truck handling.
- 5 PRE-SLUNG: Goods (one or more items) supplied with a sling (or slings) or various materials (natural/artificial fibre, steel wire, etc.) and of various designs (loop, ring, cloverleaf, etc.); includes i) "packaged" timber ii) Flexible Intermediate Bulk Containers (FIBCs).
- 6 MOBILE SELF-PROPELLED UNITS: includes i) road motor vehicles (lorries, buses, cars) and accompanying trailers, semi-trailers, caravans engaged in goods/passenger transport ii) motorised road, agricultural, industrial, etc. vehicles moving in trade iii) live animals "on the hoof".
- 7 OTHER MOBILE UNITS: non-self-propelled vehicles and equipment on wheels; includes i) unaccompanied trailers, semi-trailers railwagons, ship-borne barges engaged in goods transport ii) caravans and other road, agricultural, industrial, etc. vehicles iii) ship-borne port-to-port trailers.
- 8 PASSENGERS
- 9 OTHER CARGO TYPES: all cargo not elsewhere enumerated (i.e. the residual types of cargo carried in transport: "break-bulk" or "general" cargo, e.g. boxes, drums, bags, etc. and loose, unpacked items such as pipes, rods, etc.).

PASSENGERS AND CARGO TYPE DIAGRAMS

LIQUID BULK	0							
SOLID BULK	1							
LARGE FREIGHT CONTAINERS	2							
OTHER FREIGHT CONTAINERS	3							
PALLETIZED	4							
PRE-SLUNG	5							
MOBILE SELF-PROPELLED	6							
OTHER MOBILE UNITS	7							
PASSENGERS ON FOOT	8							
OTHER CARGO TYPES	9							














Annex III
TABLE OF CARGO TYPE CODE, PACKAGE TYPE CODE AND PACKAGING MATERIALS CODE

CARGO UNIT CODE	PACKAGE TYPE CODE										PACKAGE MATERIAL CODE
	0	1	2	3	4	5	6	7	8	9	
0 No cargo unit (liquid bulk)	0 Bulk	solid, fine particles	solid, granular particles	solid large particles	liquid at normal temperature and pressure	liquified at abnormal temperature and pressure	gas (at 1031 mbar)		(reserved)	n o e (not otherwise enumerated)	0 None
1 No cargo unit (solid bulk)	1 Loose, unpacked (excluding bulk)	cylinder long hollow	cylinder long solid	cylinder hollow formed by flat material wound on itself	cylinder hollow formed by linear material wound on itself	rectangle superficial (plane)	rectangle linear	rectangle dense	(reserved)	special shapes, n o e.	1 Plastics
2 Large freight containers	2 Rigid, box-type (prismatic)	complete very small (KGM<1 LTR<1 MTQ<0.001)	complete small (1<KGM<5 1<LTR<5 0.001<MTQ<0.1)	complete medium (5<KGM<50 5<LTR<50 0.1<MTQ<0.5)	complete large (50<KGM<100 50<LTR<100 0.5<MTQ<1)	complete very large (100<KGM 300<KGM 300<LTR 1<MTQ)	incomplete skeletal work	incomplete on top	(reserved)	incomplete on top with internal divisions and n o e.	2 Paper and fibreboard
3 Other freight containers	3 Rigid, drum-type (cylindrical)	very small (KGM,LTR,MTQ)*	small (KGM,LTR,MTQ)*	medium (KGM,LTR,MTQ)*	large (KGM,LTR,MTQ)*	very large (KGM,LTR,MTQ)*			(reserved)	n o e	3 Wood
4 Palletized	4 Rigid, bulb-type spherical	very small wide opening (KGM,LTR,MTQ)*	small narrow opening oblate (KGM,LTR,MTQ)*	medium narrow opening oblate (KGM,LTR,MTQ)*	large truncated ends prolate (KGM,LTR,MTQ)*	very large truncated ends prolate (KGM,LTR,MTQ)*			(reserved)	n o e	4 (for future use)
5 Pre-slung	5 Rigid, other	cone truncated, normally with handle			parallel-piped				(reserved)	n o e	5 Metal
6 Mobile units, self-propelled	6 Flexible, bag-type	complete very small (KGM,LTR,MTQ)*	complete small (KGM,LTR,MTQ)*	complete medium (KGM,LTR,MTQ)*	complete large (KGM,LTR,MTQ)*	complete very large (KGM,LTR,MTQ)*	incomplete open mesh	sheet superimposed	(reserved)	n o e	6 Glass, porcelain, ceramics, moneware
7 Other mobile units	7 (for future use)								(reserved)		7 Textile
8 (reserved)	8 (reserved)								(reserved)		8 (reserved)
9 Other cargo units	9 Other or special packages	cylindrical with rims on which goods are wound							(reserved)		9 Unknown or n o e

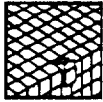



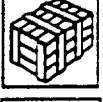



* Same figures as for "Rigid, box-type (prismatic)" code.

Annex IV

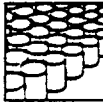




PACKAGE TYPE CODE: 2-DIGIT CODES (1-DIGIT, OPTIONALLY), PICTORIAL SYMBOLS DESCRIPTION AND COMMON NAMES

		0 BULK
01		solid, fine particles ("powders")
02		solid, granular particles ("grains")
03		solid, large particles ("nodules")
04		liquid (at normal temperature/pressure)
05		gas (liquified at abnormal temperature/pressure)
06		gas (at 1031 mbar and 15°C)
07		(reserved)
08		
09		n.o.e. (not otherwise enumerated)
		1 LOOSE, UNPACKED, (excluding bulk)
11		cylinder, long, hollow ("pipe, tube") ("pipes, tubes in bundle/bunch/truss")
12		cylinder, long, solid ("rod, log") ("rods, logs in bundle/bunch/truss")
13		cylinder, hollow, formed by flat material wound on itself ("roll, bolt")
14		cylinder, hollow, formed by linear material wound on itself ("coil, ring")
15		rectangle, superficial ("sheet, plate") ("sheets, plates in bundle/bunch/truss")
16		rectangle, linear ("bar, board, girder, plank") ("bars, boards, girders, planks in bundle/bunch/truss")
17		rectangle, dense ("ingot") ("ingots in bundle/bunch/truss")
18		(reserved)
19		n.o.e. (not otherwise enumerated)

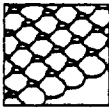

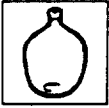


2 RIGID, BOX-TYPE, (prismatic)

21		complete, very small (KGM,1; LTR<1; MTQ<0.001) ("match box")
22		complete, small (1<KGM≤5; 1<LTR≤5; 0.001<MTQ≤0.1) ("rectangular can, carton")
23		complete, medium (5<KGM≤50; 5<LTR≤50; 0.1<MTQ≤0.5) ("carton, footlocker, hamper, jerrycan")
24		complete, large (50<KGM≤300; 50<LTR≤300; 0.5<MTQ≤1) ("carton, nest, coffer, crate, trunk")
25		complete, very large (300<KGM; 300<LTR; 1<MTQ) ("chest, crate, trunk")
26		incomplete, skeletal framework ("cage, frame, skeletoncase")
27		incomplete on top ("basket, shallow crate, tray, traypack")
28		(reserved)
29		incomplete on top with internal divisions ("bottlecrate, bottlerack") & n.o.e.


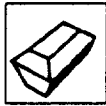
3 RIGID, DRUM-TYPE, (cylindrical)

31		very small (KGM<1; LTR<1; MTQ<0.001) ("ampoule, vial")
32		small (1<KGM≤ 1; LTR≤5; 0.001<MTQ≤0.1) ("cylindrical can, bottle")
33		medium (5<KGM≤50; 5 LTR≤50; 0.1<MTQ≤0.5) ("cylindrical jerrycan, bottle")
34		large (50<KGM≤300; 50<LTR≤300; 0.5<MTQ≤1) ("drum")
35		very large (300<KGM; 300<LTR; 1<MTQ) ("vat")
36		
37		
38		(reserved)
39		n.o.e. (not otherwise enumerated)







4 RIGID, BULB-TYPE, (spherical)

- 41  very small, wide opening
(KGM<1; LTR<1; MTQ<0.001)
("jug, jar, pitcher, pot")
- 42  small, narrow opening, oblate
(1<KGM≤5; 1<LTR≤5; 0.001<MTQ≤0.1)
("bulbous bottle")
- 43  medium, narrow opening, oblate
(5<KGM≤50; 5<LTR≤50; 0.1<MTQ≤0.5)
("bulbous bottle, carboy, demijohn")
- 44  large, truncated ends, prolate
(50<KGM≤300; 50<LTR≤300; 0.5<MTQ≤1)
("barrel, butt, cask, firkin, hogshead, keg, tun")
- 45  very large, truncated ends, prolate
(300<KGM; 300<LTR; 1<MTQ)
("barrel, butt, cask, firkin, hogshead, keg, tun")
- 46
- 47
- 48 (reserved)
- 49 n.o.e. (not otherwise enumerated)

5 RIGID, OTHER

- 51  cone, truncated, normally with handle
("bucket, cup, pail, tub")
- 52
- 53
- 54  parallelepiped
("coffin")
- 55
- 56
- 57
- 58 (reserved)
- 59 n.o.e. (not otherwise enumerated)

6 FLEXIBLE, BAG-TYPE

- 61  complete, very small
(KGM<1; LTR<1; MTQ<0.001)
("sachet")
- 62  complete, small
(1<KGM≤5; 1<LTR≤5; 0.001<MTQ≤0.1)
("bag, collapsible tube, multi-ply/wall sack")
- 63  complete, medium
(5<KGM≤50; 5<LTR≤50; 0.1<MTQ≤0.5)
("bag, collapsible tube, multi-ply/wall sack")
- 64  complete, large
(50<KGM≤300; 50<LTR≤300; 0.5<MTQ≤1)
("bag, collapsible tube, multi-ply/wall sack")
- 65  complete, very large
(300<KGM; 300<LTR; 1<MTQ)
("bale")
- 66  incomplete, open mesh
("net")


- 67 sheet, superimposed
("filmpack, shrinkwrapped, vacuum-packed")
- 68 (reserved)
- 69 n.o.e. (not otherwise enumerated)

7 (for future use)

- 71
- 72
- 73
- 74
- 75
- 76
- 77
- 78 (reserved)
- 79 n.o.e. (not otherwise enumerated)

8 (Reserved)

9 OTHER or special packages

- 91  cylinder with rims on which goods are wound
("bobbin, reel spindle")

- 92
- 93
- 94
- 95
- 96
- 97
- 98 (reserved)
- 99 n.o.e. (not otherwise enumerated)

Annex V
CODED REPRESENTATIONS
OF PACKAGE TYPE NAMES USED IN INTERNATIONAL
TRADE
(in alphabetical name order)

Package type names	Coded representations	
	Alphabetical code	Numeric code
Aerosol	AE	42 or 43
Ampoule, non-protected	AM	31
Ampoule, protected	AP	31
Atomizer	AT	42 or 43
Bag	BG	62 to 64
Bale, compressed	BL	65
Bale, non-compressed	BN	65
Balloon, non-protected	BF	42 or 43
Balloon, protected	BP	42 or 43
Bar	BR	16
Barrel	BA	44 or 45
Bars, in bundle/bunch/truss	BZ	16
Basket	BK	27
Beer crate	CB	23 to 27
Bin	BI	21 or 25
Board	BD	16
Board, in bundle/bunch/truss	BY	16
Bobbin	BB	91
Bolt	BT	13
Bottle, non-protected, cylindrical	BO	32 or 33
Bottle, non-protected, bulbous	BS	42 or 43
Bottle, protected cylindrical	BQ	32 or 33
Bottle, protected bulbous	BV	42 or 43
Bottlecrate, bottlerack	BC	29
Box	BX	21 or 25
Bucket	BJ	51
Bulk, liquefied gas (at abnormal temperature/pressure)	VQ	05
Bulk, gas (at 1031 mbar and 15°C)	VG	06
Bulk, liquid	VL	04
Bulk, solid, fine particles ("powders")	VY	01
Bulk, solid, granular particles ("grains")	VR	02
Bulk, solid, large particles ("nodules")	VO	03
Bunch	BH	61 to 65
Bundle	BE	61 to 65
Butt	BU	44 or 45
Cage	CG	26
Can, rectangular	CA	22
Can, cylindrical	CX	32
Canister	CI	21 or 22
Canvas	CZ	67
Carboy, non-protected	CO	43
Carboy, protected	CP	43
Carton	CT	22 to 24
Case	CS	21 or 25
Cask	CK	44 or 45
Chest	CH	25
Churn	CC	32 or 33

Codes for Passengers, Types of Cargo, Packages and Packaging Materials

Package type names	Coded representations	
	Alphabetical code	Numeric code
Coffer	CF	24
Coffin	CJ	54
Coil	CL	14
Collapsible tube	TD	62 to 64
Cover	CV	67
Crate	CR	24 to 25
Creel	CE	27
Cup	CU	51
Cylinder	CY	12
Demijohn, non-protected	DJ	43
Demijohn, protected	DP	43
Drum	DR	34
Envelope	EN	67
Filmpack	FP	67
Firkin	FI	44 or 45
Flask	FL	42 or 43
Footlocker	FO	23
Frame	FR	26
Framed crate	FD	26
Fruit crate	FC	23 to 27
Gas bottle	GB	31 or 35
Girder	GI	16
Girders, in bundle/bunch/truss	GZ	16
Hamper	HR	23
Hogshead	HG	44 or 45
Ingot	IN	17
Ingots, in bundle/bunch/truss	IZ	17
Jar	JR	41
Jerrican, rectangular	JC	23
Jerrican, cylindrical	JY	33
Jug	JG	41
Jutebag	JT	61 or 65
Keg	KG	44 or 45
Log	LG	12
Logs, in bundle/bunch/truss	LZ	12
Milk crate	MC	27
Multiply bag	MB	62 to 64
Multiwall sack	MS	62 to 64
Mat	MT	67
Match box	MX	21
Nest	NS	24
Net	NT	66
Package	PK	21 to 23
Packet	PA	21 to 23

Codes for Passengers, Types of Cargo, Packages and Packaging Materials

Package type names	Coded representations	
	Alphabetical code	Numeric code
Pail	PL	51
Parcel	PC	21 to 23 or 61 to 63
Pipe	PI	11
Pipes, in bundle/bunch/truss	PZ	11
Pitcher	PH	41
Plank	PN	16
Planks, in bundle/bunch/truss	PZ	16
Plate	PG	15
Plates, in bundle/bunch/truss	PY	15
Pot	PT	41
Pouch	PO	61
Rednet	RT	66
Reel	RL	91
Ring	RG	14
Rod	RD	12
Rods, in bundle/bunch/truss	RZ	12
Roll	RO	13
Sachet	SH	61
Sack	SA	65
Sea-chest	SE	22 or 23
Shallow crate	SC	27
Sheet	ST	15
Sheetmetal	SM	15
Sheets, in bundle/bunch/truss	SZ	15
Shrinkwrapped	SW	67
Skeleton case	SK	26
Slipsheet	SL	67
Spindle	SD	91
Suitcase	SU	21 to 23 or 61 to 63
Tank, rectangular	TK	24 or 25
Tank, cylindrical	TY	34 or 35
Tea-chest	TC	21 to 23
Tin	TN	21 or 22
Tray	PU	27
Tray pack	PU	27
Trunk	TR	24 or 25
Truss	TS	16
Tub	TB	51
Tube	TU	11
Tube, collapsible	TD	61 or 65
Tubes, in bundle/bunch/truss	TZ	11
Tun	TO	44 or 45
Unpacked or unpackaged	NE	00
Vacuum-packed	VP	67
Vat	VA	35
Vial	VI	31
Wickerbottle	WB	42 or 43

Annex VI
CODED REPRESENTATIONS
OF PACKAGE TYPE NAMES USED IN INTERNATIONAL TRADE
(in alphabetical code order)

Package type names	Coded representations	
	Alphabetical code	Numeric code
Aerosol	AE	42 or 43
Ampoule, non-protected	AM	31
Ampoule, protected	AP	31
Atomizer	AT	42 or 43
Barrel	BA	44 or 45
Bobbin	BB	91
Bottlecrate, bottlerack	BC	29
Board	BD	16
Bundle	BE	61 to 65
Balloon, non-protected	BF	42 or 43
Bag	BG	62 to 64
Bunch	BH	61 to 65
Bin	BI	21 or 25
Bucket	BJ	51
Basket	BK	27
Bale, compressed	BL	65
Bale, non-compressed	BN	65
Bottle, non-protected, cylindrical	BO	32 or 33
Balloon, protected	BP	42 or 43
Bottle, protected cylindrical	BQ	32 or 33
Bar	BR	16
Bottle, non-protected, bulbous	BS	42 or 43
Bolt	BT	13
Butt	BU	44 or 45
Bottle, protected bulbous	BV	42 or 43
Box	BX	21 or 25
Board, in bundle/bunch/truss	BY	16
Bars, in bundle/bunch/truss	BZ	16
Can, rectangular	CA	22
Beer crate	CB	23 to 27
Churn	CC	32 or 33
Creel	CE	27
Coffer	CF	24
Cage	CG	26
Chest	CH	25
Canister	CI	21 or 22
Coffin	CJ	54
Cask	CK	44 or 45
Coil	CL	14
Carboy, non-protected	CO	43
Carboy, protected	CP	43
Crate	CR	24 to 25
Case	CS	21 or 25
Carton	CT	22 to 24
Cup	CU	51
Cover	CV	67
Can, cylindrical	CX	32
Cylinder	CY	12
Canvas	CZ	67

Codes for Passengers, Types of Cargo, Packages and Packaging Materials

Package type names	Coded representations	
	Alphabetical code	Numeric code
Demijohn, non-protected	DJ	43
Demijohn, protected	DP	43
Drum	DR	34
Envelope	EN	67
Fruit crate	FC	23 to 27
Framed crate	FD	26
Firkin	FI	44 or 45
Flask	FL	42 or 43
Footlocker	FO	23
Filmpack	FP	67
Frame	FR	26
Gas bottle	GB	31 or 35
Girder	GI	16
Girders, in bundle/bunch/truss	GZ	16
Hogshead	HG	44 or 45
Hamper	HR	23
Ingot	IN	17
Ingots, in bundle/bunch/truss	IZ	17
Jerrican, rectangular	JC	23
Jug	JG	41
Jar	JR	41
Jutebag	JT	61 or 65
Jerrican, cylindrical	JY	33
Keg	KG	44 or 45
Log	LG	12
Logs, in bundle/bunch/truss	LZ	12
Multiply bag	MB	62 to 64
Milk crate	MC	27
Multiwall sack	MS	62 to 64
Mat	MT	67
Match box	MX	21
Unpacked or unpackaged	NE	00
Nest	NS	24
Net	NT	66
Packet	PA	21 to 23
Parcel	PC	21 to 23 or 61 to 63
Plate	PG	15
Pitcher	PH	41
Pipe	PI	11
Package	PK	21 to 23
Pail	PL	51
Plank	PN	16
Pouch	PO	61
Pot	PT	41
Tray pack	PU	27
Tray	PU	27
Plates, in bundle/bunch/truss	PY	15
Planks, in bundle/bunch/truss	PZ	16
Pipes, in bundle/bunch/truss	PZ	11
Rod	RD	12
Ring	RG	14
Reel	RL	91
Roll	RO	13
Rednet	RT	66
Rods, in bundle/bunch/truss	RZ	12
Sack	SA	65

Codes for Passengers, Types of Cargo, Packages and Packaging Materials

Package type names	Coded representations	
	Alphabetical code	Numeric code
Shallow crate	SC	27
Spindle	SD	91
Sea-chest	SE	22 or 23
Sachet	SH	61
Skeleton case	SK	26
Slipsheet	SL	67
Sheetmetal	SM	15
Sheet	ST	15
Suitcase	SU	21 to 23 or 61 to 63
Shrinkwrapped	SW	67
Sheets, in bundle/bunch/truss	SZ	15
Tub	TB	51
Tea-chest	TC	21 to 23
Tube, collapsible	TD	61 or 65
Collapsible tube	TD	62 to 64
Tank, rectangular	TK	24 or 25
Tin	TN	21 or 22
Tun	TO	44 or 45
Trunk	TR	24 or 25
Truss	TS	16
Tube	TU	11
Tank, cylindrical	TY	34 or 35
Tubes, in bundle/bunch/truss	TZ	11
Vat	VA	35
Bulk, gas (at 1031 mbar and 15°C)	VG	06
Vial	VI	31
Bulk, liquid	VL	04
Bulk, solid, large particles ("nodules")	VO	03
Vacuum-packed	VP	67
Bulk, liquefied gas (at abnormal temperature/pressure)	VQ	05
Bulk, solid, granular particles ("grains")	VR	02
Bulk, solid, fine particles ("powders")	VY	01
Wickerbottle	WB	42 or 43

Annex VII

CODE FOR DESIGNATING TYPES OF PACKAGINGS
IN THE TRANSPORT OF DANGEROUS GOODS

*Based on the eighth edition (1993) of the Recommendations
on the Transport of Dangerous Goods ("Orange Book"), Section 9.4*

1. The code should consist of:
 - an Arabic numeral indicating the kind of packaging, e.g. drum, jerrican, etc., followed by
 - a capital letter(s) in Latin characters indicating the nature of the material, e.g. steel, wood, etc., followed where necessary by
 - an Arabic numeral indicating the category of packaging within the kind to which the packaging belongs.
2. In the case of composite packagings, two capital letters in Latin characters should be used in sequence in the second position of the code. The first should indicate the material of the inner receptacle and the second that of the outer packaging.
3. In the case of combination packagings, only the code number for the outer packaging should be used.
4. The letters "V" or "W" may follow the packaging code. The letter "V" signifies a special packaging for articles or inner packagings of any type for solids or liquids which may be assembled and transported without testing in an outer packaging under the appropriate conditions (see the "Orange Book", paragraph 9.1.7.1). The letter "W" signifies that the packaging, although of the same type indicated by the code, is manufactured to a specification different to that in Section 9.6 of the "Orange Book" and is considered equivalent under the provisions of paragraph 9.3.15 of the "Orange Book" (use of packagings having specifications different from those in Section 9.6).
5. The following numerals should be used for the kinds of packaging:
 1. Drum
 2. Wooden barrel
 3. Jerrican
 4. Box
 5. Bag
 6. Composite packaging
 7. Pressure receptacle
6. The following capital letters should be used for the types of material:
 - A. Steel (all types and surface treatments)
 - B. Aluminium
 - C. Natural wood
 - D. Plywood
 - F. Reconstituted wood
 - G. Fibreboard
 - H. Plastics material
 - L. Textile
 - M. Paper, multiwall
 - N. Metal (other than steel or aluminium)
 - P. Glass, porcelain or stoneware
7. The following types and codes of packaging are assigned:

Codes for Passengers, Types of Cargo, Packages and Packaging Materials

Kind	Material	Category	Code	Paragraph
1. Drums	A. Steel	non-removable head	1A1	9.6.1
		removable head	1A2	
	B. Aluminium	non-removable head	1B1	9.6.2
		removable head	1B2	
	D. Plywood		1D	9.6.4
	G. Fibre		1G	9.6.6
H. Plastics	non-removable head	1H1	9.6.7	
	removable head	1H2		
2. Barrels	C. Wooden	bung type	2C1	9.6.5
		removable head	2C2	
3. Jerricans	A. Steel	non-removable head	3A1	9.6.3
		removable head	3A2	
	H. Plastics	non-removable head	3H1	9.6.7
		removable head	3H2	
4. Boxes	A. Steel		4A	9.6.13
	B. Aluminium		4B	9.6.13
	C. Natural wood	ordinary	4C1	9.6.8
		with sift-proof walls	4C2	
	D. Plywood		4D	9.6.9
	F. Reconstituted wood		4F	9.6.10
	G. Fibreboard		4G	9.6.11
	H. Plastics	expanded	4H1	9.6.12
solid		4H2		
5. Bags	H. Woven plastics	without inner lining or coating	5H1	9.6.15
		silt-proof	5H2	
		water resistant	5H3	
	H. Plastics film		5H4	9.6.16
	L. Textile	without inner lining or coating	5L1	9.6.14
		sift-proof	5L2	
		water resistant	5L3	
	M. Paper	multiwall	5M1	9.6.17
		multiwall, water resistant	5M2	
6. Composite packagings	H. Plastics receptacle	in steel drum	6HA1	9.6.18
		in steel crate or box	6HA2	
		in aluminium drum	6HB	
		in aluminium crate or box	6HB2	
		wooden box	6HC	
		in plywood drum	6HD1	
		in plywood box	6HD2	
		in fibre drum	6HG1	
		in fibreboard box	6HG2	
		in plastics drum	6HH1	
		in solid plastics box	6HH2	
		P. Glass, porcelain or stoneware receptacle	in steel drum	
	in steel crate or box		6PA2	
	in aluminium drum		6PB1	
	in aluminium crate or box		6PB2	
	wooden box		6PC	
	in plywood drum		6PD1	
	in wickerwork hamper		6PD2	
	in fibre drum		6PG1	
	in fibreboard box		6PG2	
	in expanded plastics packagings		6PH1	
	in solid plastics packaging	6PH2		