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Translation

O

Compendium of the data to be exchanged between Railway Undertakings (RUs) for the purpose of conveying freight traffic

Répertoire des informations à échanger entre Entreprises Ferroviaires (EF) pour la production des transports de fret ferroviaire

Zusammenstellung der zwischen den Eisenbahnverkehrsunternehmen (EVU) im Schienengüterverkehr für die Produktionsdurchführung auszutauschenden Informationen



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Complete revision of the January 1982 Leaflet bearing in mind the introduction of CIM 1999.

The person responsible for this leaflet is named in the UIC Code

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Summary

This Leaflet contains a compendium of the information to be exchanged between railway undertakings (RUs) when carrying out rail freight traffic.

Appendix A contains a detailed description of the information to be exchanged which is given below:

- Technical characteristics of the wagon in relation to its design;
- Wagon characteristics required for reuse or empty return of a wagon;
- Transport data;
- Data concerning loaded journeys;
- General data concerning a train or a sort group;
- Stoppage of a wagon for technical reasons;
- Information delays for operating reasons

In multilateral rail freight traffic it is necessary to provide data for the movement of a train and the wagons, loading units and other rail vehicles that it contains to the RUs which move the train and carry out the individual transport operations. This is the basis for an efficient and economical operation of the trains and the transport operation.

If this data is transmitted to the following RU at the right time it is not necessary for the participating RUs to collect it and/or capture it.

This Leaflet specifies the type of information which all RUs consider it is appropriate to transmit in order to meet the requirements in *UIC Leaflet 404-1*.

1 - Object

The specification of the data to be exchanged which is necessary for the operation of trains and the forwarding of the wagons.

As a result of the transmission of the data at the right time, it does not have to be collected and captured many times by the RUs involved.

This leaflet specifies the type of information, which all RUs consider it is appropriate to transmit.

The compiling of this information is basically done for all the vehicles in a freight train.

2 - Obligatory nature of the leaflet

This leaflet is obligatory insofar as it defines the information that RUs should strive to exchange when setting up systems for the centralised and integrated operation and control of multilateral rail traffic (COCFT, see List of abbreviations - [page 47](#)) .

When each COCFT is fully developed it must be able to:

- capture the international traffic data specified in this compendium;
- accept and store the same data sent by the COCFT of other RUs;
- transmit data to the COCFT of another RU under the conditions (in terms of presentation and coding) stipulated in this leaflet, generally at the latest prior to the departure of a train from its last scheduled stopping point.

However, this objective (exchange of information of this compendium) can also be achieved in phases, if the RUs decide through bilateral or multilateral agreements to undertake partial exchanges of data commensurate with the stage reached in the development of their COCFT.

3 - Nature and organisation of data

Data exchanged shall be divided into nine groups according to affinity.

This system of classification has been adopted solely for the purpose of clarity and not as a structural framework for data exchanged for international COCFT applications. The structure of data exchanged and transmission procedures shall be described in separate leaflets for each particular application.

Appendix A - page 14 contains a detailed description of the data listed below.

For Groups 1 to 4 and 6 to 9, the wagon registration number (*UIC Leaflet 438-2*) is the reference for identification. For Group 5 the identity of the train is the reference (*UIC Leaflet 419-2*, see Bibliography - page 48).

3.1 - Group 1 : Technical characteristics of the wagon in relation to its design

(see point A.1 - page 14)

The following are additional technical characteristics which are not immediately apparent from the wagon registration number:

- 1 - Number of axles
- 2 - Maximum speed conditions, depending on wagon design characteristics
- 3 - Length over buffers
- 4 - Tare
- 5 - Forwarding restrictions, depending on design characteristics
- 6 - Heating cable
- 7 - Handbrake
- 8 - Air brake
- 9 - Maximum distance between two adjacent axles
- 10 - Type of coupling
- 11 - Height of loading plane in unladen state
- 12 - Minimum radius curve that can be traversed
- 13 - Minimum vertical radius of yard humps that can be traversed
- 14 - Number of bogies
- 15 - Bogie pivot pitch
- 16 - Bogie pitch
- 17 - Inner wheelbase
- 18 - Keeper, short name

3.2 - Group 2: Wagon characteristics required for re-use or empty return of the wagon

(see point A.2 - page 18)

- 1 - Re-use restricted or prohibited
- 2 - Tables of load limits
- 3 - Effective loading length
- 4 - Effective loading area
- 5 - Effective loading capacity
- 6 - Overhaul
- 7 - Agreement grid
- 8 - Special inspection
- 9 - Removable accessories and special equipment on wagons
- 10 - Speed restrictions due to damage
- 11 - Restrictions to traffic movement due to damage

3.3 - Group 3: Transport data

(see point A.3 - page 22)

Data in this group refers to a loaded journey, or to an empty run under a direct order.

Empty runs under a direct order shall be understood to mean wagons forwarded under a consignment note as well as wagons exchanged between two RUs under the terms of specific bilateral or multilateral agreements, where the end station in the destination country is known before the departure and is stipulated in the relevant agreement.

- 1 - Origin of wagon
- 2 - Destination of wagon
- 3 - Consignee of wagon
- 4 - Date of despatch
- 5 - International routing and identification of destination station
- 6 - Forwarding method, monitoring, guaranteed transit time, programmed movement and transport schedule
- 7 - Effective braked weight
- 8 - Operations to be performed on load or wagon
- 9 - Number of control label
- 10 - Total weight of wagon
- 11 - Load condition of the wagon
- 12 - Consignor of wagon
- 13 - Customs clearance conditions (destination)
- 14 - Monitoring body(ies)
- 15 - International traffic-flow code
- 16 - Location of transport documents

3.4 - Group 4: Data concerning loaded journeys

(see point A.4 - page 28)

This information is required in addition to the data listed in the previous group for loaded journeys:

- 1 - Additional information concerning the shape, type and danger of the product carried
- 2 - Weight for the transport
- 3 - Intermodal traffic data
- 4 - Forwarding restrictions due to the load
- 5 - Information on dangerous goods
- 6 - Nature of freight commodity
- 7 - Loading gear
- 8 - Speed restriction for special load
- 9 - Identification of a special load

3.5 - Group 5: General data concerning a train or a sort group

The data in this category is intended to serve as a basis for train consist and wagon exchange messages. It applies both to trains formed on one RU for despatch to another, and to wagons transferred without a train having been formed.

This data may be divided into 3 sub-groups:

Sub-group 5A: particulars that apply equally to a train or a sort group:

(see point A.5.1 - page 37)

- 1 - Identification of the train or sort group in the pre-advice message
- 2 - Interchange points
- 3 - Composition of the train or the wagon group
 - 3.1 - Direction of checking
 - 3.2 - Number of wagons
 - 3.3 - List of wagon numbers and wagon status
- 4 - Train path number

Sub-group 5B: particulars concerning the operation of a train:

(see point A.5.2 - page 39)

- 1 - First departure station of train
- 2 - Train destination station
- 3 - Maximum train speed
- 4 - Train braking conditions
- 5 - Last train reforming station
- 6 - Scheduled frontier crossing (date and time)
- 7 - Number(s) of the tractive unit(s)

Sub-group 5C: General data concerning wagon exchanges

(see point A.5.3 - page 41)

Contrary to the general rule, the train or sort number shall be the identification reference for this group of data. To avoid any possible ambiguity, the train number shall be completed by the date on which the train is scheduled to cross the frontier.

- 1 - Transfer (date and time)
- 2 - Actual frontier crossing (date and time)

3.6 - Groups 6, 7 and 8: Stoppage of a wagon for technical reasons

The data listed in these groups refers to loaded journeys or to empty wagons forwarded under a direct order.

3.6.1 - Group 6: Data to be transmitted when the decision to stop the wagon is made

(see point A.6 - page 42)

- 1 - Identification of train or sort group in pre-advice message
- 2 - Station where stoppage occurs
- 3 - Date and time of stoppage
- 4 - Cause of stoppage
- 5 - Nature of operation to be performed
- 6 - Probable duration of stoppage

3.6.2 - Group 7: Data to be transmitted when the wagon is put back into service

(see point A.7 - page 44)

- 1 - Station where wagon was put back into service
- 2 - Date and time of bringing back into service
- 3 - Nature of operation actually performed
- 4 - Number of the wagon(s) which received the load

3.6.3 - Group 8: Data to be transmitted when a replacement wagon is put into service to carry the load as a result of the stoppage of another or several wagons

(see point A.8 - page 45)

- 1 - Station where wagon is brought into service
- 2 - Date and time of placing into service
- 3 - Nature of operation actually performed
- 4 - Number of the wagon(s) from which the load was taken

3.7 - Group 9: Data concerning delays for operating reasons

(see point A.9 - page 46)

Delay of a wagon for operating reasons is usually indicated only in cases where forwarding is carried out according to a pre-established schedule (if necessary by specifying the train numbers).

In these circumstances, the following shall be transmitted:

- 1 - Delay recorded
- 2 - Further information concerning forwarding systems, monitoring, guaranteed transit time, programmed movement and transport schedule
- 3 - Departure train number
- 4 - Forwarding station
- 5 - Actual date and time of departure

4 - Coding of data

Unless special bilateral agreements have been entered into, use of the standard codes shall be compulsory for data exchanges between RUs. The numbers of the corresponding leaflets are given in the "Remarks" column of the tables in the Appendix.

Data items which have yet to be allotted a code in series *UIC Leaflets 920* (see Bibliography - page 48) or which differ from the code given in these leaflets shall be identified in Appendix A - page 14 in the "Remarks" column by the symbol (+).

For data expressed in figures, this leaflet specifies the units, the maximum number of characters and the position of the decimal point, if any.

5 - Data capture procedures

The choice of the data source and capture procedure shall be left to the discretion of the RU responsible for the initial input of data concerning a particular journey.

The only requirement imposed is that data input by this RU into the COCFT at international level must comply with the definitions in this leaflet.

6 - Form of data exchanges

The data defined in the present leaflet shall be exchanged between RUs in the form of messages. The procedures and data carriers used for transmission purposes are not specified in this leaflet but shall be fixed by agreement between the RUs concerned.

It shall be possible for RUs to apply special procedures by means of bilateral agreements.

7 - Information to be exchanged between RUs for the purpose of conveying international rail traffic

7.1 - Obligations of the RUs taking part in the exchange of pre-advice messages

Because of the mutual dependency of the RUs on a comprehensive information transmission, for each data element a category is defined that is obligatory regarding the collection, recording and passing on.

There are 3 categories:

Category A: Data which are necessary for the safe operation of a train, or for passing through the frontier or at the interchange station. It is obligatory to capture, store, if necessary to update and to transmit this data. This also applies to consignments and freight wagons of other RUs.

Category B: Data which are necessary for the carrying out of a movement from the despatching station to the destination and for freight wagon management.

Consignment and constant vehicle data (for both the RU's and private wagons) shall be collected, stored and if necessary updated and passed on at the beginning of the transport operation. This also applies to consignments and wagons of other RUs.

The data supplied by the RU which are not managed in their own system shall be intermediately stored and handed over to the following RU when the wagon is handed over.

Category C: Data which it is not obligatory to capture should however be received, stored for the time being and transmitted to the following RU.

The RUs that participate in the exchange of the freight train pre-advice shall undertake to install the necessary procedures for achieving these categories when their COCFT is extended.

7.2 - Compendium of data to be exchanged between RUs for the purpose of conveying international freight traffic

Presentation and characteristics of the data

Each data item shall be described as follows:

Column 1:	No. Order number.
Column 2:	Type of information. Full wording accompanied by all the sub-elements and an explanation of the stipulated codes. However, certain code lists are not given in this leaflet because of their excessive length. Such instances are exceptional and are mentioned in the "Remarks" column.
Column 3:	Coding or unit. Coding and list of codes, or measuring unit used. (+): Derogatory coding or coding not existing in <i>UIC Leaflets 920 series</i> .
Column 4:	Number of positions. Number of positions in standard messages and their type as specified in <i>UIC Leaflet 912</i> (see Bibliography - page 48). N: numerical AN: alphanumerical tot.: total number of positions for a data item that may comprise different elements max.: maximum number of positions allotted to a data item comprising a certain number of variable occurrences.
Column 5:	Hermes Category Category of the obligation to which the RUs participating in the exchange of freight train pre-advice messages are subject. Since the RUs cannot meet the categories of the obligation at the same time and not completely because of their different development situation, the current position and the planned conversion to the requirements specified here are described in a special display. This is published as part of the documentation of the continuing specification of the use of freight train pre-advice.
Column 6:	Remarks Observations and delimitation of maximum number of occurrences.

General remarks for the transmission as specified in *UIC Leaflet 912*

When an element or data item has a fixed position within a phrase, the absence of a value for this element or data item shall be indicated by an equivalent number of blank positions, even if this element or data item is identified by numerical positions.

For elements or data items of the numerical type, the values shall be arranged flush right, preceded by zero(s) when the number of significant figures is less than the number of positions provided.

For alphanumerical elements or data items, the characters shall be arranged flush left.

Appendix A - Display and features of the data elements

A.1 - Group 1: Technical characteristics of the wagon in relation to its design

Group 1: Technical characteristics of the wagon in relation to its design					
1	2	3	4	5	6
No	Type of information	Coding or unit	Number of position	category	Remarks
1.0	Wagon identification	438-2	12N	A	Wagon number
1.1	Number of axles		2N	A	
1.2	Maximum speed conditions, depending on design characteristics	km/h	3N	A	The authorized maximum speed
1.3	Length over buffers	cm	5N	A	
1.4	Tare	kg	6N	A	
1.5	Forwarding restrictions, depending on design characteristics	920-13 Part II App.1	max. 13		
	- Number of restrictions (n_1)		1N	B	$n_1 \leq 6$
	- List of restrictions:		+ $n_1 \times 2N$	B	Codes are transmitted in increasing order.
	• fly or gravity shunting only with manually-operated brake	07			
	• wagon (other than bogie wagon) with wheelbase of more than 9 metres	11			
	• bogie wagon with distance between inner wheels of more than 14 metres and up to and including a distance of 17,50 metres	12			
	• bogie wagon with distance between inner wheels of more than 17,50 metres	13			
	• wagon not allowed over the hump	15			
	• do not fly shunt or gravity shunt (3 red triangles)	16			
	• tank wagon with orange side stripe	25			
	• place this wagon at the front of the train	41			
	• place this wagon at the rear of the train	42			
	• outside load	63			
	• shunt with care (1 red triangle)	70			
	• wagon to be shunted with special care (2 red triangles)	71			
	• piggy-back wagon type II (P 50 - K 46 - H 40)	92			
	• wagon containing gaseous substance	94			

Group 1: Technical characteristics of the wagon in relation to its design					
1	2	3	4	5	6
No	Type of information	Coding or unit	Number of positions	category	Remarks
1.6	Heating cable <ul style="list-style-type: none"> • no heating cable • 3 000 V cable (d.c.) • 3 000 V cable (50 Hz) • 1 500 V cable (d.c.) • 1 500 V cable (50 Hz) • 1 000 V cable (16 2/3 Hz) • 1 000 V cable (50 Hz) 	920-13 part II App. 2 0 1 2 3 4 5 6	1N	B	The coding enables the type of electric heating as specified in RIC standards to be determined.
1.7	Handbrake <ul style="list-style-type: none"> - type of handbrake • no handbrake • ground-operated handbrake • platform-operated handbrake • ground-operated hand screw brake • ground-operated hand lever brake - braked weight 	920-13 part II App. 3 0 1 2 3 4 Tonnes	tot. 3 1N + 2N	B	Code 1 shall be transmitted when a distinction cannot be made between codes 3 and 4.

Group 1: Technical characteristics of the wagon in relation to its design					
1	2	3	4	5	6
No	Type of information	Coding or unit	Number of positions	category	Remarks
1.8	Air brake - type of air brake: • braking system: .. through brake-pipe .. G system .. P system .. mixed G/P system .. non-coded system • braking power variation device in relation to load: .. no braked weight variation device .. empty/loaded manual or automatic device with: - one changeover weight - two or three changeover weights .. linear auto continuous device with indication of maximum braked weight .. non-codable variation device • Special characteristics: .. no special characteristics .. disc brakes .. equipped with K composition brake blocks .. not codable information - value of characteristic masses (n_1)	920-13 Part II App. 4 0 1 2 3 9 0 1 2 8 9 0 1 2 9 tonnes	max. 24 1N + 1N	B B B B	This information may be useful when calculating 3.7 "Actual braked weight" or checking its validity. As some braking systems are difficult to code because they are mostly used for passenger vehicles, the codes have been deliberately confined to the simplest and most frequent cases encountered for freight wagons. To this end, the first three positions of the five-position code are sufficient.

Group 1: Technical characteristics of the wagon in relation to its design

1	2	3	4	5	6
No	Type of information	Coding or unit	Number of positions	category	Remarks
1.9	Maximum distance between two adjacent axles	dm	3N	B	Rounded up
1.10	Type of coupling <ul style="list-style-type: none"> • without coupler • non-reinforced coupler < 85 t • reinforced coupler = 85 t • ultra-reinforced coupler > 85 t • automatic coupling 	0 1 2 3 4	1N	B	
1.11	Height of loading plane in unladen state	mm	4N	B	
1.12	Minimum radius curve that can be traversed	m	3N	B	
1.13	Minimum vertical radius of yard humps that can be traversed	m	4N	B	This is the minimum authorised radius for hump-shunting the wagon
1.14	Number of bogies		2N	B	
1.15	Bogie pivot pitch	cm	4N	B	
1.16	Bogie pitch	cm	3N	B	
1.17	Inner wheelbase	cm	4N	B	
1.18	Keeper, short name	438-2	12 AN	B	(e.g. SNCF, BASF).

A.2 - Group 2: Wagon characteristics required for re-use or empty return of the wagon

Group 2: Wagon characteristics required for re-use or empty return of the wagon					
1	2	3	4	5	6
No	Type of information	Coding or unit	Number of positions	category	Remarks
1.0	Wagon identification	438-2	12N	A	Wagon number
2.1	<p>Re-use restricted or prohibited</p> <ul style="list-style-type: none"> - number of technical restrictions applicable to the wagon (n_1) - number of RIV re-use codes (n_2) - number of defects mentioned on K or M label (n_3) - number of defects (n_4) <p>2.1.1 List of technical restrictions</p> <ul style="list-style-type: none"> • restricted re-use for one particular commodity or run (special agreement) • restricted re-use imposed by RIV (low-loader wagons, <i>RIV 2000 § 3.1, n°51.5</i>) • wagon re-usable but to be re-examined for technical reasons: <ul style="list-style-type: none"> .. RIV = wagon bearing labels: <ul style="list-style-type: none"> - M label "to be inspected" - R1 "handbrake out of order" - compressed air-brake or automatic vacuum brake (out of use) - hand brake and compressed air brake out of use .. PPW = appendices 15, 15a, 20 • wagon out of use for technical reason: <ul style="list-style-type: none"> .. RIV = wagon carrying labels: <ul style="list-style-type: none"> - blue K label "do not reload after unloading ..." - blue L label "seriously damaged - return empty to country of registration" - R2 labels "main brake-pipe out of order" .. PPW = appendices 15, 15a 	<p>max. 104</p> <p>1N + 1N + 1N + 1N + n_1 x 2 N</p>	<p>A</p> <p>B B B B B</p>	<p>$n_1 \leq 5$ $n_2 \leq 9$ $n_3 \leq 9$ $n_4 \leq 9$</p> <p>Code 30 shall be transmitted when distinction cannot be made between codes 31 to 34.</p> <p>Code 40 shall be transmitted when distinction cannot be made between codes 41 to 43.</p>	

Group 2: Wagon characteristics required for re-use or empty return of the wagon					
1	2	3	4	5	6
No	Type of information	Coding or unit	Number of positions	category	Remarks
	<p>2.1.2 RIV re-use</p> <ul style="list-style-type: none"> • re-loading only upon instruction of the owner RU • relocation according to instructions of the owner-RU • re-loading only to stations according stipulations of the owner-RU • free to re-load, if transportation with trains of owner-RU • free to reload, if in direction of owner-RU <p>2.1.3 Listing on the label of the defects mentioned</p> <p>2.1.4 Listing of the defects</p> <ul style="list-style-type: none"> • components affected and damage • cause of damage 	<p>RIV 2000 Part 3.1 70 71 72 73 74</p> <p>920-11</p>	<p>+ n₂ x 2N</p> <p>+ n₃ x 2N + n₄ x (5N + 1N)</p>	<p>B B B</p>	<p>The list of the different codes is not given in this leaflet</p>
2.2	<p>Table of load limits</p> <ul style="list-style-type: none"> - number of tables transmitted (n₁) - list of maximum loads : <ul style="list-style-type: none"> • number of countries where applicable (n₂) • number of speed categories (n₃) • number of line categories (n₄) • list of countries • list of speed categories: <ul style="list-style-type: none"> .. speed .. number of stars • list of line categories • list of authorised maximum loads 	<p>920-13 part II App. 16</p> <p>km/h</p> <p>1/10t</p>	<p>max. 400</p> <p>1N + n₁ x (2N + 1N + 2N) + n₂ x 2N + n₃ x (3N + 1N) + n₄ x 2AN + n₃ x n₄ x 4N</p>	<p>B B B B B B B B B</p>	<p>Maximum length shall be 3430 although it is limited to 400, which allows the general table to be transmitted in all cases and most cases to be covered. Only complete tables are to be transmitted</p> <p>n₁ ≤ 9 It concerns the main table and possibly existing additional tables</p> <p>n₂ ≤ 20</p> <p>The number "00" shall be inserted when the load table applies to all countries</p> <p>n₃ ≤ 6 n₄ ≤ 12</p> <p>Position shall only be filled when table does not apply to all countries</p> <p>Table to be read column-by-column starting with left-hand column</p> <p>Data items, which are not known, are denoted by blank characters.</p>

Group 2: Wagon characteristics required for re-use or empty return of the wagon					
1	2	3	4	5	6
No	Type of information	Coding or unit	Number of positions	category	Remarks
2.3	Effective loading length	cm	5N	B	
2.4	Effective loading area	m ²	3N	B	Rounded downwards. Some wagons have fittings for adjusting the loading area. Data item 2.4 refers to the normal area.
2.5	Effective loading capacity	m ³	3N	B	Rounded downwards. Some wagons have fittings for adjusting the loading capacity. Data item 2.5 refers to the normal capacity
2.6	Overhaul		tot. 18		
	2.6.1 Last overhaul				
	• date	920-4	8N	B	
	• overhaul cycle	years	+ 1N	B	
	• tolerance on overhaul date	months	+ 1 N	B	
	2.6.2 Next overhaul				
	• date		+ 8N	B	Calculated from the date of last overhaul + overhaul cycle (year, month, day)
2.7	Agreement grid		max. 42		
	• number of countries (n ₁)		2N	B	n ₁ ≤ 20
	• list of countries	920-14	+ n ₁ x 2N	B	
2.8	Special inspection		tot. 10		
	• date of last special inspection	920-4	8N	B	Year, month, day
	• interval between inspections	months	+ 2N	B	
2.9	Removable accessories and special equipment on wagons	920-13 Part II Ann. 6	max. 82		
	• number of different accessories (n ₁)		2N	C	n ₁ ≤ 20
	• list of types: .. type of accessory .. number of accessories of a specific type		+ n ₁ x (2N + 2N)	C C C	The list of the different codes is not given in this leaflet

Group 2: Wagon characteristics required for re-use or empty return of the wagon

1	2	3	4	5	6
No	Type of information	Coding or unit	Number of positions	category	Remarks
2.10	Speed restriction due to damage	km/h	3N	B	
2.11	Restrictions to traffic movement due to damage	920-13 part II App. 1	max. 13		
	- number of restrictions (n_1)		1N	B	$n \leq 6$
	- list of restrictions due to damage:		+ $n_1 \times 2N$	B	The codes are transmitted in increasing order
	• fly or gravity shunting only with manually-operated screw brake	07			
	• wagon not allowed over the hump	15			
	• do not fly shunt or gravity shunt (3 red triangles)	16			
	• place this wagon at the front of the train	41			
	• place this wagon at the rear of the train	42			
	• wagon to be shunted with care (1 red triangle)	70			
	• wagon to be shunted with special care (2 red triangles)	71			

A.3 - Group 3: Transport data

Group 3: Transport data					
1	2	3	4	5	6
No	Type of information	Code or unit	Number of positions	category	Remarks
1.0	Wagon identification	438-2	12N	A	wagon number
3.1	Origin of wagon		max. 107		At least one piece of the information (3.1.1 or 3.1.2 or 3.1.3) must be given. If the information in 3.1.1 and 3.1.2 is identical, both must be transmitted.
	3.1.1 Information concerning the operations process				
	- forwarding country	920-14	2N	B	
	- forwarding station				
	• coded	920-2	+ 5N	B	
	• in clear		+ 35AN	C	
	- forwarding RU	920-1	+ 4N	B	
	3.1.2 Information for the commercial department				
	- forwarding country	920-14	+ 2N	C	
	- forwarding station:				
	• coded	920-2	+ 5N	C	
	• in clear		+ 35AN	C	
	- Forwarding RU	920-1	+ 4N	C	
	3.1.3 Acceptance of wagon carried out				
	- RU, which handed over the wagon	920-1	+ 4N	B	
	- interchange point, where the wagon was handed over				
	• country, where the wagon was handed over	920-14	+ 2N	B	
	• frontier point	920-2	+ 2N	B	The last two digits of the auxiliary code for the frontier point
	- special transit station				
	• country	920-14	+ 2N	B	
	• station	920-2	+ 5N	B	

Group 3: Transport data					
1	2	3	4	5	6
No	Type of information	Code or unit	Number of positions	category	Remarks
3.2	Destination of wagon 3.2.1 Information concerning the operations process - destination country - destination station • coded • in clear - destination RU 3.2.2 Information for the commercial department - destination country - destination station: • coded • in clear - destination RU 3.2.3 Place of delivery • coded • in clear	920-14 920-2 920-1 920-14 920-2 920-1	max. 139 2N + 5N + 35AN + 4N + 2N + 5N + 35AN + 4N	A A C B C C C C C C	At least one piece of information (3.2.1 or 3.2.2) must be given. If both pieces of information are identical, both must be transmitted.
3.3	Consignee of wagon • coded • in clear	920-10	tot. 44 20AN + 24AN	C B	4 N for the RU and 16 AN for customer code
3.4	Date of despatch	920-4	8N	B	Year, month, day

Group 3: Transport data

1	2	3	4	5	6
No	Type of information	Code or unit	Number of positions	category	Remarks
	<ul style="list-style-type: none"> - forwarding method • number of RUs (n_2) • list of RUs concerned - No. of traffic schedule 	920-1	+ 1N + 1N + n_2 x 4N + 10AN	B B B B	Used codes to be agreed bilaterally (e.g. 3 = movement with guaranteed transit time) $n_2 \leq 9$
3.7	<ul style="list-style-type: none"> Effective braked weight - braked weight - braking system 	Tonnes G, P	tot. 4 3N + 1AN	A A	rounded down
3.8	<ul style="list-style-type: none"> Operations to be performed on load or wagon - number of data items transmitted (n_1) - list of data items • type of treatment - number of places where the treatment is carried out (n_2) • place where the treatment is carried out ..coded - country - station (Infrastructure station) - RU .. in clear • contractor who carries out the work 	920-13 Part. II App. 8	max. 12637 1N + n_1 x (2N) + 2N + n_2 x	C C C C	Operations shall be transmitted in chronological order $n_1 \leq 9$ The list of the different codes in not given in this leaflet $n_2 \leq 20$
3.9	<ul style="list-style-type: none"> Number of control label • forwarding country • forwarding station • despatch number • RU 	920-14 920-2 920-1	tot. 16 2N + 5N + 5N + 4N	B B B B	

Group 3: Transport data

1	2	3	4	5	6
No	Type of information	Code or unit	Number of positions	category	Remarks
3.10	Total weight of wagon	kg	7N	A	
3.11	Load condition of the wagon	920-13 Part. II App. 14	1N	A	
	<ul style="list-style-type: none"> • empty • loaded 	0			
3.12	Consignor of wagon	1	tot. 44		
	<ul style="list-style-type: none"> - coded - in clear 	920-10	20AN + 24AN	B B	4 N for the RU and 16 AN for customer code
3.13	Customs clearance conditions (destination)	920-13 Part. II App.13	tot. 87 1N	C	
	<ul style="list-style-type: none"> - code of customs clearance point • destination station • entry-frontier station • intermediate station • approved consignee - forwarding agent • coded • in clear - customs-clearance station • country • station .. coded .. in clear 	1 2 3 4			
	<ul style="list-style-type: none"> - coded - in clear - customs-clearance station 	920-10	+ 20AN + 24AN	C C	4 N for the RU and 16 AN for forwarding agent code
	<ul style="list-style-type: none"> • country • station .. coded .. in clear 	920-14	+ 2N	C	
	<ul style="list-style-type: none"> .. coded .. in clear 	920-2	+ 5N + 35AN	C C	

Group 3: Transport data

1	2	3	4	5	6
No	Type of information	Code or unit	Number of positions	category	Remarks
3.14	Monitoring body(ies) - number of companies to be advised (n_1) - list of data items <ul style="list-style-type: none"> • RU • reference number 	920-1	max. 82 1N + $n_1 \times$ (4N + 5N)	B B B	The bodies involved are organisations or RUs $n_1 \leq 9$ The number can be agreed on a bilateral basis
3.15	International traffic-flow code		5AN	C	Number to be agreed bilaterally
3.16	Location of transport documents <ul style="list-style-type: none"> .. unknown .. on the wagon .. on the intermodal transport unit .. on the locomotive .. sent separately .. electronic 	0 1 2 3 4 5	1N	A	

A.4 - Group 4: Data concerning loaded journeys

Group 4: Data concerning loaded journeys					
1	2	3	4	5	6
No	Type of information	Code or unit	Number of positions	category	Remarks
1.0	Wagon identification	438-2	12N		Wagon number
4.1	Additional information concerning the shape, type and danger of the product carried - number of characteristics (n_1) - list of characteristics 4.1.1 Shape .. container .. other intermodal traffic .. groupage .. semi-trailer on bogies 4.1.2 Type .. livestock .. perishables 4.1.3 RID danger label No. 1 explosive, div. 1.1, 1.2, 1.3 1.4 explosive, div 1.4 1.5 explosive, div 1.5 1.6 explosive, div 1.6 2.1 inflammable gases 2.2 not inflammable, not poisonous gases 2.3 poisonous gaz 3 fire hazard (inflammable liquids)	920-13 Part II App. 9 01 02 03 06 98 99 10 14 15 16 21 22 23 30	max. 19 1N + ($n_1 \times 2N$)	B A	It is not a question of characterising the products as such, but rather of giving information concerning operating problems. $n_1 \leq 9$ The codes shall be transmitted in increasing order Semi-trailers, swap-bodies, lorries, etc. RID Appendix IX

Group 4: Data concerning loaded journeys

1	2	3	4	5	6
No	Type of information	Code or unit	Number of positions	category	Remarks
	4.1 fire hazard (flammable solids) 4.2 spontaneously ignitable 4.3 gives off inflammable gas on contact with water 5.1 combustive substance 5.2 organic peroxide; fire hazard 6.1 toxic substance 6.2 infectious substance 7A radioactive material in category I packing-WHITE 7B radioactive material in category II packing-YELLOW 7C radioactive material in category III packing-YELLOW 7D radioactive material involving the dangers described under 7A, 7B, 7C or 7E 7E radioactive material fissionable 8 corrosive material 9 various substances and objects with danger other than those covered by other classes	41 42 43 51 52 61 62 71 72 73 74 75 80 90			
4.2	Weight for the transport 4.2.1 Weight of the load 4.2.2 Weight of additional equipment	kg kg	tot. 12 6N 6N	A A	The real weight as mentioned in the consignment note (including loading tackle where appropriate). The weight of additional equipment which is not included in the wagon tare or the weight of the load (loading gear, headstock for wagons used on rolling roads, etc.) (max. 2429 per appliance)
4.3	Intermodal traffic data - number of appliances on the wagon (n ₁) - list of appliances		max. 29148 2N + n ₁ x	A	n ₁ ≤ 12 n ₁ = 00 when no appliance present

Group 4: Data concerning loaded journeys					
1	2	3	4	5	6
No	Type of information	Code or unit	Number of positions	category	Remarks
	4.3.1 Type of appliance <ul style="list-style-type: none"> • not known • container • swap body • semi-trailer • lorry 4.3.2 Appliance number	00 01 02 03 04	(2N)	A	
	4.3.3 Status <ul style="list-style-type: none"> • empty • loaded 4.3.4 Length <ul style="list-style-type: none"> • in feet • in mm 4.3.5 Appliance height 4.3.6 Tare weight 4.3.7 Gross weight of the appliance 4.3.8 Destination <ul style="list-style-type: none"> • destination country • destination station .. in code .. in clear .. closer identification of transshipment yard (in code) • destination RU 	920-13 Part III App. 4 0 1 000xx xxxxx mm kg kg 920-14 920-2 920-1	+ 1N + 5N + 4N + 6N + 6N + 2N + 5N + 35AN + 12AN + 4N	A B B B B B B C B B	Absolutely necessary in port stations, for example

Group 4: Data concerning loaded journeys

1	2	3	4	5	6
No	Type of information	Code or unit	Number of positions	category	Remarks
	4.3.9 Technical number: <ul style="list-style-type: none"> • number of profile (Lü-KV) 	596-6	+ 4AN	B	
	4.3.10 Actual destination of appliance <ul style="list-style-type: none"> • coded • in clear 	920-10	+ 20AN + 24AN	B B	4 N for the RU and 16 AN for customer code
	4.3.11 Actual sender of the unit <ul style="list-style-type: none"> • coded • in clear 	920-10	+ 20AN + 24AN	B B	4 N for the RU and 16AN for customer code
	4.3.12 Dangerous goods <ul style="list-style-type: none"> • number of dangerous goods (n_2) • list of dangerous goods: <ul style="list-style-type: none"> .. danger identification code (Danger No) .. identification code of substance (UN-No.) .. RID classification .. RID goods designation in clear 		+ 1N + n_2 x (4AN + 4N + 6AN + 350AN)	A A A A B	$n_2 \leq 6$ The danger number can be omitted if this is permitted by the RID regulation For class 1 (explosives), it is the classification code consisting of: - the class (1 N), - the sub-class (1 N), - the compatibility group letter (1 AN), for classes 3, 4, 5.1, 6.1, 8 and 9, it is the main danger consisting of: - the class (2 N) - and the packing group (1 – 3 AN) for classes 2, 5.2, and 6.2, it is the danger code consisting of: - class (2 N) for class 7 (radioactive substances), it is: - class (1 N)

Group 4: Data concerning loaded journeys

1	2	3	4	5	6
No	Type of information	Code or unit	Number of positions	category	Remarks
	4.3.13 Control label number <ul style="list-style-type: none"> • forwarding country • forwarding station • consignment number • RU 4.3.13 Load weight	920-14 920-2 920-1 kg	+ 2N + 5N + 5N + 4N + 6N	B B B B B	OBSERVATIONS: - when the number of substances carried exceeds 6, the "number of dangerous substances" element shall be fixed at 6, and the last line in the list of dangerous goods shall be filled in with 14 noughts - when an RU is temporarily unable to transmit the RID code (danger identification number, substance identification number and RID class) of all dangerous substances being carried by a wagon, it shall fix the number of dangerous products n = 1 and fill in the list using 14 noughts
	4.3.14 Type of goods <ul style="list-style-type: none"> • number of different goods (n₃) • list of types of goods in code: (NHM) 	SH	+ 1N + n ₃ x 6N))	B B	n ₃ ≤ 6

Group 4: Data concerning loaded journeys

1	2	3	4	5	6
No	Type of information	Code or unit	Number of positions	category	Remarks
4.4	Forwarding restrictions due to the load	920-13 Part. II App. 1	max. 19		These are possible restrictions applicable in the originating country to shunting operations in stations and to main-line movements on account of the nature of the load.
	- number of restrictions (n_1)	08	1N	B	$n_1 \leq 9$
	- list of restrictions	09	+ ($n_1 \times 2N$)	B	Codes shall be transmitted in ascending order
	• tank wagon loaded with liquid	15			
	• coach loaded with people	16			
	• not allowed over the hump	41			
	• do not fly shunt or gravity shunt (3 red triangles)	42			
	• place this wagon at the front of the train	61			
	• place this wagon at the rear of the train	62			
	• wagon forming part of a consignment of several wagons	63			
	• wagon forming part of a group of wagons from which it must not be separated	70			
	• outside load	71			
	• shunt with care (1 red triangle)				
	• shunt with special care (2 red triangles)				

Group 4: Data concerning loaded journeys

1	2	3	4	5	6
No	Type of information	Code or unit	Number of positions	category	Remarks
4.5	Information on dangerous goods <ul style="list-style-type: none"> - number of dangerous goods (n_1) - list of dangerous goods <ul style="list-style-type: none"> • danger identification code (Danger No) • identification code of substance (UN-No.) • RID classification • RID classification in clear 		max. 2185 1N + $n_1 \times$ (4AN) + 4N + 6AN + 350AN)	A A A A B	$n_1 \leq 6$ The danger number can be omitted for substances where this is permitted by RID For class 1 (explosives) it is the classification code consisting of: - the class (1 N), - the sub-class (1 N), - the compatibility group letter (1 AN), For classes 3, 4, 5.1, 6.1, 8 and 9, it is the danger code consisting of: - the class (2 N) - the packing group (1 – 3 AN) For classes 2.1, 5.2, and 6.2, it is the danger code consisting of: - the class (2 N) For class 7 (radioactive substances), it is: - the class (1 N) OBSERVATIONS: - when the number of substances carried exceeds 6, the "number of dangerous substances" element shall be fixed at 6, and the last line in the list of dangerous goods shall be filled in with 14 noughts - when an RU is temporarily unable to transmit the RID code (danger identification number, substance identification number and RID class) of all dangerous substances being carried by a wagon, it shall fix the number of dangerous products $n = 1$ and fill in the list using 14 noughts.

Group 4: Data concerning loaded journeys

1	2	3	4	5	6
No	Type of information	Code or unit	Number of positions	Category	Remarks
4.6	Nature of freight commodity - number of different freight items (n_1) - list of freight commodities in code (NHM)	SH	max. 37 1N + ($n_1 \times 6N$)	B B	$n_1 \leq 6$
4.7	Loading gear - number of types of loading gear (n_1) - list of types <ul style="list-style-type: none"> • type of gear <ul style="list-style-type: none"> .. tarpaulin .. fastening or lashing .. rope .. chain .. pallet .. movable retaining panel to be placed in front of doors .. movable grating panel .. fork-shaped bracket .. box-pallet .. small container .. partition .. protection panel .. tarpaulin support .. straps .. heating plate .. box-palette cover .. plate with fixing pin for large containers (for Sgss container- carrying agons) • number of similar-types of gear 	920-13 Part. II App. 10 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16 17	max. 42 2N + $n_1 \times$ (2N)	C C	$n_1 \leq 10$ + 2N)

Group 4: Data concerning loaded journeys

1	2	3	4	5	6
No	Type of information	Code or unit	Number of positions	category	Remarks
4.8	Speed restriction for special load	km/h	3N	B	
4.9	Identification of a special load		max. 242		
4.9.1	Technical number	596-6	4AN	B	The technical number will only be transmitted for intermodal traffic.
	<ul style="list-style-type: none"> • profile No for "Lü-KV" 				If there is more than one appliance on a wagon, only the least attractive technical number will be transmitted
	<ul style="list-style-type: none"> • Macro-profile No. 	502-2	+ 3N	B	Standardised coding for Lü transports
4.9.2	Approvals to forward		+ 1N	B	$n_1 \leq 9$
	<ul style="list-style-type: none"> - Number of countries (n_1): - listing of unusual features • countries concerned 	920-14	+ $n_1 \times$ (2N)	B	
	<ul style="list-style-type: none"> • number of forwarding approvals 		+ 24AN)	B	This is the number of the forwarding authorisation mentioned on the label example "U" (RIV).

A.5 - Group 5: General data concerning a train or a sort group

A.5.1 - Sub-group 5A - Particulars that apply equally to a train or a sort group

Group 5: General data concerning a train or a sort group Sub-group 5A - Particulars that apply equally to a train or a sort group					
1	2	3	4	5	6
No	Type of information	Code or unit	Number of positions tot. 29	category	Remarks
5.A.1	Identification of the train or sort group in the pre-advice message - number - time of planned border crossing - time of planned departure of train from first departure station	419-2 920-4 920-4	5N + 12N + 12N	A A A	For wagons transferred without involving physical formation of a train, this data item enables sort groups exchanged to be identified. The coding of sort groups shall be defined by bilateral agreement Year, month, day, hour, minute Year, month, day, hour, minute
5.A.2	Interchange points - number of interchange points (n_1) - listing of interchange points <ul style="list-style-type: none"> • transferor RU • transferee RU • border point .. country from which the exchange takes place .. border point • special transit station (infrastructure station) .. country .. station (infrastructure station) 	920-1 920-1 920-2 920-14 920-2 920-2 920-14 920-2	max. 115 1N + $n_1 \times$ (4N) + 4N + 2N + 2N + 2N + 5N)	A A A A A A A	When the exchange takes places at the border of a country, the frontier point must be used as transit station $n_1 \leq 6$ "00", if handing-over at special transit station "00", if handing-over at special transit station "00", if handing-over at interchange point "00000", if handing-over at frontier point

Group 5: General data concerning a train or sort group Sub-group 5A - Particulars to apply equally to a train or a sort group					
1	2	3	4	5	6
No	Type of information	Code or unit	Number of positions	category	Remarks
5.A.3	<p>Composition of the train or the wagon group</p> <p>5.A.3.1 direction of checking</p> <ul style="list-style-type: none"> AZ the first wagon on the journal is the first wagon in the running direction of the train ZA the first wagon on the journal is the last wagon in the running direction of the train <p>5. A.3.2. number of wagons (n_1)</p> <p>5.A.3.3 List of wagon numbers and wagon status</p> <ul style="list-style-type: none"> number of wagon status : <ul style="list-style-type: none"> .. empty .. loaded 	<p>920-13 Part. II App. 11</p> <p>1</p> <p>9</p> <p>438-2</p> <p>920-13 Part. II App. 14</p> <p>0</p> <p>1</p>	<p>max. 1290</p> <p>1N</p> <p>+ 2N</p> <p>+ n_1 x (12N + 1N)</p>	<p>A</p> <p>A</p> <p>A</p> <p>A</p>	<p>$n_1 \leq 99$</p> <p>The list shall be supplied in the order corresponding to the value of the matching element 5.A.3.1. (data item 1.0) (data item 3.11)</p>
5.A.4	<p>Train-path number</p> <ul style="list-style-type: none"> - path number - date of border crossing, depending on path used 	920-4	<p>tot. 16</p> <p>8AN</p> <p>+ 8N</p>	<p>C</p> <p>C</p>	<p>Train-path identification of the handing over RU</p> <p>Year, month, day</p>

A.5.2 - Sub-group 5.B: Particulars concerning the operation of a train

Group 5: General data concerning a train or a sort group Sub-group 5B - Particulars concerning the operation of a train					
1	2	3	4	5	6
No	Type of information	Code or unit	Number of positions	category	Remarks
5.B.1	First departure station of train - departure country - departure station (infrastructure station) : • in code • in clear	920-14 920-2	tot. 42 2N + 5N + 35AN	C C C	This is the actual originating station where the train number was initially allocated.
5.B.2	Train destination station - destination country - destination station (infrastructure station) • in code • in clear	920-14 920-2	tot. 42 2N + 5N + 35AN	C C C	
5.B.3	Maximum train speed	km/h	3N	C	The speed limit at the moment of the dispatch of the pre-advice message.
5.B.4	Train braking conditions • "passenger" conditions • "freight" conditions	P G	1AN	C	This data item concerns the braking conditions for which the total braked weight of the hauled train has been determined.
5.B.5	Last train reforming station - actual departure date and time from last reforming station - country, where last reforming was carried out - last station (infrastructure station) where reforming was carried out • in code • in clear	920-4 920-14 920-2	tot. 54 12N + 2N + 5N + 35AN	C C C C	Year, month, day, hour, minutes

**Group 5: General data concerning a train or a sort group
Sub-group 5B - Particulars concerning the operation of a train**

1	2	3	4	5	6
No	Type of information	Code or unit	Number of positions	category	Remarks
5.B.6	Scheduled frontier crossing <ul style="list-style-type: none"> • date and time 	920-4	12N	A	Year, month, day, hour, minute This is the estimated time of passage depending on the actual status of the train at the time of the dispatch of the pre-advice message
5.B.7	Number(s) of the tractive unit(s) <ul style="list-style-type: none"> • Number of tractive units working the train (n_1) • Number of the tractive unit 	438-3	tot. 73 1N + $n_1 \times 12N$	C C	The numbers are only to be given for tractive units which continue to work the train on the lines of the transferee RU beyond the entry frontier station $n_1 \leq 6$

A.5.3 - Sub-group 5C - General data concerning wagon exchanges

Group 5: General data concerning a train or a sort group Sub-group 5C - General data concerning wagon exchanges					
1	2	3	4	5	6
No	Type of information	Code or unit	Number of positions	category	Remarks
5.C.1	Transfer - date and time	920-4	12N	A	Year, month, day, hour, minutes This is the moment of transfer as per RIV rules or, in the event of bi- or multilateral agreement, the national transfer time determined from a given measured time - for example the train departure time. This information can likewise refer to a train, a sort group or, an individual wagon.
5.C.2	Actual border crossing - date and time	920-4	12N	A	Year, month, day, hour, minute

A.6 - Group 6: Stoppage of a wagon for technical reasons - Data to be transmitted when the decision to stop the wagon is made

Group 6: Stoppage of a wagon for technical reasons Data to be transmitted when the decision to stop the wagon is made					
1	2	3	4	5	6
No	Type of information	Code or unit	Number of positions	category	Remarks
1.0	Identification of wagon taken out of service	438-2	12N	A	Wagon number. This data item enables the linkage to be made with information previously received on the wagon.
6.1	Identification of train or sort group in pre-advance message		tot. 29		For wagons transferred without involving physical formation of a train, this data item enables sort groups exchanged to be identified.
	- number	419-2	5N	C	The coding of sort groups shall be defined by bilateral agreement
	- moment of planned border crossing	920-4	+ 12N	C	Year, month, day, hour, minute
	- regular moment of departure of train at first departure station	920-4	+ 12N	C	Year, month, day, hour, minute
6.2	Station where stoppage occurs		tot. 11		
	- country to which the station belongs	920-14	2N	C	
	- station (infrastructure) where the stoppage occurs	920-2	+ 5N	C	
	- RU in whose custody the wagon was when the stoppage occurred	920-1	+ 4N	C	
6.3	Date and time of stoppage	920-4	10N	C	Year, month, day, hour
6.4	Cause of stoppage	920-11	tot. 6		
	- part affected by damage and damage sustained		5N	C	
	- cause of damage		+ 1N	C	

Group 6: Stoppage of a wagon for technical reasons					
Data to be transmitted when the decision to stop the wagon is made					
1	2	3	4	5	6
No	Type of information	Code or unit	Number of positions	category	Remarks
6.5	Nature of the operation to be performed <ul style="list-style-type: none"> • not known • complete transhipment on 1 wagon • complete transhipment on 2 wagons • partial transhipment on 1 wagon • other transhipment • addition of protection wagons • repair of the wagon • re-arrangement of the load or any other operation 	920-13 Part. II App. 12 10 11 12 13 14 15 16 17	2N	C	
6.6	Probable duration of stoppage	hours	3N	C	000 : duration not known

A.7 - Group 7: Stoppage of a wagon for technical reasons - Data to be transmitted when the wagon is put back into service

Group 7: Stoppage of a wagon for technical reasons Data to be transmitted when the wagon is put back into service					
1	2	3	4	5	6
No	Type of information	Code or unit	Number of positions	category	Remarks
1.0	Identification number of wagon put back into service	438-2	12AN		Wagon number. This data item enables the linkage to be made with information in group 6 - page 42
7.1	Station where wagon was brought back into service - country to which the station belongs - station (infrastructure) where the wagon was brought back into service - RU where wagon was brought back into service	920-14 920-2 920-1	tot. 11 2N + 5N + 4N	C C C	
7.2	Date and time of bringing back into service	920-4	10N	C	Year, month, day, hour
7.3	Nature of operation actually performed <ul style="list-style-type: none">• not known• complete transhipment on one wagon• complete transhipment on two wagons• partial transhipment on one wagon• other transhipment• addition of protection wagons• repair of the wagon• re-arrangement of displaced consignment	920-13 Part. II App. 12 20 21 22 23 24 25 26 27	2N	C	This concerns the operation actually performed, which could be different from data item 6.5 - page 43 .
7.4	Number of wagon(s) which received the load <ul style="list-style-type: none">• Number of wagons (n_1)• Number of the wagon	438-2	Max 25 1N + $n_1 \times 12N$	C C	$n_1 \leq 2$

A.8 - Group 8: Stoppage of a wagon for technical reasons - Data to be transmitted when a replacement wagon is put into service to carry the load as a result of the stoppage of another or several wagons

Group 8: Stoppage of a wagon for technical reasons Data to be transmitted when a replacement wagon is put into service to carry the load as a result of the stoppage of another or several wagons					
1	2	3	4	5	6
No	Type of information	Code or unit	Number of positions	category	Remarks
1.0	Identification of wagon brought in service	438-2	12N	A	wagon number
8.1	Station where wagon is brought in service - country to which the station belongs - station (infrastructure) where the wagon is placed in service - RU where the wagon is placed in service	920-14 920-2 920-1	tot. 11 2N + 5N + 4N	C C C	
8.2	Date and time of placing in service	920-4	10N	C	Year, month, day, hour
8.3	Nature of operation actually performed • not known • full load received from 1 wagon • full loads received from 2 wagons • part load received from 1 wagon • part loads received from 2 wagons • other transhipment • protection wagon	920-13 Part II App.12 30 31 38 33 39 34 35	2N	C	This concerns the nature of the operation needed for the freight to resume its journey.
8.4	Number of the wagon(s) from which the load was taken • Number of wagons (n_1) • Numbers of the wagons	438-2	max. 25 1N + n_1 x 12N	B B	This enables the linkage to be made with previously transmitted group 6 - page 43 information. $n \leq 2$

A.9 - Group 9: Data concerning delays for operating reasons

Group 9: Data concerning delays for operating reasons					
1	2	3	4	5	6
No	Type of information	Code or unit	Number of positions	category	Remarks
1.0	Identification of wagon	438-2	12N	A	Wagon number The late arrival of a wagon shall in principle only be notified when the movement is based on a pre-ordained transport schedule. Since it is virtually impossible for any wagon to be monitored at all times, the message shall be set-up only from: - marshalling yards obliged to ensure a connecting service, - frontier points.
9.1	Delay recorded	hours	3N	C	000 = delay not known
9.2	Further information concerning forwarding systems, monitoring, guaranteed transit time, programmed movement and transport schedule		max. 87	C	See 3.6 - page 7
9.3	Departure train number		tot. 29	A	See 5.A.1 - page 37
9.4	Forwarding station: - forwarding country - forwarding station (operational) - forwarding RU	920-14 920-2 920-1	tot. 11 2N + 5N + 4N	C C C	
9.5	Actual date and time of departure	920-4	12N	C	Year, month, day, hour, minutes

List of abbreviations

COCFT	Centralised and integrated operation and control of freight traffic
HERMES	(Handling through European Railways Message Electronic System) Electronic data transmission system of the European railways
KV	(kombinierter Verkehr) Intermodal traffic
Lü	(Lademassüberschreitung) Exceeding the permitted loading
MRM	(Manuel de Réalisation Mouvement) Operating handbook
NHM	(Nomenclature Harmonisée Marchandises) Harmonised freight index
PPW	(Prawila Polsowanij Wagonami) contains regulations for the reciprocal use of wagons of certain East European/ Asian RUs
RIC	(Regolamento Internazionale delle Carroze) Agreement governing the exchange and use of coaches in international traffic
RID	Regulation concerning the International Carriage of Dangerous Goods by Rail
RIV	(Regolamento Internazionale Veicoli) Agreement governing the exchange and use of wagons between Railway Undertakings
RU	Railway Undertaking
SH	Harmonized commodity description and coding system - World Customs Organization

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