INTERNATIONAL STANDARD

ISO 9711-2

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Freight containers — Information related to containers on board vessels —

Part 2: Telex data transmission

Conteneurs pour le transport de marchandises — Informations relatives aux conteneurs à bord des navires —
Partie 2: Transmission des données par télex

Reference number
ISO 9711-2:1990(E)

Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

Draft International Standards adopted by the technical committees are circulated to the member bodies for voting. Publication as an International Standard requires approval by at least 75 % of the member bodies casting a vote.

International Standard ISO 9711-2 was prepared by Technical Committee ISO/TC 104, *Freight containers*.

ISO 9711 consists of the following parts, under the general title *Freight containers — Information related to containers on board vessels*:

— *Part 1: Bay plan system*

— *Part 2: Telex data transmission*

Annex A of this part of ISO 9711 is for information only.

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Introduction

Because of the rapid turn-round of modern container ships and the short distances between ports, the traditional information system by air mail no longer meets basic requirements. Several large terminal operators and shipping lines have therefore started using a telefax service for transmitting all necessary data and loading plans within a short time to the next loading/discharging port. Certain operators with a central planning office are using coded telex sets which are sent to the various ports and transfer stations; they are comparable to the advanced telex information system used by the railroad. Other operators have recently equipped their vessels with mini-computers for calculating the various moments, trim and stability prior to and upon completion of the loading/discharging operation.

The procedure specified in this part of ISO 9711 is the result of many years' experience with parts of the communication technique and stowage plan diagram. By standardizing all terms and data, every port operating company, port authority, shipping line, agent or any other company involved in shipping and port handling can use this system.

Those parties that use electronic data interchange (EDI) for exchange of such information may use the information and sequence as given in this part of ISO 9711.

A future part of ISO 9711 will give detailed requirements for electronic data interchange transmission.

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Freight containers — Information related to containers on board vessels —

Part 2:
Telex data transmission

1 Scope

This part of ISO 9711 specifies a uniform data information system for transmitting all necessary data and loading plans in a short period of time to the next loading/discharging point using a telex or telecopy (telefax) communication system.

It is applicable to all standard freight containers covered by International Standards and should, wherever appropriate and practicable, be applied to those containers not covered by International Standards.

It applies only to vessels stowing containers longitudinally.

2 Normative references

The following standards contain provisions which, through reference in this text, constitute provisions of this part of ISO 9711. At the time of publication, the editions indicated were valid. All standards are subject to revision, and parties to agreements based on this part of ISO 9711 are encouraged to investigate the possibility of applying the most recent editions of the standards indicated below. Members of IEC and ISO maintain registers of currently valid International Standards.

ISO 6346:1984, *Freight containers — Coding, identification and marking.*

ISO 8601:1988, *Data elements and interchange formats — Information interchange — Representation of dates and times.*

ISO 9711-1:1990, *Freight containers — Information related to containers on board vessels — Part 1: Bay plan system.*

IMO, *International Maritime Dangerous Goods Code (IMDG),* 1986 consolidated edition.

3 Data information code

The data information code contains all required data of the respective ship, including draught, trim stability, longitudinal moments, time of departure and arrival, etc.

The data report shall consist of two sections:

— first, the vessel-related data section (see 3.1); and

— second, the container-related data section (see 3.2 and 3.3).

3.1 Vessel-related data

The first section of the report shall provide the following information:

a) title of report consisting of the word "bay plan" and the number of the bay plan;

b) date of telex transmission and telex number;

c) vessel identification

— coded name (international call sign),

— operator (owner's code as specified in ISO 6346),

— voyage number (issued by operator),

— port where report is made [UN LoCode[1)]],

— next port of call (UN LoCode),

— date and time of departure (in accordance with ISO 8601),

— expected date and time of arrival (in accordance with ISO 8601).

An example of vessel-related data is shown in table 1.

Table 1 — Example of vessel-related data

Item	Explanation
Bay plan 74	Title and number of bay plan
1988-10-05/0635	Date (5 October 1988) and telex number
Dake	International call sign for vessel "Köln Express"
DE	ISO country code for Germany, F.R.
HLCU	Owner's code in accordance with ISO 6346
DO12	Voyage number
DEHAM	UN LoCode for Hamburg (where in this example report is made)
USNYC	UN LoCode for New York (next port of call in this example)
1988-10-06-14:30	Date and local time of departure [14 h 30 (2.30 p.m.)]
1988-10-10-8:30	Expected date and local time of arrival

3.2 Container-related data

The second section of the report shall provide information about the container and the cargo.

The container location shall be reported as follows:

— bay numbers, in accordance with ISO 9711-1:1990, 3.1, shall be given at the bottom of the structured report;

— row numbers, in accordance with ISO 9711-1:1990, 3.2, shall be given at the top of the structured report and shall follow the data in accordance with 3.1;

— layer or tier numbers, in accordance with ISO 9711-1:1990, 3.3, shall be given on the left-hand side of the structured report.

If all data for one bay cannot be placed within the telex format width[2)], the bay plan should be divided into

— one plan for containers on deck, and

— one plan for containers under deck.

These plans shall be subdivided into two pages: one for containers above, respectively under, the port-side and centre hatch covers and the other for those above, respectively under, the starboard-side hatch covers.

3.3 Cargo-related data

The report is structured in such a way that it resembles the actual layout of the vessel, in accordance with the stowage plan specified in ISO 9711-1:1990, clause 3. The report is subdivided into fields, each of which represents one container. Each field shall accommodate seven digits per line and five lines (see figure 1 and figure 2). A field size of 21 mm in width and 26 mm in height is recommended for most telex systems.

1) The UN LoCode provides codes for names of ports, airports, inland freight terminals, and other locations where customs clearance of goods can take place. For details, see

United Nations Economic Commission for Europe (UN-ECE), Trade Facilitation, *Trade Data Elements Directory (TDED)*.

Copies of the UN-ECE/TDED may be obtained from the Secretariat UN-ECE Trade/WP. 4, Palais des Nations, CH-1211 Geneva 10, Switzerland.

2) In accordance with international recommendation CCITT-S5, for telex communication, the maximum number of characters per line is 69.

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vessel: dior = "ragna" = stm      sailing: 0012/ETA02-21-15      ETD02-22-15

        row   06      04      02      01      03      05
            :-------:-------:-------:-------:-------:-------:
            :       :bre1nyc:bre4nyc:bre4nyc:bre4nyc:       :
  tier      :       :113hlcu:113nlcu:120mmcu:121hlcu:       :
  84        :       :2348763:2015415:1765921:2765931:       :
            :       :hlc2022:hlc2011:nlc2034:hlc2022:       :
            :       :d41    :     ot:       :w015   :       :
            :-------:-------:-------:-------:-------:-------:
            :bre4nyc:bre2nyc:bre1nyc:bre4tam:bre4tam:bre1tam:
  tier      :113hlcu:125hlcu:125hlcu:125nlcu:124ltiu:124hlcu:
  82        :2734793:2176342:2434451:2067718:2734990:2443371:
            :hlc2011:hlc2022:hlc2011:ocl2012:ocl2012:hlc2022:
            :     ot:33     :       :       :       :d41    :
            :-------:-------:-------:-------:-------:-------:

            bay 03 on deck port/starboard

        row   06      04      02      01      03      05
            :-------:-------:-------:-------:-------:-------:
            :bre4tam:bre4tam:bre2tam:bre1bal:bre2bal:bre1bal:
  tier      :203ltiu:210oclu:213hlcu:210nlcu:211oclu:214mmcu:
  06        :2013648:2624567:2114423:2437882:2467999:2011799:
            :ocl2022:ocl2011:nlc2022:hlc2022:ocl2011:hlc2022:
            :o33    :c+08+02:c+08+02:c+08+02:     ot:       :
            :-------:-------:-------:-------:-------:-------:
            :       :bre4bal:bre1bal:bre4bal:bre2bal:       :
  tier      :       :213hlcu:220ltiu:225mmcu:215oclu:       :
  04        :       :2669544:2067923:2053331:2987623:       :
            :       :hlc2011:ocl2011:hlc2012:ocl2022:       :
            :       :       :       :       :       :       :
            :-------:-------:-------:-------:-------:-------:
            :       :       :bre4bal:bre4bal:       :       :
  tier      :       :       :240ilcu:223oclu:       :       :
  02        :       :       :759049 :2834112:       :       :
            :       :       :ocl2651:ocl2021:       :       :
            :       :       :  *)   :d33    :       :       :
            :-------:-------:-------:-------:-------:-------:
                            :bre4bal:
  tier                      :228ilcu:
  01                        :769836 :
                            :ocl2651:
                            :  *)   :
                            :-------:

            bay 03 below deck port/starboard
```

*) Example of half-height containers (see ISO 9711-1 : 1990, 3.3)

Figure 1 — Example of the data code for all the containers in bay 03

B	R	E	3	N	Y	C
Port of discharge			Movement	Port of loading		
2	4	0	H	L	C	U
Mass			Owner code			
1	2	3	4	5	6	3
Serial number of container						
H	L	C	2	0	2	2
Operator			Size and type code			
C	+	1	3	5		
Cargo-related information						

Figure 2 — Example of data code for an individual container

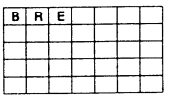
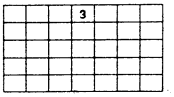
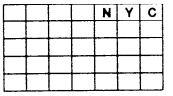
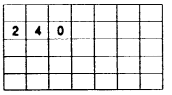
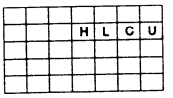
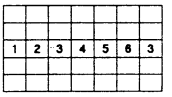
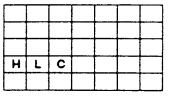
3.4 Field sizes for print-out

The recommended field height of 26 mm takes into account the fact that the terminal operator may fill in the bottom spare line with remarks on the stow location.

If half-height containers are transported, the data fields for both containers shall be placed one beneath the other. The upper container shall be placed within the normal field of the bay plan, the lower container at a column directly to the right beneath the normal row column.

The identification code shall be as specified in table 2.

Table 2 — Identification codes

Data	Number of digits	Explanation	Example
1	3	In the first line, the left-hand three digits shall indicate the discharging port. The UN LoCode shall be used without the country prefix.	
2	1	The fourth digit in the first line shall indicate the movement status by which the container is operated by the shipping line. Arabic numeral codes shall be used as follows: 1 Full container load (FCL) 2 Less than container load (LCL) 3 Empty 4 Trans-shipment 5 Additional transportation Numeral codes 6 to 9 or alphabetic codes are open to operators' specific demands and are subject to special agreement.	
3	3	In the first line, the right-hand three digits shall indicate the port of loading. The UN LoCode shall be used without the country prefix.	
4	3	In the second line, the left-hand three digits shall indicate container gross weight per 100 kg (rounded).	
5	4	The following four digits of the second line shall indicate the container owner code in accordance with ISO 6346.	
6	7	The third line shall comprise the seven-digit container serial number, including the check digit in accordance with ISO 6346.	
7	3	In the fourth line, the left-hand three digits shall indicate the container operator; the owner code without the fourth digit "U" shall be used in accordance with ISO 6346.	
8	4	The following four digits of the fourth line shall indicate the container size and type code in accordance with ISO 6346.