DRAFT AMENDMENT
ISO 6346:1995/DAM 4

ISO/TC **104**/SC **4**

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Freight containers — Coding, identification and marking
AMENDMENT 4

Conteneurs pour le transport de marchandises — Codage, identification et marquage

AMENDEMENT 4: ISO 6346 — -Amendement 4

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This document was prepared by Technical Committee ISO/TC *104- Freight containers*, Subcommittee SC 4, *Identification and communication*.

Any feedback or questions on this document should be directed to the user's national standards body. A complete listing of these bodies can be found at www.iso.org/members.html.

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Freight containers — Coding, identification and marking

AMENDMENT 4

1   The existing sub-clause 1.5 is replaced by:

1.5 This International Standard does not cover temporary operational marks of any kind, permanent marks, data plates, etc. which may be required by intergovernmental agreements, national legislation or nongovernmental organizations other than ISO.

NOTE 2   Some of the major international conventions whose container-marking requirements are not covered in this International Standard are as follows:

— International Convention for Safe Containers (1972, as amended) (CSC), International Maritime Organization (IMO);

— Customs Convention on Containers 1956 and 1972, related to temporary admission and transport under customs seal.

— Convention on Temporary Admission (Istanbul, 26 June 1990), related to temporary admission.

It should not be assumed that this list is exhaustive.

This International Standard does not cover the display of technical data on tank containers (see ISO 1496-3), nor does it, in any way, include identification marks or safety signs for items of cargo which may be carried in freight containers.

2   Clause 2 is replaced by:

The following referenced documents are indispensable for the application of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 668: Series 1 freight containers — Classification, dimensions and ratings.

ISO 1496-1: Series 1 freight containers — Specification and testing — Part 1: General cargo containers for general purposes.

ISO 1496-2: Series 1 freight containers — Specification and testing — Part 2: Thermal containers.

ISO 1496-3: Series 1 freight containers — Specification and testing — Part 3: Tank containers for liquids, gases and pressurized dry bulk.

ISO 1496-4: Series 1 freight containers — Specification and testing — Part 4: Non-pressurized containers for dry bulk.

ISO 1496-5: Series 1 freight containers — Specification and testing — Part 5: Platform and platform-based containers.

ISO 8323: Freight containers — Air/surface (intermodal) general purpose containers — Specification and tests.

ISO 10374: Freight containers — Automatic identification.

3   Delete footnotes 1 and 2 from the bottom of page 3

4   The existing sub-clause 3.1.1 is replaced by:

The container owner's code shall consist of three capital letters, shall be unique and shall be registered with the Bureau International des Containers (BIC), either through an affiliated National Registration Organization (NRO), or directly with the BIC.

All information related to the BIC (address, contact details, NROs, etc.), and the procedure for registration can be found on the BIC website (www.bic-code.org).

5   Footnote 3 shall be deleted from the 3rd paragraph of sub-clause 5.1.1 and from the foot of the page.

6   Footnote 4 in 4th paragraph of sub-clause 5.1.1 and at the bottom of the page shall be renumbered as footnote 1.

7   Add a new sub-clause 5.1.5

5.1.5   Width mark for containers with an overall width greater than 2.438 m (8 ft).

All containers with an overall width greater than 2.438 m (8 ft) shall bear a mark similar to that described in annex G on both ends.

8   Replace the existing sub-clause 5.2 with:

5.2 Optional operational mark (maximum mass of payload)

It is common industry practice to mark containers with maximum payload in addition to the maximum gross and tare masses.

If used, the maximum mass of payload should be marked on a container in accordance with the requirements of 5.1.1, positioned after the maximum gross and tare masses as follows:

MAX GROSS   00 000 kg
00 000 lb

TARE   00 000 kg
00 000 lb

PAYLOAD   00 000 kg
00 000 lb

9   Add new paragraph to sub-clause 6.2.1.2

The layout for the width mark for containers having a width greater than 2.438 m shall be as stated in annex G

after the existing final paragraph:

The layout of the height mark for containers having a height greater than 2,6 m shall be as stated in annex F.

10   In sub-clause 6.2.2.2 replace:

The location of the height warning symbol shall be as given in annex F

With:

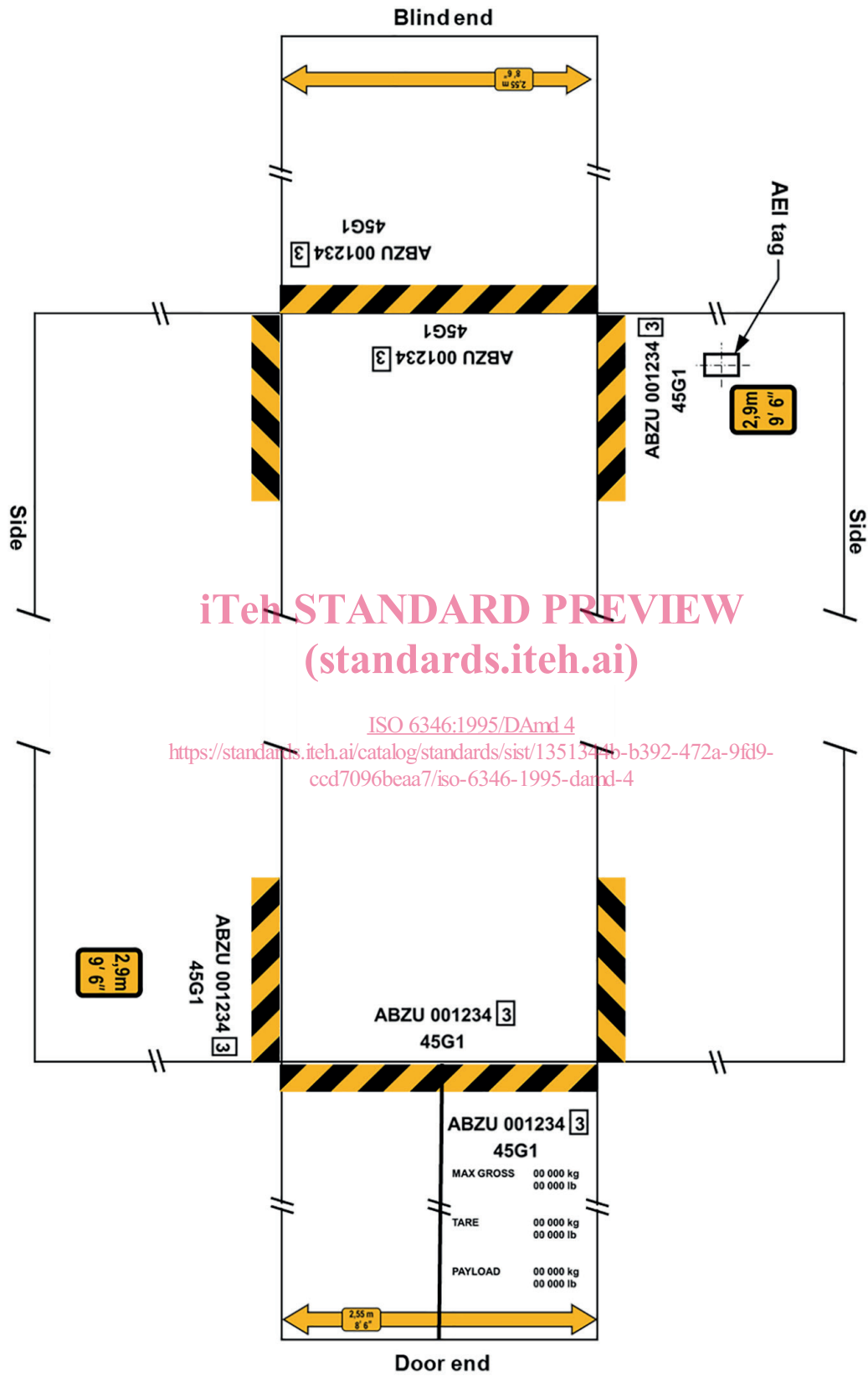The location of the height mark shall be as given in annex F and shown in figure 5.

The location of the width mark shall be as given in annex G and shown in figure 5.

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11 Replace Figure 5 with

The existing notes included in Figure 5 are to be retained.

12 The existing Table D.1 is replaced by:

Table D.1 — First size-code character

Container length[1]			Code character
mm	ft	in	
2 991	10		1
6 058	20		2
9 125	30		3
12 192	40		4
13 716	45		5
Unassigned			6
Unassigned			7
Unassigned			8
Unassigned			9
7 150			A
7 315	24		B
7 430	24	6	C
7 450		-	D
7 820		-	E
8 100			F
12 500	41		G
13 106	43		H
13 600			K
Unassigned			L
14 630	48		M
14 935	49		N
16 154	53		P
Unassigned			R

Add footnote to table:

[1] Imperial dimensions are nominal lengths, for example a 20ft container is actually 19ft 10 ½ in, see ISO 668.