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SLS 809 1988

Draft Sri Lanka Standard
RECOMMENDED SHIPPING MARKS FOR GOODS

SRI LANKA STANDARDS INSTITUTION

SPECIAL CONSULTATIVE COMMITTEE ON
STANDARD SHIPPING MARKS

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FOREWORD

This Sri Lanka Standard was authorized for adoption and publication by the Council of the Sri Lanka Standards Institution on⁸⁸⁻⁰¹⁻²⁵....., after the draft, had been finalized by a special consultative committee on Shipping Marks.

Shipping marks differ widely between countries and between modes of transport. With the increasing volume of international trade, and the advent of multimodal and combined transport, it is felt that simple and consistent standards for shipping marks should be established. Such standard shipping marks will facilitate data processing in respect of cargo handling and also it will reduce the cost involved. Therefore the main aim of this standard is to establish a standard simplified system of marking on goods meant for export in order to facilitate identification, checking and moving the goods speedily and safely to the final destination.

This standard is based on Recommendation No. 15 on Simpler Shipping Marks adopted by the working party on facilitation of International Trade Procedures of the United Nations Economic Commission for Europe.

1 SCOPE

1.1 This recommendation establishes standard shipping marks and sets out guidelines for the use of information marks and cargo handling marks.

1.2 The standard shipping marks established in this recommendation should be used for marking on packages moved internationally by all modes of transport for reproduction on related documents and as data elements in trade data interchange.

2 REFERENCES

- SLS 505 Pictorial marking for handling of goods
- IATA Resolution 606 Cargo Identification forms.

3 SHIPPING MARKS

Shipping marks shall be of following three types :

- a) Standard shipping marks ;
- b) Information marks ; and
- c) Cargo handling marks.

4. STANDARD SHIPPING MARKS

The standard shipping marks are made up of following four elements in the sequence indicated, and should be shown both on documents and packages as shown in Figure 1 of Appendix A.

	<u>Example</u>
a) Initials or abbreviated name	ABC
b) Reference number	1234
c) Destination	Bombay
d) Package number	1/25

NOTE - Further simplification of these standard shipping marks could be made if considered necessary (see 7).

4.1 Initials or abbreviated name

Set of initials or abbreviations agreed between exporters and importers should be used for all the shipments between them. If an abbreviated name is preferred to initials, the consignee/buyers name as abbreviated in their telex answerback or cable address, could be used.

4.2 Reference number

The reference number will refer to a particular consignment. It should be as brief as possible to avoid confusion and mistranscription. Only the most important number of those available, (example-shipment or order or invoice number) as agreed between buyer and seller should be shown. Such information as order number and the year, and date accompanying numbers should be avoided.

4.3 Destination

The name of the port or place of ultimate destination of goods (port of discharge or place of delivery, place of delivery by-on-carrier) shall always be shown.

In case of transshipment during the transport, the name of the port or place of transshipment can also be indicated preceded by "VIA".

In multimodal or combined transport only the ultimate destination of the goods shall be shown.

4.4 Package number

The total number of packages or pieces should be indicated as for example "1/25", "2/25", to "25/25".

5 INFORMATION MARKS

5.1 General

Information marks are not essential for the delivery of goods to destination. They shall be abbreviated to an absolute minimum.

They may not form a part of the shipping marks to be reproduced in documents.

5.2 Gross mass

Gross mass should be marked whenever it assists safe handling (as for air freight) or correct stowage. It shall be marked in kilograms.

5.3 Other information marks

Information marks such as country of origin or import licence number shall be marked if only required by government regulations or by custom authorities.

It is recommended that net mass and linear dimensions should not be marked on packages (although it is done conventionally on certain goods).

It is not advisable to mark exporters name/address on packages.

In case of air freight packages, full consignee address must appear on at least one package.

Other information marks may be included on buyers request.

NOTE - Geometric or other figures (e.g. - diamonds, triangles, squares) shall not be used for standard shipping marks or information marks.

6 CARGO HANDLING MARKS (PICTORIAL MARKING)

Cargo handling marks are symbols stencilled on the packages or printed on adhesive labels affixed to them, indicating that certain precautions should be taken when handling, transporting or stowing the cargo.

Cargo handling marks covered in this standard are of two types as follows :

- a) For general goods ; and
- b) For dangerous goods.

6.1 Cargo handling marks for general goods

6.1.1 These are pictorial markings presenting messages of handling instructions extended for application to packages containing goods in general. These messages indicate the correct handling of goods ensuring safety and protection for both goods and the personnel involved.

5.1.2 Pictorial marking shall be in accordance with SLS 505.

6.2 Cargo handling marks for dangerous goods

One or more of the pictorial marks prescribed in Appendix B shall be displayed on the containers of dangerous goods as appropriate, with a view to indicating the nature of danger arising from handling them. Cautionary basic text in English and class number (See Note) shall appear below the mark. Special marks may be required, in the case of air cargo, for perishables, live animals etc.

NOTE - Dangerous goods are classified as indicated in Appendix C. Mixtures of substances shall be declared under the name of the most hazardous constituent.

Containers and trailers containing dangerous goods must bear on the outside the danger labels and other mandatory data such as correct technical name/proper shipping name of the contents.

7 SIMPLIFIED MARKS FOR DIFFERENT MODES OF TRANSPORT

Standard shipping marks can be simplified further for some modes of transport.

7.1 Full loads

Full container loads (FCL) of goods, trailers, wagons or air line unit load devices (ULD) container goods can be marked with simplified standard shipping marks as follows.

- a) If the load is covered by a single set of documents and if packaging and contents are identical in every way; size, type, grade, the standard shipping marks may not be marked.
- b) If the load is covered by more than one set of documents (invoices) or comprises of packages whose contents differ, only the reference number and package number of the standard shipping marks may be necessary.

In any event, it must be possible to cross-reference packages to a comprehensive packing list for customs examination and for purposes of sorting and redistribution.

7.2 Air freight (loose and consolidated cargo)

Abbreviated name and reference number of standard shipping marks may be replaced by the Air Waybill No. (AWB NO). The three letter IATA code can be used to shorten the destination. See Fig. 2 of Appendix A.

8 METHODS OF MARKING

8.1 Standard shipping marks

8.1.1 These shall be marked centrally on two sides of the package or pallet load.

8.1.2 The characters of such marks shall be 50 mm high, but can be varied where necessary in proportion to the size of the package. Writing shall be in capital letters.

8.1.3 The marks shall be preferably stencilled using black ink (or a colour contrasting with the background) which shall be water proof, permanent and resistant to humidity and friction.

If a felt pen is used, the ink must be water proof and permanent,

NOTE - Fluorescent colours may be considered. Red should only be used for dangerous cargo. It should be noted that some colours merge with the background under mercury or sodium vapour lighting.

3.2 Information marks

These shall be marked below the standard shipping marks, but well separated from it. They shall be shown in smaller characters or in different colours. (see Appendix A).

3.3 Cargo handling marks

3.3.1 For general goods

These marks shall be used at appropriate positions on the package (example-lifting points, centre of gravity marks) as prescribed in SLS 505.

3.3.2 For dangerous goods

3.3.2.1 Number of labels to be affixed shall be at the discretion of the user and shall depend on size and shape of the package. The label shall be placed above and to the left of the shipping mark. In the case of goods presenting two hazards, they shall be classified in both categories and labelled accordingly. If the general goods symbol is also to be used along with danger symbol(s), the danger symbol(s) shall have precedence over the general symbol. The general symbol shall be placed as near as convenient to the danger symbol(s) preferably in the same horizontal line.

3.3.2.2 The dimensions of the mark shall depend on the size of the package on which they are to be affixed. The size shall not be less than 10 cm x 10 cm except where the size of the package warrants for a label of smaller size.

3.3.2.3 The colour to be used for marking symbols, text and class number is black.

3.4 Other methods of marking

3.4.1 Unpacked items

Items such as iron work, shall be marked with a metal tag, securely wired. Tie-on tags can be used for personal effects. Tags and tie-on labels shall otherwise be avoided.

3.4.2 Bales

Bales shall be marked on both sides.

3.4.3 Bags and sacks

Bags and sacks shall be marked on both sides with a marking fluid which impregnates the material. Where contents can sift through a material, such as hessian, marking should be done before filling.

3.4.4 Drums

Drums shall be marked on the head (top) and side. The size of the characters on the head may be reduced depending on the area available for marking.

3.4.5 Carboys

Carboys shall be marked with self-adhesive labels on two opposite sides.

NOTE - Areas covered by straps or bands shall not be marked. Old marks shall be completely obliterated.

APPENDIX A
SHIPPING MARKS

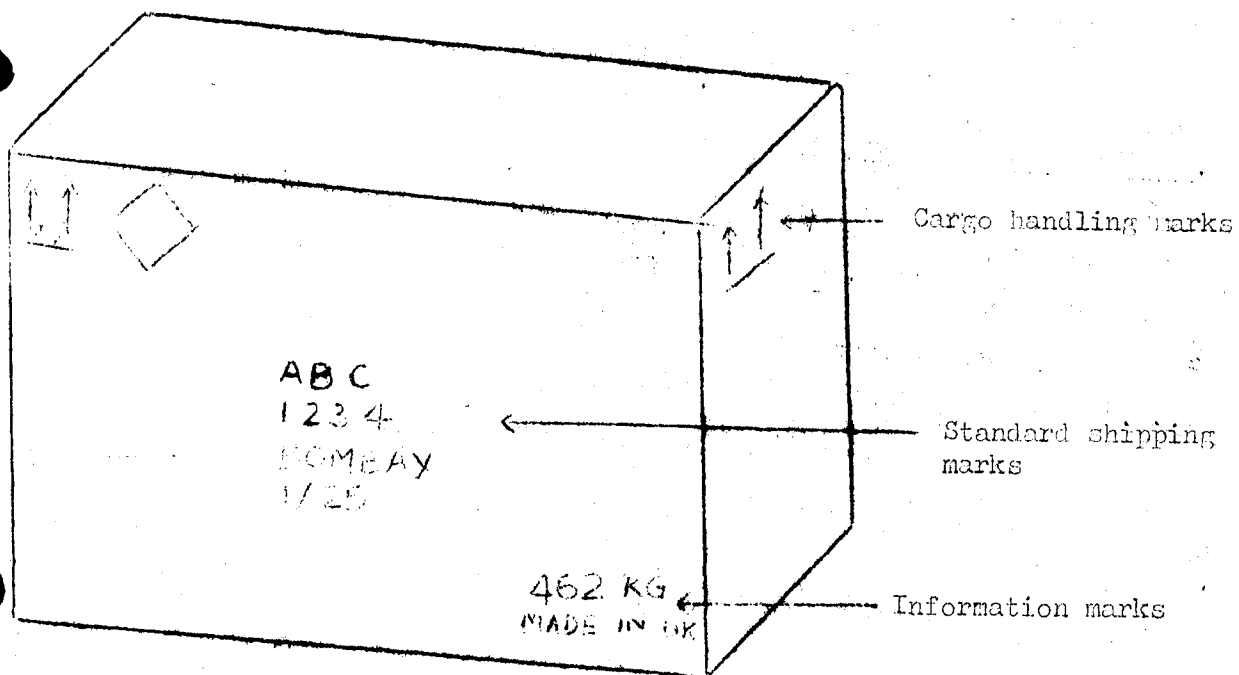


FIGURE 1 - Marks for Sea freight

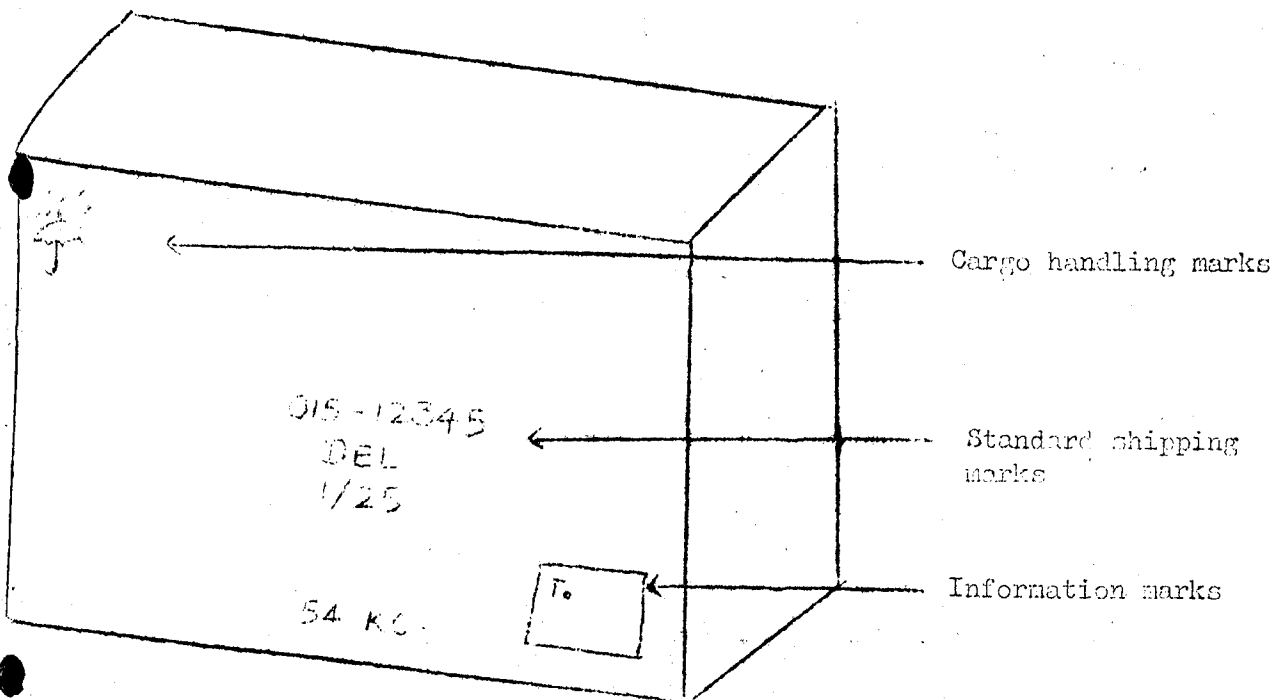


FIGURE 2 - Marks for Air freight

APPENDIX B

CARGO HANDLING MARKS FOR DANGEROUS GOODS


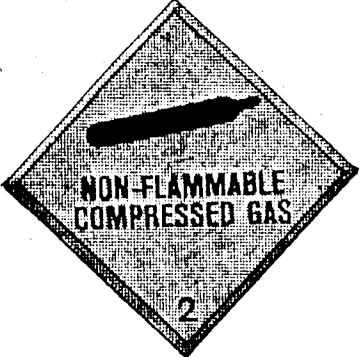

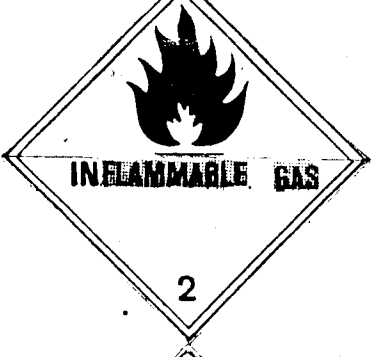

Sl. No. (1)	Description (2)	Symbol (3)	Mark (4)
i)	Substances with explosion risk	Exploding bomb	
ii)	Non flammable compressed gases	Gas cylinder	
iii)	Poisonous compressed gases	Skull and cross bones	
iv)	Flammable compressed gases	Flame	
v)	Flammable liquids	Flame	

Table 1 contd






Sl. No. (1)	Description (2)	Symbol (3)	Mark (4)	Background colour (5)
vi)	Flammable solids, readily combustible or may cause fire through friction	Flame		White with vertical red stripes
vii)	Flammable solids, liable to spontaneous combustion	Flame		Upper half-white Lower half-red
viii)	Flammable solids, which in contact with water, emit flammable gases	Flame		Blue
ix)	Oxidizing substances	Flame over circle		Yellow
		Flame over circle	<p>(For air cargo)*</p> 	Yellow

Table 1 contd


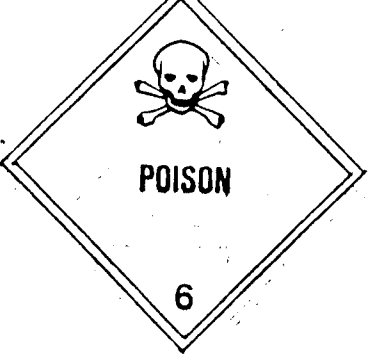
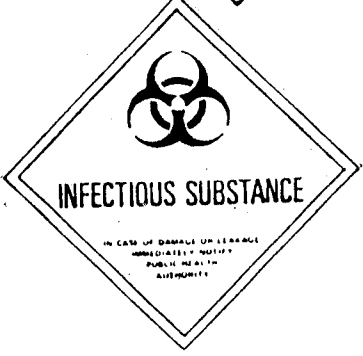


Sl. No. (1)	Description (2)	Symbol (3)	Mark (4)	Background colour (5)
x)	Oxidizing organic peroxides	Flame over circle		Yellow
xi)	Poisonous (toxic) and infectious substances	Skull and cross bones		White
xii)	Infectious substances	Three crescents super imposed on a circle	<p>(for air cargo)*</p> 	White
xiii)	Substances which should be kept away from food	Cross over an ear of wheat		White
xiv)	Radioactive substances (Category I)**	Trefoil		White, with one vertical red stripe in lower half

Table 1 contd









Sl. No. (1)	Description (2)	Symbol (3)	Mark (4)	Background colour (5)
		Trefoil	(For air cargo)* 	White, with 1 marked in red
xv)	Radioactive substances (Category II)**	Trefoil	 (For air cargo)* 	Upper half-yellow Lower half-white, with two vertical red stripes
		Trefoil		Upper half-yellow Lower half-white, III marked in red
xvi)	Radioactive substances (Category III)**	Trefoil	(For air cargo)* 	Upper half-yellow Lower half-white, with three vertical red stripes
		Trefoil		Upper half-yellow Lower half-white, VI marked in red

Table 1 contd

Sl. No. (1)	Description (2)	Symbol (3)	Mark (4)	Background colour (5)
xvii)	Corrosive substances	Acids spilling from two glass vessels and attacking a hand and a metal		Upper half-white Lower half-black with a white border
xviii)	Irritant substances	Skull and cross bones	<p data-bbox="764 682 1011 724">(For air cargo)*</p> 	White

* IATA labels recommended for use with dangerous goods carried by air.

** See Appendix C.

APPENDIX C

CLASSIFICATION OF DANGEROUS GOODS

Dangerous goods shall be classified according to the principal hazards involved. The order of the classes is not the order of the degree of danger.

<u>Description</u>	<u>Class</u>
i) Explosives	1
ii) Compressed gases	2
iii) Flammable liquids	3
iv) Flammable solids	4
v) Oxidizing substances	5
vi) Poisonous (toxic) and infectious substances	6
vii) Radioactive substances (See Note)	7
viii) Corrosives	8
ix) Miscellaneous dangerous substances	9

NOTE - Radioactive substances shall include all materials or combination of materials that spontaneously emit ionizing radiation and the specific activity of which is greater than 0.002 microcuries per gram. Class 7 is further subdivided into following three categories :

- a) Category I, shall include packages having a dose rate of radiation not exceeding 0.5 mr/h or equivalent at any point on external surfaces.
- b) Category II, shall include packages having a dose rate of radiation in the range of 0.5 to 10 mr/h equivalent at the surface, and not exceeding 0.5 mr/h equivalent at a distance of 1 m from the centre of the packages.
- c) Category III, shall include packages having a dose rate of radiation in the range of 10 to 200 mr/h or equivalent at the surface and not exceeding 10 mr/h or equivalent at a distance of 1 m from the centre of the package.