



BICS Instruction Card

regarding: Reporting container cargoes to IVS90

These instructions indicate how container cargoes must be reported by BICS and/or a Stowage application in combination with BICS to the IVS90 system in the Netherlands (in accordance with mandatory electronic reporting: Resolution CC/R 2007-1 under Protocol 14 and CC/R 2007-2 under Protocol 20).

1 Reporting container cargoes to IVS90

The guidelines below apply when reporting container cargoes. A distinction is made between the following categories:

1. Hazardous goods in containers;
2. Non-hazardous goods in containers;
3. Empty containers.

Furthermore, the correct (total) number of full and empty containers must **always** be entered by length in the Container Matrix. Ideally, all the containers (full and empty) including all the container information (no., type, stowage location) and the (detail) cargo lines must be entered so that the exact cargo, weight, container number, type and stowage per container are identified and also reported to the IVS90 system or a different receiving system.

The next section describes for each situation how the (detail) cargo lines must be specified for the container cargoes.

1.1 Hazardous goods in containers

In accordance with the electronic reporting duty, you must report the following for hazardous cargoes in containers:

- Name and ADNR data for the hazardous good and the weight of the cargo in the container (i.e. **exclusive** of the weight of the container itself);
- Container number (e.g. HLXU4444495) and container iso type (e.g. 42T3). This is mandatory for hazardous substances, you must after all always indicate that the hazardous cargo is stowed in a certain container;
- Stowage location (optional, but recommended).

Empty, non-degassed tank containers (previous cargo was a hazardous substance), must be reported as a tank container carrying a hazardous cargo (i.e. the previous cargo) but with a *weight of 0* (also “empty of”).

The table below details how the container cargo data for hazardous cargoes must be reported:

<i>Situation (full containers)</i>	<i>Name of the hazardous cargo</i>	<i>Weight</i>	<i>Container info</i>
All info known	True name of the hazardous cargo in the container	Weight of the cargo in the container	Cont no. + type + Stowage as known.
Not all info known ¹⁾	(Reporting in accordance with the reporting obligation not possible)		

- ➔ If the hazardous cargo and/or container information is not known => This situation cannot/may not arise. You **must** have all the information (ADNR and container data) available for hazardous cargoes and report it.



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The screen below shows an example of how to enter **hazardous** cargoes in a container in BICS in accordance with these instructions:

No	Weight(t)	Type	Code	Name	Load	Discharge	Container	Type	Stowage
1	100,000	ADN	2809 8 C9 III	KWIK	Wemeldinge	Goes	AMFU8418433	4200	0020102
2	0,000	ADN	1203 3 F1 II	BENZINE	Wemeldinge	Goes	HLXU4444495	42T3	0130402

The first line details a hazardous substance "MERCURY" in a container and the second line is an example of a container that is empty of PETROL. The quantities in this example in the container matrix must also (preferable) match with the number of containers entered in the (detail) cargo lines.

1.2 NON-hazardous cargoes in containers

You must report the following for non-hazardous cargoes in containers:

- Number of full containers per category (in the container matrix).

However, if more information about the cargo and container are known, you must also report:

- Cargo type/name of the non-hazardous cargo in the container and weight of the cargo in the container (**excluding** the weight of the container itself).

Container information:

- Container number and container iso type (if the cargo is stowed in a container, you **must** indicate this so that the receiving system knows that the cargo is stowed in a container);
- Stowage location (optional).

In practice, you may find that not all the information about the *non-hazardous cargoes in containers* is on hand, known or available. In order to report cargoes in a container, the container number is a mandatory item in the container information that has to be reported. If this number is not known, you must enter a "-" (so that the indication "*in a container*" can still be transferred in the messages).

The table below details in order of decreasing preference how the cargo data for non-hazardous cargoes in containers can be reported:

<i>Situation (full containers)</i>	<i>Name of the non-hazardous cargo</i>	<i>Weight</i>	<i>Container info</i>
All info (cargo + container) known	True name of the non-hazardous cargo in the container	Weight of the cargo in the container	Cont no. + type + Stowage as known.
Cargoes not known, container info is known	Name: PIECE GOODS or GENERAL CARGO	Weight of the cargo in the container	Cont no. + type + Stowage as known.
Cargoes not known, container info is known	Name: UNKNOWN	Weight of the cargo in the container	Cont no. + type + Stowage as known.
Container info partially known (number not known, type is known) ¹⁾	True name of the cargo <i>or</i> PIECE GOODS or GENERAL CARGO <i>or</i> UNKNOWN.	Weight of the cargo in the container	If number unknown, then use "UNKNOWN001" etc. as a unique container number. Indicate container type and/or stowage as known.
Cargo and container info not known ²⁾	Name: CONTAINERS xxFT FULL	Total cargo weight in the xxft containers	no container info



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Remarks (non-hazardous cargoes in containers):

- 1) If the container number is not known, but the type is, a temporary number (e.g. "UNKNOWN001", "UNKNOWN002" etc.) should be transmitted as the container number and of course the type, so that the receiving system (e.g. IVS90) knows that this relates to a cargo in a container.

If the container number is not known and allocation of a temporary number is not possible, a "-" symbol (=unknown) must be used for the container number as a last-resort solution.

Note that using temporary container numbers is far from ideal and should be seen as an (undesirable) alternative because the correct number is not available. Note also that when you give different containers the same temporary numbers or use the "-" symbol, the receiving system is **unable** to always differentiate between the different containers.

- 2) If the non-hazardous cargo and (full) container information (type + no.) are unknown => as a minimum, a cargo line must be included for the weight where the substance name is "CONTAINERS xxFT FULL". Xx represents the length of the container here (20, 30 or 40+ ft).

The screen below shows an example of how to enter **non-hazardous** cargoes in a container in BICS in accordance with these instructions:

Nr	Weight(t)	Type	Code	Name	Load	Discharge	Container	Type	Stowage
1	200,000	HS	8708000001	AUTOONDERDELEN	Wemeldinge	Goes	AMFU8418433	4200	0020102
2	300,000	HS	9909000104	STUKGOED	Wemeldinge	Goes	CAIU2061692	4200	0130402
3	400,000	HS	0000000003	ONBEKEND	Wemeldinge	Goes	CRXU2018368	4300	0120102
4	120,000	HS	9909000104	STUKGOED	Wemeldinge	Goes	-	2200	
5	500,000	HS	8609000008	CONT. 30FT GELAD	Wemeldinge	Goes			

- The first line contains a non-hazardous cargo called "CAR PARTS" in a container (the true name of the cargo is specified).
- The second and third lines are examples where the cargo in the container is not specified, but the container information (no. + type) is known.
- The fourth line is an example of a non-hazardous cargo in a container where the container number is not known but the type is (in the example, the "-" symbol has been used as the unknown number but as described earlier, it is preferred that you use unique temporary numbers first, such as: "unknown001", "unknown002" etc. and only allow the "-" symbol if that is not possible).
- The fifth line is an example of a container or (containers) carrying non-hazardous cargo for which no container information (number and type) is known (the **total cargo weight** of the group must be entered however).

1.3 Empty containers

You must report the following for non-hazardous empty containers:

- Number of empty containers per category (in the container matrix).

If more information about the (individual) empty container is known, you must also report:

- The container number and iso type;
*(if you do not have a container number for the **empty** container, you must only enter the quantities in the container matrix and no separate cargo line(s) for empty containers (without a number))*
- Weight is 0 (after all there is no cargo in the container);
- Stowage location (optional).

Empty, non-degassed tank containers (previous cargo was a hazardous substance), must be reported as a tank container carrying a hazardous cargo (i.e. the previous cargo) but with a *weight of 0* (also "empty of"). Such containers (empty of) are not included in this category for "non-hazardous empty containers".



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The following applies for **empty** containers:

Situation (empty containers) ¹⁾	Name of the non-hazardous cargo	Weight	Container info
All info known	Name: EMPTY (NO CARGO)	0	Cont no. + type + stowage
Container info partially known (number not known, type is known) ²⁾	Name: EMPTY (NO CARGO)	0	If number unknown, then use "UNKNOWN001" etc. as a unique container number. Indicate container type and/or stowage as known.
Container info not known ³⁾	Do not enter a cargo line. Only enter the container quantities in the Container matrix	-	-

Remarks:

- 1) Empty, **non-degassed** tank containers (previous cargo was a hazardous substance), must be reported as a tank container carrying a hazardous cargo (i.e. the previous cargo) but with a *weight of 0* (also "*empty of*").
- 2) If the container number is not known but the type is, you must enter a unique temporary number (such as "UNKNOWN001", "UNKNOWN002" etc.) and obviously the type so that the receiving system (e.g. IVS90) receives the container type and knows that a container is involved.

If the empty container number is not known and allocation of a temporary number is not possible, a "-" symbol (=unknown) must be used for the container number as a last-resort solution.

Note that using temporary container numbers is far from ideal and should be seen as an (undesirable) alternative because the correct number is not available. Note also that when you give different empty containers the same temporary numbers or use the "-" symbol, the receiving system is **unable** to always differentiate between the different empty containers.

- 3) If the non-hazardous cargo and the (empty) container information are (completely) unknown => **no** cargo line should be entered (only quantities in the container matrix).

The screen shows examples of how to enter **empty** containers in BICS in accordance with these instructions:

Nr	Weight(t)	Type	Code	Name	Load	Discharge	Container	Type	Stowage
1	0,000	HS	8609000004	CONT. 30FT EMPTY	Wemeldinge	Goes	AMFU8418434	32V4	0100201
2	0,000	HS	0099999999	EMPTY (NO CARGO)	Wemeldinge	Goes	-	4300	0100103

- The first line contains an empty container for which all the container information (no. + type) is known.
- The second line contains an empty container for which the container no. is not known. (In the example above, the "-" symbol has been used for the unknown number but, as previously indicated, it is preferred that you used unique temporary numbers first, such as: "unknown001", "unknown002" etc.) (the alternative possibility for the substance name has also been used in this example, name: "EMPTY").

The weights for the empty containers are always 0 (after all, the cargo weight **excluding** the container weight must be specified).

Moreover, the container matrix in this example indicates that two 20ft containers are present for which no information is known (container number and/or type).

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