



REVISION OF RECOMMENDATION 16 PROJECT

UN/LOCODE - CODE FOR TRADE AND TRANSPORT LOCATIONS

UNLOCODE Advisory Group Meeting, 27
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Content of the Presentation

- PROJECT BACKGROUND
- CONTENT OF REVISED REC. 16
- CONCLUSION

PROJECT BACKGROUND



PURPOSE:

- International standard for referring to locations used in international trade
- The UN/LOCODE is used by carriers, logistics providers, multinational corporations and software providers as the standard way to refer to cities, ports, airports, etc.
- Changes to the standard can have major impact on industry.
- Last updated in 1998.
- The purpose of this project is/was to update Recommendation 16.
- It will ensure that the UN/LOCODE remains an important international standard

PROJECT BACKGROUND

SCOPE:

- The update to Recommendation 16 has addressed some questions that have emerged in recent years
- During the discussing rounds for Project, Project members had to be found answers for important discussions such as: point or area, usage of English language for locations and so on...
- Answering these questions, comments had been solicited from participating experts

PROJECT BACKGROUND

SCOPE:

The Project Group completed discussions on updating the Recommendation 16 with the following questions that had emerged in previous years:

1. What is the precise definition of a location? Is it a point or an area? Which entities should be allocated a UN/LOCODE?
2. What are good, unambiguous definitions for the existing Function Codes: 1, 2, 3, 4, 5, 6, 7, B? Should new function codes be added?
3. What is the process to handle locations which have multiple names – either from different languages or otherwise?
4. How should political change when locations change hands or new countries emerge be handled?
5. Should there be changes to the Status of location codes? For instance, do we need a better process and definition for “Request under consideration” given that there is currently no workflow to move these from “under consideration” to “approved”?

PROJECT BACKGROUND

SCOPE:

6. What is the policy around changing or removing codes which had been previously published and are already in use? When a code has been deprecated, is it acceptable to reassign the code to another location?
7. Is there a need to limit the number of requests made for new codes or changes to existing codes from a single entity for a given cycle?
8. Should precision of coordinates be improved from minutes to seconds?
9. Should new attributes be added, for example, time zone?

PROJECT BACKGROUND

First Round Discussions:

Comment Sheet for Round 1 of the Project Group on “Revision of Recommendation 16 UN/LOCODE”

(Country/Organization: _____)

REQUEST 1: The participants are invited to make general comments on the current text of Recommendation 16 (Annex I).

Country / Organization	General comments on the Recommendation 16.

REQUEST 2: The participants are invited, if appropriate, to provide proposed textual changes to the Recommendation 16 with its reason (Annex I).

Country / Organization	Paragraph	Original text	Proposed textual changes	Rationale

REQUEST 3: The participants are invited to make comment on whether a list of minimum contents shall be set or not.

Country / Organization	Comment on whether a list of minimum contents shall be set or not.

PROJECT BACKGROUND

First Round Discussions:

REQUEST 4: The participants are invited to add, delete, or provide textual change to each item in the list of minimum contents, when appropriate.

Country / Organization	Original text	Proposed textual changes	Rationale



REQUEST 5: The participants are invited to suggest ways of gathering best practices. (mainly for point or/and area discussion)

Country / Organization	Ways of gathering best practices

PROJECT BACKGROUND

What we did during the second round discussions:

Provided texts for below discussions;

1. To be consider to put a column for indicating whether the entry is a point or area
2. To be consider for deciding an appropriate definition of the UNLOCODE
3. To be consider to put a new column for English names of the locations, if necessary
4. To be consider for reflecting NFP responsibilities to the draft text with clear explanation. (ToR)
5. To be consider to refer child code lists into annex of the Guidelines as SMDG master terminal facilities, BIC location lists, IMO GISIS terminal list

PROJECT BACKGROUND

Third Round Discussions:

Annex III: Comment Sheet for Round 3 of the PG on Rev. Rec. 16
(Country/Organization: _____)

REQUEST: The participants are invited to make any additional proposals for improving the draft text V2.

Country / Organization	The participants are invited to make any additional proposals for improving the draft text V2.

PROJECT BACKGROUND

The project deliverable is: Revised Recommendation
16 Recommendation & Guidelines



PROJECT BACKGROUND

PROJECT TEAM MEMBERSHIP AND REQUIRED FUNCTIONAL EXPERTISE

Membership was open to experts with broad knowledge and experience in the area of transport, clearance, supply chain and related activities



At the
beginning, at
least 61
experts
participated
the progress of
the Project...
finally 83...

PROJECT BACKGROUND

UP TO PUBLIC REVIEW

PHASES OF THE PROJECT

AFTER THE
PUBLIC
REVIEW

The Bureau has approved output of our group works on 30 September 2019, Bureau decision 1909039. I understand from the email that the Recommendation will be prepared for presentation to the Plenary for final approval and publication on first week of May 2020.

CONTENT OF REVISED REC. 16

- INTRODUCTION PART
- CRUSIAL CHANGES OF THE CONTENT
- ANNEX OF GUIDELINES
- WHAT IS NEW?



CONTENT OF REVISED REC. 16

United Nations Code for Trade and Transport Locations

UN/LOCODE is a **five-character code system** to identify all named geographic places which serve in any way as a place related to international trade.

CONTENT OF REVISED REC. 16

Content

Part I: Recommendation No. 16 Code for Trade and Transport Locations –

UN/LOCODE

Introduction

Purpose

Scope

Benefits

Recommendations

Part II: Guidelines for the Application of UN/LOCODE

A. Disclaimers

1. General Disclaimer

2. Special Disclaimer

B. References

CONTENT OF REVISED REC. 16

Purpose

The names of such locations are often **spelt in different ways** and sometimes the same location is given different names in different languages, which creates **confusion and difficulties in data interchange**.

CONTENT OF REVISED REC. 16

C. DEFINIATION

UNLOCODE identifies **an administrative or economic area**, relevant to international trade and transport, as defined by the competent national authority in each country. These areas are understood in the sense of a city, a town, etc.

and **NFP from ToR**

CONTENT OF REVISED REC. 16

D. UN/LOCODE Attributes

Name Attribute, Subdivision Attribute, Function Attribute, Status Attribute,
Geographical Coordinates Attribute

CONTENT OF REVISED REC. 16

Name Attribute

Whenever possible, locations should be named using their most common international representation (i.e. name used in the nominated international gazetteer, the national one, or in **English** if it does not exist in the former two).

A gazetteer is a geographical dictionary or directory used in conjunction with a map or atlas.

CONTENT OF REVISED REC. 16

Function Attribute

a facility providing a connection with a specific mode of transport (Rec. 19)

Code	Function	Definition
1	Maritime transport (sea port or maritime port)	Any location with permanent facilities at which seagoing vessels can load or discharge cargo moving in maritime traffic.
2	Rail transport	Any location that has one or more railway terminals, like cargo terminals or train stations (exclude passenger terminals). Specific terminals located inside a location shall not be considered individually as a location.
3	Road transport	Any location that is connected to other ones by means of roads. Specific terminals located inside a location shall not be considered individually as a location.
4	Air transport (airport) or space transport (spaceport)	Any location with permanent facilities at which aircraft can load or discharge cargo moving in air traffic.
5	International Mail Processing Centre recognized by Universal Postal Union (UPU)	A mail processing facility recognized by Universal Postal Union (UPU) that has significance for the processing of inter-operator mail, either because they generate or receive dispatches or because they act as transit centers for mail exchanged between other International Mail Processing Centers (IMPCs). Each IMPC has a well-defined physical location, is operated by or under the responsibility of a single organization and handles a specific set of mail flows. (It was known as postal exchange office in the former edition of the Recommendation.)
6	Multimodal transport facility (Inland Clearance Depot (ICD) or "Dry Port", "Inland Clearance Terminal", Container Depot, etc.)	<p><i>Any location where one or more of below facilities can be found:</i></p> <p><i>Inland Clearance Depot (ICD):</i> Multimodal transport facility, other than a sea port or an airport, approved by a competent body, equipped with fixed installations and offering services for handling and temporary storage of any kind of goods (including containers) carried under Customs transit by any applicable mode of transport, placed under Customs control and with Customs and other agencies competent to clear goods for home use, warehousing, temporary admission, re-export, temporary storage for onward transit and outright export. (Definition applies also to synonyms like Dry Port, Inland Clearance Terminal, etc.)</p> <p><i>Container Depot:</i> Multimodal transport facility, which offers services for storage, repair and maintenance of containers.</p> <p><i>Inland freight terminal:</i> Multimodal transport facility, other than a sea port or an airport, operated on a common-user basis, at which cargo in trade is received or dispatched.</p>
7	Fixed Transport Installation (oil pipeline terminal, electric power lines and ropeway terminals, etc.)	Any location with permanent facilities to load or discharge cargo that doesn't fit in the previous definitions (e.g. oil platform).
8	Inland water transport (river ports, and lake ports)	Any location with permanent facilities at which vessels can load or discharge cargo moving in inland waterway traffic.
0	not officially functional	Digit "0" means that the criteria for inclusion apply, but that no information is available or used to be recognized by the competent authority regarding the specific transport mode function(s) of the location.
B	Cross Border (former code; not to be used)	Any location that is located on the border with other countries. Specific border crossing points located inside a location shall not be considered individually as a location.
A	Special Economic Zone (SEZ)	Any geographical region that has economic laws different from a country's typical economic laws for the purposes of trade operations and duties and tariffs.

CONTENT OF REVISED REC. 16

Maintenance

- All requests for amendments will be processed in accordance with the procedure described in **Annex I Maintenance Policy and Procedure**.
- UN/LOCODE directory will be continuously maintained through the **UN/LOCODE maintenance team** supported by the secretariat.

CONTENT OF REVISED REC. 16

Child codes of UN/LOCODE

The Child Code depends on an individual UN/LOCODE entries. [Annex III](#)



CONCLUSION

WHERE WE ARE

AND

WHAT IS NEXT

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THANK YOU FOR YOUR
ATTENTION