



International Rail Transport Committee
Comité international des transports ferroviaires
Internationales Eisenbahntransportkomitee

GLV-CIM

CIM Consignment Note Manual (GLV CIM) of 1 January 2017

Amendment 1 dated 1st January 2019

This amendment contains:

- replacement pages 1/2
- replacement pages 27/28 and 31/32 to Appendix 2

The CIT General Assembly on 5 November 2009 decided that new documents and amendments to existing documents would only be distributed electronically. As a consequence of this decision, we would be grateful if you yourself were to print the copies you require for your internal use.



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Edition 1 January 2019

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Applicable with effect from 1 January 2017

Box No	Data status	Data
10	M	Delivery point , supplemented by details of the destination station in accordance with DIUM and country in accordance with the appendix to UIC leaflet 920-14.
11	O	Code for the delivery point. If the code is missing it may be entered by the carrier
12	M	Code for the station servicing the delivery point. International code in accordance with DIUM for the station serving the delivery point for the goods. If the code is missing, it must be entered by the carrier.
13	C	Commercial specification Code Meaning 1 Route ... 2 Traffic flow ... 3 Carriers mandated to perform the carriage, section, status 4 Defined frontier stations ... (for exceptional consignments) 5 Other conditions requested ... (for example, EDI contract number if an electronic consignment note or the numbers of other customer agreements or tariffs is used – the number of the customer agreement/tariff which covers the section performed by the carrier who first takes charge of the goods is shown in box 14).
14	C	Number of customer agreement or tariff: Number of the customer agreement or tariff, which covers the section performed by the carrier who first takes charge of the goods, preceded by the identifier code 1 for customer agreements and 2 for tariffs.
15	O	Information for the consignee: Information from the consignor to the consignee relating to the consignment. This information is not to commit the carrier.
16	M	Acceptance: Point (including station code in accordance with DIUM and country code in accordance with the appendix to UIC leaflet 920-14), date and time (month, day and hour) at which the goods were accepted. The station and country may be given in plain text on paper consignment notes. Note: When details of the actual acceptance differ from those given by the consignor, the carrier who has accepted the goods is to note the discrepancy in box 56 (Carrier's declarations).
17	O	Code for the acceptance point: The carrier is to provide the consignor with the code in the customer agreement. If the code is missing, it may be entered by the carrier.
18	C	Wagon No: Wagon number, where the consignment is a full wagon load. The wagon type may be inferred from the wagon number. Also see the entry for box 30 .
19	C	Sectional invoicing: If part or all of the journey is to be invoiced separately by a carrier other than the forwarding or destination carrier, enter the code for the carrier in accordance with the list of carrier codes (www.cit-rail.org) or the country code in accordance with the appendix to UIC leaflet 920-14 in the left-hand column to indicate the section to be invoiced; enter the code for the carrier who is to invoice the amount in question in the right-hand column.
20	C	Payment instructions: Instructions for the payment of charges in accordance with point 5.2 of this manual. Absence of instructions is to mean that the charges will be paid by the consignor.
21	C C C C	CIM consignment note: Description of the goods: - Carriage in wagon loads: • number of wagons [tally number] when they are loaded and consigned as means of transport • numbers of the wagons [painted numbers] when they are consigned as goods, also see the entry for box 30 . - Tally number and types of UTIs. - Number of packages, particular marks and numbers needed to identify less-than-wagonload consignments. - Alphabetic code for the nature of the packaging in accordance with UNECE recommendation No 21 (www.unece.org). On paper consignment notes the nature of the packaging may be given in plain text.

Box No	Data status	Data
(21)	M	- Description of the goods, for dangerous goods, the information required by section 5.4.1 RID.
	M	- If carriage of dangerous goods includes a section by sea the transport document must contain a declaration in accordance with section 5.4.1.6 IMDG Code. Furthermore, in accordance with section 5.4.1 IMDG Code additional information may be necessary, such as, for example: <ul style="list-style-type: none"> • the description 'MARINE POLLUTANT' or as an alternative 'MARINE POLLUTANT/ENVIRONMENTALLY HAZARDOUS' for substances for which in column (4) of the list of dangerous goods in Chapter 3.2 IMDG Code a 'P' is given; • details of the lowest flash-point in brackets when the dangerous goods to be carried have a flashpoint of 60°C or below [in °C closed cup]; • the description 'LIMITED QUANTITIES' or 'LTD QTY' when dangerous goods are carried in limited quantities in accordance with Chapter 3.4 RID/Appendix 2 SMGS/IMDG Code.
	C	- The multimodal dangerous goods form shown in paragraph 5.4.5 RID/Appendix 2 SMGS/IMDG Code for multimodal carriage of dangerous goods contains the declaration defined in section 5.4.1.6 IMDG Code and described above. The form therefore satisfies the requirements for the transport document in accordance with paragraph 5.4.1 RID/Appendix 2 SMGS together with those of the container/vehicle packing certificate in accordance with paragraph 5.4.2 RID/Appendix 2 SMGS/Code IMDG.
	C	- Harmonised System code number (www.wcoomd.org) for the goods when required by customs law.
	C	- The consignor must also provide a description of the seals which he has fixed to the wagon or UTI and indicate how many there are.
	C	- A label is to be fixed or a pictogram stamped if goods are subject to a transit procedure.
	C	- Master Reference Number (MRN) required by customs law for wagons and UTI, supplemented by <ul style="list-style-type: none"> • 'E MRN' if an export declaration has been lodged *) • 'T MRN' if a transit declaration has been lodged *) • "TS MRN" if a transit declaration with security data has been lodged *) • 'EXS MRN' if the exit summary declaration has been made separately by the consignor • 'ENS MRN' if the entry summary declaration has been made separately by the consignor
		*) The accompanying document has to be mentioned in box 9.
	C	- Administrative Reference Code (ARC) required by excise law for wagons and UTI, supplemented by <ul style="list-style-type: none"> • 'ARC' *)
		*) The accompanying document has to be mentioned in box 9.
	C	- The remark 'EXPORT' if the export formalities for the wagon or UTI have been completed at the customs office of exit of the place where the goods are accepted for carriage in accordance with Article 329 para. 7 of Commission Implementing Regulation (EU) 2015/2447.
	O	- <i>If agreed with the carrier:</i> <i>Customs procedure code (code signifying the type and identification of customs procedure), as agreed.¹²</i>
		<u>CIM consignment note for combined transport:</u> <u>No of UTI/ Type of UTI/ Length of UTI/Net mass [weight] of UTI/ Tare of UTI</u>
		<u>Description of the goods:</u>
	M	- No of the UTI,
	M	- type code for the UTI,
M	- length of the UTI,	
M	- net mass [weight] of the contents of the UTI,	
M	- tare of the UTI,	
M	- description of the goods; for dangerous goods, the details required by the RID,	
M	- If carriage of dangerous goods includes a section by sea the transport document must contain a declaration in accordance with section 5.4.1.6 IMDG Code. Furthermore, in accordance with section 5.4.1 IMDG Code additional information may be necessary, such as, for example:	

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56	C O C	<p>Carrier's declarations: As applicable, declarations by the carrier such as</p> <ul style="list-style-type: none"> - the number of the authorisation to load, - load limit, - reservations with reasons, - point, date and time at which the goods were accepted if they differ from the information given by the consignor in box 16, - agreed transit period if the details given by the consignor in box 7 are not correct, - name and address of the carrier to whom the goods have been actually handed over if not the contractual carrier. - Mixed system for the electronic consignment note: <ul style="list-style-type: none"> • printouts created in ...[location]... by ...[carrier code] or • conversion into electronic data in ...[location]... by ...[carrier code]. <p>- the number of the contract to subcontract and the code for the substitute carrier (to be provided by the carrier who concluded the contract to subcontract with the substitute carrier).</p> <p>Reservations with reasons are to be entered in code (see the table below), in the following manner: 'reservation with reason No ...'. When codes 2, 3, 4, 11 and 12 are used, details of the reservation must be given.</p> <table border="0"> <tr> <td>Code</td> <td>Meaning</td> </tr> <tr> <td>1</td> <td>Without packaging</td> </tr> <tr> <td>2</td> <td>Unsatisfactory packaging: ... (give details)</td> </tr> <tr> <td>3</td> <td>Inadequate packaging: ... (give details)</td> </tr> <tr> <td colspan="2">Goods</td> </tr> <tr> <td>4.1</td> <td>- clearly in poor condition: ... (give details)</td> </tr> <tr> <td>4.2</td> <td>- damaged: ... (give details)</td> </tr> <tr> <td>4.3</td> <td>- wet: ... (give details)</td> </tr> <tr> <td>4.4</td> <td>- frozen: ... (give details)</td> </tr> <tr> <td>5</td> <td>Loaded by the consignor</td> </tr> <tr> <td>6</td> <td>Loaded by the carrier in inclement weather at the request of the consignor</td> </tr> <tr> <td>7</td> <td>Unloaded by the consignee</td> </tr> <tr> <td>8</td> <td>Unloaded by the carrier in inclement weather at the request of the consignee</td> </tr> <tr> <td colspan="2">Impossible to make the examination in accordance with Article 11 § 3 CIM, because of</td> </tr> <tr> <td>9.1</td> <td>- inclement weather</td> </tr> <tr> <td>9.2</td> <td>- sealing of the wagon or UTI</td> </tr> <tr> <td>9.3</td> <td>- load in the wagon or UTI inaccessible</td> </tr> <tr> <td>10</td> <td>Request for examination in accordance with Article 11 § 3 CIM presented late by the consignor</td> </tr> <tr> <td>11</td> <td>Examination not made because of a shortage of resources: ... (give details)</td> </tr> <tr> <td>12</td> <td>Other reservations: ... (give details)</td> </tr> </table>	Code	Meaning	1	Without packaging	2	Unsatisfactory packaging: ... (give details)	3	Inadequate packaging: ... (give details)	Goods		4.1	- clearly in poor condition: ... (give details)	4.2	- damaged: ... (give details)	4.3	- wet: ... (give details)	4.4	- frozen: ... (give details)	5	Loaded by the consignor	6	Loaded by the carrier in inclement weather at the request of the consignor	7	Unloaded by the consignee	8	Unloaded by the carrier in inclement weather at the request of the consignee	Impossible to make the examination in accordance with Article 11 § 3 CIM, because of		9.1	- inclement weather	9.2	- sealing of the wagon or UTI	9.3	- load in the wagon or UTI inaccessible	10	Request for examination in accordance with Article 11 § 3 CIM presented late by the consignor	11	Examination not made because of a shortage of resources: ... (give details)	12	Other reservations: ... (give details)
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57	C	<p>Other carriers: Undertaking code in accordance with the list of carrier codes (www.cit-rail.org) and optionally name and postal address in plain text of carriers other than the contractual carrier; section to be performed, in code in accordance with DIUM and optionally in plain text; status of carriers (1° = successive carrier, 2° = substitute carrier).</p> <p>This box is to be filled out by the forwarding carrier but only if carriers other than the contractual carrier participate in the carriage.</p>																																								
58	M C	<p>a) Contractual carrier: Undertaking code in accordance with the list of carrier codes (www.cit-rail.org) and optionally name and postal address in plain text of the contractual carrier plus signature. The signature is to be replaced by the consignment number shown in box 62 (see Article 6 § 3 CIM) unless specially agreed otherwise between the consignor and carrier.</p> <p>b) Simplified transit procedure for rail: By marking a cross in the box, the contractual carrier having his registered office in the European Union (EU) or in another contracting party of the EU-EFTA Convention on a Common Transit Procedure, requests that the simplified transit procedure for rail defined in Articles 25 and 30 to 44 of Commission Delegated Regulation (EU) 2016/341, or the corresponding provisions of the EU-EFTA Convention on a Common Transit Procedure, be applied. He thus certifies that all the carriers taking part in the carriage including, if applicable, substitute carriers, are authorised to apply the simplified transit procedure for rail. The contractual carrier thus becomes the holder of the Union transit procedure for goods carried by rail.</p>																																								

Box No	Data status	Data
(58)		If the contractual carrier does not have his registered office in the European Union or in another contracting party of the EU-EFTA Convention on a Common Transit Procedure, he is to request that the simplified transit procedure for rail be applied in the name and for the account of the carrier that first takes over the goods in a Member State of the European Union or in another Member State of the EU-EFTA Convention on a Common Transit Procedure. He thus certifies that that carrier and all the carriers following including, if applicable, substitute carriers, are authorised to apply the simplified transit procedure for rail. That carrier thus becomes the holder of the Union transit procedure for goods carried by rail. His code may only be used by the contractual carrier when he is authorised to do so.
59	M	Date of arrival: Date of arrival of the consignment at the destination station (year, month, day). The carrier may add an arrival number. Below this box, the number and description of the sheet of the consignment note. This information is to be pre-printed on the paper consignment note and stored in the electronic consignment note record.
60	C	Made available: Time that the consignment is made available to the consignee (month, day, hour). This information on the consignment note may be replaced by another means.
61	C	Acknowledgement of receipt: Date and signature of the consignee at the time of delivery. Acknowledging of receipt on the consignment note itself may be replaced by another means.
62	M	Consignment number: Identification number of the consignment [country code in accordance with the appendix to UIC leaflet 920-14 and station code in accordance with DIUM, code for the forwarding carrier or substitute carrier in accordance with the list of carrier codes (www.cit-rail.org) and consignment number (5 digits followed by a check digit) ¹⁴ . On paper consignment notes, a control label is to be applied to sheets 2 (invoice) and 5 (duplicate invoice). When identification numbers for consignments are allocated by computer, control labels need not be used.

Charging sections

- Charging sections A to G all have the same format. In order to avoid any ambiguity, in any correspondence, the boxes in the sections must be qualified by the number of the section in question (for example A70).
- The use of boxes 79 in charging sections A to C on the front and of boxes 81 to 90 in charging sections A to G on the back, is optional.
- When a Customer Agreement providing for centralised charging is applied, only one charging section is used for the whole of the journey covered by the agreement, irrespective of whether the charges set down in the agreement are expressed as sectional or inclusive charges.
- Every carrier who enters charges to account is to use a distinct charging section. If there are insufficient charging sections, supplementary sheets must be used (only applicable to paper consignment notes).

Box No	Data status	Data
70	M	Codes for the charging sections: International codes for the country in accordance with the appendix to UIC leaflet 920-14 and station or point in accordance with DIUM at the beginning and end of the charging section or location where just charges accrue.
71	C	Route code when the customer agreement or the tariff applied provide for it.
72	M	NHM Code: NHM code (www.uic.org) determining the charges applicable (need not necessarily correspond to that entered in box 24).
73	C	Currency: Code for the currency of the amounts shown in the charging section in accordance with Appendix 10 .
74	O	Charged mass [weight] , separately by tariff and NHM code. As appropriate, area in m ² or the volume of the wagon or goods in m ³ if used as the basis for charging.
75	M	Customer agreement or tariff applied
76	O	Km/Zone: Tariff distance, expressed in km or zones, between the stations or points corresponding to the beginning and end of the charging section.
77	O	Supplements, fees, deductions

¹⁴ Amendment No 1 from 1st January 2019