

STANDARD TRANSPORTATION COMMODITY CODE STATEMENT OF CODING PRINCIPLES AND GUIDELINES

The basic structure of the Standard Transportation Commodity Code (STCC) was developed by adhering as closely as possible to the Standard Industrial Classification (SIC) and the Commodity Classification for Transportation Statistics.

The responsibility of maintaining and revising the Code is vested in the Standard Transportation Commodity Code Technical Committee.

The Technical Committee membership is made up of representatives from railroads and motor carriers, the National Railroad Freight Committee, the National Motor Freight Traffic Association, rail and motor carrier associations and conferences, including the National Industrial Transportation League, along with U.S. Government liaison memberships. There are open seats for air and water carriers also. Membership is open to all shippers and transportation modes. All meetings require a quorum in excess of 50 percent of voting members.

The mechanical as well as research work of the STCC Technical Committee is performed primarily by the Technical Committee's Code staff at the Association of American Railroads, Economics and Finance Department, Washington, D.C. Consultants and other parties may contribute to this effort as requested or required. The Code staff has no power to make policy decisions.

In carrying out the responsibilities with which it is charged, the Technical Committee observes the following coding guidelines:

1. Commodity descriptions at the seven-digit level are developed to conform with exact descriptions in freight transportation classifications, tariffs, contracts, quotations, and circulars of rail and motor carriers.
2. Each commodity description is identified by the assignment of a unique seven-digit code number.
3. Rates are not considered a factor in STCC identification.
4. The Code is a system for identifying commodities as such; it does not intentionally include "trade names," "brand names," or other proprietary identifications.
5. Packaging, containerization, or transportation characteristics are not considered as part of the commodity description, except in unique circumstances.
6. Additions and changes requested are put out in proposal form, with a 20-day turnaround for objections. Once approved, the STCC Code is available for use and is published in the STCC Tariff. Such additions and changes are publicized as soon as approved in STCC Technical Committee Code Announcement Letters and in the WRTA's Traffic Information Digest and RPS's Weekly Docket.

7. Any user can object to a proposed description. The objector is requested to notify the STCC Technical Committee Secretary, stating the reason for the objection. The Secretary will advise the proponent that an objection has been filed and the reason for the objection. The objection is then placed on the docket for handling at the next meeting of the Technical Committee. Only when there can be no further arbitration, a vote would be taken. The vote would be majority rules, with a quorum present.
8. Code changes will be considered on request by any Code user. Requests for identification of hazardous materials should be accompanied by the Manufacturers or Material Safety Data Sheets (MSDS). A form is available (see Appendix B) to expedite the process of preparing a proposal for STCC identification.

All Code requests should be addressed to:

STCC Technical Committee
c/o Committee Secretary
RAILINC
7001 Weston Parkway, Suite 200
Cary, North Carolina 27513

Telephone number 877-RAILINC (1-877-724-5462); email csc@railinc.com