



**International Union  
of combined Road-Rail  
transport companies  
UIRR scri**

## CEN adopts EN13044

The European Committee for Standardization (CEN) has adopted with a substantial majority the reworked standard EN13044 for the marking of intermodal loading units (ILUs).

This will bring a fundamental modernisation in the codification of swap-bodies and semitrailers used in continental Combined Transport.

The codification of intermodal loading units consists of three steps which will be reorganised:

1. Proof whether the loading unit has been built to the required safety standards.
2. Award of rail gauge-codes: indicates which rail routes the given ILU can be transported on.
3. Owner identification.

While up to now the owner of a loading unit had to apply at a railway undertaking or combined transport operator for individual codification, the ILU will in future be delivered by its manufacturer already equipped with traffic-worthiness certification and a rail gauge-code.

The owner identification of swap-bodies and semitrailers used in Combined Transport will follow a similar process as with maritime containers; the so-called BIC-codes for these are issued by the Paris-based "Bureau International des Containers". The BIC-code's capacity would not be sufficient if it should be required by all European road hauliers (of whom several tens of thousands exist). Moreover, the BICcode may be considered expensive for small transport enterprises.

Every European transport company who owns ILUs designated for exclusively intra-European transport may apply for owner identification, the so-called ILU- (owner)code, in compliance with EN13044, distributed by UIRR from 1 July 2011.

Structure of the BIC- and ILU-code  
**ABCU 001234 3**

Owner key, fourth character "U" for world-wide use as equipment identifier or A, B, D, E, K for ILUs - 6-digit registration number - check digit

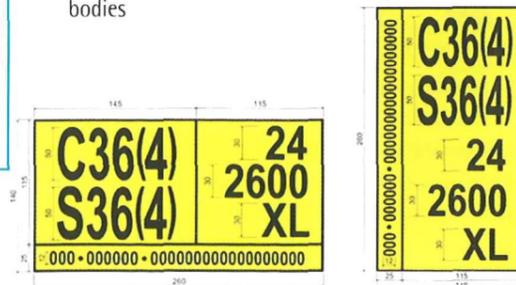
Every stakeholder and customer of Combined Transportchains will benefit from this development:

- All standardised loading units, even if initially purchased for road transport only, will become certified for combined transport;
- Logistics enterprises may include numbering all their loading units according to their own criteria as well;
- No re-codification of ILUs will be necessary upon a change in ownership;
- The compatibility of BIC- and ILU-codes will ease electronic data exchange;
- The use of a control digit which detects 95% of data input errors promises reliability and a saving in workhours;
- The owner codes are suitable for Optical Character Recognition (OCR); and
- Compatibility with TAF-TSI requirements for IT systems used in rail freight is ensured.

UIC railways and UIRR Operators have jointly agreed an implementation plan for the transition to the new EN13044 standard during their INTE-RUNIT meeting in the end of October:

1. An information campaign will be launched in the spring of 2011 using a multilingual brochure aimed at professional stakeholders and Combined Transport customers.
2. UIRR will begin issuing ILU-(owner)codes from July 2011 and railway undertakings and CT-Operators will start issuing the new code plates.
3. Following a three-year transition period (from July 2014) railways and UIRR Operators will only accept ILUs marked with either a BIC- or an ILU-code.
4. After a transition period of eight years (from July 2019) no other operational marking may be contained on ILUs than the codification plates specified in EN13044.

Sample EN13044 codification plates for swap-bodies



## 40 Years UIRR

The International Union of combined Road Rail transport companies (UIRR) celebrated the 40th Anniversary of its founding at a Conference on 21 October 2010. The event brought together 200 representatives of every stakeholder group of road rail Combined Transport, and was followed by a gala dinner in the exceptional Atrium of the Brussels Stock Exchange.

European road rail Combined Transport traces its roots back to the first road congestions, realisation of pollution and the rapidly growing number of accidents in the late 1960s followed by the first oil shock. This unique system of freight transport effectively inserts (electric) rail into contemporary transport chains by carrying goods in either the shape of laden trucks, or packed into containers, semitrailers or swap bodies (collectively intermodal loading units) over a longer section of their journey.

Combined Transport operators were the companies which began organising the link between road and rail by designing services (booking block train capacities to then be sold on a wagon basis to road hauliers or logistics companies), extending administrative services and sometimes even operating terminals and such trains themselves. Eight Combined Transport operators came together in Munich in October 1970 to found the International Union of combined Road Rail companies, or UIRR, with the mission to aid the development of this - then infant - industry. Since 1988 the mission of this Brussels based liaison office is to lobby for a favourable legislative environment, and to organise services, such as tracking and tracing or uniform data messages, which help daily operations.

Today UIRR has 18 members, who operate a network that spans the entire continent. Combined Transport is responsible for 1 in every 4 freight trains. The growth rate of this system of freight transport averaged 7 percent annually during the last decade.

While the economic and financial crisis of the last years shook Combined Transport as well, wiping

out roughly three years of development, traffic shows dynamic growth since the beginning of 2010 once again. Thanks to the low carbon footprint of electric rail traction Combined Transport stands in the frontline of modal shift, transferring road tonne kilometres onto rail, thereby reducing pro rata CO2 emissions by up to 60%! Road rail Combined Transport is indispensable considering the European Union's CO2 reduction goals for 2020, and the fact that these goals cannot be attained without a major reduction in transport related emissions.



Etienne Schouppe, Belgium's State Secretary for Mobility and Transport and Chairman of the European Council of Transport Ministers said at the conference: "I strongly hope that the landmark decision of the Transport Council on 15 October, when we adopted the amendment of

the Eurovignette Directive will mark the beginning of the process of creating a fair competitive environment between the various modes of transport." "If the proper conditions are there", remarked Rudy Colle, UIRR's Executive Chairman, "by which I mean that terminal capacities are expanded, the rail infrastructure is enhanced, and interoperability achieved, Combined Transport is certainly capable of a 7 percent annual growth over an extended period of time."

About half of European road tonne kilometres cover distances of 300km or more, which is a ripe source for Combined Transport's future growth. In the theoretical case if Combined Transport would be involved in transferring these consignments, this alone would reduce the CO2 emissions of road transport by as much as 30%.

For more information visit [http://www.uirr.com/en/media centre/agenda/2010/mediacentre/365\\_uirr\\_40\\_years.html](http://www.uirr.com/en/media centre/agenda/2010/mediacentre/365_uirr_40_years.html), or contact PR & Research Officer, Mr Ákos Érsek ([aersek@uirr.com](mailto:aersek@uirr.com)).