

# RASCOP – 5<sup>th</sup> Plenary Meeting

## ANALYSIS OF COMBINED TRANSPORT-RELATED STANDARDS

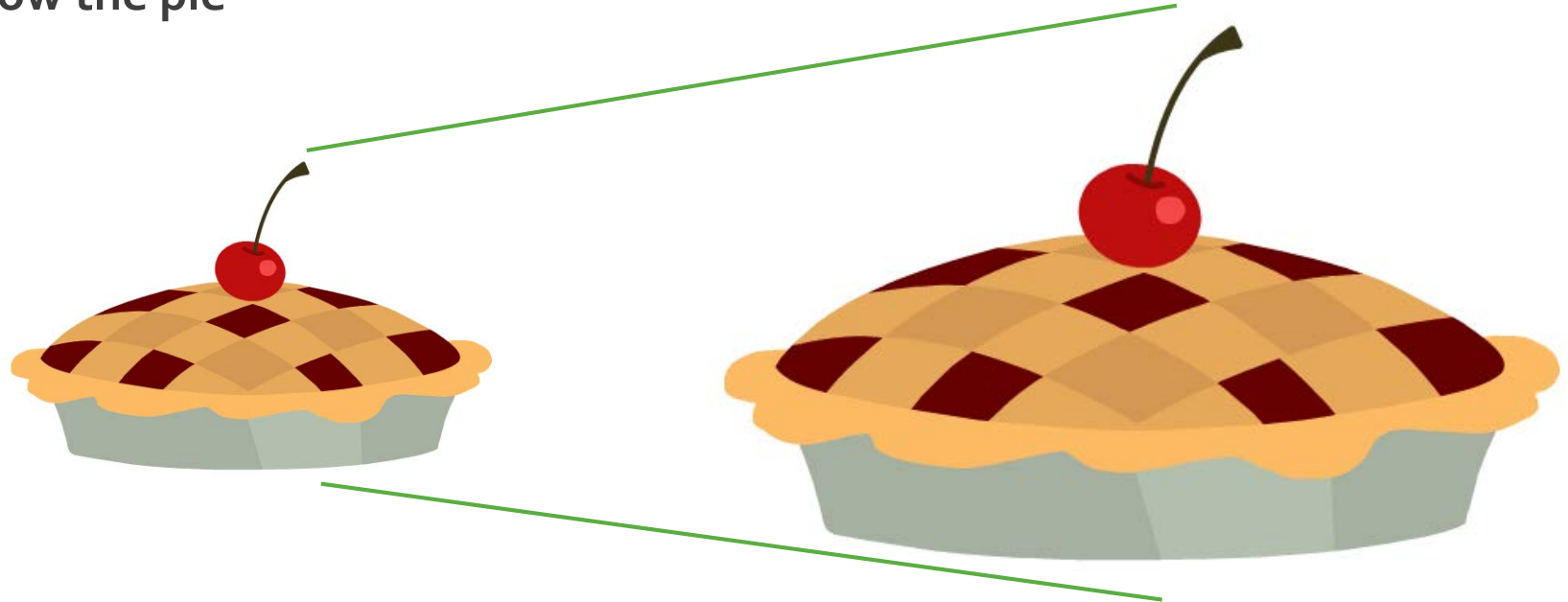


Ralf-Charley SCHULTZE  
President



- 1. Introduction of UIRR and Combined Transport**
2. Legal Framework of Combined Transport
3. ERA activities on facilitating Combined Transport
4. Standards in Combined Transport (overview)
5. Risks of non harmonisation

To grow the pie

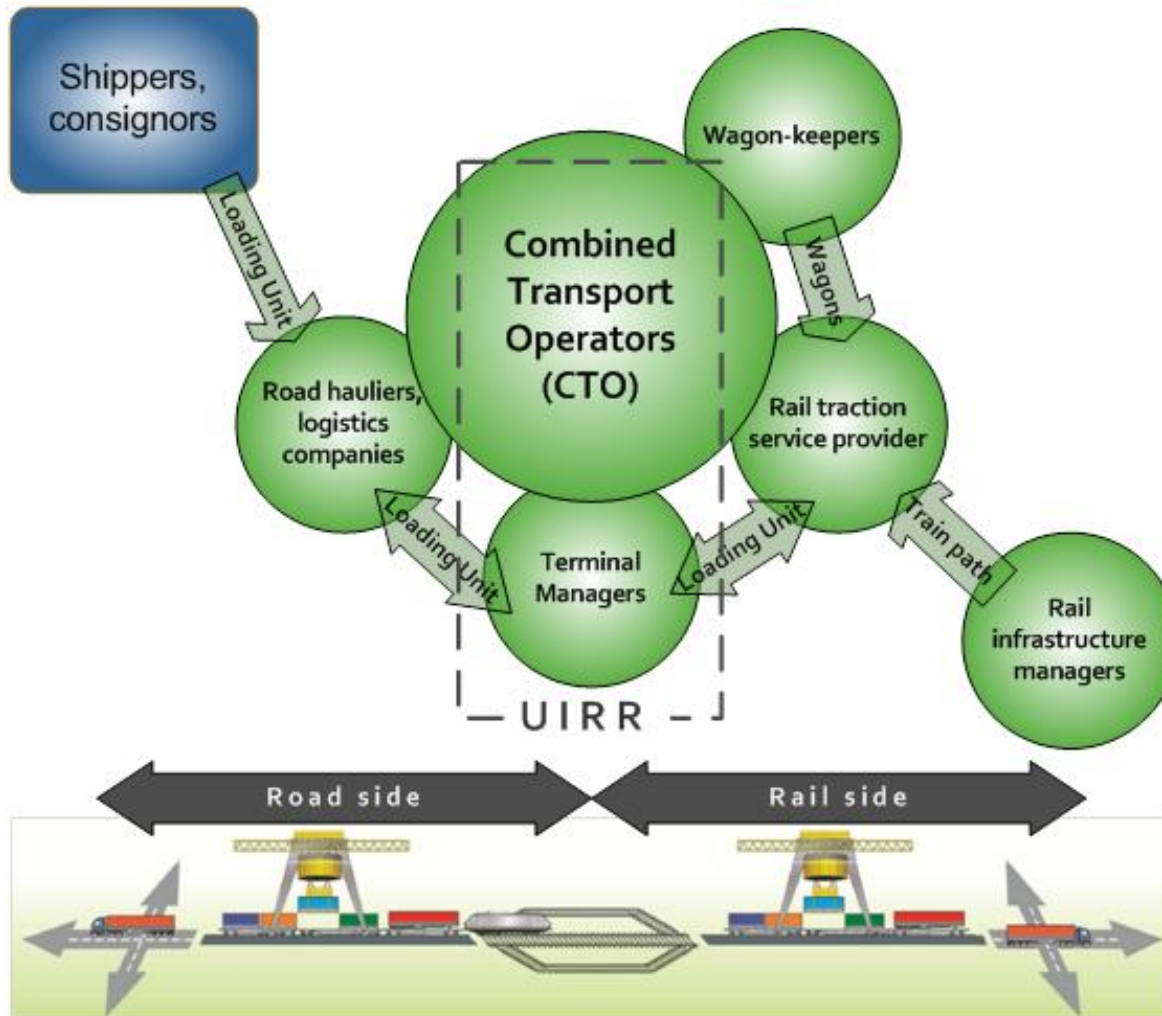


by enabling **competition and cooperation** through

- 1) technical merit of the particular transport solution offered
- 2) competence (professionalism) of those who organize CT
- 3) UIRR as the collective voice of the intermodal sector

# Combined Transport: the chain

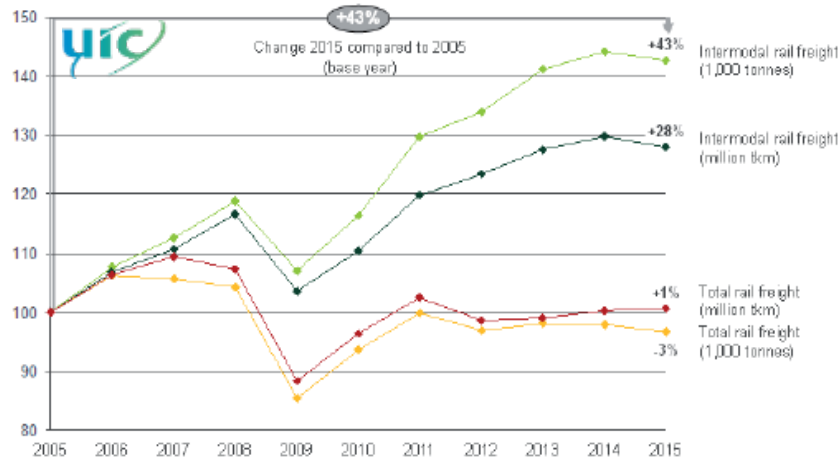
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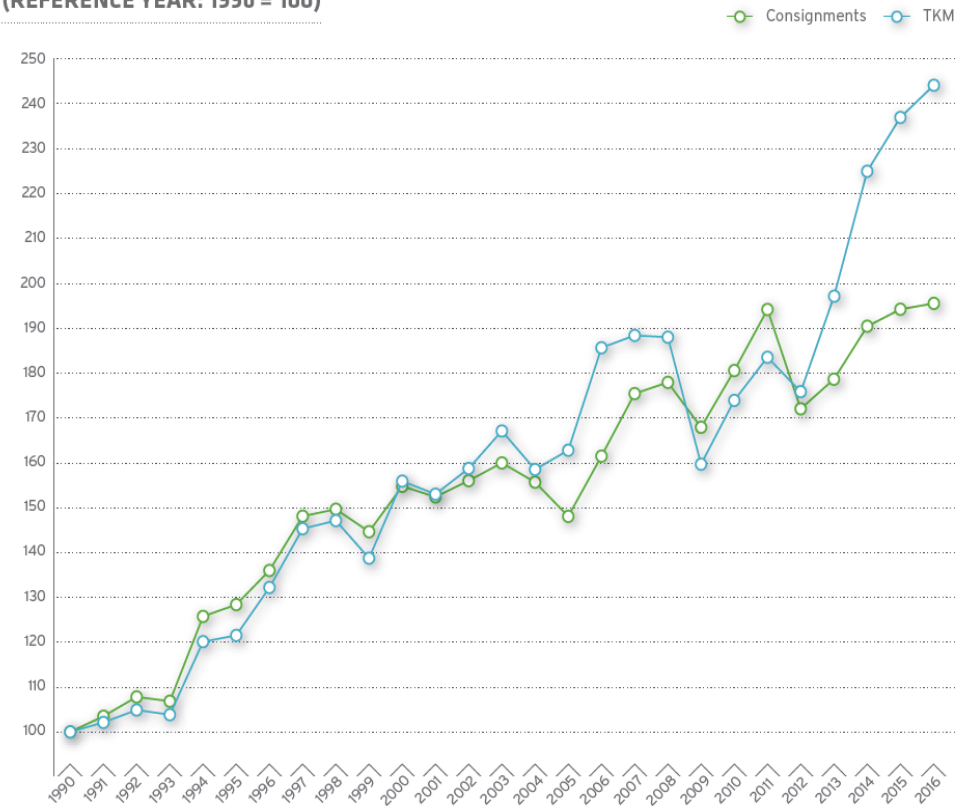


# Development of Combined Transport

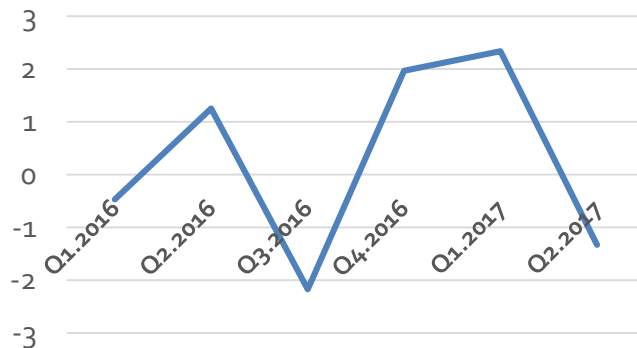
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(REFERENCE YEAR: 1990 = 100)



**UIRR Quarterly CT Performance Index since Q1.2016 (in %)**





## Container / swap bodies

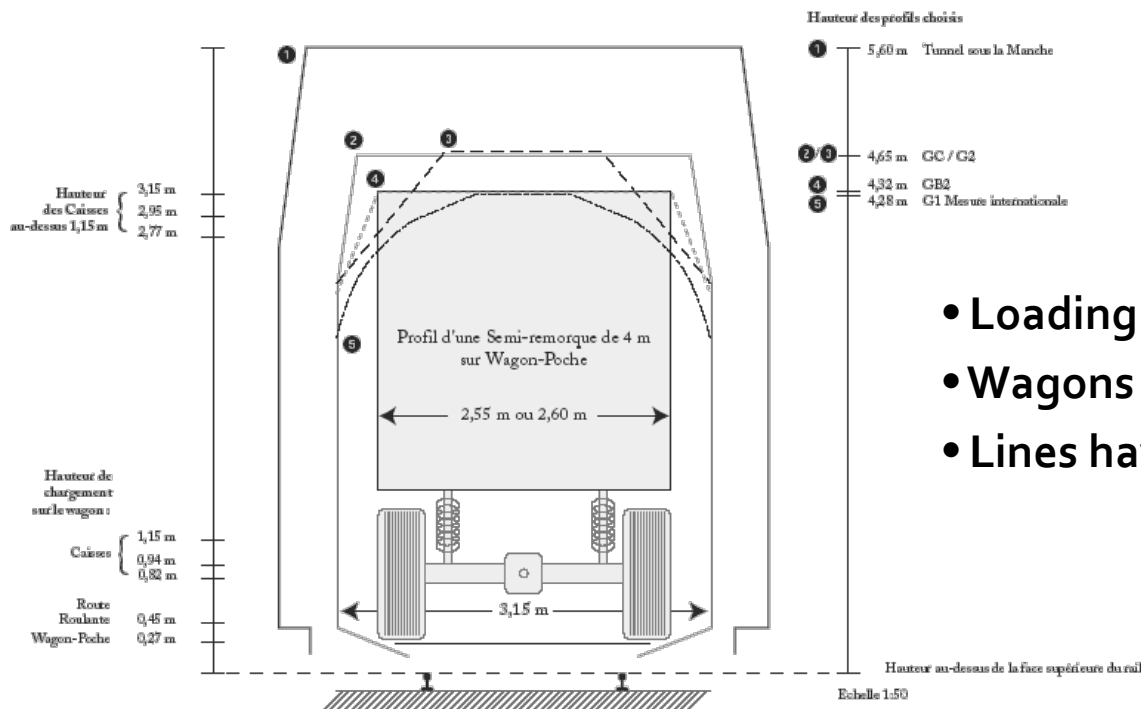
## (craneable) semi-trailers



Sgmmns(s) 40, Sgnss 60'  
Ssgnss 80, Sggrss 80'  
Sggmrss 90, Sggmrss 104'

9 different types (a to i)  
T3000, Twin, Megafret

## COMBINED TRANSPORT IS ONLY POSSIBLE IF "LINE + WAGON $\geq$ ILU"



- Loading units have been codified
- Wagons have been codified
- Lines have been codified





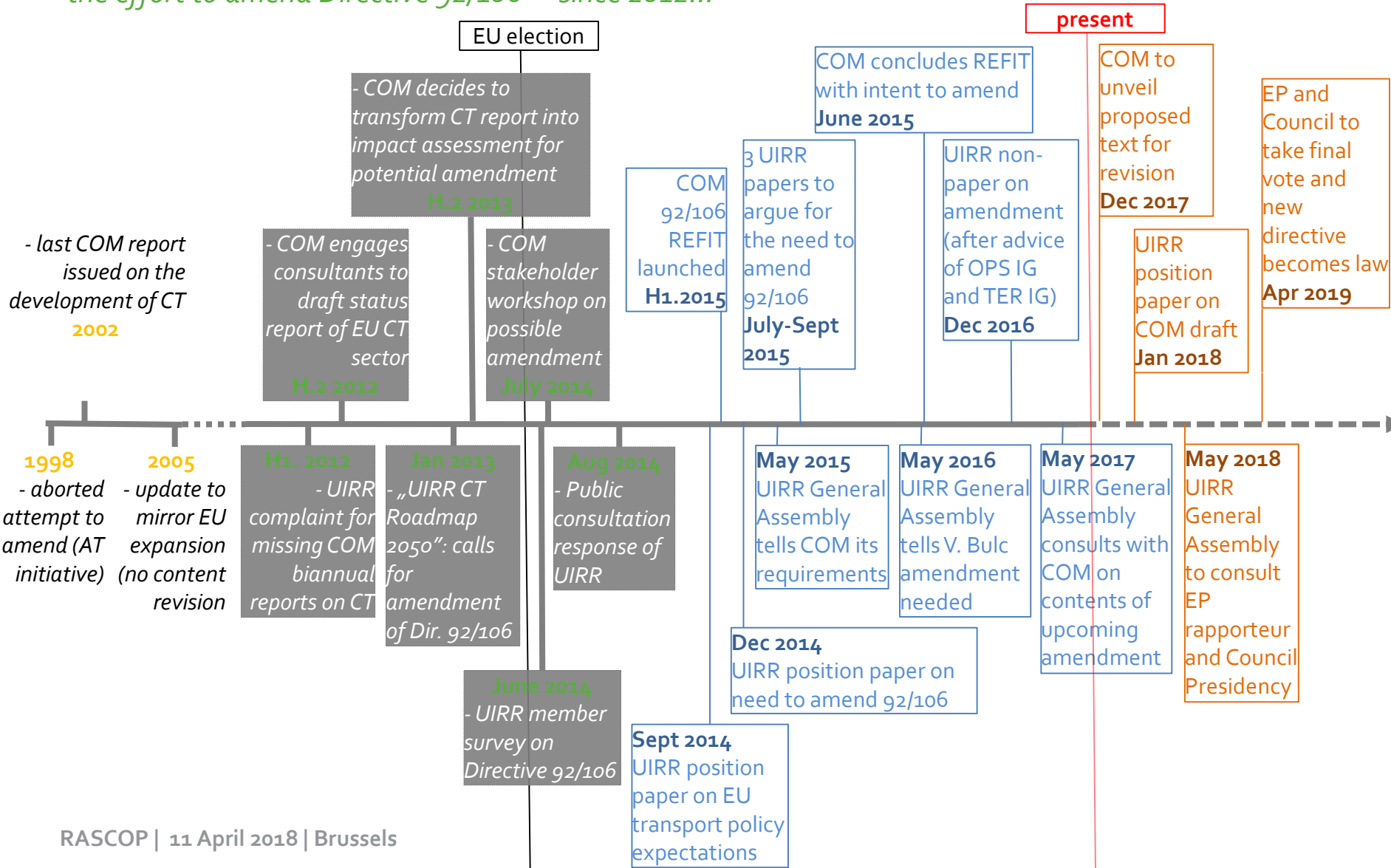
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# Legislative process of Directive 92/106

10



---the effort to amend Directive 92/106 - since 2012...





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## TECHNICAL AREA

- Vehicle
- Load and loading unit
- Infrastructure

## INFORMATION AREA

- Registers
- Telematics applications for freight

## PROCESS AREA

- Operation and traffic management
- Conformity Assessment and Legal Alignment (CALA)

## ECONOMIC EVALUATION

Report on the main topics needed to improve the integration between the land transport modes “rail” and “road” within the combined transport.

It provides clear indications on the way forward to solve the identified issues.



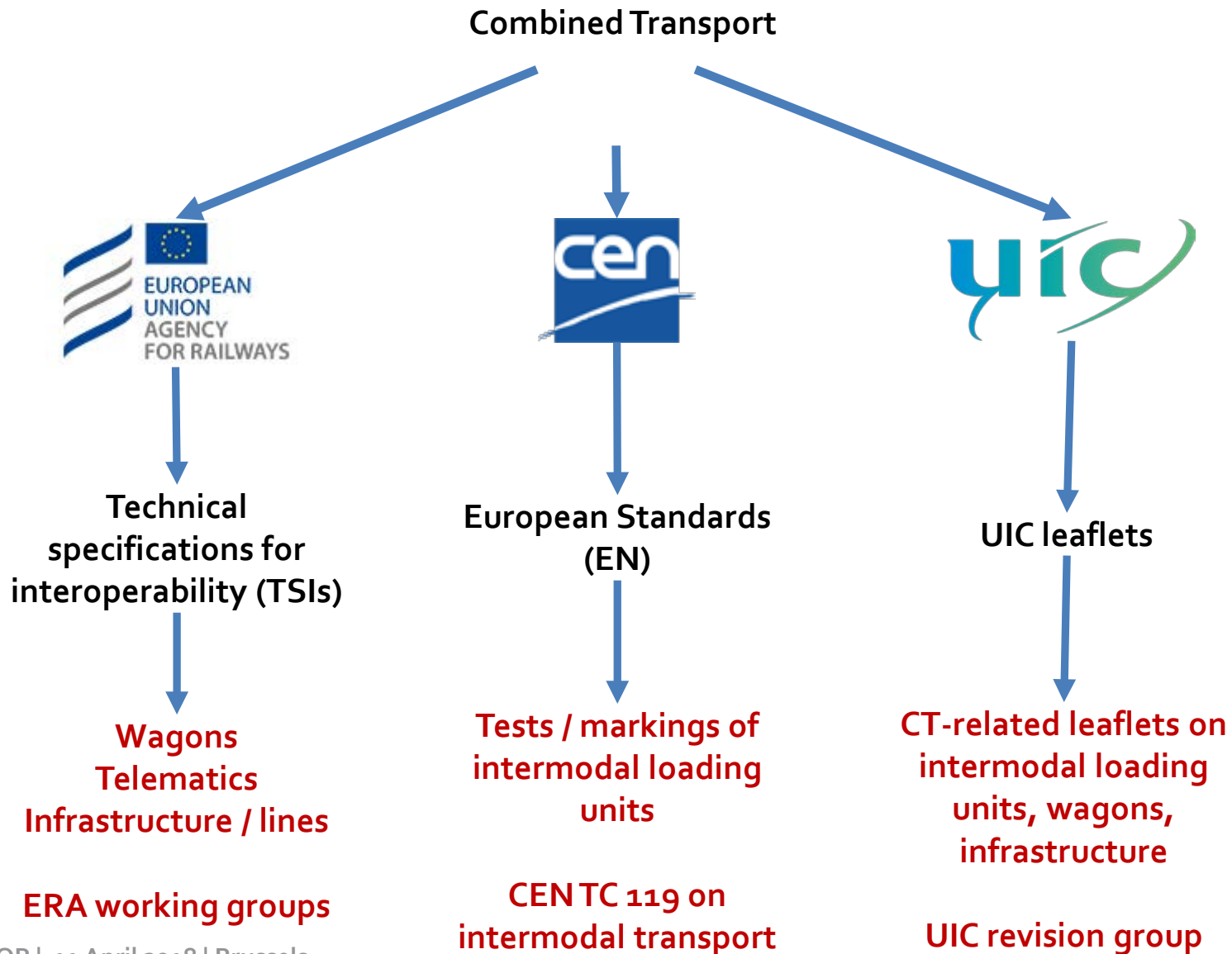
## Conformity Assessment and Legal Alignment (CALA)

4 workstreams initially identified:

- CALA-1: Revision of the Directive 92/106/EEC
- **CALA-2: Analysis of the content of the UIC leaflets and CEN standards**  
=> Proposal to transfer this activity to RASCOP
- CALA-3: Identification of Member States competent Authority for codifying loading Unit/Wagon
- CALA-4: Certification of the wagon



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# Combined Transport: EN standards (loading units)



EN standard	Name
EN 13044-1	Intermodal Loading Units – Marking – Part 1: Markings for identification Intermodal Loading Units – Marking – Part 2: Markings of swap bodies related to rail operation Intermodal Loading Units – Marking – Part 3: Markings of semi-trailer related to rail operation
EN 13044-2	
EN 13044-3	
EN 283	Swap-Bodies Testing
EN 16972	Road vehicles – Carrying vehicles for swap-bodies Class C and 20' ISO containers – Interface dimensions
EN 16973	Road vehicles for combined goods transport – Semitrailer – Vertical transshipment
EN ISO 10374	Freight containers – Automatic identification
EN 452	Swap bodies – Swap bodies of Class A – Dimensions and general requirements
EN 1432	Swap bodies – Swap tanks – Dimensions, requirements, test methods, operation conditions
CEN/TS 13853	Swap bodies for combined transport – Stackable swap bodies type C 745-S16
EN 12410	Swap bodies – Thermal swap bodies of Class A
EN 12406	Swap bodies – Thermal swap bodies of Class C
EN ISO 6346	Freight containers – Coding, identification and marking
EN 264	Swap bodies – Non-stackable swap bodies of Class C
CEN/TS 14993	Swap bodies for combined transport – Stackable swap bodies type A 1371
NWIP	45' PW container



## *UIC Leaflets – CT revision group*

- UIC leaflet 571 -4 – Wagons for Combined Transport
- UIC leaflet 571-5 – RoLa
- UIC leaflet 571-6 - Horizontal techniques
- UIC leaflet 592 – Intermodal Loading Units
- UIC leaflet 596-5 – Semi-trailers
- UIC leaflet 596-6 – Codification system
- IRS 596-7 – Conformity assessment



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UIC Leaflets	EN standard
Double codification marking (UIC 596-5)	Single codification only (EN 13044-3)
Terminal Operators (general conditions) <ul style="list-style-type: none"> <li>- if based on UIC 596-5: OK</li> <li>- if based on EN 13044-2: NO (some operators decided to remove the markings from the tarpaulins)</li> </ul>	

Some UIC and EN standards cover the same issues (partially or fully).

Risk of contradicting voluntary rules

Need clarification for the manufacturers and operational users (IMs, RUs, Terminal Operators)



- **Importance of Combined Transport**
- **Revision of the Directive 92/106**
- **RASCOP as support to the current activities of the ERA intermodal task force**
- **UIRR ready to coordinate**



INTERNATIONAL UNION  
FOR ROAD-RAIL  
COMBINED TRANSPORT

# THANK YOU

For your attention

