

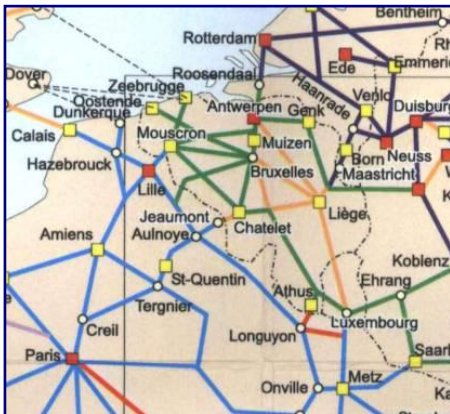
WAGONS IN COMBINED TRANSPORT: CODIFICATION SYSTEM AND MAIN MARKINGS



- **UIRR:** founded in 1970
- seat in Brussels since 1988
- **Members:** Combined Transport Operators and Terminal Managers, who enable the efficient insertion of rail into transport-chains (29 in total)
- **Logistics companies, road hauliers:** customers as well as shareholders of UIRR Members
- **Performance:** 50% of European Combined Transport in 2015
- **Mission / Strategy:**
 - PROMOTES the public understanding and appreciation of Road-Rail Combined Transport,
 - ENHANCES its development and the proliferation of industry best practice,
 - SUPPORTS the daily operation of European Combined Transport with a series of services
- **UIRR: long history in wagon development (vertical and horizontal)**
 - 1973: development of the first pocket-wagon
 - 1981: developemeny of the first RoLa wagon
 - 1987: developement of the first articulated vehicle
 -
 - 2016: more than 12,000 CT wagons(owner/keeper and/or long-term leasing)

CODIFICATION IN CT: INTRODUCTION

- Combined Transport with loading units, or road vehicles on railway wagons, exceeds the G1 UIC loading gauge (it ideally requires the larger GC gauge), hence railway lines must be codified to determine the accurate gauge for CT.
- Alongside the codification regime for railway lines, a system of codification of loading units and wagons has been established to enable a smooth flow of CT trains



Codification of lines



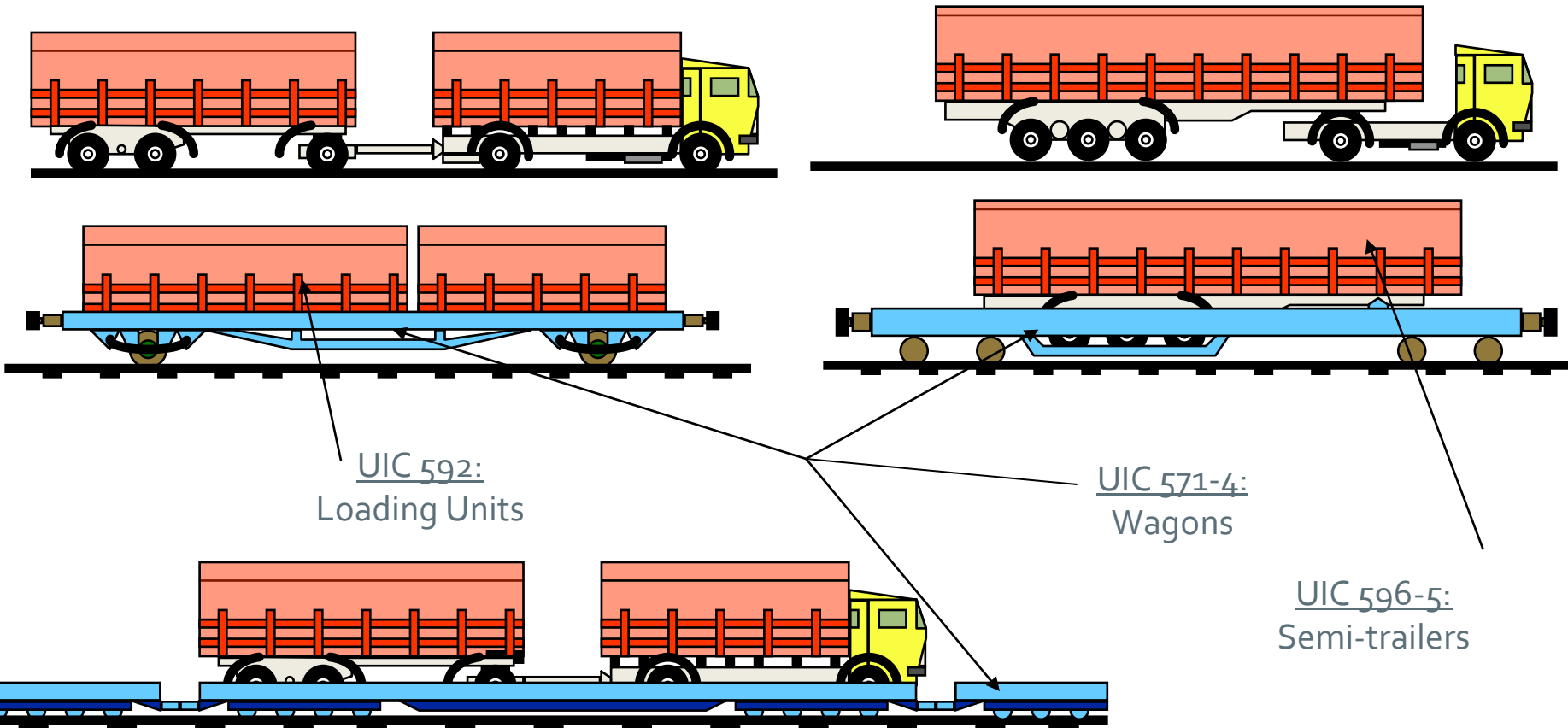
Codification of loading units



Codification of wagons

COMBINED TRANSPORT: THE FOUR PILLARS

UIC 596-6: THE CODIFICATION SYSTEM (WAGONS, LOADING UNITS AND LINES)

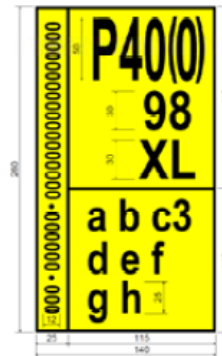
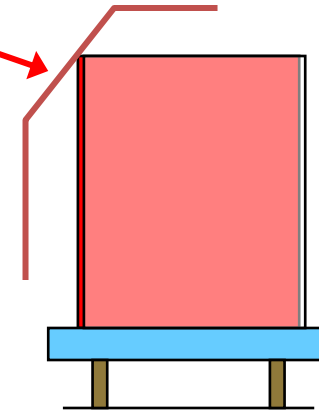
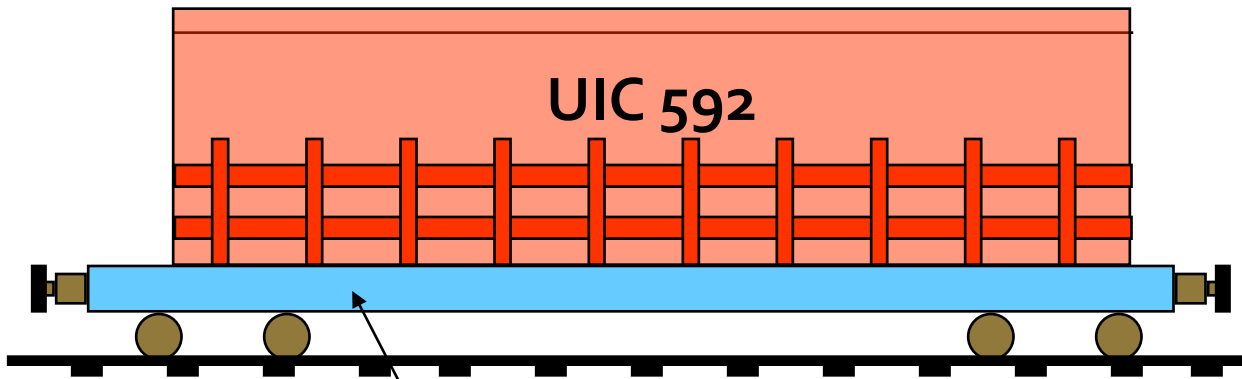
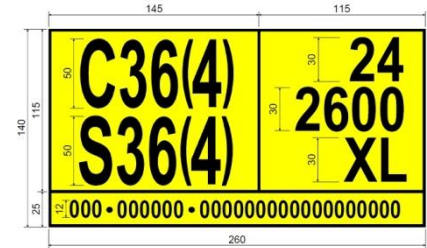




COMBINED TRANSPORT: PILLAR 1

CODIFICATION OF THE ILUS ACCORDING TO UIC 596-6

Result = Determination of profile



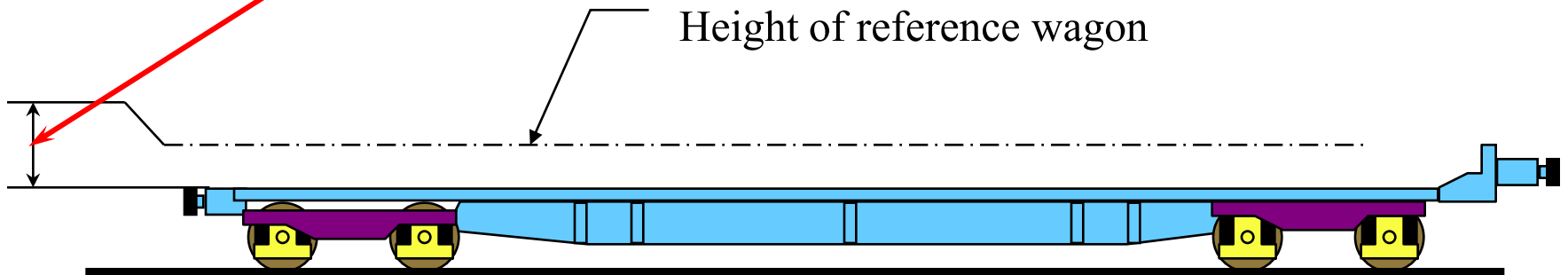
Reference Wagon (in 596-6)

COMBINED TRANSPORT: PILLAR 2

CODIFICATION OF THE WAGONS ACCORDING TO UIC 596-6

Corrective factor (favourable or not)
(depending on the actual parameters of the wagons)

Result = Corrective factor



Wagon according to UIC 571-4

COMBINED TRANSPORT: PILLAR 3 CODIFICATION OF LINES ACCORDING TO UIC 596-6

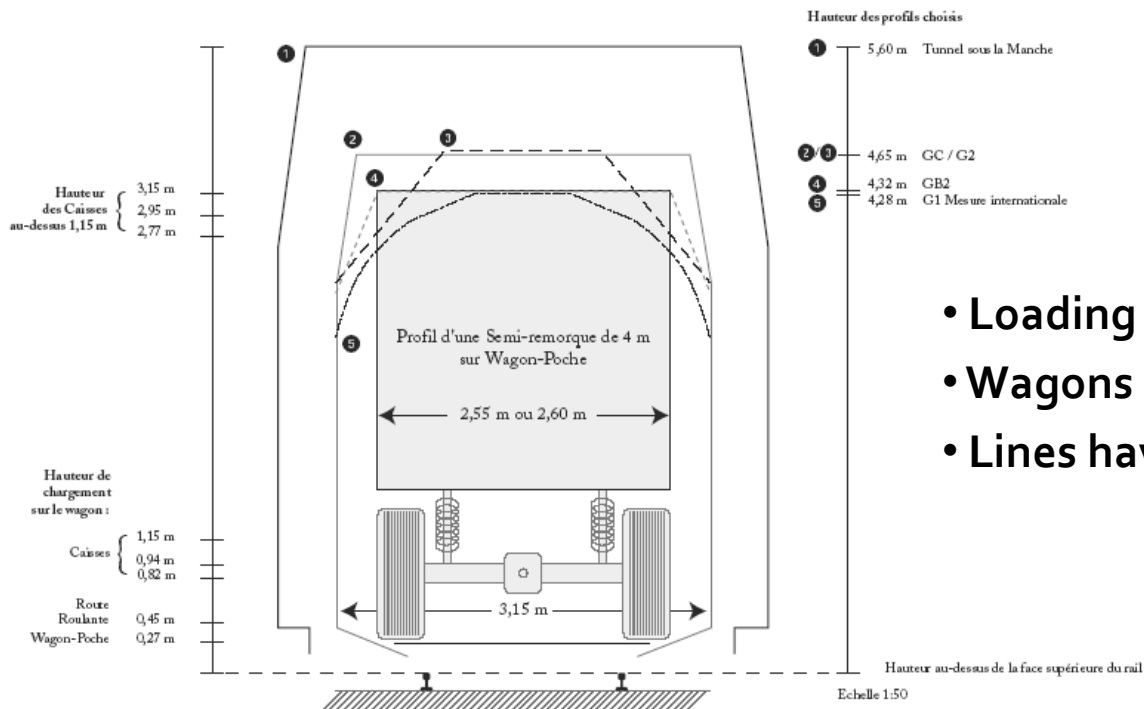
Under the responsibility of
the Infrastructure
Managers



<http://www.uirr.com/en/media-centre/leaflet-and-studies/mediacentre/66-map-of-the-railway-lines-in-ct-version-2011.html>

COMBINED TRANSPORT: PILLAR 4

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



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

Container / box traffic

Craneable semi-trailers / boxes



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

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

In the past
RIV marking

Accepted on the entire
European rail network



Currently (TSI WAG)
TEN XXXX GE (G1) marking + EN 15877-1

May circulate
on all TEN network



Units compliant with all requirements set out in Section 4.2, fulfilling all conditions set out in point 7.1.2 and all conditions set out in Appendix C may receive the marking 'GE'.

(c) with regards to the marking 'GE' as depicted in Appendix C.5 of the Annex, wagons of the existing fleet which have been authorised in accordance with the previous WAG TSIs including their point 7.6.4 (Commission Decision 2006/861/EC, amended by Decision 2009/107/EC of 23 January 2009 or by the latter Decision and Decision 2012/464/EU of 23 July 2012) may receive this marking 'GE' without any additional third party assessment or new authorisation for placing in service. The use of this marking within operation remains under the responsibility of the railway undertakings.



Container / box traffic

Craneable semi-trailers



Wagon compatibility code (double marking is possible)

“C” stands for the transportation of containers and swap bodies


“P” stands for the transportation of semi-trailers


“C” means that only codified loading units marked with C might be transported on railway lines codified with C

“P” means that only codified semi-trailers marked with P might be transported on the railway lines codified with P

Container / box traffic

Craneable semi-trailers

	
SNCF	-3
FS	-2
DB - DSB - NS - NSB SBB - SJ - SNCB - ÖBB	0

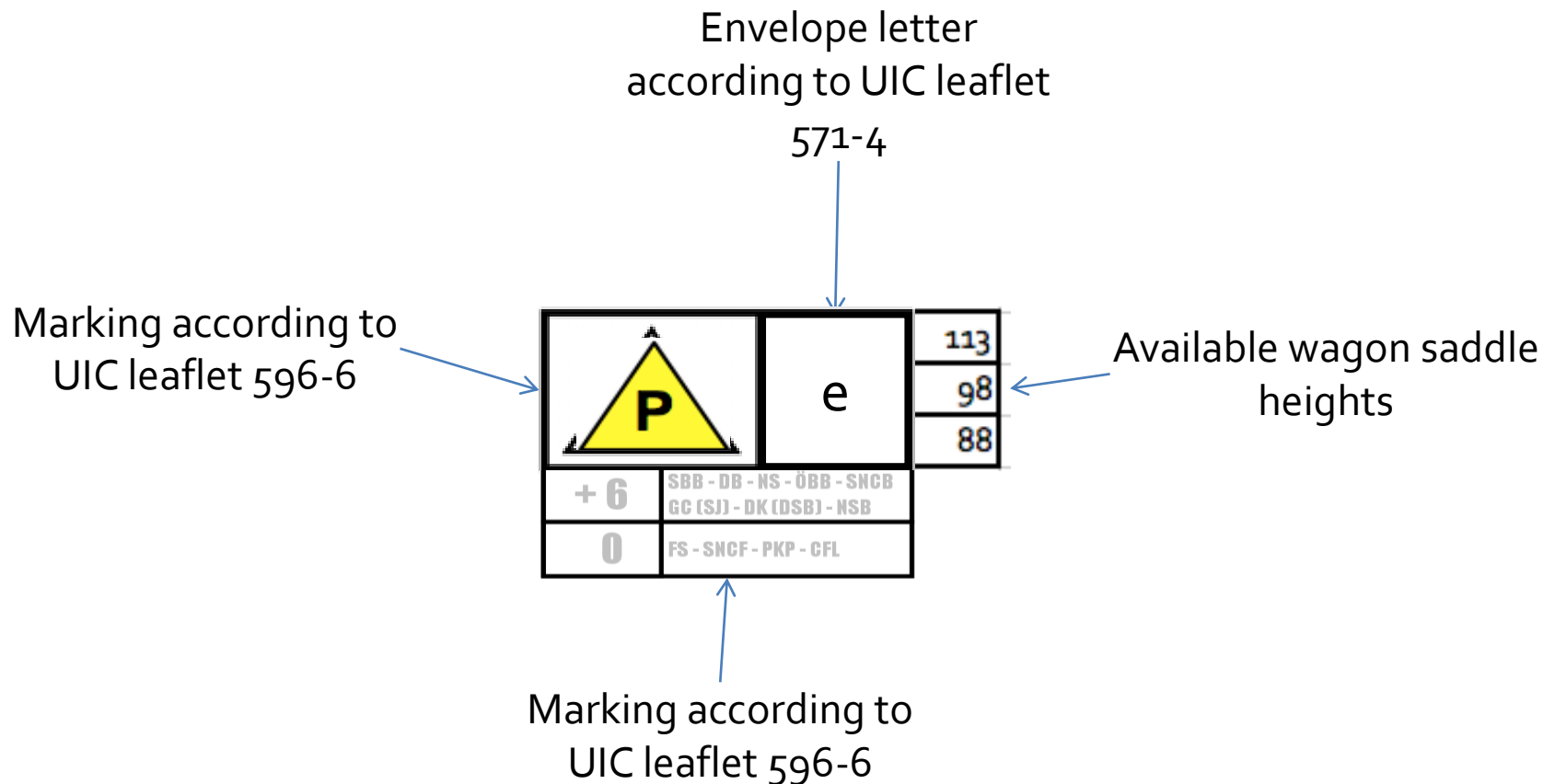
	
FS	-2
DB - DSB - NS - NSB SBB - SJ - SNCB - ÖBB	0

Corrective figures (when the wagon differs from the characteristics of the reference wagon – optional if positive – mandatory if negative)

If the company (or the country) is not mentioned in the table, the wagon is not allowed to circulate in this specific country.



Craneable semi-trailers



Thank you for your attention

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