

Final Conference Industry Initiative for Self-Regulation

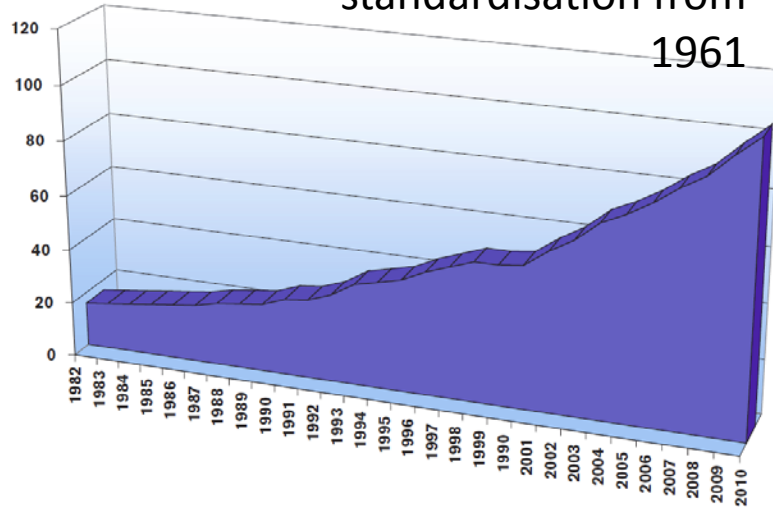
Brussels, June 18, 2014

Martin Burkhardt, Director General
International Union for Road-Rail Combined Transport



Weltcontainerverkehr
 in Millionen TEU

ISO Container
 standardisation from
 1961



Standardisation basis for globalisation and also the basis of continental CT's success

Outline of the project / motivation (1)

• Standardisation

- great way to enhance the efficiency by a commonly agreed, homogeneous best practice.
 - particularly true in intermodal transport which involves numerous actors.
-
- **Standards can only deliver their beneficial effects if they are applied and eventually become a part of daily best practice.**

Outline of the project / motivation (2)

UIRR had identified several subjects that were discussed for a long time and needed to be solved to raise productivity and guarantee safety for CT

- **DESTINY proposes to facilitate the deployment of existing standards related to:**
 - **EN13044 (identification and codification of intermodal loading units)**
 - Safety (Cargo Securing)
 - Dangerous Goods

The example of putting EN13044 into praxis especially explains the motivation for DESTINY

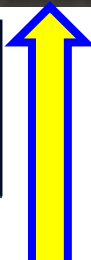
Main Problem solved by EN13044-1: Different owner identification systems



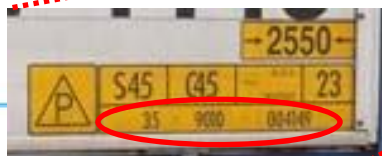
BIC-Code for containers
worldwide recognised
with check-digit



Number plate for semi-trailers



Codification plate for swap-bodies
lower part: owner-id not very visible



The Solution: ILU-Code compatible to the BIC-Code

The BIC-Code according to ISO 6346 is worldwide recognised but its capacity is limited to 17.000 codes.

In the USA the National Motor Freight Traffic Association (NMFTA) allocates “Standard Carrier Alpha Codes” (SCAC) to identify freight carriers and their loading units.

Both owner codes have the same structure, NMFTA has an agreement with BIC, not to use the “U” as fourth character which is reserved for the worldwide recognised BIC-Code.

For European intermodal loading units a similar “ILU-Code” was defined. Duplication with SCAC is no problem as swap bodies and semi-trailers do not leave the “European region”.

EN 13044 part 1 (ILU-Code)

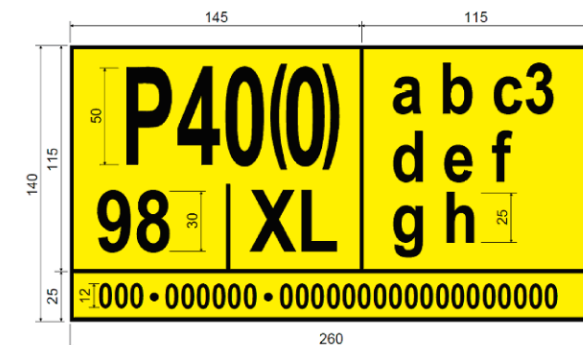
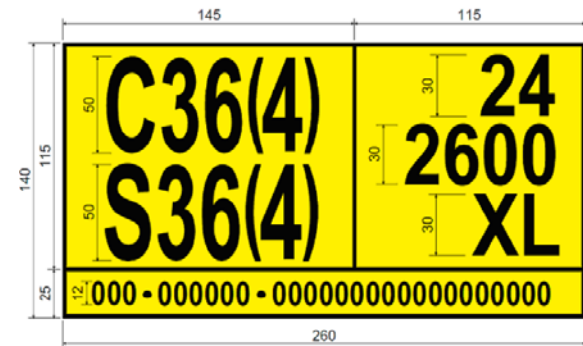
Owner-Key	Registration number	Check digit
ABC A	001234	2

Reserve an ILU-Code Free choice by the owner Calculate the check digit

www.ilu-code.eu

Target: all loading units marked with ILU-Code (or BIC-Code) for the 1st July 2014

EN 13044 parts 2 & 3 (new codification plates)



Target: all loading units with new codification plates for the 1st July 2019

Advantages of harmonised owner identification	for			
	Haulier	CT-OP	RU	Customs
ILU-Code compatible with BIC-Code				
Easy tracking and tracing of ILUs	✓	✓	✓	✓
Logistic companies number ILUs according to their own criteria (the six digits of the ILU-Code)	✓			
Savings: Check digit detects 95% of type errors	✓	✓	✓	✓
No time consuming search for „lost“ ILUs	✓	✓	✓	
Suitable for OCR (Optical Character Recognition)	✓	✓	✓	✓
Simplified access to CT, ILUs codified by manufacturer	✓			
All ILUs suitable for Combined Transport		✓	✓	
When selling/purchasing ILUs, no new codification	✓			
Higher standard in the field of safety and security	✓	✓	✓	✓

For the first time the revision of the standard is accompanied by a deployment plan

UIC railway undertakings and UIRR operators have decided:

- From July 2011, UIRR will start issuing the ILU-Codes, operational marking will be using the new codification plates.
- After a three-year transition period, from July 2014, only loading units equipped with a BIC- or an ILU-Code will be accepted at terminals.
- After an eight-year transition period, from July 2019, every loading unit will have to be fitted with the new codification plate.

UIRR is administrator of the ILU-Code

Registration on www.ilu-code.eu started 01.07.2011



The screenshot shows the ILU-Code website interface. At the top, there's a navigation bar with 'English', 'Deutsch', and 'Français'. Below that, the main header features the 'ILU-Code' logo and the tagline 'identification of Intermodal Loading Units in Europe'. A search bar is positioned on the right. The main content area includes a 'Welcome' section with navigation links like 'About ILU-Codes', 'General Terms', 'FAQ', 'Links', 'Latest news', and 'Contact'. On the left, there are several utility buttons: 'Reserve an EU-Code', 'Consult the ILU-Code Register', 'Calculate the check digit', 'ILU-Code Stickers', 'Photo gallery', and 'Info-folder'. The central part of the page features a large image of a semi-trailer with 'ANSORGE LOGISTIK' and 'ANSB 100900 903' printed on it. To the right of this image is a 'Client Access' section with a login form and an 'Access' button. Below the main content, there's a 'Welcome to the ILU-Code platform' section, followed by a paragraph explaining the standard EN 13044-1 and its compatibility with the BIC-Code. At the bottom, there's a footer with the UIRR logo and contact information: '© UIRR 2011 - rue Montoyer 31 bte 11 - B - 1000 Brussels T. +32 2 548 78 94 - administration@ilu-code.eu'.



The image shows a press release document titled 'Introduction of the ILU-Code begins today' dated 'July 1, 2011'. The text discusses the implementation of the ILU-Code standard, which allows for the identification of intermodal loading units (ILUs) in Europe. It mentions that the standard is based on the BIC-Code (ISO 6346) and is compatible with it. The document also highlights the benefits of the ILU-Code, such as the ability to identify all ILUs and semi-trailers for use in combined transport. A photo of a man, likely a representative of the UIRR, is included. The document is signed by 'UIRR' and 'MARCO POLO'.

About ILU-Codes: Information

Public part of the website

Downloads:
 Info-folder in 10 languages



ILU-Code - Standardised Owner-codes - Windows Internet Explorer

http://www.ilu-code.eu/en/about/standardised-owner-codes

English Deutsch Français

ILU-Code

identification of Intermodal Loading Units in Europe

Welcome About ILU-Codes General Terms FAQ Links Latest news Contact

Reserve an ILU-Code
 Consult the ILU-Code Register
 Calculate the check digit

Standardised Owner-codes

In the future, only one uniform type of owner codification of loading units will be applied: the worldwide BIC-Code for freight containers and the new, compatible ILU-Code for European loading units.

URR and BIC will allocate the owner-key only. The marking on every loading unit appears as follows:

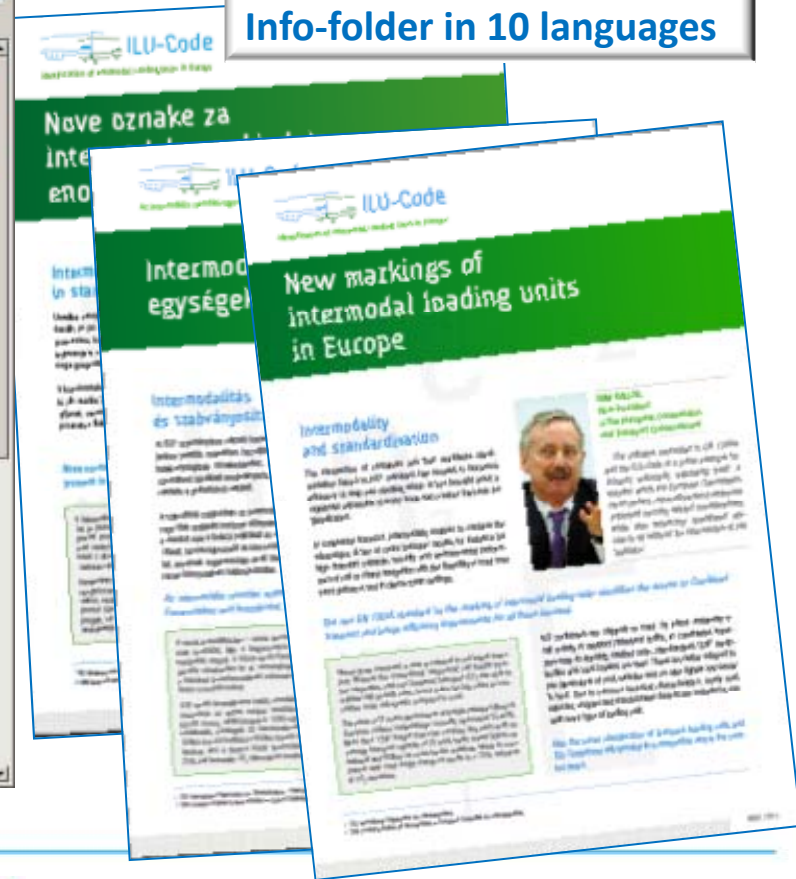
Owner-key	Registration number	Check digit
Allocation by URR	Free allocation by owner	Given calculation procedure
ABCA	001234	2

This will enable the simplification of the electronic data processing and operations of the transport chain. The code adapted to electronic data processing reduces the number of data capture errors as 95% of the possible typing errors are immediately spotted using the check digit. Correction costs for data errors are consequently considerably reduced.

The EN 13044 standard distinguishes the owner identification from the operational marking required for the rail operation. In the future, the latter "codification" will be directly carried out by the manufacturer. The yellow codification plate describes the characteristics of the intermodal loading unit such as geometric dimensions and the strength which are retained properties of the ILU in case of a change of ownership. Thereby, in case of a sale, a new codification is not needed anymore.

Client Access

Login:
 Password:
 Access
 Forgotten password? Forget login?



ILU-Code
 identification of intermodal loading units in Europe

Nove oznake za intermodalne nosive jedinice u Evropi

Intermodalitás és szabványosítás

New markings of intermodal loading units in Europe

Intermodalität und Standardisierung

The Marco Polo common learning action DESTINY allows the coordinated and reinforced information campaign of

- UIRR and 6 project partners
- Support by 15 int. organisations
- Commissions financial help
- Commissions moral support



SIIM KALLAS
Vice-President
of the European Commission
and Transport Commissioner

The initiative embodied in EN 13044 and the ILU-Code is a prime example for industry voluntarily regulating itself: a solution which the European Commission much prefers, especially when it embraces important security-related considerations, while also enhancing operational efficiency, all without the intervention of the legislator.

Identification and marking of intermodal loading units

DESTINY project to support after all the breakthrough

- 1994** First discussions for a new marking scheme (Eurocode)
 - 1996** Proposal of BIC for code distribution free of charge
 - 1998** European standard EN 13044 with AEI (Automatic Equipment Identification)
 - 1999** Agreement BIC – UIRR under the auspices of the European Commission (BIC guarantees low registration and renewal fees)
-
- 2005** New discussions in CEN and between main actors
 - 2010** CEN vote on a revised Standard EN 13044
Decision of UIC and UIRR for application
 - 2011** UIRR begins to register ILU-Codes (low registration and renewal fees)
 - 2012** DESTINY project to support an information campaign
 - 2014** End of 1st transition period, ILU-Code quasi-mandatory
 - 2019** End of 2nd transition period, new codification plate mandatory

Seite 6 **KOMBINIERTER VERKEHR / EISENBAHNEN** DVZ Nr. 144 / 3. Dezember 1998

Europäischer Norm-Entwurf liegt vor/Hindernisse für KV-Nutzung abbauen

Wechselbehälter-Kennzeichnung wird erleichtert

An den Kleinigkeiten hängt es oft genug, daß ein System klappt. Das gilt auch für den kombinierten Verkehr. Im Rahmen eines Part-Projektes geht es jetzt um amtspezifisches System zur Kennzeichnung und Zulassung von Wechselbehältern an den Kränen. Dr. Christoph Seidelmann, Geschäftsführer der Studiengesellschaft für den kombinierten Verkehr, beschließt die Einzelheiten.

In Deutschland, dem größten Land für Produktion und Einsatz von Wechselbehältern, werden nur etwa 20 bis 30 Prozent aller Wechselbehälter, die nach Europäischer Norm gebaut werden, auch zum Bahntransport zugelassen – im Verfahren nach UIC Merkblatt 302-4 und 305-6.

Mehr als zwei Drittel aller Wechselbehälter werden ausschließlich im reinen Straßenverkehr eingesetzt – das heißt im Wechsel Lkw-Lkw. Die Speditionen, die diese Wechselbehälter ohne Zulassung einsetzen, haben praktisch keine Möglichkeit, die Angaben

und das der technischen Zulassung zusammenzufügen.

Die Zulassung der Identnummer im selben Verfahren wie die Zulassung des Wechselbehälters führt zu unmittelbaren Schwierigkeiten. Wenn ein Wechselbehälter mit UIC-Zulassung an einen anderen Eigentümer verkauft wird, muß dieser die Identnummer ändern, um seine eigene Eigentümernummer und Zählnummer am Wechselbehälter anzubringen. Da die Vergabe dieser Nummern aber in das Zulassungsverfahren integriert ist, muß er für die Nummernänderung ein neues Zulassungsverfahren in die Wege leiten. Das kann durchaus vier Wochen dauern.

Anderes ist die Situation heute beim Iso-Container, denn dort sind die Verfahren der Identitätszuweisung und der technischen Zulassung völlig getrennt. Wird ein Iso-Container an einen anderen Eigentümer verkauft, bleibt die technische Zulassung (ausgedrückt durch die CSC-Schilder) und

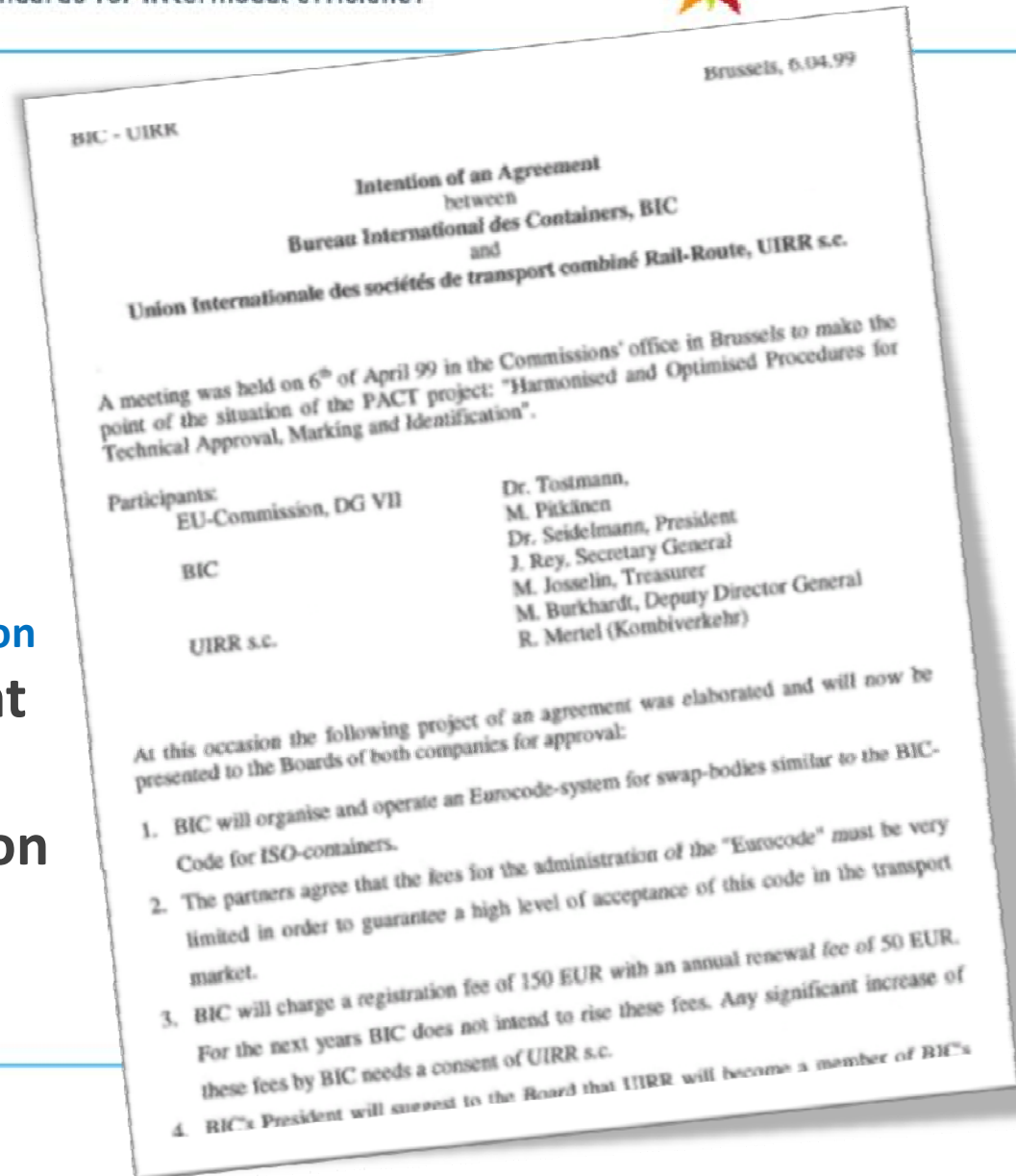


Vorbild Iso-Container: Die Ident-Nummer kann einfacher verarbeitet und elektronisch übertragen werden. Foto: Kitz



Reminder: The long way to application
 Announcement 1998 of first
 version of EN 13044 defining a
 “Eurocode”.

**History: The long way to application
 Intention of an Agreement
 between BIC and UIRR on
 the fees for the registration
 of the Eurocode 6.04.99**



Understanding the duration of 25 years from first discussions to realisation – what were the real problems?

Failing in the first attempt EN13044

- **Too ambitious objectives of the first standard (including Automatic Equipment Identification)**
- **Different interests of the main actors: railway undertakings, combined transport operators and logistic companies**
- **Unsolved practical and commercial problems of code registering**

Changes in the second attempt EN13044 revised

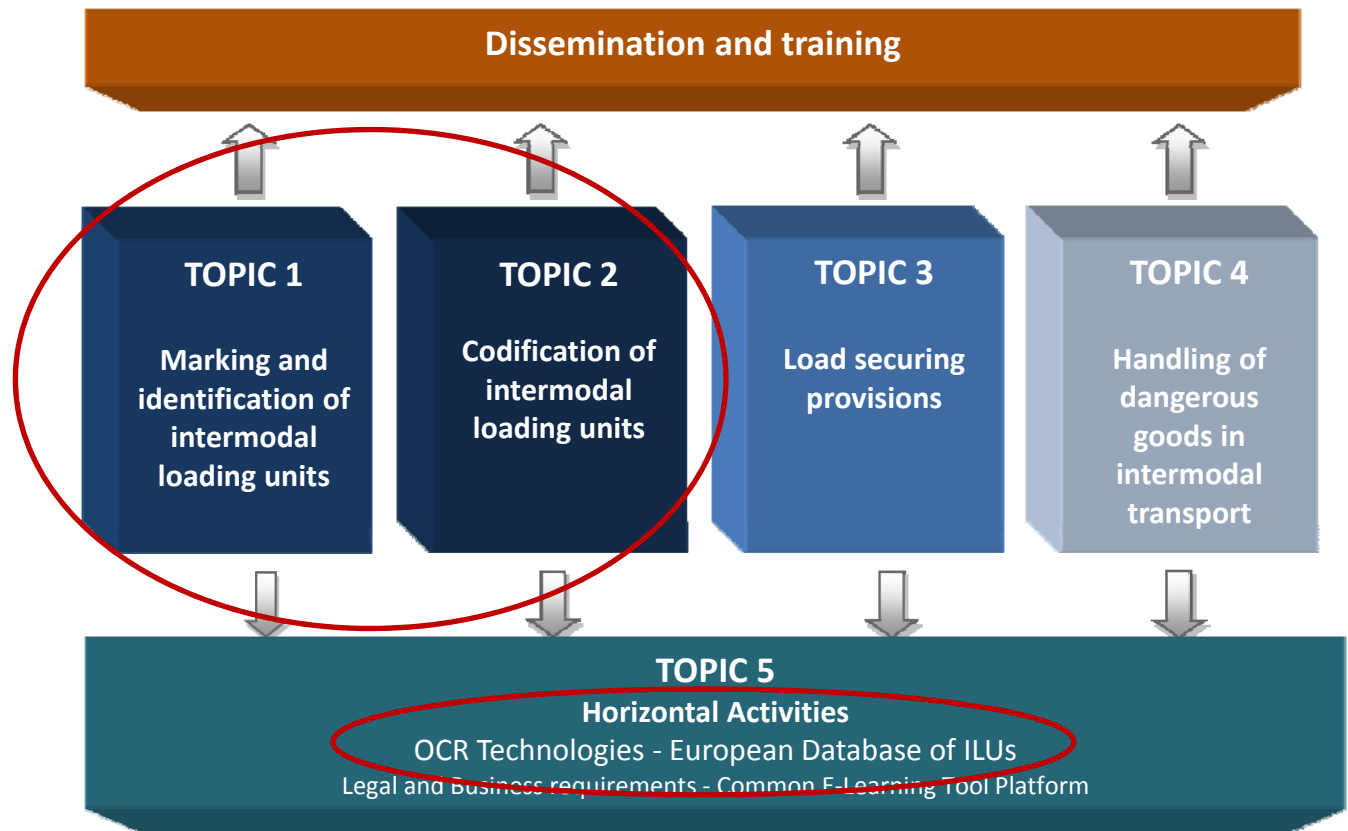
- **Less ambitious revised standard focusing on the main objectives**
- **Parallel application plan of the main actors**
- **Central management of the application**

**But there are still risks for putting the standard into practice.
The Marco Polo project DESTINY supports the implementation.**

Topic structure

**Topic 1 and 5
 related to
 EN13044-1
 the ILU-Code**

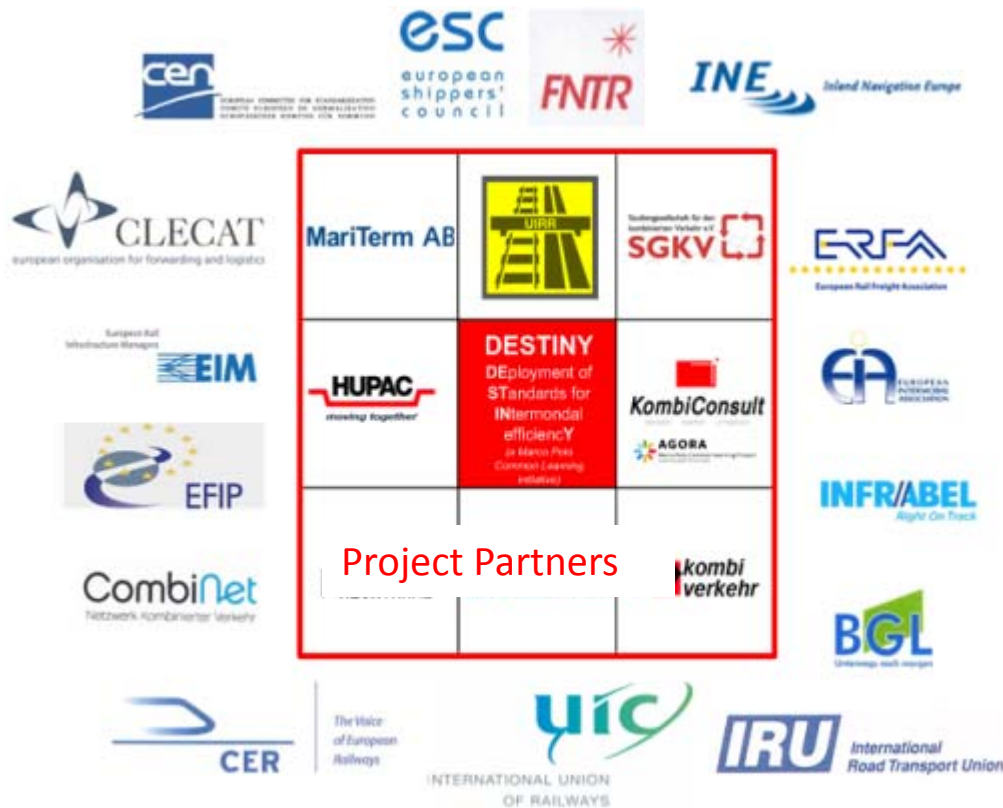
**Topic 2 related to
 EN 13044-2 and -3
 the codification**



The consortium

- **Coordination** **UIRR scrI (Belgium)**
- **Action partners**
 - SGKV (main consultant)**
 - Hupac Intermodal BVBA (CT operator)**
 - KombiConsult (consultant specialised in CT)**
 - Kombiverkehr (CT operator)**
 - Mari Term (specialised in cargo securing)**
 - Novatrans (CT operator)***
 - Terminali Italia (Terminal Operator)***
- **Project duration** **24 months (Start: 1st September 2012)**

Unique dissemination network



15 Associations officially support DESTINY
 (more joined the network during project duration)

Press and information campaign

122. Februar 2013 | Nr. 4

KOMBI-VERKEHR

Kombi-Zukunft: Ein ILU-Code für alle europäischen Ladeeinheiten

Bis Sommer 2014 müssen alle Sattelanhänger und Wechselbehälter mit einem ILU-Code gekennzeichnet sein. Dies bedeutet eine kleine Revolution für kontinentale Kombi-Verkehr und führt zu einer Harmonisierung mit dem weltweiten Containerverkehr, verbunden mit Vorteilen für alle Akteure der Logistikbranche. *Verkehr im Interview mit Martin Burkhardt, Generaldirektor der UIRR, Brüssel.*

Der UIRR-Code wird in Zukunft im kontinentale Verkehr genauso selbstverständlich sein wie heute die BIC-Code im Seeverkehr.

Die Vorteile des ILU-Codes sind vielfach. Einmal mehr, hat jeder Kommunikation zum Beispiel des Firmennamens, die Anschrift, Telefonnummer, E-Mail-Adresse zu übertragen, reicht ein Code aus, der mit einer öffentlich zugänglichen Datenbank verbunden ist, in der alle Details niedergelegt sind. Das spart Zeit für die Dienstgeber. Darüber hinaus enthält jeder Code eine Prüfziffer. Fehlstellen werden daher sofort bei der Datenabgabe signalisiert. Denn eine falsche Übermittlung kann teuer werden, wenn beispielsweise ein ILU einer Ladeeinheit das BIC-Code bekommt, dem das BIC (Internationale des Containers in Paris) verleiht. Das System hat sich seit Jahren bewährt. Die Anzahl der zur Verfügung stehenden Codes ist allerdings begrenzt. Deshalb hat man sich entschlossen, für europäische Ladeeinheiten einen gemeinsamen aufeinander abgestimmten „ILU-Code“ einzuführen, übrigens nach dem Vorbild der USA, wo der Straßenverkehrsbehörden NMFTA ebenfalls Codes zur Identifizierung von Transportmitteln verleiht. In Europa hat man die Verwaltung des ILU-Code der UIRR übertragen, die

1. Register your Owner-key

On the website www.ilu-code.eu, you should register your company data and choose an Owner-key. Upon payment of the registration fee your code is registered and officially published in the ILU-Code Register. With your Owner-key, you can directly identify your loading units: one single Owner-key in combination with the freely chosen registration number allows you to mark up to 999.999 loading units.

2. Mark your units

For every loading unit - newly purchased or already owned - you may either ask the manufacturer to take care of the marking, or implement it yourself for instance with self-adhesive labels that you can order on the ILU-Code website.

Project supported by the European Commission

ILU-Code

Identification of Intermodal Loading Units in Europe

INFORMATION FOR LOGISTICS COMPANIES

An ILU-Code for every European loading unit

Craneable semi-trailers and swap-bodies must from now on be identified with an ILU-Code to be eligible for intermodal transport. The transition period, allowing all loading units to be equipped with an ILU-Code, is set until 1 July 2014.



The ILU-Code

The ILU-Code is a new owner-identifier for European loading units. Its structure is similar to the worldwide renowned BIC-Code used to identify millions of multimodal containers.

ILU-Code: three elements

Owner-key	Registration number	Check digit
ABCA	001234	2

Reserve an ILU-Code | Free choice by the owner | Calculate the check digit

www.ilu-code.eu

Companies should make sure that they register their ILU-Code Owner-key in time so as to meet the markings deadline. The best abbreviation relative to their company name can be ensured if registering as soon as possible.



Al Presente

La regista è successivo incredibile sviluppo del traffico commerciale che, come noto, ha volutamente modificato gli schemi dei traffici marittimi transcontinentali e la qualità che fanno obliqui all'edificazione e gestione di un sistema di circolazione e gestione del parco mondiale. Grazie a queste regole universalmente applicate è possibile ottimizzare e riconoscere un sistema in ogni parte del mondo. Per questo motivo, la sola armonizzazione, l'unico di gestire le portate per l'assegnazione del codice identificativo del proprietario e la relativa manutenzione è stato affidato ad un organismo nuovo con sede in Francia denominato I.R.C. (International Register of Containers). Anche in campo pararegionale, la Commissione ha approvato una solida applicazione con relativi grandi sviluppi con il trasporto intermodale. In questa sezione, però, si fa riferimento ai problemi di natura tecnica e organizzativa che possono presentarsi nella pratica. Il C.I.C. (Unione Internazionale Chimica di Parigi) ha stabilito le regole costruttive di imballaggio e di esercizio di contenitori così, eccezion fatta per esigete tecniche. Le regole che permettono alla riduzione delle dimensioni dei contenitori e applicative e centrali (lati del veicolo).

Consensus to keep the deadline.

A final press and information campaign in March to June 2014

• UIRR operators

- ILU-Code reference in all mailings with customers (bookings, commercial mailings, invoices)
- Updated booking procedures (check if customer books with or without ILU-Codes)
- Press articles
- Targeted workshops

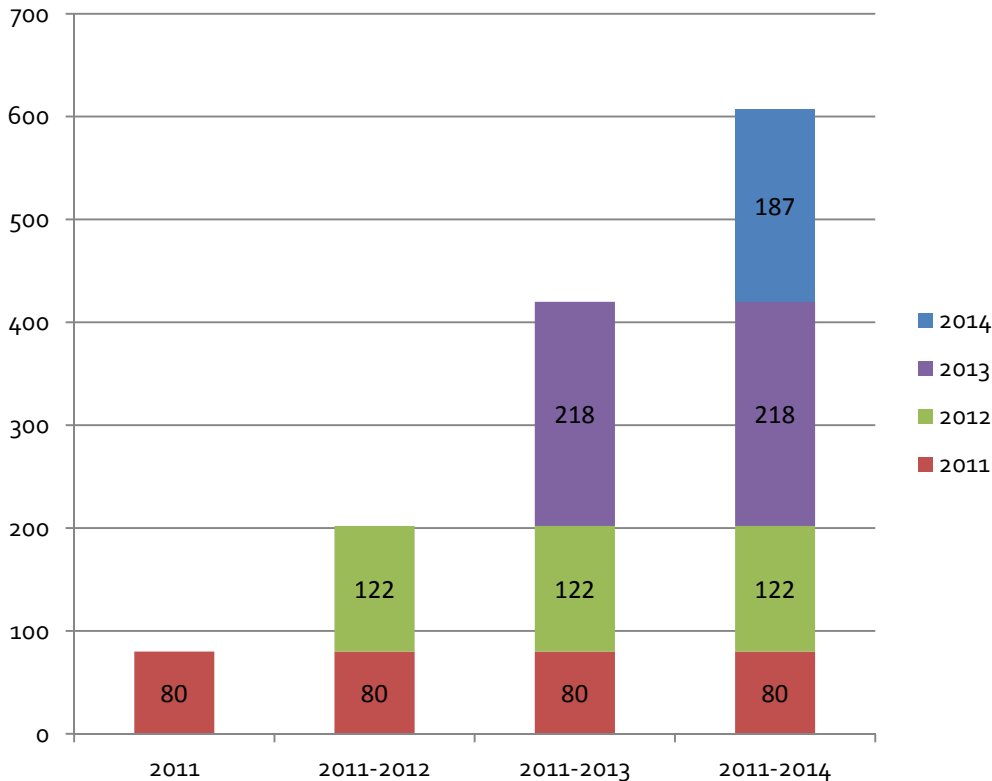
• Terminal operators (AGORA-Group)

- Letters to all 'customers' (CT operators)
- Company specific measures after 1st July 2014
- (negative) measures on the 1st January 2015

• UIC railway undertakings

- Letter to all UIC members on the revised UIC leaflets on Combined Transport
- Letter to all 'customers' on the ILU-Code with a commitment to refuse loading units without ILU-Codes from 1st January 2015 (for all CT trains regardless the CT operator)

Effects of information campaign: tripling registered ILU-Code owner-keys



ILU-Code Public Register on www.ilu-code.eu

- 607 registered owner-keys (4 letters)
 - 13% in 2011
 - 20% in 2012
 - 36% in 2013
 - 31% in 2014

**Point of no return was reached !
 (important companies did the job)**

Additional efforts to co-ordinate the codification of ILUs in Europe EN13044-2 and 3

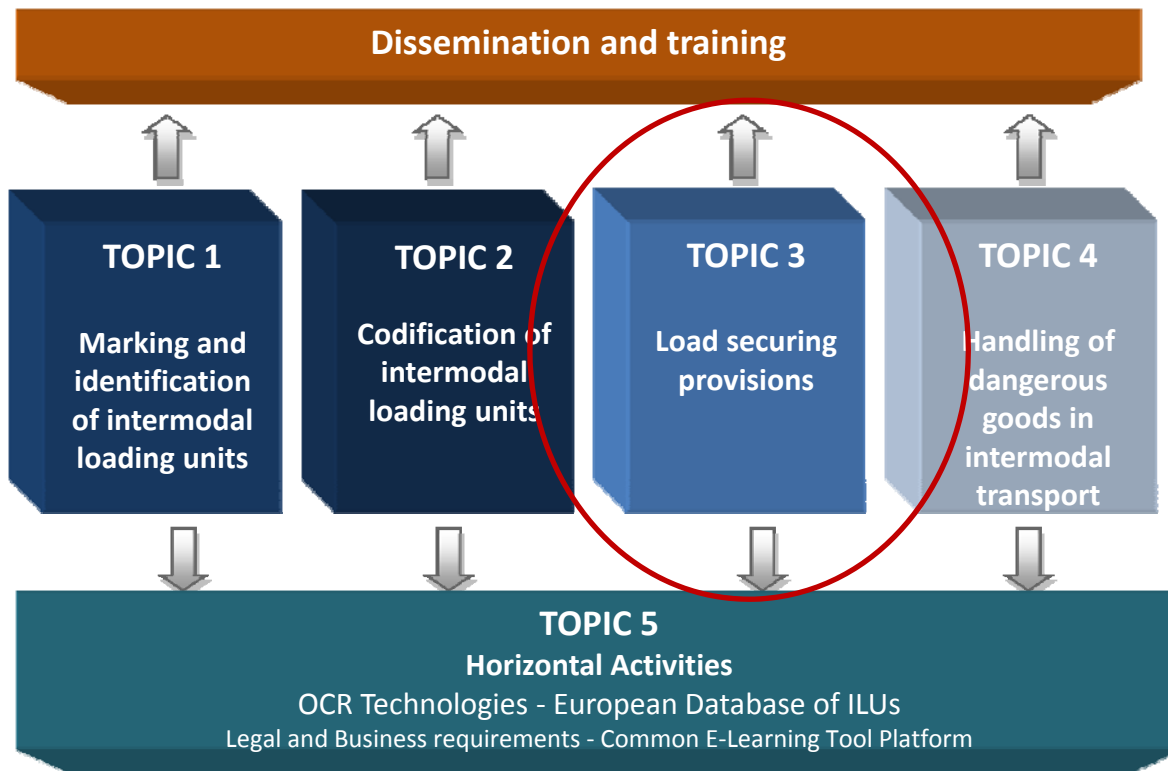
- Interviews of codifying entities in Europe
- Interviews with producers of loading units
- Interviews of logistic companies active in Combined Transport
- Analysis of actual problems
- Initiate alignment of the procedures in Europe
- Find solutions for countries without codifying entity
- Evaluate the existing databases on ILUs and a possible centralisation

Standardisation

As long as not all aspects are regulated in TSIs or European CEN standards

- Co-ordination with UIC to adapt existing UIC-leaflets on Combined Transport
- Information exchange with the European Railway Agency

Topic structure

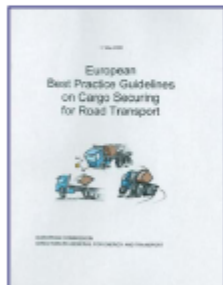


Load securing provisions

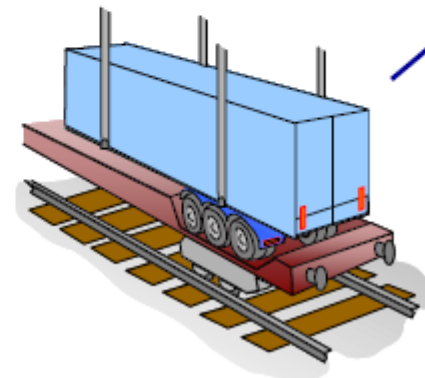
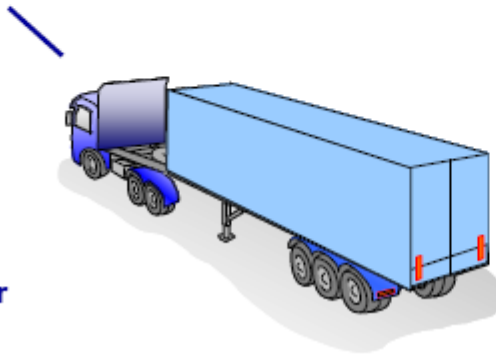
- Analysis of the current standards
- Analysis of the current needs
- Common guidelines for intermodal

Comparison road – rail basic requirements

Basic Cargo Securing Principles



EU Best Practice
Guidelines on
Cargo Securing for
Road Transport



UIC Loading
Guidelines

European
 Best Practice Guidelines
 on Cargo Securing
 for Road Transport



EUROPEAN COMMISSION
 DIRECTORATE-GENERAL FOR ENERGY AND TRANSPORT

Reference in the
 Roadworthiness package

**Together for proper
 load securing**



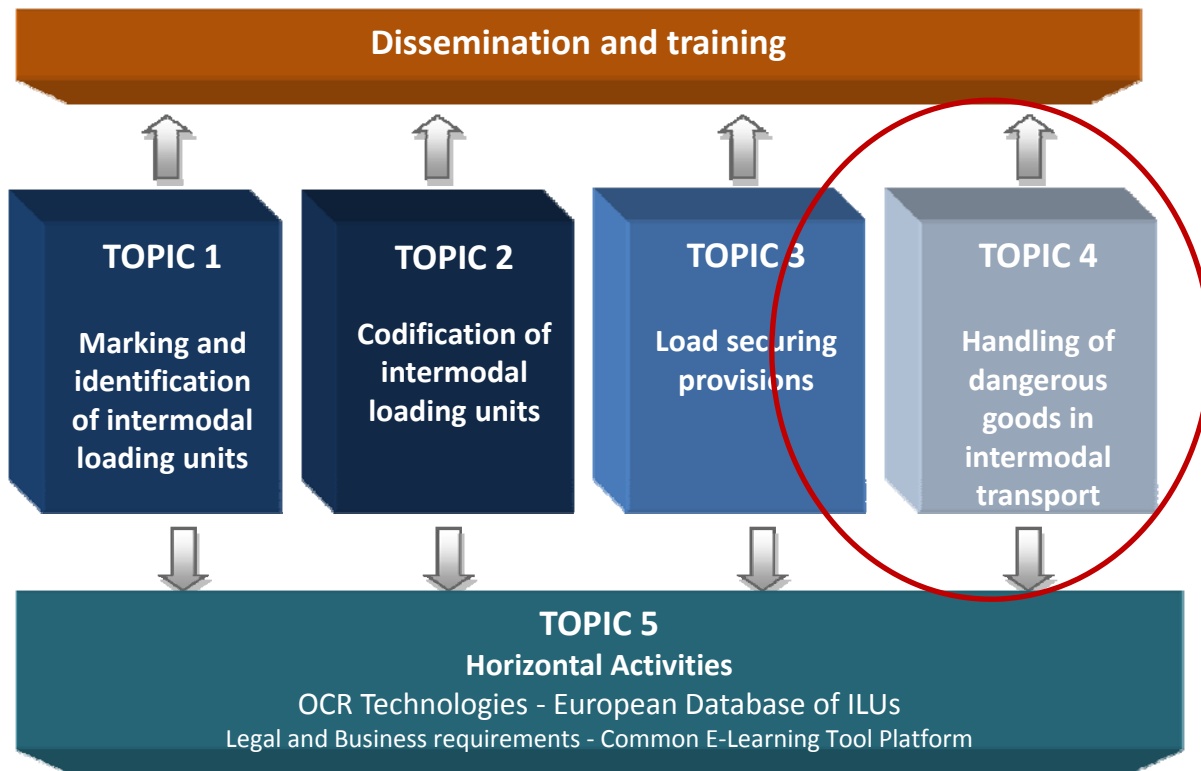
Under revision
 (EN 12195-1:2010
 on cargo securing)



IRU
 Safe load securing
 checklist

Goods not secured
 according to UIC neither
 'Best Practice Guidelines'

Topic structure



Dangerous Goods

- Market Analysis
- Analysis of national regulations
- Leaflets

Meaning of the orange-coloured plate marking



- 33 - Hazard identification number
 - 1088 - UN number of the product
- Dimensions: at least 30 cm x 40 cm
- The hazard identification number consists of two or three figures. In general, they indicate the following hazards (according to ISO 5.2.2.3.1):
- 1: Emission of gas due to pressure or to chemical reaction
 - 2: Flammability of solids (explosive) and gases or self-heating liquid
 - 3: Flammability of solids or self-heating solid
 - 4: Oxidizing (fire-intensifying) effect
 - 5: Toxicity or risk of infection
 - 6: Radioactivity
 - 7: Corrosivity
 - 8: Risk of spontaneous violent reaction
 - 9: The substance will react dangerously with water
- 0: Where the hazard associated with a substance can be adequately indicated by a single figure, this is followed by zero (0). Qualifying of a figure indicates an intensification of that particular hazard (for ex. code 35 = highly flammable liquid).

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Placarding and marking: the basics

Placarding according to column (B) and, where appropriate, column (B) of Table A of Chapter 5.2 and the orange-coloured plate marking shall be affixed in conformity with chapter 5.3 (ADR139).

An orange-coloured plate bearing the hazard identification number and the UN number shall be affixed on both sides of the tank containers or portable tanks, MECOs and containers for carriage in bulk.

During rail carriage, the tanks must keep their placard or orange marking and, where applicable, their markings.

Placards/labels corresponding to the hazardous substance being carried and, where applicable, their markings, shall be affixed to the four sides of the swap-body, large containers, portable tanks, tank-containers, MECOs, tank semi-trailers (TIC) and containers for bulk carriage (part 5.3.1.2).

For tank containers transporting substances listed in RID 4.2.4.1., the proper shipping name shall be inscribed in conformity with 4.2.2.2. The provisions for the marking of unit-load vehicles shall also be applied for unladen empty units (see 5.3.1.4 ADR139).

Example 1 Swap-body



- Placards placed on the 4 sides

Example 2 Container



- Placards placed on the 4 sides

Example 3 Container with maritime journey



- Placards placed on the 4 sides
- Particulars only a dangerous good of more than 4 tonnes – addition of a UN number on the 4 sides

Example 4 Bulk container



- Placards placed on the 4 sides + orange-coloured plate marking on the 2 lateral sides

Example 5 Tank-container (1 product)



- Placards placed on the 4 sides + orange-coloured plate marking on the 2 sides
- Particulars for high-temperature substances, the placard of 5.2.2 on the 4 sides

Example 6 Tank-container – various substances



- Placards placed on both sides of each compartment and also a placard for each model on both ends + orange-coloured plate marking on both lateral sides of each compartment

Example 7 Tank-container (with maritime transport)



- Placards placed and UN number on the 4 sides + proper shipping name on minimum two sides (height of characters 65 mm) (5.2.2 MECO)

Example 8 Tank-container – various substances – with maritime journey



- Placards placed and UN number on each side of each compartment

Example 9 Semi-trailer



- Placards
- Change marking (height): at the front and at the rear

OR

- Placard on each side

Example 10 Semi-trailer with maritime journey



- Placards placed on the 4 sides
- Particulars only dangerous good of more than 4 tonnes – addition of the UN number on the 4 sides

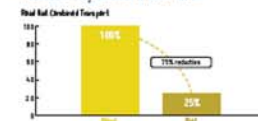
Example 11 MECO, multiple element gas containers with maritime journey



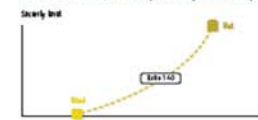
- Placards placed and UN number on the 4 sides

Combined Transport is a safe and environmentally-friendly transport technique

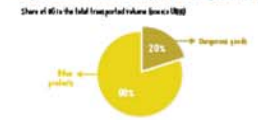
Reduction of CO₂ emissions in Road-Rail CT



Considerable increase of transport safety in rail transport



Importance of Combined Transport with Dangerous Goods



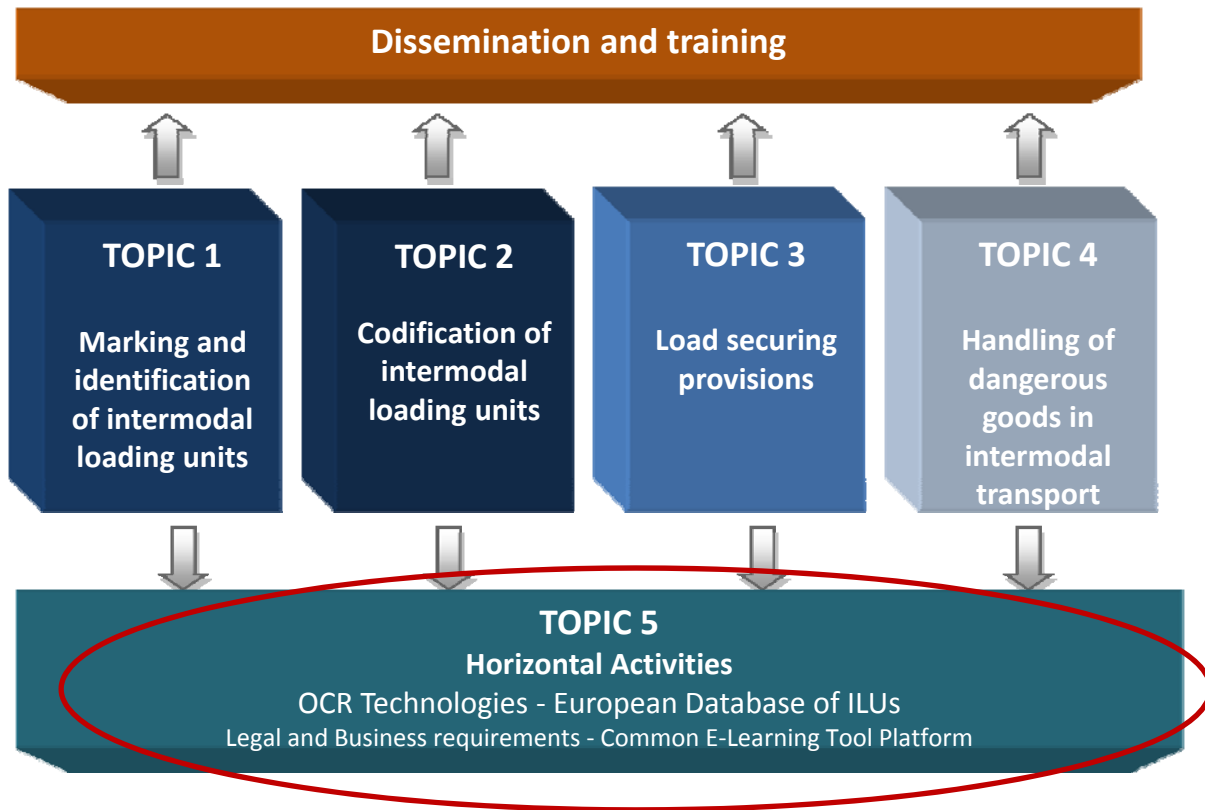

THE ROAD-RAIL COMBINED TRANSPORT OF DANGEROUS GOODS
 Version 2013-2014

DESTINY
 supported by the Marco Polo Programme

General informative leaflet in nine languages
 (CZ – DE – EN – FR – IT – NL - PL – SE – SI)

Available on <http://www.uirr.com/en/media-centre/leaflet-and-studies/mediacentre/630-informative-leaflet-on-dangerous-goods-destiny.html>

Topic structure

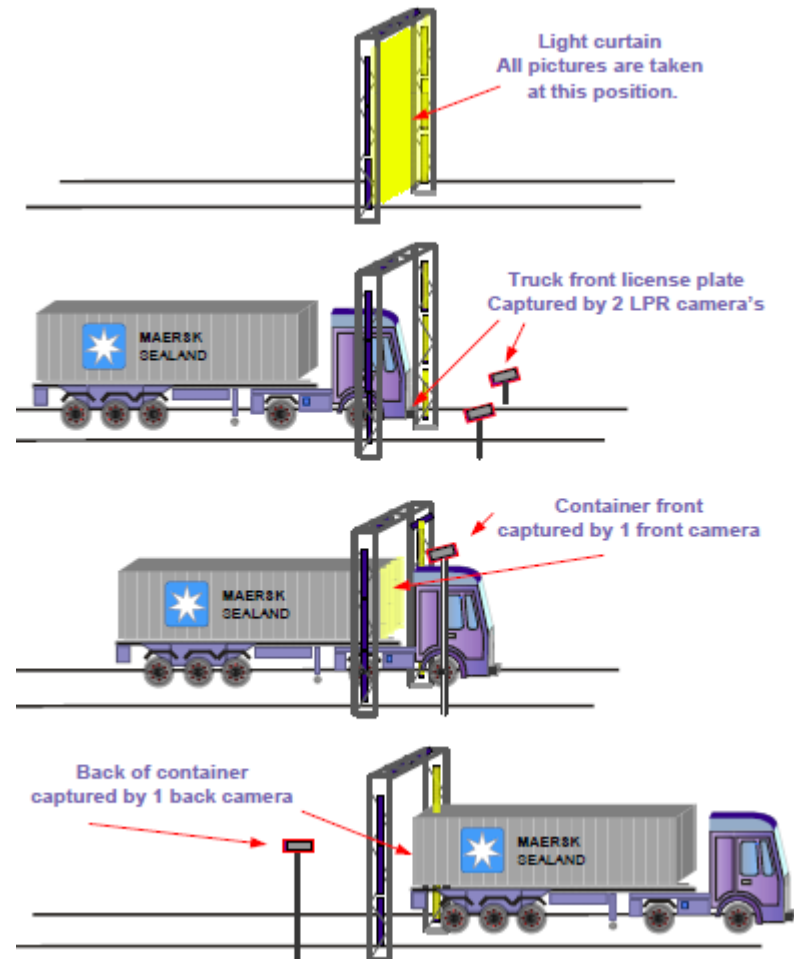


Horizontal activities

- OCR
- European database of ILUs
- Common Learning Tools
- Legal and business requirements

Horizontal activities

More productivity through
 Optical character
 Recognition (OCR) at check-
 in gates of terminals.
 Prerequisite: ILU- or BIC-
 Code



Driver Identification at truck Gate



Equipment Identification – Rail- and Roadside



Source of pictures: U. Sondemann at Combinant, Antwerp; other installations: IFB, DUSS, ..

**More details on the results of topic 1-5
in the afternoon session**

THANK YOU FOR YOUR ATTENTION

More Information:

www.uirr.com

www.ilu-code.eu

www.destiny-project.eu

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