

TOPICS 1 & 2

Identification and codification of loading units

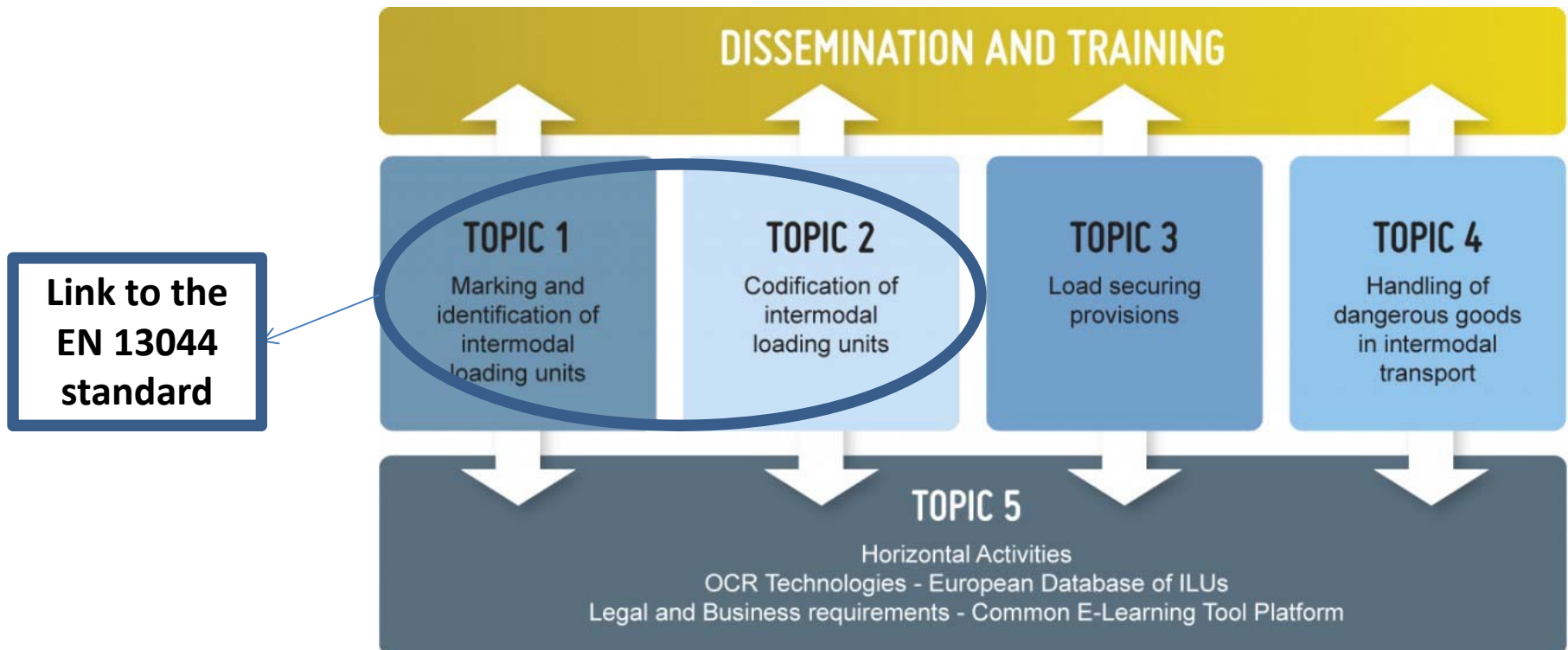


Final Conference – Brussels – 18.06.2014

Content

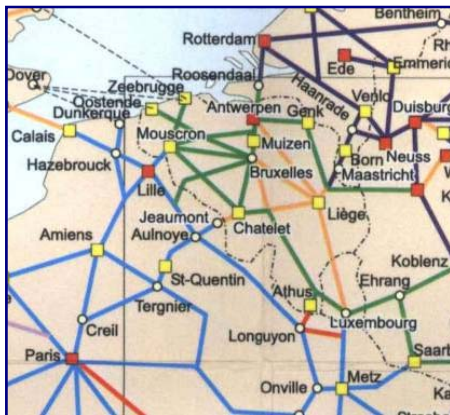
- EN 13044
- Main objectives and tasks in DESTINY
- Achievements in DESTINY
 - Analysis
 - Dissemination
 - Training
 - IT support

Project Structure – Topics 1&2



Codification in Combined Transport - Principles

- 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

'OLD' markings – UIC leaflets (version 5)

Codification plate for swap bodies (similar exists for semi-trailers)

TECHNICAL INFORMATION



IDENTIFICATION

Nationality n° of CT Company

Code N° of road-haulage firm within national CT company

Loading unit n°

‘NEW’ markings – EN 13044

Clear separation of the operational railway markings:

- one for the owner/ILU identification
- one for the technical characteristics of the loading unit

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 (modified codification plates)



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

TOPIC 1 – Marking & Identification of intermodal loading units

Objective	Owners of intermodal loading units should mark all their loading units with an ILU-Code (or a BIC-Code) within two years
Involved partners	UIRR – KombiConsult – Kombiverkehr – SGKV – Hupac
Planning	1 – 24 months
Milestones	<ul style="list-style-type: none"> • Best practice report (5 countries) (September 2012 – August 2013) • Follow-up report (September 2013 – August 2014) • Elaboration of dissemination and training materials • Dissemination and training activities • Development of specific IT tools

TOPIC 2 – Codification of intermodal loading units

Objective	Harmonisation of the procedures of all codifying entities in Europe and full implementation of the new EN 13044 standard
Involved partners	UIRR – Hupac – Kombiverkehr – SGKV
Planning	1 – 24 months
Milestones	<ul style="list-style-type: none">• Best practice report (5 countries) (September 2012 – August 2013)• Follow-up report (September 2013 – August 2014)• Elaboration of dissemination and training materials• Dissemination and training activities

Achievements – Analysis - Best practice / Follow-up report

	Conclusions	Remarks
Implementation in the five countries	No country-specific issue related to the implementation of the EN 13044	Lack of exchange between stakeholders and lack of training
Owners of loading units	Directly concerned of EN 13044 – confronted with contradictory messages and with no clear communication of the sector	Operational problems with the physical markings of the units (definition of the processes, right product e.g. for tarpaulins)
Entities in charge of the certification	Implementation not in a harmonised way	Common rules & messages are required
Manufacturers of loading units	Key actors in the execution of the EN 13044	Receiving contradictory messages from the sector
Terminal Operators	Main beneficiary of the EN 13044 – full support	Adaptation of their network statement and of their EDI-applications
Railway Undertakings	UIC members: fully aware Other RUS: do not feel concern	Revised version of the UIC leaflets GCU contract to be more explicit
Intermodal operators	UIRR: full aware Other operators: do not feel concern	Own dissemination campaigns Need for ‘training’

Achievements - Dissemination & training materials

- Elaboration of tailor-made leaflets & slides
 - Logistic companies
 - Terminals
 - Railway Operators

Clear roles and processes
- Elaboration of a guideline for certification and codification in Combined Transport
 - Type of loading units and related markings
 - Certification procedures
 - List of existing codifying entities
- Elaboration of poster/roll-up
- Elaboration of slides per stakeholder (owners, railway undertakings)



Achievements – Dissemination activities

What ?	How ?
Entire sector - overall awareness on EN 13044 Reminder of deadline of 1 st July 2014	Press articles (DVZ, Verkehr, Flows, ItaliaMondo) – Speeches – attendance to fairs/conferences (Munich transport fair) – press releases
Onwers of ILUs -reminder of the deadline of the 1 st July 2014 - processes for reserving an Owner- Key and for physical markings	Press articles - direct contacts with customers (action with EKOL) – newsletters (UIRR, Hupac, Kombiverkehr) – direct mailing to customers
Compilation of all identified known issues (BIC or ILU-Code on which kind of loading units, what is an owner-key, what is an ILU-Code)	FAQ section on the ILU-Code Website, specific brochure (Kombiverkehr)
Dissemination materials (targeted-brochure)	DESTINY’s dissemination network
Specific technical questions from the sector	Organisation of targeted workshops (manufacturers & codifying entities)
EN 13044 integration in other text	Active participation in the UIRR, UIC and CEN working groups

Achievements – Training activities

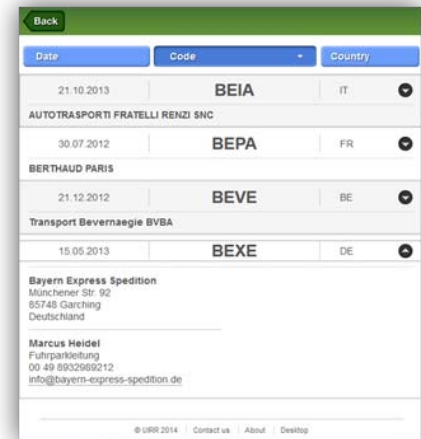
- **Direct training sessions (15 in total mainly in Belgium and Germany)**
 - Owners of loading units
 - Railway undertakings
- **Target**
 - Clear explanation of the EN 13044 standard
 - Consequences
 - The exact procedures
 - Best practice exchanges e.g. on the physical markings (tarpaulins, type of materials)

Development of specific IT tools

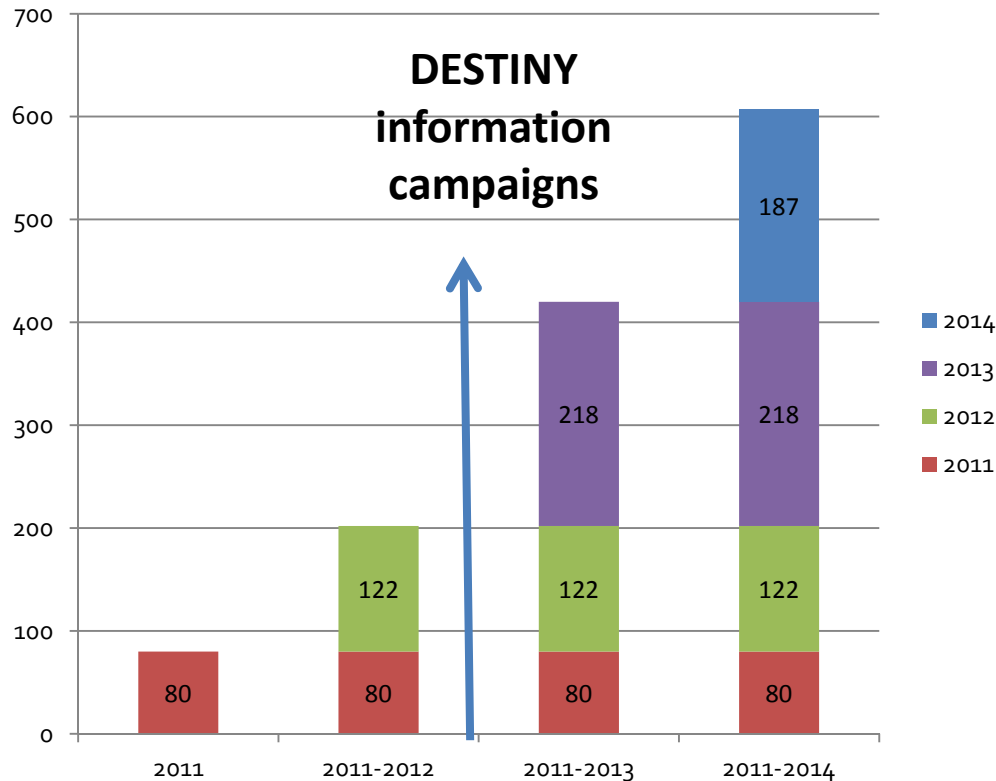
- **Creation of an interface to exchange data from the Register with external partners**
 - web service : real-time checks (for example check if an owner-key really exists when customer is booking)
 - full package: complete data integration into own IT system (once per night for example)

- **IT tool for the manufacturers**
 - check-digit calculation for several owners-keys
 - label service

- **Mobile website: m.ilu-code.eu**
 - easy-to-use interface for controlling the existence of an owner-key in the Register (e.g. Customs, terminals)



Monitoring of the implementation of EN 13044 part 1 (ILU-Code)



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

ILU-Code Register ≠ European Database of Intermodal loading units

Some ILU-Code Owners...



first owner to reserve on the 1st July 2011



TWAN HEETKAMP TRAILERS

Topics 1&2 – Conclusions – Thanks to DESTINY...

- **Implementation of EN 13044: the ‘point of no return’ has been reached.**
- **The implementation of the ILU-Code is supported by all actors**
 - From a UIRR-UIC common deployment plan to a sectorial implementation
- **For the first time ever a collaborative platform has been created for the certification entities to improve the certification and the codification of intermodal loading units in Europe.**
- **The EN 13044 is fully integrated in the latest version of the UIC leaflets.**
- **IT specific tools could be offered to the sector.**

Thank you for your attention



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