UIRR
INTERNATIONAL UNION FOR ROAD-RAIL COMBINED TRANSPORT

BEWAG Workshop

WAGONS AS VALUE IN THE COMBINED TRANSPORT CHAIN

Agenda

1. UIRR's role and structure

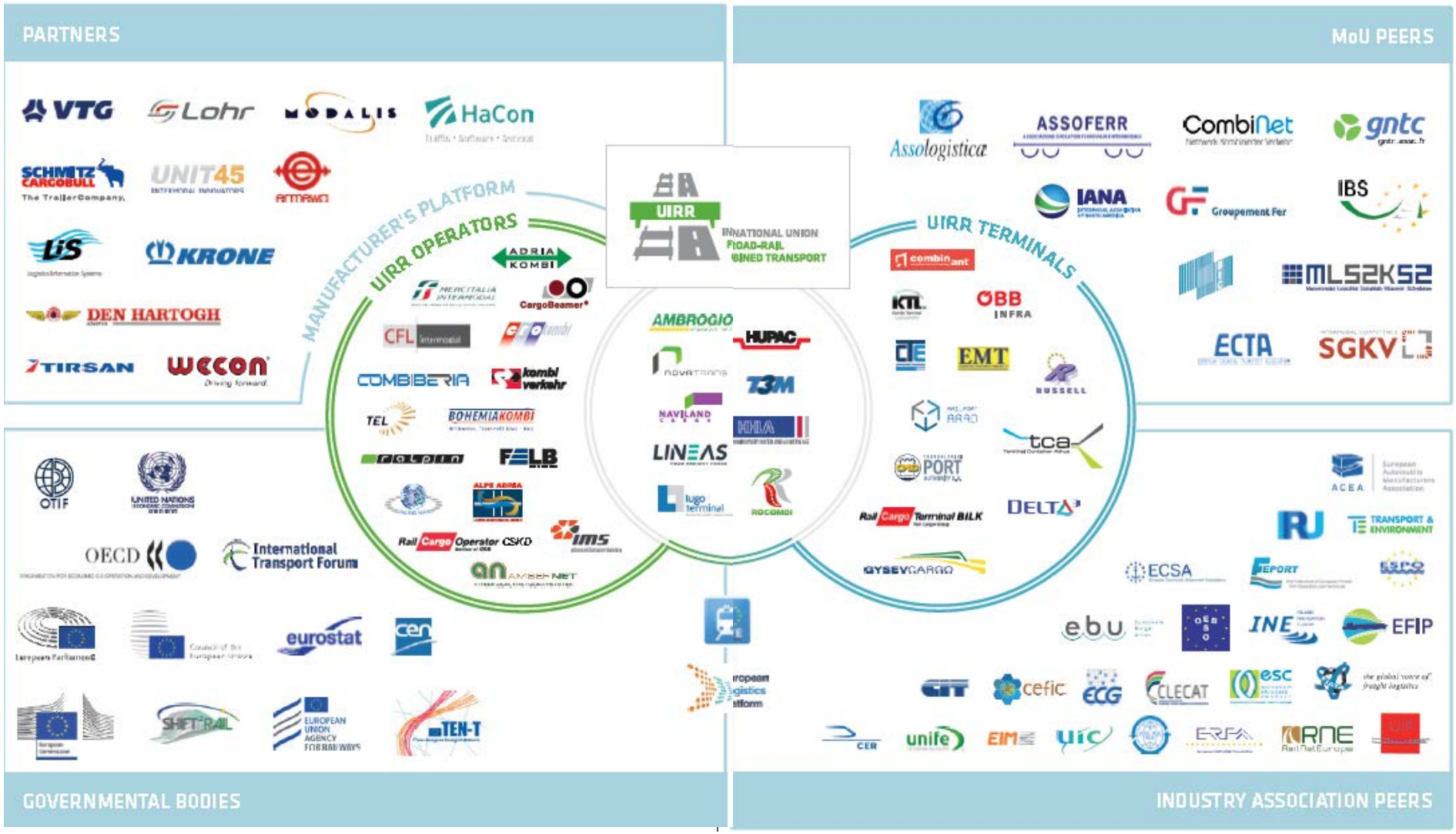
2. ERA Task Force on facilitation of Combined Transport

3. The Regulatory Framework of the Combined Transport Terminals and relationships with the wagon keepers

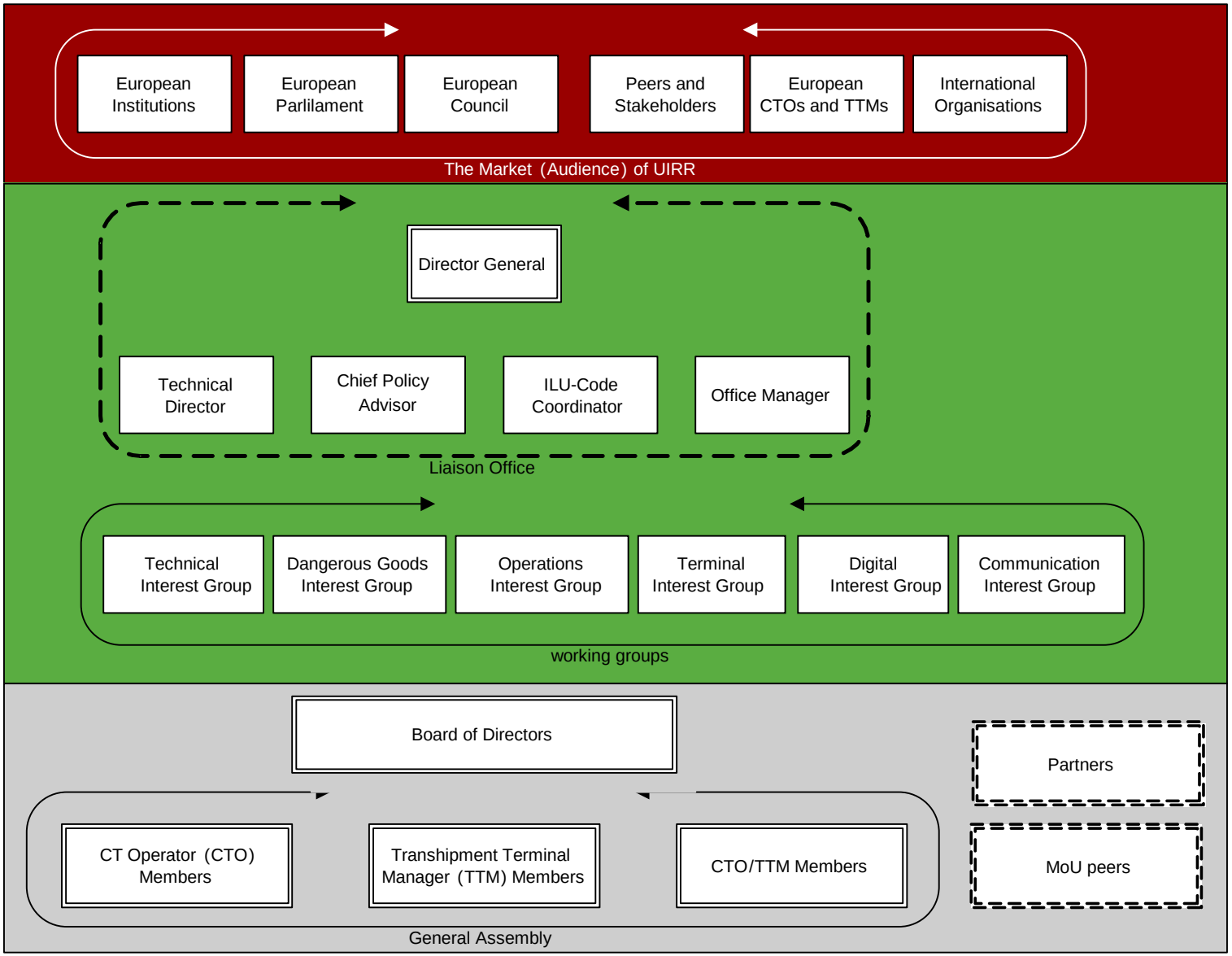
4. The role of the wagons in the exchange of information (ELETA project)

UIRR'S ROLE AND STRUCTURE

UIRR: the Industry Association of Combined Transport



UIRR - Working structure



UIRR - Working structure

1. UIRR Technical Interest Group

- General Topics (legislation, standardization, loading units)
- Subgroup 'Wagons' (ERA and GRB activities, noise issues, ECM Regulation, GCU contract, telematics, standardization, statistics)

2. UIRR ILU WAG Platform

- Main objective: ensuring the highest compatibility between road and rail (intermodal loading units and wagons)
- Participation: ILU and wagons producers/leasing companies + UIRR member companies
- Topics: market trends, legislation, standardization, telematics

ERA TASK FORCE ON COMBINED TRANSPORT

Identification of areas

TECHNICAL AREA

1. Vehicle related topics
2. Load and loading unit related topics
3. Infrastructure related topics

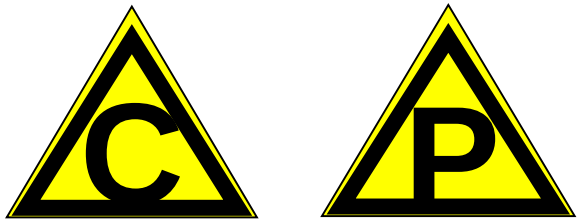
INFORMATION AREA

4. Registers related topics
5. Telematics applications for freight topics

PROCESS AREA

6. Operation and Traffic Management related topics
7. Conformity assessment and legislation alignment

- Analysis of the current situation
- Solution proposal
- Interfaces management
- Appropriate mainstream process



Codification valid for all networks

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

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

The correction factor takes into account the difference between the characteristics geometric wagons and those of the standard wagon. It is determined according to the prescriptions of UIC Leaflet 596-6.

- The different methodologies to establish compatibility check should be made publicly available by the relevant networks in a suitable document
- This methodology should be harmonized, in the mid-term, as much as possible and implemented in those networks where it still does not exist. This would allow the RU to ensure the compatibility as part as the route compatibility check.

ERA TASK FORCE: WAGON COMPATIBILITY (FIRST RESULTS)

The TSI wagon already refers to EN 15877-1 on marking, which includes the markings related to combined transport if the vehicle is being assessed in accordance with Clause 7.1.2 and optional appendix C.

Additional technical requirements in order to perform the compatibility check are needed (correction factor)

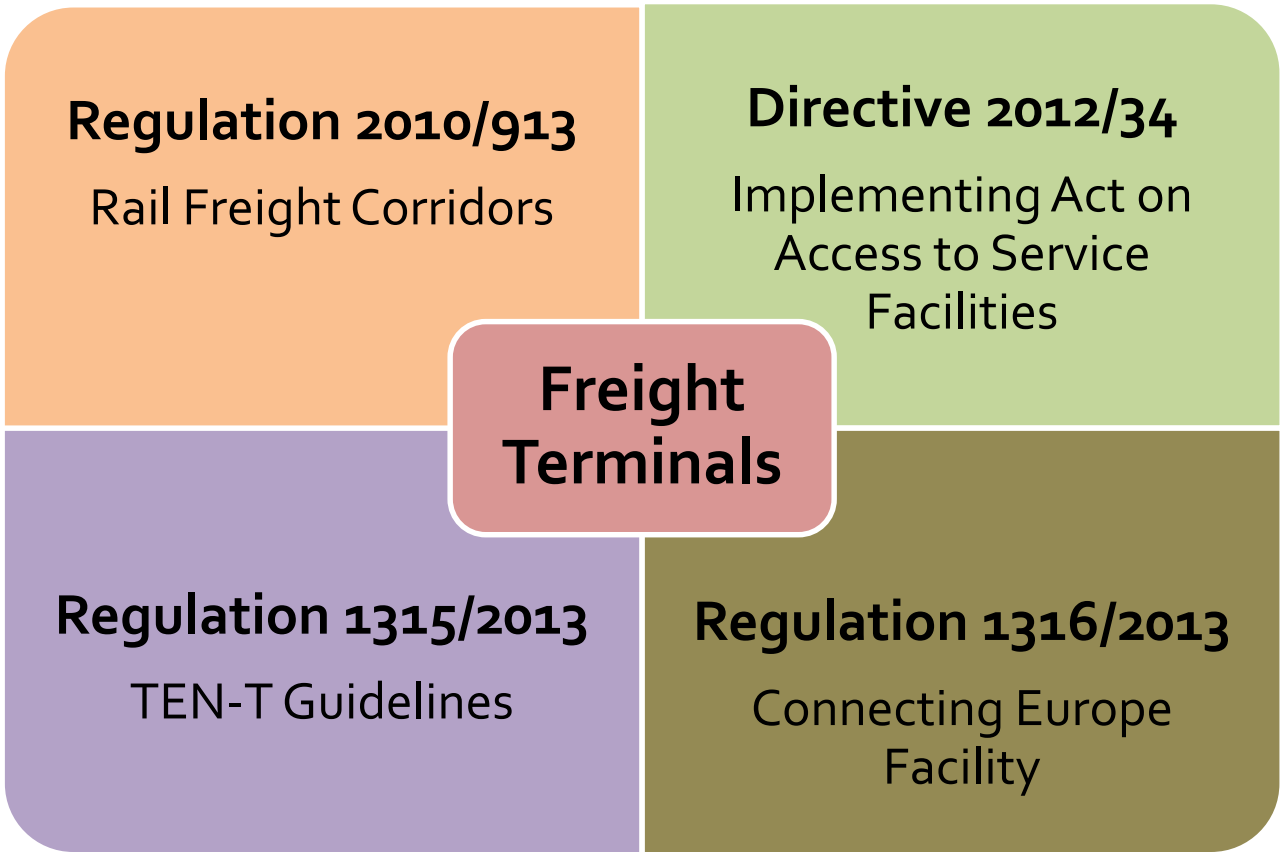
→ The methodology to determine the correction factor in the wagons intended for combined transport should be transparent.

→ERA requests EIM and CER to request their members the methodology above **using the geometrical parameters of the reference wagons set out in point 1.4 and 1.5 of UIC 596-6 edition 7th** and to submit it to the Agency. If the methodology is not immediately available, the concerned IMs should provide a deadline for the submission of the methodology.

→The TSI WAG could refer to this methodology, e.g, via specific cases.

THE CT TERMINALS

Overview of the regulatory framework of terminals



Directive 2012/34 - Implementing Act on Access to Essential Facilities

Service facilities (Directive 2012/34/EU) Annex II (2)
Passenger stations
Freight terminals
Marshalling yards
Train formation facilities, including shunting facilities
Storage sidings
Maintenance facilities
Other technical facilities, incl. cleaning and washing
Maritime and inland port facilities linked to rail activities
Relief facilities
Fuelling facilities

Service facilities covered by the Directive

Required information (Implementing Regulation)	
(1)	Facilities according Directive 2012/34/EU, Annex II/2
(1)	Additional services according Directive 2012/34/EU, Annex II/3
(1)	Ancillary services according Directive 2012/34/EU, Annex II/4
(1)	Location
(1)	Opening hours
(2)	Key contact details
(3)	Technical characteristics
(4)	Description of services listed in Directive 2012/34/EU, Annex II/2, 3, 4

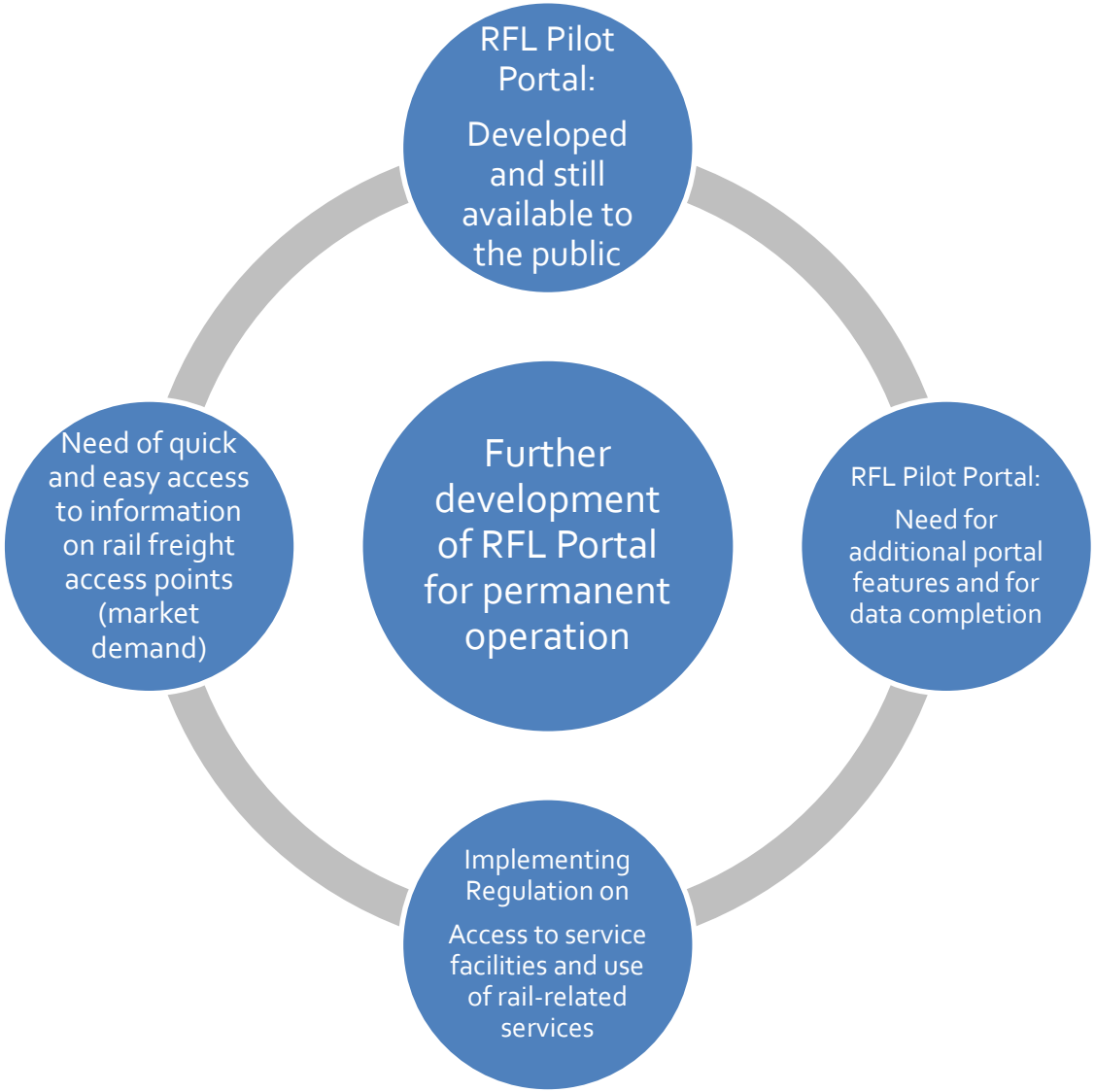
Required information (Implementing Regulation)	
(5)	Possibility and conditions of self-supply
(6,7,8,9,10,11,13,14,15,16,17,18)	Procedures for requesting access, terms and conditions, charges
(12)	Information on changes in technical characteristics and temp. capacity restrictions
(19)	Information on private branch lines/sidings (only relevant if needed to access other service facilities)

Transparency with provision of mandatory requirements such as access conditions, list of services and related charges – basis for general terms of CT terminals

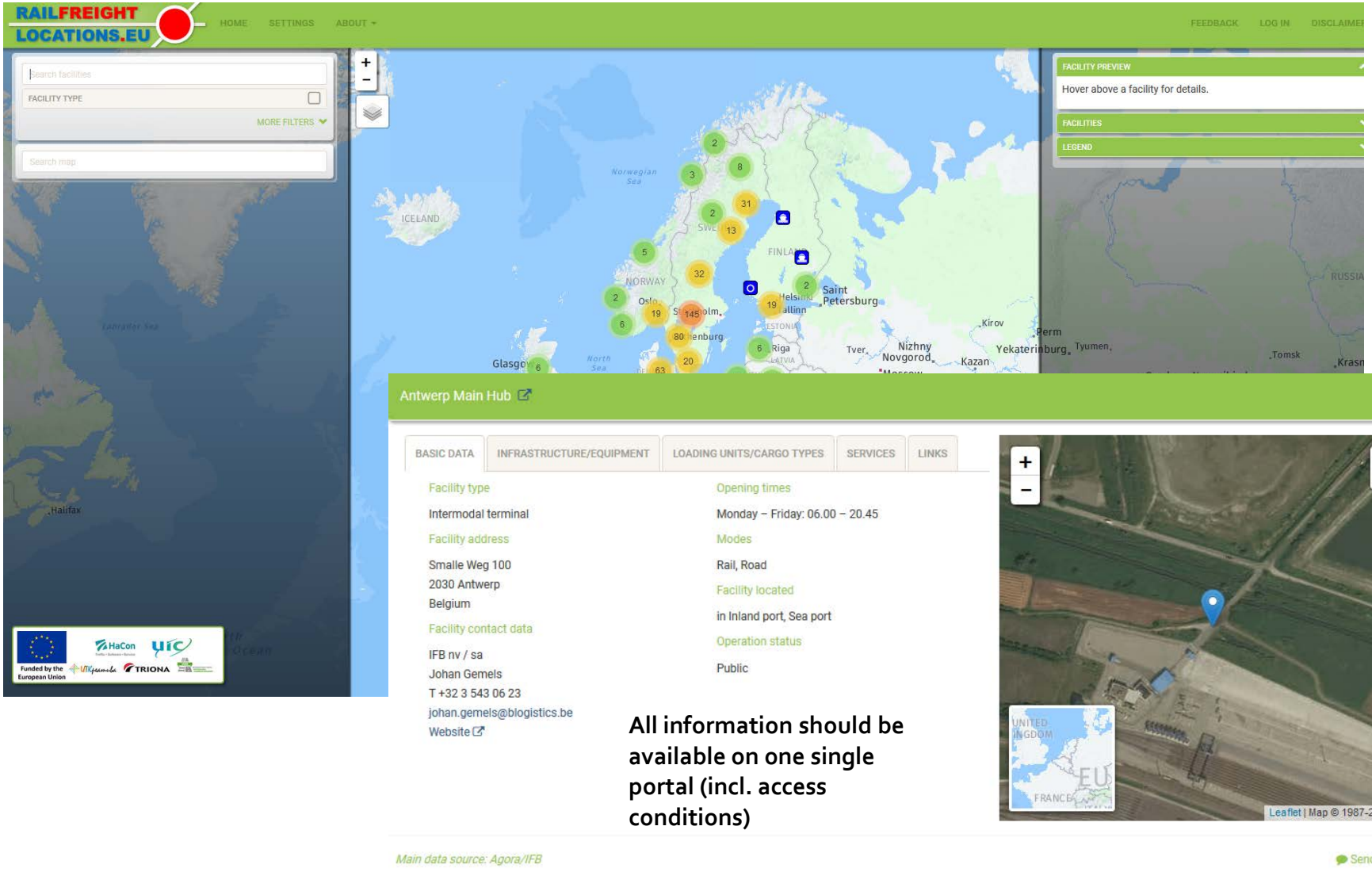
General conditions of use for terminals and price list (example: DUSS in Germany)

How to facilitate the access to this information to all stakeholders incl. wagon keepers ?

EU STUDY ON RAIL FREIGHT LOCATION PORTAL



EU STUDY ON RAIL FREIGHT LOCATION PORTAL



All information should be available on one single portal (incl. access conditions)

The role of the wagons in the exchange of information (ELETA project)

SECTOR STATEMENT ON THE RFCS

A. Making rail freight a more attractive option

2. In order to improve operational efficiency of the logistics chain, the sector representatives commit themselves to implementing the TAF TSI functions according to the Masterplan and working toward a common ICT architecture wherever possible. IMs will integrate **international traffic management information (e.g. via TIS)** with national systems. Under the protection of confidentiality clauses, **IMs and RUs agree to make information on estimated time of arrival available (for handover points and final destination) to their contract partners, including terminals and intermodal operators** for optimizing the use of resources such as rolling stock and terminal capacity, and to provide freight forwarders and shippers with up-to-date information about the status of their freight and an estimated time of arrival.

ELETA: THE INFORMATION

6. Following Estimated Time Arrival implementation for all stakeholders, including estimated time of handover, implementation of telematics applications for freight service (TAF-TSI) & information of Train Information System (TIS) included in national systems.

4-5 years

Sharing of train tracking and ETA information **ELETA**

2 years

ELETA: THE OBJECTIVE

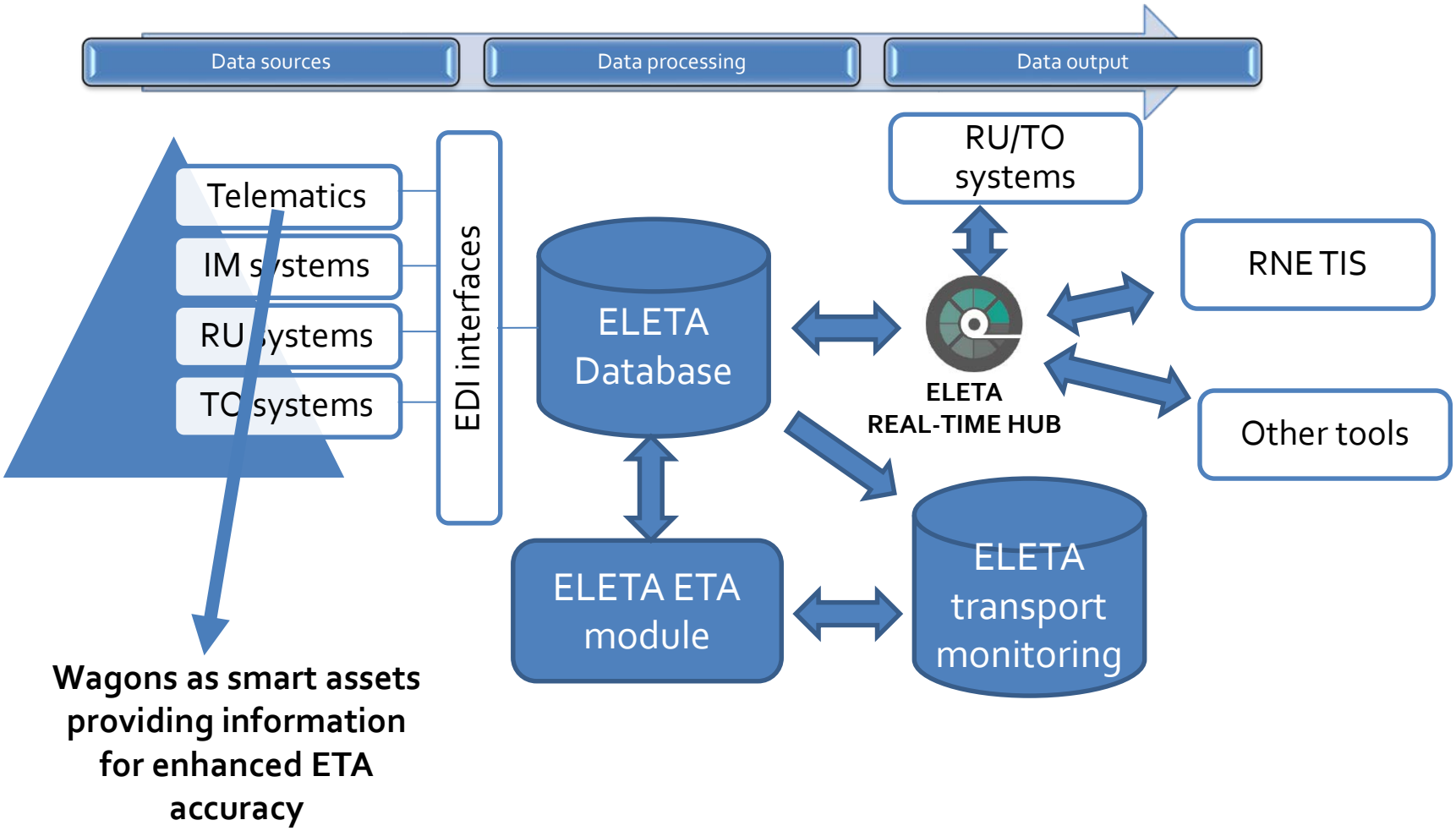
1. to demonstrate the practical value of streamlining exchange of ETA data on the basis of 12 intermodal freight trains.

2. to encourage and facilitate the work done by the sector, member states and the European institutions for eliminating legal, operational and technical obstacles in the electronic exchange of ETA information.

ELETA: THE ACTIVITIES

N°	Title
1	Survey and system analysis of current situation in tracking data exchange in Road-Rail Combined Transport
2	Survey of legal conditions in tracking data exchange
3	Inventory of stakeholders' requirements for an ETA eco-system
4	Assessment of ICT systems and standards to be linked
5	Elaboration of functional requirements and architecture for the ETA ecosystem
6	Conceptual design of smart ETA algorithms
7	Programming and testing of software applications and user interfaces
8	Impact assessment of the ETA ecosystem
9	Project Management and Communication

ELETA: THE ARCHITECTURE (possible approach)



Conclusions

1. UIRR: active contributor on wagon issues and internal working structure adapted

2. Transparency of information and compatibility checks facilitated for the wagon keepers by the development of a European Portal

3. General conditions of use (GCU) for terminals: kicked-off, to be monitored (integration of wagon-specific requirements)

4. The important role of the wagons in the provision of information (enhanced ETA)

Thank you for your attention