New Markings of Intermodal Loading Units in Europe

EN 13044 ILU-Code and Codification Plate

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International Union of combined Road-Rail transport companies
The European standard EN 13044

With the revision in 2010 the standard was split in three parts:

Part 1  Markings for identification (ILU-Code)

Part 2  Markings for swap-bodies related to rail operation (codification plate)

Part 3  Markings of semi-trailers related to rail operation (codification plate)
Different owner identification systems

EN13044 (1) owner id

Problem solved:

- BIC-Code for containers worldwide recognised with check-digit
- Codification plate for swap-bodies lower part: owner-id not very visible
- Number plate for semi-trailers
The BIC-Code according to ISO 6346 is worldwide recognised, but the 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”.

Solution: ILU-Code compatible to the BIC-Code
ILU-Code defined in EN13044-1

Compatible with BIC-Code for Freight Containers
Owner key - Registration Number - Check Digit

ABCA 001234 2

Owner key: Allocation by UIRR
Registration No: Allocation by owner
Check Digit: Calculation based on standard formula

4th character of Owner key: “A, B, D, E, K”
“K” reserved for BIC-Code holders who wish to register an ILU-Code.

Both owner-codes, the worldwide recognised BIC-Code for freight containers and the ILU-Code for European intermodal loading units have the same structure. The BIC-Code has a “U” as fourth character and is administered by the Bureau International des Containers, Paris.
Standardisation raises productivity

<table>
<thead>
<tr>
<th>Advantages of harmonised owner identification</th>
<th>for</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Haulier</td>
</tr>
<tr>
<td>Uniform owner ID: BIC-Code for ISO-containers, ILU-Code for swap-bodies and semi-trailers</td>
<td>✓</td>
</tr>
<tr>
<td>Simplified access to CT, ILUs codified by manufacturer</td>
<td>✓</td>
</tr>
<tr>
<td>All ILUs suitable for combined transport</td>
<td></td>
</tr>
<tr>
<td>Logistic companies number ILUs according to their own criteria (the six digits of the BIC- or ILU-Code)</td>
<td>✓</td>
</tr>
<tr>
<td>When selling/purchasing ILUs, no new codification</td>
<td>✓</td>
</tr>
<tr>
<td>Savings: Check digit detects 95% of type errors</td>
<td>✓</td>
</tr>
<tr>
<td>Suitable for OCR (Optical Character Recognition)</td>
<td>✓</td>
</tr>
<tr>
<td>Higher standard in the field of safety and security</td>
<td>✓</td>
</tr>
<tr>
<td>Compatibility to TAF-TSI - data exchange in rail sector</td>
<td>✓</td>
</tr>
</tbody>
</table>

02/11/2011
Deployment plan for EN 13044

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 as administrator of the ILU-Code started the multilingual website on 01/07/2011
About ILU-Codes: Information

Standardised Owner-codes

In the future, only one uniform type of owner codification of loading units will be applied: the worldwide UIC-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:

<table>
<thead>
<tr>
<th>Owner key</th>
<th>Allocation by URR</th>
<th>Registration number</th>
<th>Check digit</th>
</tr>
</thead>
<tbody>
<tr>
<td>ABCA</td>
<td></td>
<td>001234</td>
<td>2</td>
</tr>
</tbody>
</table>

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 13644 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.

Public part of the website

Downloads: Info-folder in several languages

09/11/2011
The ILU-Code Register is public and can be queried by all actors of the transport chain.
FAQ

Our company already has a BIC-Code. Do we also need to have an ILU-Code?

Why is the 4th letter of the ILU-Code limited to A, B, D, E and K?

Why can't I find the EN13044 standard on your website?

CEN and national standardisation organisations receive their financing through the selling of standards. UIRR therefore is not entitled to publish the text of the standard on its website. However the most important clauses are quoted. You can find a list of national standards organisations and CEN – from where you may purchase a copy of the standard – if you click here (www.cen.eu).

How am I protected against the illegal use of my code by others?

Are the ILU- and BIC-Code compulsory?

Why should I renew my code after two years?

What happens if the loading units are sold?

Where should I place my ILU-Code on a leading unit?

What are the costs for the allocation of an ILU-Code?

I've lost my login, what can I do?
Reserving a code begins with pre-registration

The procedure is explained in the public part of the website and begins with the pre-registration of the company who wants to register a code.
Approval of the registration

UIRR verifies the existence and interest of the applicant: VAT number, UIRR customer code, companies website, ...

... the applicant receives the approval of his registration by email...
Choice of ILU-Code

After receipt of the approval the applicant re-enters the client section of the website with his username and password and chooses a code.

4th letter: choice between A, B, D, E or K for BIC-Code holders
The applicant may pay online with Visacard, Mastercard, Maestro or by bank transfer.
After receipt of the payment, UIRR sends invoice and certificate by email, also always available in the customer section of the website.
Calculating the check-digit for marking of each loading unit
Marking the ILUs

The owner marks his loading units
Codification in Combined Transport

EN 13044 (2, 3) Operational marking: Codification

A system based on three elements:

- Approval of the ILU with Identification plate on the ILUs
- Markings on the wagons
- Codification of the lines

Important for secure and fast operations
Codification of swap-bodies

EN 13044 Part 2
Markings for swap-bodies related to rail operation (codification plate)
optional horizontal or vertical

most manufacturers will deliver ILUs with codification
Codification of swap-bodies

The items of the marking have the following meaning:

- **C36(4)**: the code for the railway profile according to UIC 596-6 in connection with ‘S’ or ‘C’

- **S36(4)**: two digit length code of the swap bodies according to table 1 and table 2

- **24**: the width class of the swap bodies in mm

- **2600**: indicates the strength of the swap bodies’ body, standard or reinforced with the marking referring to EN12642
Codification of semi-trailers

EN 13044 Part 3
Markings for semi-trailers related to rail operation (codification plate)
optional horizontal or vertical

most manufacturers will deliver ILUs with codification plate
Codification of semi-trailers

The items of the marking have the following meaning:

- The code for the railway profile according to UIC 596-6 in connection with ‘P’ or ‘N’
- The height of the saddle in cm, according to UIC596-5. When there is no adaption of the height possible, there is no letter mentioned.
- The strength of the semi-trailer-body, standard or reinforced with the marking referring to EN12642
- Optional: compatibility code “c” with position of the scotch block
- The compatibility codes with different pocket wagon types, according to UIC596-5
The implementation of the EN 13044 began on July, 1 2011

- UIRR as administrator has started the ILU-Code website and issued a multilingual information folder and press declarations.
- Main objective is to realise the transition to the new owner identification within 3 years.
- All actors in the intermodal business should inform their customers and establish links to the ILU-Code website.
- A common effort of all actors is necessary for a successful transition to the new system.