Presentation of UIRR on weights and dimensions of road vehicles relevant for Combined Transport

Martin Burkhardt, Director General

Geneva, 07 November 2012
Weights and dimensions for road: relevant for CT

The European Commission is working on a revision of
- 96/53 weights and dimensions for road vehicles
- 97/27 masses and dimensions of motor vehicles (type-approval)

Intermodality requires the cooperation of several modes. Stable framework conditions are the prerequisite that actors of all concerned modes invest in intermodality.

Combined Transport is transport of road vehicles or loading units on rail.
- CT requirements generally exceed the regular UIC rail loading gauge (G1), and thus require an extended loading gauge.
- The allowed maximum road dimensions are important for CT: stability in dimensions is most needed.
Restricted rail loading gauge of railway lines

Problem: in particular for semi-trailers and transport of tucks on Rolling Motorway

Costly to enlarge infrastructure (tunnels) or to operate low platform wagons. Wagon specifications nearly reached its limits.
Solution: Codification in Combined Transport

A system based on three elements:

Identification plate on the ILU

Markings on the wagons

Codification of the lines

Important for secure and fast operations as Combined Transport exceeds normal rail loading gauge
Standardisation and stable framework conditions

Crane grapple arms fitting into handling devices

Semi-trailer loaded in special pocket wagon to minimise the height as load gauge is restricted
Stable Framework Conditions lead to Investment

Small wheels for transport of high volume mega-trailers

in order to be able to transport 4 m high semi-trailers

Pocket wagon for Mega-Trailors: Very low pocket platform: 270 mm above top of rail
Low platform wagons for Rolling Motorway

with very small wheels and 4 or 5 axle bogies

to be able to transport 4 m high trucks within rail gauge P80
Rolling Motorway for complete trucks

every centimetre counts
precision job
Conclusion: stable weights and dimensions

- **Width and height** of road vehicles and loading units reached limits
  - safety limits for road
  - load gauge limits for rail

- Wagons, ships and transhipment equipment have high investment costs and a long lifetime.

- Stable framework conditions for weights and dimensions are a prerequisite for investment in intermodality.

- Dimensions (or tolerances) exceeding 4m height and 2.55m or 2.60m width endanger intermodality.
No extension of road dimensions for aerodynamics

Concerns the revision of 97/27 Type approval of motor vehicles where Commission proposes an extension of width (+5 cm) and length (+50 cm)

- Aerodynamic devices are a measure with restricted effects at higher speeds so relevant only for long distance transport on motorways.
- Aerodynamics can be improved within current dimensions additional effects with extension of dimensions are small.
- Combined Transport is competitive on long distances. Nothing should be done endangering compatibility of road vehicles with other modes.
- Modal shift to rail is by far the most effective means to reduce CO₂ emissions already today by 75% with potential to zero-emissions when only renewable energy is used!
- Aerodynamic devices risking less shift to rail (definitely no ‘wider’ and ‘higher’, a very limited extension of length)
- No extension of dimensions before the overall effects on energy and CO2 savings and safety are not properly studied.

A common European speed-limit for trucks at 80 km/h would have much greater effects, reduce costs and rise road safety.
Road-Rail CT = Effectively inserting electric rail into contemporary transport-chains

THANK YOU FOR YOUR ATTENTION

Administrator of the ILU -Code

Martin Burkhardt- UIRR scrl
mburkhardt@uirr.com
+32 2 548 78 90