



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.

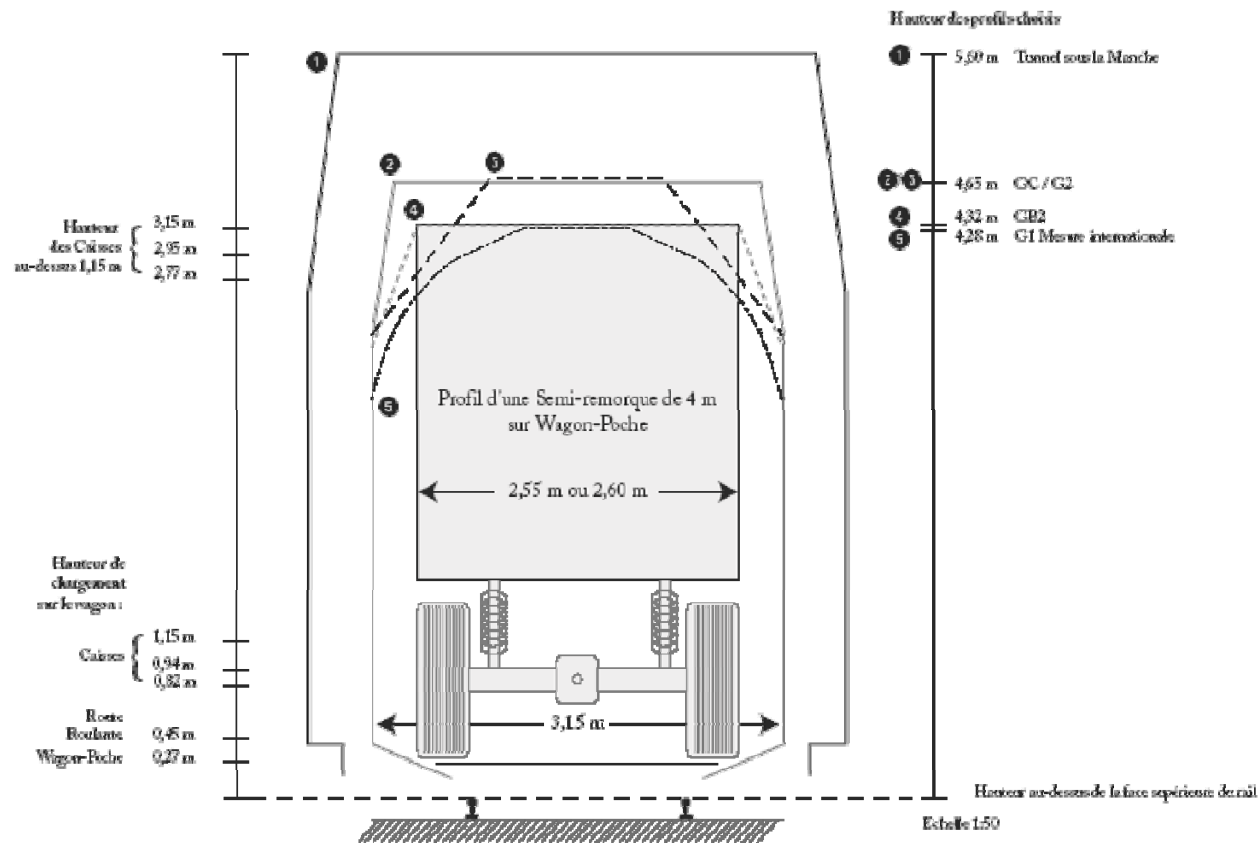
Combined Transport is transport of road vehicles or loading units on rail.

- 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 trucks 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

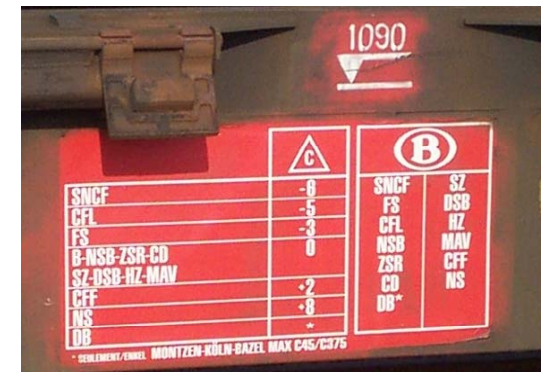


A system based on three elements:

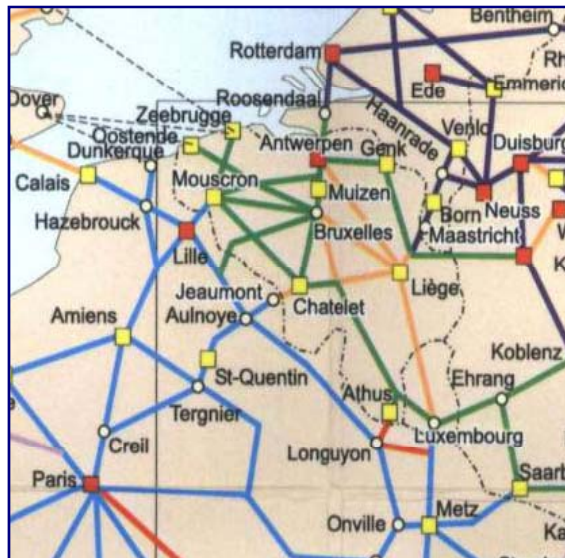
Identification plate on the ILU



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



Pocket wagon for Mega-Trailers: Very low pocket platform: 270 mm above top of rail

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

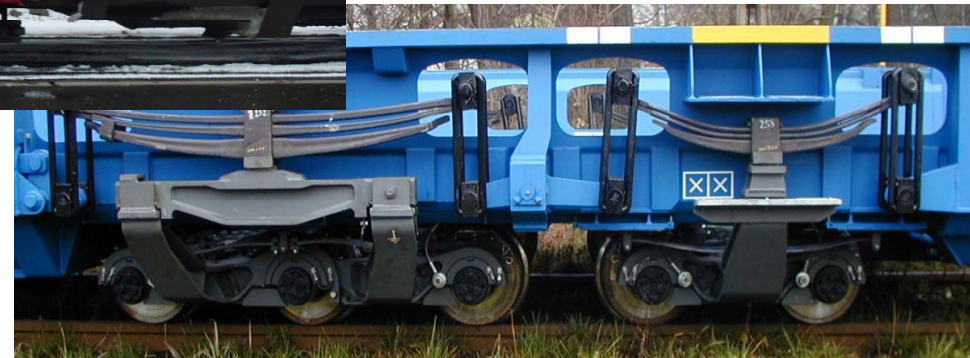
Low platform wagons for Rolling Motorway



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 transshipment 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 scr1

mburkhardt@uirr.com

+32 2 548 78 90