



NSAI
Standards

Irish Standard
I.S. EN 13044-2:2011

Intermodal Loading Units - Marking - Part 2: Markings of swap bodies related to rail operation

I.S. EN 13044-2:2011

Incorporating amendments/corrigenda/National Annexes issued since publication:

The National Standards Authority of Ireland (NSAI) produces the following categories of formal documents:

I.S. xxx: Irish Standard – national specification based on the consensus of an expert panel and subject to public consultation.

S.R. xxx: Standard Recommendation - recommendation based on the consensus of an expert panel and subject to public consultation.

SWIFT xxx: A rapidly developed recommendatory document based on the consensus of the participants of an NSAI workshop.

This document replaces:
EN 13044:2000

This document is based on:
EN 13044-2:2011

Published:
19 January, 2011

This document was published
under the authority of the NSAI
and comes into effect on:
19 January, 2011

ICS number:
35.240.60
55.180.10

NSAI
1 Swift Square,
Northwood, Santry
Dublin 9

T +353 1 807 3800
F +353 1 807 3838
E standards@nsai.ie
W NSAI.ie

Sales:
T +353 1 857 6730
F +353 1 857 6729
W standards.ie

Údarás um Chaighdeáin Náisiúnta na hÉireann

English Version

**Intermodal Loading Units - Marking - Part 2: Markings of swap
bodies related to rail operation**

Unités de chargement intermodales - Marquage - Partie 2:
Marquages des caisses mobiles pour l'exploitation sur rail

Intermodale Ladeeinheiten - Kennzeichnung - Teil 2:
Kennzeichnungen von Wechselbehältern für den
Bahnbetrieb

This European Standard was approved by CEN on 30 November 2010.

CEN members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for giving this European Standard the status of a national standard without any alteration. Up-to-date lists and bibliographical references concerning such national standards may be obtained on application to the CEN-CENELEC Management Centre or to any CEN member.

This European Standard exists in three official versions (English, French, German). A version in any other language made by translation under the responsibility of a CEN member into its own language and notified to the CEN-CENELEC Management Centre has the same status as the official versions.

CEN members are the national standards bodies of Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland and United Kingdom.



EUROPEAN COMMITTEE FOR STANDARDIZATION
COMITÉ EUROPÉEN DE NORMALISATION
EUROPÄISCHES KOMITEE FÜR NORMUNG

Management Centre: Avenue Marnix 17, B-1000 Brussels

Contents

Page

Foreword.....	3
Introduction	4
1 Scope	5
2 Normative references	5
3 Terms and definitions	6
4 Operational markings.....	6
4.1 Purpose of the operational markings	6
4.2 Structure of the operational marking.....	6
5 Location of the marking	9
6 Assignment of the profile code	9
7 Allocation bodies for coding and their responsibilities	9
8 Other operational marks	9
8.1 General.....	9
8.2 Maximum gross and tare masses	10
8.3 Warning sign for not allowed stacking configurations.....	10
8.4 Warning; Electricity	10
9 Design of the markings	10
9.1 Size and colour of the markings	10
9.2 Display and location of the markings	10
9.2.1 General.....	10
9.2.2 Location	10
Annex A (normative) Warning; Electricity	11
Bibliography	12

Foreword

This document (EN 13044-2:2011) has been prepared by Technical Committee CEN/TC 119 “Swap bodies for combined goods transport”, the secretariat of which is held by DIN.

This European Standard shall be given the status of a national standard, either by publication of an identical text or by endorsement, at the latest by July 2011, and conflicting national standards shall be withdrawn at the latest by July 2011.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. CEN [and/or CENELEC] shall not be held responsible for identifying any or all such patent rights.

This document supersedes EN 13044:2000.

According to the CEN/CENELEC Internal Regulations, the national standards organizations of the following countries are bound to implement this European Standard: Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland and the United Kingdom.

Introduction

This European Standard contains the recommended method of marking Intermodal Loading Units (ILU) to meet current and future requirements.

This European Standard follows the format used in EN ISO 6346, the worldwide accepted standard for marking and coding of marine freight containers. As the above standard can be applied, without alteration, to an ILU, the standard is not directly interchangeable with the ISO standard. However, since the ILU are handled and transported in Europe in the same environment as ISO freight containers, the two standards are compatible.

1 Scope

This European Standard provides a system for the identification and presentation of information about the ILU. The identification system is intended for general application, for example in documentation, control and communication (including automatic data processing systems), as well as for display on the ILU and other non ISO containers (i.e. which dimensions and testing parameters differ from those defined by the applicable ISO standards) used in European transport.

The methods of displaying identification and specific other data (including operational data) on the ILU by means of permanent marks are included.

This European Standard specifies:

- a) an ILU identification system with an associated system for verifying the accuracy of its use, having mandatory marks for the presentation of the identification system for visual interpretation; and
- b) a coding system for data on ILU size, with corresponding marks for their display;
- c) mandatory operational marks;
- d) physical presentation of the marks on the ILU.

This part of the European Standard prescribes the system of operational data for the codification of the swap bodies. The codification assigns a maximum profile for the cover area available at the rail tracks to the swap bodies in order to enable the selection of those rail tracks on which these swap bodies can be transported without any danger.

This part of the European Standard prescribes furthermore the additional operational markings, which are necessary for railway operation.

This European Standard does not cover temporary operational marks of any kind, permanent marks, data plates, etc. which may be required by intergovernmental agreements, national legislation or non-governmental organisations other than CEN.

NOTE Some of the major international conventions whose container-marking requirements are not covered in this European Standard are as follows:

- International Convention for Safe Containers (UN/IMO 1992);
- Customs Convention on Containers 1956 and 1972;
- Customs Convention on International Movement of Goods under Cover of TIR Carnets (TIR-Convention) 1959 and 1975.

It should not be assumed that this list is exhaustive.

This European Standard does not cover the display of technical data on Swap tanks (see EN 1432) nor does it, in any way, include identification marks or safety signs for items of cargo which may be carried in swap bodies.

2 Normative references

The following referenced documents are indispensable for the application of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

This is a free preview. Purchase the entire publication at the link below:

[Product Page](#)

-
- Looking for additional Standards? Visit Intertek Inform Infostore
 - Learn about LexConnect, All Jurisdictions, Standards referenced in Australian legislation
-