

FIT FOR

REICHT

Spring Days

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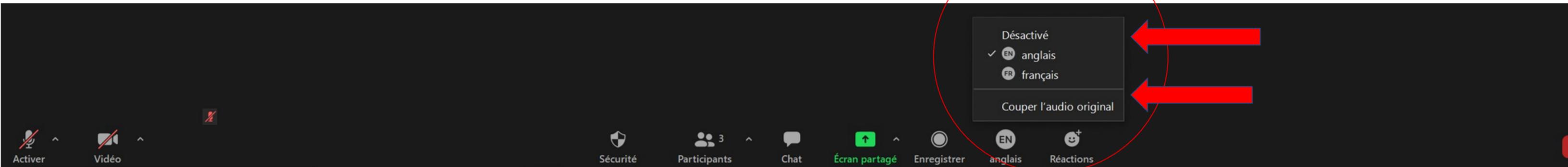
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- **please raise your hand, the host will invite you to speak**

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FIT FOR

REIGHT

Exceptional Consignments

# UIC Freight – competence centres

**LOAD  
SAFETY**

**WAGON  
UTILISATION**

**DANGEROUS  
GOODS**

**TRAIN  
OPERATION**

**COMBINED  
TRANSPORT**

**DATA  
EXCHANGE**

**CORRIDOR  
DEVELOPMENT**

**RAIL FREIGHT  
FORWARD**

# UIC Freight – new website



ABOUT ▾

ACTIVITIES ▾

REGIONS ▾

PRODUCTS & SERVICES ▾



Home / Freight

## FREIGHT

Let's MODAL SHIFT to an environmentally sustainable future where rail plays a central role in mobility and, asserts itself as its unwavering backbone. To support this ambition, UIC is a key partner working with its members to drive modal shift. This is achieved by harmonising business, operational and information processes which are at the heart of rail freight's daily business activities.

### WAGON UTILISATION

Wagons are a key asset in rail freight transport. UIC works in this area to ensure the interoperability, availability, and easy and safe hand over of wagons, which has a direct impact on operational capacity and overall cost. [Read more...](#)

ATTI Claim Settlement

Corrective Maintenance / Restoring fitness to run GCU

Technical Inspection Wagon Utilisation

### COMBINED TRANSPORT

Combined transport (CT) is key to achieve a carbon neutral transport sector in the context of the European Green Deal. Combined Transport, presenting a range of benefits, contributes towards a better quality of life and proposes a seamless transport solution in order to improve the productivity of the entire chain. [Read more...](#)

### CORRIDOR DEVELOPMENT

The development of intercontinental rail freight corridors opens extremely promising perspectives to the growth of rail transportation over long distance, as an alternative to other modes - maritime or road transport - or as an effective partner in the global logistic chain. [Read more...](#)

ECCO Freight Forwarders

### DANGEROUS GOODS

The transport of dangerous goods is subject to specific regulatory measures stipulated by the competent international, European, or national authorities, as well as certain measures taken by companies themselves. Dangerous goods safety on the railways is based on general railway operations safety. This area is managed by UIC in close consultation with its members and in cooperation with other stakeholders. [Read more...](#)

### TRAIN OPERATION

Harmonisation is the basis for a seamless international and border crossing freight traffic. UIC facilitates best practice sharing to ensure interoperability as well as increase commercial speed of train traffic. Key part of this competence centre is corridor development, ensuring that significant traffic flows are being prioritised and investments being put in place. [Read more...](#)

Exceptional Consignments Operations Quality

XBorder

### DATA EXCHANGE

Digitalisation is key tool to facilitate business growth, reduce future costs and mitigate errors. UIC manages and develops a broad portfolio of transversal digital solutions, enabling efficient data exchange between supply chain partners. At utmost importance it is the development of DP-RAIL, an RFF initiative to create an open European Digital Ecosystem to facilitate seamless interoperable information flows between all rail freight entities. [Read more...](#)

Border Points Coding DIUM DIUM/NHM GRU

IT working group NHM RailData

### LOAD SAFETY

The safety of goods is pivotal in rail freight transport. Hence, UIC has produced Loading Guidelines to clearly outline the key principles and technical recommendations for loading methods, which will ensure that goods reach the intended destination unscathed. [Read more...](#)

Loading guidelines Loading Guidelines - Working group

UIC Pallets

### RAIL FREIGHT FORWARD

Rail Freight Forward is a coalition of European rail freight companies that are committed to drastically reduce the negative impact of freight transport on the planet and mobility, through innovation and a more intelligent transport mix. UIC Freight acts as the overall coordinator of the RFF program and related technical projects. [Read more...](#)



INTERNATIONAL UNION  
OF RAILWAYS

# **DEEP DIVE INTO EXCEPTIONAL CONSIGNMENTS**



INTERNATIONAL UNION  
OF RAILWAYS

# LET'S GET TO KNOW YOU BETTER - POLL



**Paulo Freitas, UIC Senior Freight Advisor**

**Coordinator of UIC “Exceptional Consignments” Working Group**

**Koordinator der UIC-Arbeitsgruppe „Außergewöhnliche Sendungen“**

# Exceptional transport Außergewöhnliche Sendungen

- ❑ The transport of goods that are uncommon, whether due to their dimensions, weight or nature
- ❑ This type of transport goes beyond the provisions and regulations for the loading of goods onto railway wagons stipulated in the UIC Loading Guidelines
- ❑ Therefore, they can only be accepted for carriage under special technical and operational conditions
- ❑ Der Transport von Gütern, die aufgrund ihrer Abmessungen, ihres Gewichts oder ihrer Beschaffenheit ungewöhnlich sind
- ❑ Diese Art des Transports geht über die in den UIC-Verladerichtlinien festgelegten Bestimmungen und Vorschriften für die Verladung von Gütern in Eisenbahnwaggons hinaus
- ❑ Eine Übernahme zur Beförderung ist daher nur unter besonderen technischen und betrieblichen Voraussetzungen möglich

<https://infrastruktur.oebb.at/en/partners/rail-network/documents-and-data/exceptional-consignments>



## Exceptional consignments

Too high, too wide, too long, too heavy ...  
We devise tailored solutions for transport of your exceptional consignments or for vehicles that are not licensed for transport.

### When is a consignment deemed "exceptional"?

A consignment is considered an exceptional consignment when it causes particular difficulties for fixed installations or for the wagons of one of the railways/RUs used, as a result of its outer dimensions, its mass or its nature and can therefore only be forwarded subject to specific technical or operational conditions.

# Exceptional transport requires exceptional knowledge Außergewöhnliche Sendungen erfordern außergewöhnliches Wissen

**Exceptional transport**

We take care of your exceptional transport such as construction equipment, rails, military transport, etc.

We are adept at handling bulky and heavy consignments. That is because rail is the best way of handling regular or Europe-wide special consignments.

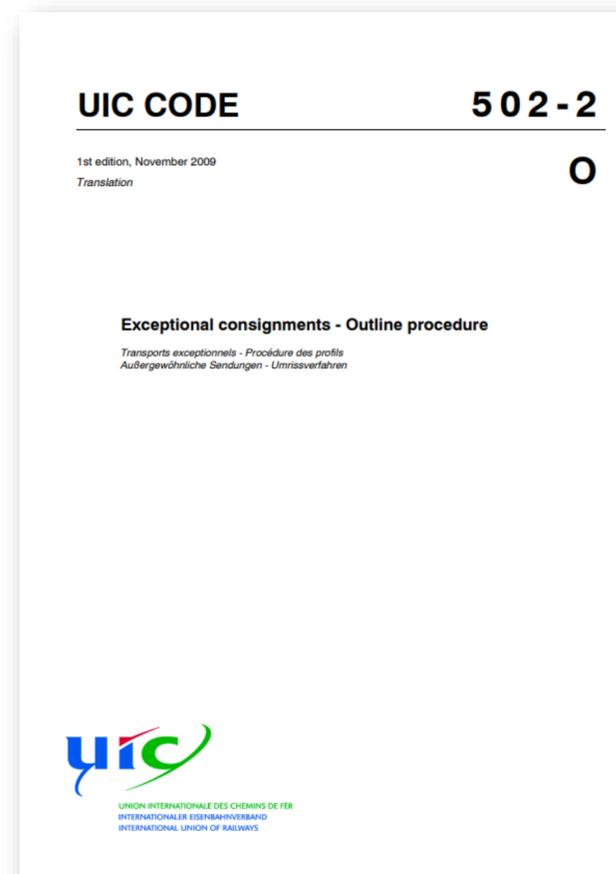
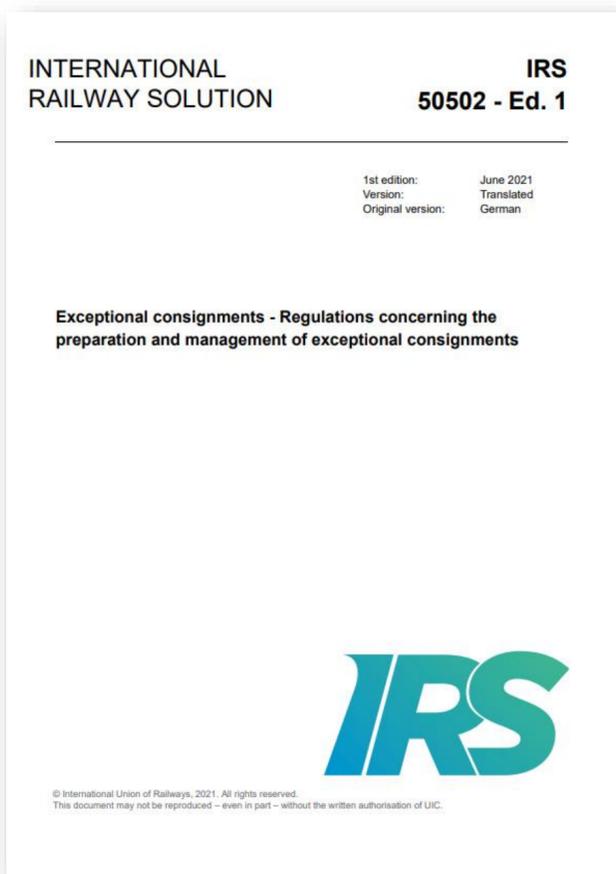
**Exceptional transport needs to be supported by exceptional knowledge**

No need for long-term and complicated license applications in different countries.

<https://be.dbcargo.com/rail-be-en/products-and-services/exceptional-transport>

# Exceptional transport requires exceptional knowledge Außergewöhnliche Sendungen erfordern außergewöhnliches Wissen

- ❑ The means and expertise gathered by RUs and IMs when providing rail transport solutions for exceptional consignments can also be used in other uncommon situations
- ❑ Therefore, the role of a group of experts, in collecting the wealth of experience regarding the carriage of exceptional consignments for a wide range of customers, is of paramount importance



- ❑ Die von EVU und EIU bei der Bereitstellung von Schienentransportlösungen für außergewöhnliche Sendungen gesammelten Mittel und Fachkenntnisse können auch in anderen außergewöhnlichen Situationen genutzt werden
- ❑ Daher ist die Rolle einer Expertengruppe, die umfangreiche Erfahrungen beim Transport außergewöhnlicher Sendungen für ein breites Kundenspektrum sammelt, von größter Bedeutung

Former UIC leaflet 502-1  
Früheres UIC-Merkblatt 502-1

# UIC “Exceptional Consignments” Working Group UIC-Arbeitsgruppe „Außergewöhnliche Sendungen“

COUNTRY IN WHICH EITHER AN RU OR AN IM (OR BOTH)  
IS A MEMBER OF THE EXCEPTIONAL CONSIGNMENTS WG

UIC 502 WG member



□ UIC WG 502: 83 members

□ AG 502 der UIC: 83 Mitglieder

□ 29 IMs (EIU)

□ 54 RUs (EVU)

# UIC “Exceptional Consignments” Working Group

## UIC-Arbeitsgruppe „Außergewöhnliche Sendungen“

- Working group within the UIC Freight Dept.
- The EC WG has 83 members
  - 29 IMs
  - 54 RUs
- The plenary of this UIC working group is comprised of exceptional consignment transport experts from all over Europe
- The working group meets twice/year:
  - A working meeting to treat amendment proposals on a topic-related basis
  - A deliberative meeting, constituting an opportunity for the working group to present the drafted amendments, answer relevant questions that may arise, and vote in or reject amendments
- During the COVID-19 pandemic the meetings were virtual. Currently, the meetings are hybrid, although in-person attendance is highly encouraged due to the nature of the activities
- Arbeitsgruppe innerhalb der UIC-Abteilung Güterverkehr
- Die AG zählt 83 Mitglieder
  - 29 EIU
  - 54 EVU
- Das Plenum dieser UIC-Arbeitsgruppe besteht aus Experten des Bereichs ‚Außergewöhnliche Sendungen‘ aus ganz Europa
- Die Arbeitsgruppe trifft sich zweimal im Jahr:
  - ein Arbeitstreffen zur themenbezogenen Behandlung von Änderungswünschen
  - eine Sitzung zur Beratung, in der die AG die vorgeschlagenen Änderungsanträge vorstellt und ggf. Fragen beantwortet, wonach die Änderungen dann freigegeben oder abgelehnt werden.
  - In der Corona-Zeit fanden die Treffen virtuell statt, zurzeit sind sie hybrid. Angesichts der Natur der Arbeiten wird jedoch zu persönlicher Anwesenheit ermutigt.



**Sandra Balting, DB Cargo AG**

**Chairwoman UIC Working Group “Exceptional Consignments”**

**Vorsitzende UIC Arbeitsgruppe “Außergewöhnliche Sendungen”**

**Military transports - Exceptional consignments with special challenges**

**Militärverkehre - Außergewöhnliche Sendungen mit besonderen Herausforderungen**

## Aufgaben EVU

- 1) Kundenaufträge entgegennehmen
- 2) Transportbedingungen festlegen
- 3) Lieferfristen vereinbaren
- 4) Zustimmungsantrag an alle beteiligten EVU und an die EIU (auf deren Strecken das eigene EVU verkehrt) erstellen und versenden
- 5) Als beteiligtes EVU Übernahmezustimmung (EVU) erstellen und an die beteiligten EVU versenden
- 6) Transportgenehmigung erstellen und an den Kunden und die eigenen Mitarbeiter versenden

## RU Tasks

- 1) Take customer applications
- 2) Define the transport conditions
- 3) Agree on delivery deadlines
- 4) Create and send an approval application to all participating RUs and to the IM (on whose lines the RU runs)
- 5) As a participating RU, create and issue a handover approval (RU) to the participating RUs
- 6) Create the transport authorisation and send it to the customer and to its own personnel

## Aufgaben EIU

- 1) Tätigkeiten zur Ermittlung und Festlegung der betrieblichen Beförderungsbedingungen innerhalb des Zuständigkeitsbereiches des EIU koordinieren.
- 2) Vorgegebenen Beförderungsweg überprüfen.
- 3) Betriebliche und technische Bedingungen auf Grundlage der Angaben des EVU ermitteln.
- 4) Betriebliche und technische Bedingungen auf Grenz- und Übergabestrecken mit den benachbarten EIU abstimmen.
- 5) Kosten für Leistungen der Infrastruktur festlegen.
- 6) Übernahmezustimmung (EIU) erstellen und an das antragstellende EVU und benachbarte EIU versenden.
- 7) Betriebliche Unterlagen (Bsp. Fahrplan, ...) für die Durchführung der aS erstellen und versenden.

## IM Tasks

- 1) Coordinate the activities for determination and specification of the operational forwarding conditions under the responsibility of the IM.
- 2) Verify the assigned forwarding route.
- 3) Determine the operating and technical conditions on the basis of information provided by the RU.
- 4) Agree the operating and technical conditions with the neighbouring IMs, for border-crossing and handover routes.
- 5) Price the infrastructure services.
- 6) Create a handover approval (IM) and issue it to the requesting RU and to the neighbouring IM.
- 7) Create and issue operating documents (e.g., Timetable, etc.) for carriage of the exceptional consignment.

# Die Schritte vom Kundenantrag bis zur Genehmigung

## Steps from the customer submission to approval

Der Genehmigungsprozess gliedert sich in folgende Bausteine:

- (1) Kundenantrag
- (2) Zustimmungsantrag
- (3) Übernahmezustimmungen
- (4) Transportgenehmigung

Der aus dem Kundenantrag resultierende Zustimmungsantrag ist dabei die Grundlage für das gesamte Genehmigungsverfahren.

The approval process is divided into the following building blocks:

- (1) Submission of application by the customer
- (2) Application for approval
- (3) Handover approvals
- (4) Transport authorisation

The application for approval resulting from the customer application forms the basis for the entire approval process.

# Kundenantrag

Im Kundenantrag müssen mindestens folgende Angaben gemacht werden:

- 1) Name des Antragstellers
- 2) Art der Ladung, Abmessungen und Gewicht des Ladegutes
- 3) Anzahl gleicher Sendungen
- 4) Versandbahnhof
- 5) Bestimmungsbahnhof
- 6) Übergangsbahnhöfe
- 7) Transportdurchführende(s) EVU (fakultativ)
- 8) Empfänger
- 9) Frachtzahler
- 10) Voraussichtlicher Versandtermin

# Customer application

The customer application must include at least the following information (at a minimum):

- 1) Name of the applicant
- 2) Type of load, dimensions and weight of the payload
- 3) Number of identical shipments
- 4) Forwarding station
- 5) Destination station
- 6) Handover stations
- 7) RU(s) that is/are to perform the transport operation (optional)
- 8) Consignee
- 9) Freight payer
- 10) Provisional dispatch date

# Kundenantrag - Beispiel Militärtransport

## Customer application - Military transport example

- Absender, Empfänger Frachtzahler:  
**Bundeswehr**
- Ladung:  
**Schützenpanzer Puma auf Wagen der Bundeswehr**
- Anzahl gleicher Sendungen:  
**mehrere**
- Versandbahnhof:  
**Musterdorf (DE)**
- Bestimmungsbahnhof:  
**Musterstadt (LT)**
- Übergangsbahnhöfe:  
**Grenze 1, Grenze 2**
- EVU's:  
**EVU 1, EVU 2, EVU 3**
- Voraussichtlicher Versandtermin:  
**10. Okt. 23**
- Sender, consignee, freight payer:  
**Bundeswehr (German Armed Forces)**
- Cargo:  
**Puma infantry fighting vehicle on Bundeswehr wagon**
- Number of identical shipments:  
**Multiple**
- Shipping station:  
**Musterdorf (DE)**
- Destination station:  
**Musterstadt (LT)**
- Transition stations:  
**Border 1, border 2**
- RUs:  
**RU 1, RU 2, RU 3**
- Estimated shipping date:  
**10 October 2023**

<https://www.bundeswehr.de/de/ausruestung-technik-bundeswehr/landsysteme-bundeswehr>

# Zustimmungsantrag - Wozu dient er?

## Approval application - why is it needed?

Wenn es sich um eine außergewöhnliche Sendung handelt, muss mit allen beteiligten EVU und EIU detailliert abgestimmt werden, ob und unter welchen Bedingungen eine Sendung transportiert werden kann.

Der Auftakt dazu ist der Zustimmungsantrag.

Hier werden alle technischen Daten gesamthaft und strukturiert aufgeführt, die erforderlich sind um die Sendung zu prüfen und die Beförderungsbedingungen festzulegen.

When it comes to an exceptional shipment, all participating RUs and IMs must reach a consensus, whether and under which conditions a consignment can be transported.

The first step in this is the approval application.

Here, all technical data, which is necessary to examine the consignment and determine its transport conditions, is listed in a complete and structured manner.

# Zustimmungsantrag – Welche Angaben enthält er?

## Approval application - what information does it contain?

Der Zustimmungsantrag enthält neben den aufbereiteten Angaben des Kundenantrages:

- Angaben zur Art der Sendung
- die genaue Bezeichnung des Güterwagens inklusive aller technischer Daten:
  - Radsatzabstand / Drehzapfenabstand
  - Anzahl der Achsen
  - Länge über Puffer
  - Fußbodenhöhe
  - Eigengewicht
- Angaben zu Radsatzlast und Meterlast
- die genauen Abmessungen und die Kontur der Ladung unter Berücksichtigung der Daten des Güterwagens und der Position auf dem Güterwagen
- den Beförderungsweg
- die Beförderungsbedingungen des EVU

The approval application, in addition to the info provided in the customer application, contains:

- Information on the type of consignment
- The exact designation of the freight wagon, including all of the technical data:
  - Wheelbase/bogie pivot pitch
  - Number of axles
  - Length over buffers
  - Floor height
  - Tare weight
- Information on the axle load and linear load (m)
- The exact dimensions and the contour of the load, taking the freight wagon data, and the position on the freight wagon into account
- The forwarding route
- The forwarding conditions of the RU

# Übernahmezustimmungen

## Handover approvals

Die Übernahmezustimmung ist die Bestätigung eines Beteiligten, dass die Sendung technisch fahrbar ist.

Sie wird jeweils von den EIU und den beteiligten EVU ausgestellt und enthält neben den Angaben des Zustimmungsantrages unter anderem:

- die jeweilige eigene Bearbeitungsnummer
- die Gültigkeit der Zustimmung
- die Beförderungsbedingungen der EVU / EIU
- alle vom Zustimmungsantrag abweichenden oder zusätzlichen Bestimmungen und Vorgaben
- entstehende Kosten

The handover approval is the confirmation from a participant, that the consignment is technically transportable.

It is issued by both the IMs and participating RUs and, in addition to the information provided in the approval application, includes the following:

- A personal reference number
- The validity of the approval
- The forwarding conditions of the RUs/IMs
- All provisions and specifications which deviate from or are additional to the approval application
- Resulting costs

# Transportgenehmigung Transport authorisation

Die Transportgenehmigung muss folgende Angaben enthalten:

- 1) Beförderungsnummern aller am Transport beteiligten EVU und EIU
- 2) Angaben über Art, Abmessungen und Gewicht der Sendung
- 3) Gültigkeitsdauer
- 4) Zugelassene Wagenbauarten
- 5) Bedingungen für die Verladung der Sendung (z.B. kritische Punkte, Ausrichtung der Sendung bei der Abfahrt, Erdung der Ladung, Vorlegen weiterer Dokumente, usw.)
- 6) Versandbahnhof, Bestimmungsbahnhof, Übergangsbahnhöfe
- 7) Hinweise für die Kennzeichnung der Sendung
- 8) Gegebenenfalls Hinweise zur Frachtberechnung

The transport authorisation must contain the following information:

- 1) Forwarding numbers for all RUs and IMs involved in the transport operation
- 2) Details of the type, dimensions and weight of the consignment
- 3) The period of validity
- 4) Approved types of wagon
- 5) Conditions for the loading of the consignment (e.g. critical points, alignment of the consignment at time of departure, earthing of the load, submission of further documents, etc.),
- 6) Dispatch station, destination station, handover stations
- 7) Information for the labelling of the consignment
- 8) Information for calculation of freight costs (where applicable)

# Besondere Merkmale Militärverkehr

## Special features for military traffic

- viele, sehr unterschiedliche, häufig wiederkehrende Ladegüter mit komplexen Umrissen aus einem festen Ladegutpool
- Verladung verschiedener, unterschiedlicher Ladegüter auf einem Güterwagen
- Nutzung vieler unterschiedlicher Güterwagen
- kurzfristiger Tausch von Ladegütern oder Güterwagen
- sehr zeitkritische und oft internationale Transporte, mit vielen Beteiligten
- fester Versandtag
- viele Laufwege, um auch bei kurzfristigen Streckensperrungen oder Baustellen
- Many, very different, often recurring goods, with complex shapes from a fixed goods pool
- Loading of different, varied goods on a freight wagon
- Use of many different freight wagons
- Short notice changes in goods or goods wagons
- Very time critical, and often international transport, with many participants
- Fixed day of dispatch
- Many routes, in the event of short notice route closures or site works

# Besonderheiten bei der Bearbeitung

## Special features of the process

Die Ermittlung, der für den Zustimmungsantrag erforderlichen Daten, ist aufwendig, zeitintensiv und komplex.

Um auch Sendungen mit besonderen Merkmalen wie zum Beispiel den Militärverkehr zeitnah genehmigen zu können, sind einige Arbeitserleichterungen sinnvoll:

- Erstellung von Sammelumrissen über mehrere Ladegüter und/oder Güterwagen
- Erstellung von Datenblätter zu den einzelnen Ladegütern
- Entwicklung und Einführung eines Profilsystems, das die Möglichkeit bietet, Ladegüter, Güterwagen und Beförderungswege flexibel auszutauschen.

Determining the data required for the approval application is costly, time-consuming and complex.

In order to be able to approve consignments with special features, such as military transport, in a timely manner, some simplification is needed:

- Create collective outlines across a number of loads and/or freight wagons
- Create data sheets for the individual loads
- Develop and implement a profile system, which offers the possibility to flexibly change loading goods, freight wagons and routes.



**Sandra Balting, DB Cargo AG**

**Chairwoman UIC Working Group “Exceptional Consignments”**

**Vorsitzende UIC Arbeitsgruppe “Außergewöhnliche Sendungen”**

**Next topics / challenges for our working group**

**Nächste Themen / Herausforderungen für unsere Arbeitsgruppe**

# Fahrzeuge ohne Inbetriebnahmegenehmigung

## Vehicles without authorisation to place in service

- Für **zugelassene Güterwagen** gibt es im Rahmen des AVV ein abgestimmtes Verfahren zur Ausstellung einer Lauffähigkeitsbescheinigung. Hier sind sowohl die erforderlichen Tätigkeiten in Form einer Checkliste als auch die Lauffähigkeitsbescheinigung selbst geregelt.
- Für alle anderen Fahrzeuge – besonders für Fahrzeuge ohne Inbetriebnahmegenehmigung, die im Rahmen einer außergewöhnlichen Sendung verkehren – gibt es international kein abgestimmtes Verfahren.
- Wird also bei einem internationalen Transport eine Lauffähigkeitsbescheinigung gefordert, kann der Inhalt der Untersuchung und die Bescheinigung von Land zu Land stark abweichen.
- Allerdings wurden und werden in vielen Ländern in den letzten Jahren dazu die unterschiedlichsten nationale Vorgaben durch den Gesetzgeber festgelegt.
- For **authorised freight wagons**, there is a standardised procedure for issuing a certificate of ability to run within the framework of the GCU. Here, both the required activities in the form of a checklist, and the certificate of ability to run itself are regulated.
- For all other vehicles - especially for vehicles without authorisation to place in service which run within the framework of an exceptional consignment - there is no internationally determined procedure in place.
- Therefore, if a certificate of ability to run is required for international carriage, the content of the assessment and the certificate may vary greatly from country to country.
- However, in many countries, a wide variety of national requirements have been and are being laid down by legislators in recent years.

# Zusammenstellen und Harmonisieren nationaler Anforderungen

## The compilation and harmonisation of national requirements

- Das Zusammenstellen und die Harmonisierung nationaler Anforderungen ist ein ständiges Ziel unserer
- Derzeit betrachten wir vor allem die nationalen Anforderungen und Vorgaben, die für Sendungen existieren, die das Lademaß nach oben überschreiten
- Ziel ist zunächst die Erfassung der unterschiedlichen nationalen Regelungen. Anschließend sollen, die unterschiedlichen Vorgaben vereinheitlicht werden
- Wenn eine Erdung erforderlich ist, soll der Kunde unabhängig von den beteiligten Ländern ein spezifiziertes Erdungskabel nutzen können
- The compilation and harmonisation of national requirements is one of our ongoing aims
- At present, we are mainly looking at the national requirements and specifications that exist for consignments that exceed the loading gauge upwards
- The aim is, first of all, to compile the different national regulations. Then, the different provisions are to be harmonised
- If earthing is required, the customer shall be able to use a specified earthing cable, irrespective of the countries involved

# Vereinfachung des Prozesses für EVU und IB

## Simplification of the process for RUs and IMs

- Auch die Vereinfachung des Prozesses ist eine ständige Aufgabe unserer Arbeitsgruppe.
- Hier arbeiten wir an verschiedenen Themen:
  - Reduzierung der Prozessbeteiligten – Beteiligung des IB nur wenn notwendig
  - Beschleunigung des Genehmigungsprozesses
  - Verlängerung der Gültigkeitsdauern
  - Erhöhung der Flexibilität (Laufwege, Güterwagenauswahl, etc.)
- Simplifying the process is also one of our working group's ongoing tasks.
- We are working on different topics:
  - Reduction of participants in the process - IM only participates if necessary
  - Acceleration of the approval process
  - Extension of the period of validity
  - Increase in flexibility (routes, freight wagon choice, etc.)



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# A CLEAR PICTURE ON **EXCEPTIONAL COSIGNMENTS** - POLL

# Closing words

These were examples of international cooperation in exceptional consignments promoted within UIC. They have the potential for long-lasting success and increased significance as we continue to advocate these experiences all over the network.

**For questions after the webinar:**

Paulo Freitas, UIC Senior Freight Advisor  
[freitas@uic.org](mailto:freitas@uic.org)

# Fit for Freight – Train operation podcast



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**#UICrail**

**Thank you for your kind attention.**

# Exceptional Transport regulation

02019R0773 — EN — 05.01.2022 — 002.001 — 1

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TSI OPE - January/2022

► **B** **COMMISSION IMPLEMENTING REGULATION (EU) 2019/773**  
**of 16 May 2019**  
**on the technical specification for interoperability relating to the operation and traffic management**  
**subsystem of the rail system within the European Union and repealing Decision 2012/757/EU**  
(Text with EEA relevance)  
(OJ L 139I, 27.5.2019, p. 5)

02019R0773 — EN — 05.01.2022 — 002.001 — 94

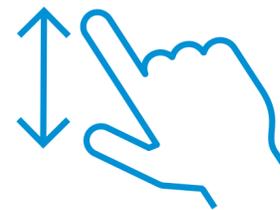
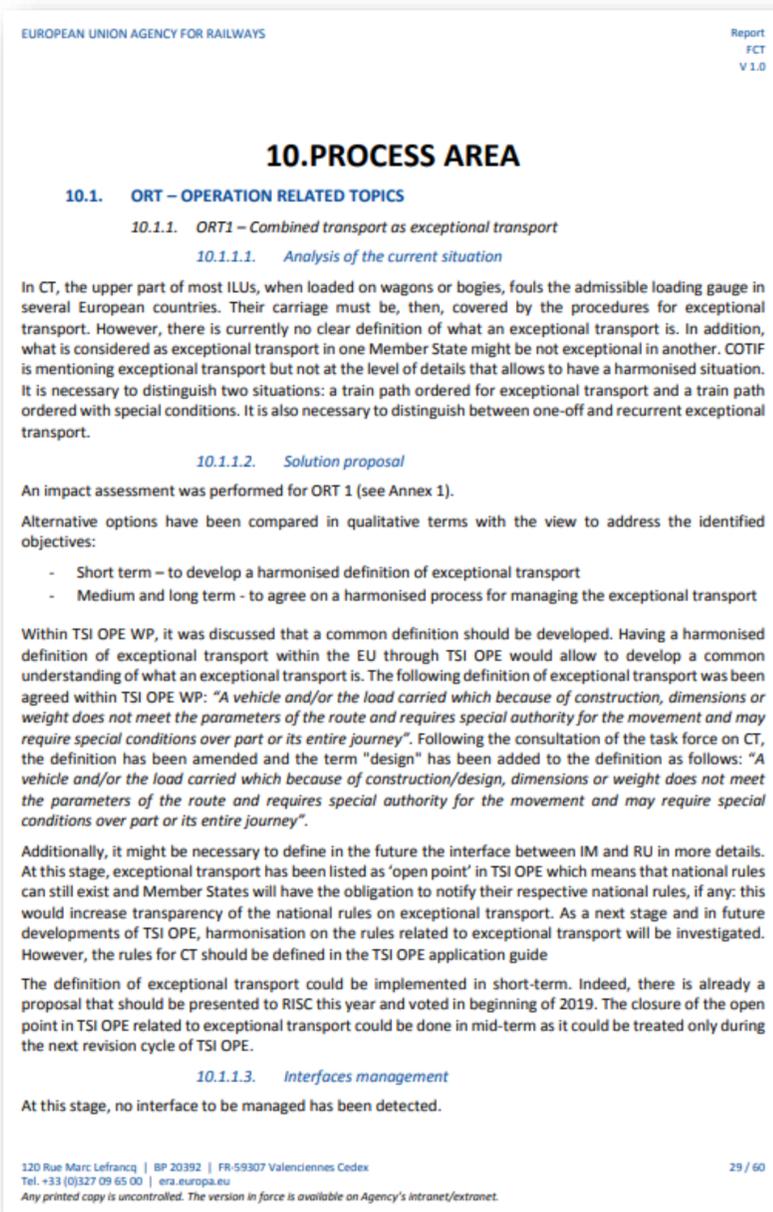
▼ **B**

Term	Definition
Exceptional transport	A vehicle and/or the load carried which because of construction/design, dimensions or weight does not meet the parameters of the route and requires special authority for the movement and may require special conditions over part or its entire journey.

## 2. LIST OF OPEN POINTS

Exceptional transport

# Exceptional Transport regulation



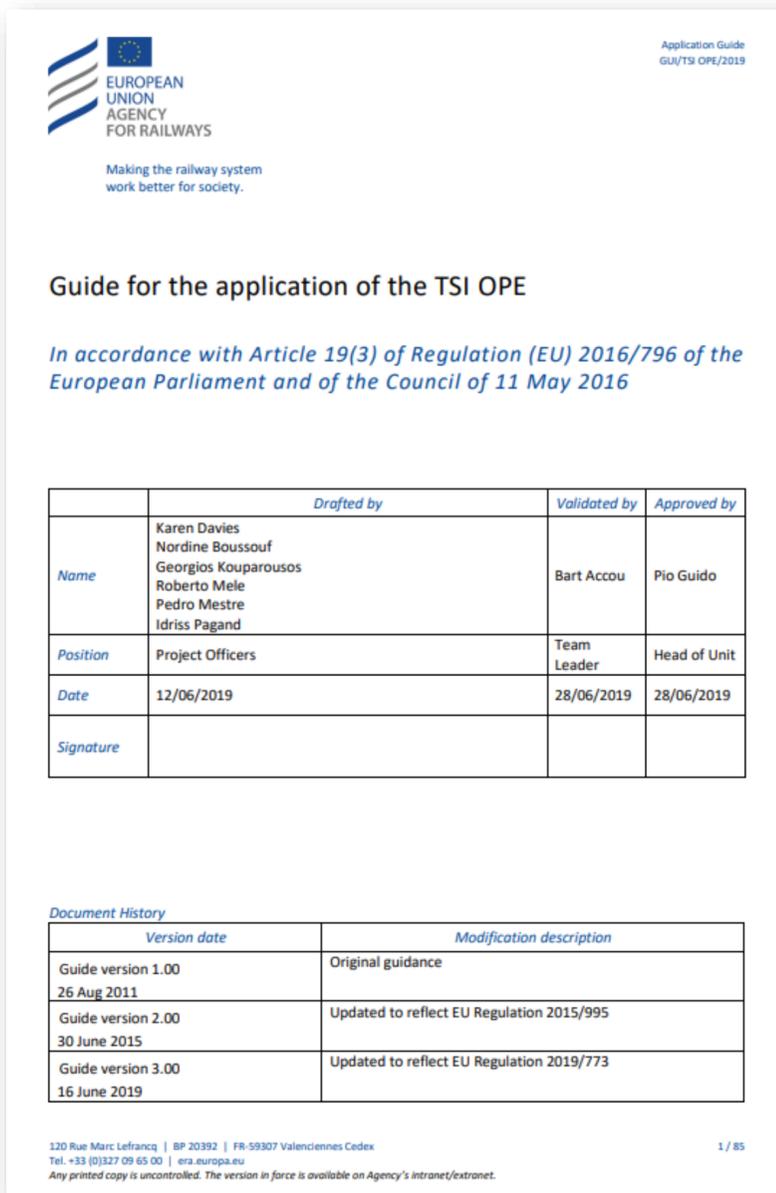
Within TSI OPE WP, it was discussed that a common definition should be developed. Having a harmonised definition of exceptional transport within the EU through TSI OPE would allow to develop a common understanding of what an exceptional transport is. The following definition of exceptional transport was agreed within TSI OPE WP: *“A vehicle and/or the load carried which because of construction, dimensions or weight does not meet the parameters of the route and requires special authority for the movement and may require special conditions over part or its entire journey”*. Following the consultation of the task force on CT, the definition has been amended and the term "design" has been added to the definition as follows: *“A vehicle and/or the load carried which because of construction/design, dimensions or weight does not meet the parameters of the route and requires special authority for the movement and may require special conditions over part or its entire journey”*.

Additionally, it might be necessary to define in the future the interface between IM and RU in more details. At this stage, exceptional transport has been listed as ‘open point’ in TSI OPE which means that national rules can still exist and Member States will have the obligation to notify their respective national rules, if any: this would increase transparency of the national rules on exceptional transport. As a next stage and in future developments of TSI OPE, harmonisation on the rules related to exceptional transport will be investigated. However, the rules for CT should be defined in the TSI OPE application guide

The definition of exceptional transport could be implemented in short-term. Indeed, there is already a proposal that should be presented to RISC this year and voted in beginning of 2019. The closure of the open point in TSI OPE related to exceptional transport could be done in mid-term as it could be treated only during the next revision cycle of TSI OPE.

Report – Facilitation of combined transport (FCT)  
ERA, Sept/2018

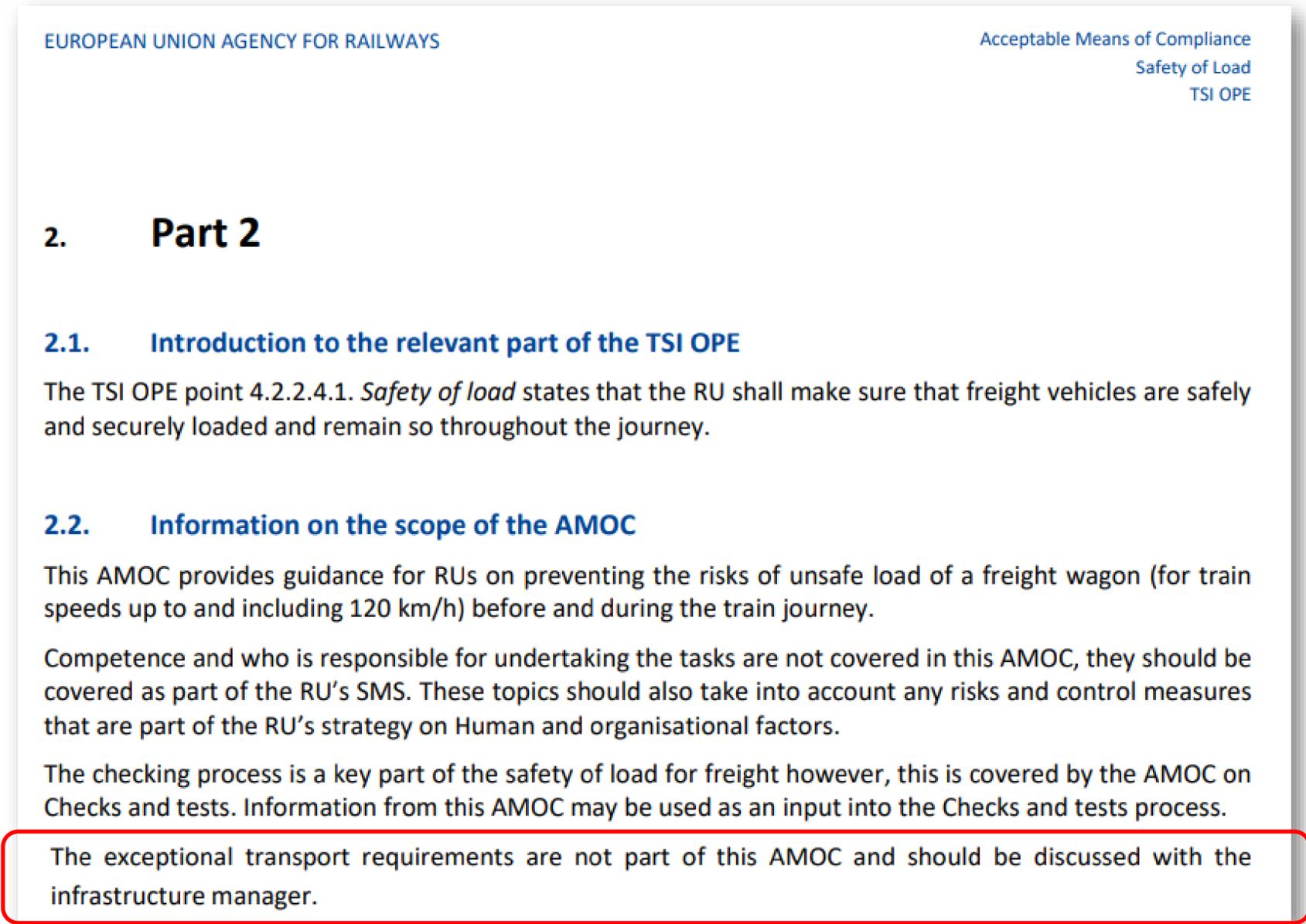
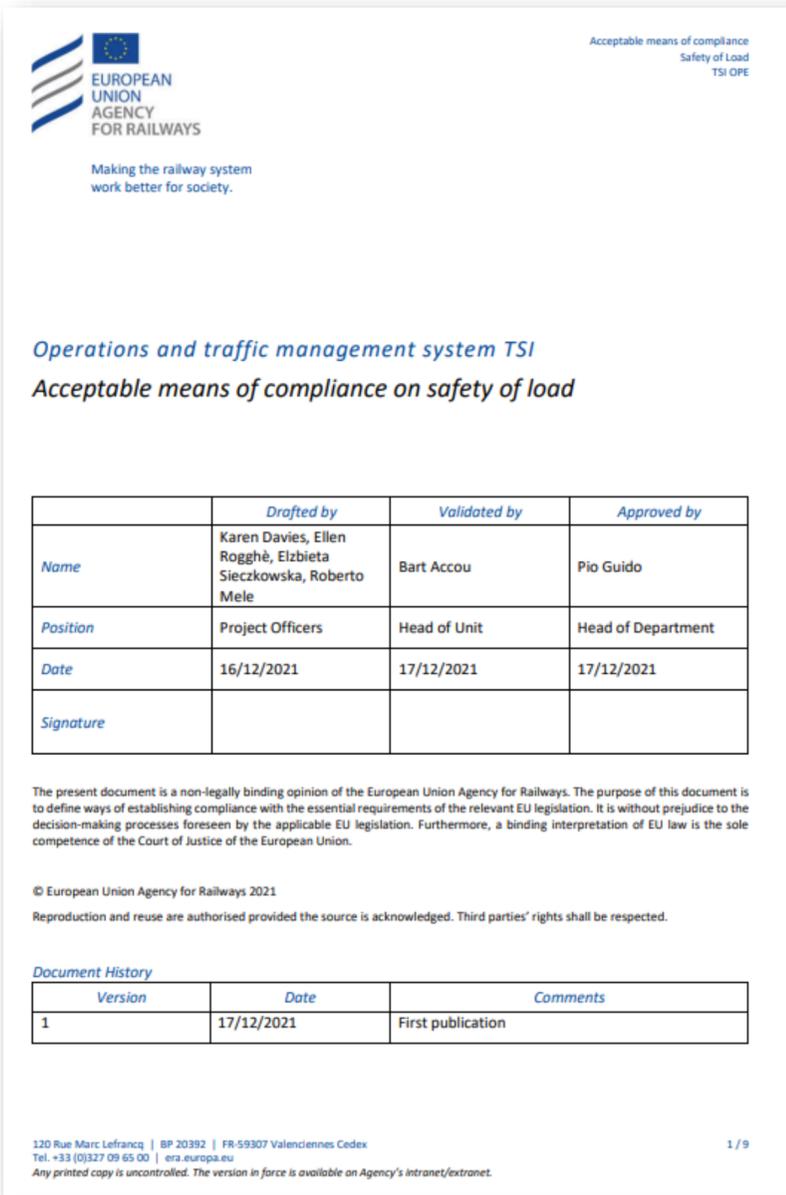
# Exceptional Transport regulation



- Exceptional transport for when the load is outside the normal parameters for the train path. For these cases, it is necessary to distinguish between the one-off and the regular exceptional transport. The conditions defined for the exceptional transport can be fulfilled with a different validity period or requirements depending on the nature of the exceptional transport. The conditions can be valid once or e.g. for one year. However, the RU needs to ensure that for regular exceptional transport, they continue to meet the requirements of the train path.

Guide for the application of the TSI OPE  
ERA, June/2019

# Exceptional Transport regulation



Acceptable means of compliance on safety of load  
ERA, Dec/2021

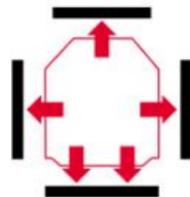
## Our services

- We manage the approval process and the associated network compatibility check for our customers' approval applications in accordance with IRS 50502
- We create and issue schedules for transport of exceptional consignments on the ÖBB-Infrastruktur rail network
- We develop and maintain the gauge catalogue (listing of all gauges authorised on the ÖBB network)
- We also develop and maintain the Annex 2 of the "Guide to exceptional consignments" (list of all trains with regular exceptional consignments)



## Exceptional consignments – guideline (German)

The guide to exceptional consignments (31.04.01) is available in the online shop and contains the requirements for exceptional consignments on the ÖBB-Infrastruktur AG rail network.



## Gauges

Overview of ÖBB gauges for out-of-gauge consignments.



## Annex 2 (German)

Listing of all trains with regular exceptional consignments

<https://infrastruktur.oebb.at/>

## Services

### → Rail Freight Transport

- Certified logistics train
- SWL and block trains
- Intermodal transport
- Transport of Commodities
- Transport of Waste
- Transport of dangerous goods
- Exceptional load
- Siding services
- Support services
- Catalog of freight wagons
- EUR - pallet
- Kilometre stone
- NHM - Harmonized Goods Nomenclature
- DIUM
- Closures of traffic
- Tariffs and Regulations
- Transshipment services
- Rolling Stock maintenance and repair services
- Rolling Stock Rental

## Exceptional load

### Transportation of exceptional load

Exceptional load are consignments which cause special troubles to the carrier, by their outside proportions, weight or their nature. Therefore they can only be accepted for conveyance under special technical and operational conditions. These consignments do not meet binding provisions of regulations of loading goods in the railway wagons, stipulated in UIC Loading Directives.

The most common reasons for considering the consignment to be exceptional load:

- out-of-gauge load (consignments with dimensions exceeding dimensions allowed for the particular track)
- consignments requiring special measures due to location of the gravity centre of the load so that the safety of operations would not be jeopardized,
- consignments with length exceeding end axle or a hinge of the hinge-connected wagon with more than 2 axles to a bigger extent than allowed by the Loading Directives,
- consignments longer than 36 m,
- railway vehicles on their own wheels not being marked „RIV“ or „RIC“,
- railway vehicles with original bogie of 1520 mm wheel base, changed to a bogie of 1435 mm wheel base, namely wagons of O-VM and 1-VM profile, and wagons of any profile not being marked „MC“ (wagons not being marked „RIV“ and wagons, construction of which exceeds allowed limits),
- hinge-connected railway freight wagons (empty or loaded) with the distance between hinges of 19 000 mm or more.

Customer services section provides:

- Forwarding of customer's requests to the infrastructure manager ŽSR – department of URMIZA,
- Comprehensive solution of customer's requests for transportation of exceptional load,
- Communication with ŽSR in order to meet the request,
- Informing the customer on progress and activities indispensable for execution of exceptional load transportations.

[Request for permission to transport an exceptional load](#)

<https://www.zscargo.sk/en/services/rail-freight-transport/exceptional-load>

# Exceptional Transport - application

40

BANEDANMARK | RAILWAY UNDERTAKING | CAPACITY | EXCEPTIONAL TRANSPORT

[f](#) [t](#) [in](#) [link](#)

## Exceptional Transport

### Applying for an Exceptional Transport

If you wish to apply for an Exceptional Transport (ET), please contact Banedanmark in writing. To obtain all necessary information, an application form must be completed. The application form must be submitted to Banedanmark within 14 days (indicative deadline - it may vary depending on the size of the transport) before the transport is to be shipped.

A Transportation Permission for an Exceptional Transport costs DKK 2,500 for the Danish part.

### Application for an Exceptional Transport, please e-mail

E [ut@bane.dk](mailto:ut@bane.dk)

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### Application form

[OPEN](#)

<https://uk.bane.dk/en/Railway-Undertaking/Capacity/Exceptional-Transport>

# Exceptional Transport - application

	A	B	C	D	E	F	G	H	I	J
1										
2										
3										
4										
5	Railway contract number									
6										
7										
8	Period of validity	From	To							
9		0	0							
10										
11										
12										
13										
14	Order date									
15										
16										
17	<b>Order</b>									
18	Railway			Copy to						
19	Contact									
20	Phonenumber									
21	Mail									
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23	<b>Billing address</b>									
24	Customer number									
25	Railway undertaker									
26	Contact									
27	Address									
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	A	B	C	D	E	F	G	H	I	J	K
1	<b>Approval application for an exceptional transport</b>										
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3											
4	Railway contract number		0								
5	Order date		00/01/1900								
6											
7											
8	Period of validity		From	To							
9											
10											
11											
12	1a	Type of goods									
13	1b	Number of the same consignment									
14	2	Type of wagon									
15	2b	International usability (RIV, RIC, TEN)									
16	3	Wheelbase, bogie pivot pin pitch (mm)									
17	4	Bogie wheelbase (mm)									
18	5	Number of wheelsets									
19	6	Length over buffers (mm)									
20	7	Tare weight of wagon (t)									
21	8	Weight of payload									
22	9	Load per metre (t/m)	#DIV/0!								
23	10	Greatest axle load (t)	#DIV/0!								
24	11	Length of payload (mm)									
25											

