

# **SLOVENSKI STANDARD**

## **SIST EN 13044-1:2011**

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**Nadomešča:**  
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### **Referenčne obremenilne enote - Označevanje - 1. del: Identifikacijske oznake**

Intermodal Loading Units - Marking - Part 1: Markings for identification

Intermodale Ladeeinheiten - Kennzeichnung - Teil 1: Kennzeichnungen für die Identifizierung

Unités de chargement intermodales - Marquage - Partie 1: Marquages d'identification

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55.180.10	Večnamenski kontejnerji	General purpose containers

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EUROPEAN STANDARD  
NORME EUROPÉENNE  
EUROPÄISCHE NORM

**EN 13044-1**

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**Intermodal Loading Units - Marking - Part 1: Markings for  
identification**

Unités de chargement intermodales - Marquage - Partie 1:  
Marquages d'identification

Intermodale Ladeeinheiten - Kennzeichnung - Teil 1:  
Kennzeichnungen für die Identifizierung

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.

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## Foreword

This document (EN 13044-1:2011) 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.

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## Introduction

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

The European Standard follows the format used in EN ISO 6346, the world wide 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.

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## 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 communications (including automatic data processing systems), as well as for display on an 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 certain other data (including operational data) on ILUs 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;
- b) a coding system for data on ILU size and type, with corresponding marks for their display;
- c) mandatory operational marks;
- d) physical presentation of the marks on the ILU.

This part of EN 13044 specifies a system to identify the owner of the ILU, which includes an associated system for verifying the accuracy of its use.

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); the CSC convention, of which some approval plates are borne by swap bodies which are not designed for international maritime transport, is likely to evolve in the near future in a way that its implementation field will be restricted to containers for maritime use for which only the BIC is entrusted with the registration of the owner code (code ISO Alpha and code BIC) in the context of the standard EN ISO 6346;
- 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 to 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 ILU.

## 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.

EN ISO 6346, *Freight containers — Coding, identification and marking* (ISO 6346:1995)

## EN 13044-1:2011 (E)

### 3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

#### 3.1

##### Intermodal Loading Unit

##### ILU

loading unit suitable for European intermodal transport on road, rail, inland waterway and sea, which is not an ISO-container according to ISO 830

EXAMPLE Among others swap body, semi trailer.

#### 3.2

##### owner code

four-letter code indicating the owner or the principal operator

### 4 Identification system and its associated marks

#### 4.1 Identification system

The identification system for swap bodies and semi-trailers shall consist only of the following elements, all of which shall be included:

- owner code: four letters
- serial number: six numerals
- check digit: one numeral

#### 4.2 Identification of the owner

**4.2.1** The identification of the owner of the ILU shall be achieved by using the owner code. The identification of the owner shall be unique and therefore it is necessary for all codes to be registered with the *International Union of Combined road rail transport companies* (UIRR). The assigned owner codes will be maintained and checked by UIRR<sup>1</sup>.

**4.2.2** The owner code for ILU shall consist of four capital letters where the last letter also identifies the unit as an ILU and shall consist of one of the five capital letters **A, B, D, E** or **K**.

**4.2.3** The usage of this owner code is limited to the ILU that are circulating in the European region only.

**4.2.4** The following letters as fourth letter of the owner code are reserved for international worldwide use according to EN ISO 6346 and assigned by BIC<sup>2</sup>:

- **U** for all freight containers;
- **J** for detachable freight container-related equipment;
- **Z** for trailers and chassis.

1) UIRR International Union of combined transport companies road rail ([www.UIRR.com](http://www.UIRR.com) ; E-mail: headoffice.brussels@uirr.com).

2) BIC: Bureau International des Containers et du transport intermodal ([www.bic-code.org](http://www.bic-code.org); E-mail: bic@bic-code.org).



### 4.3 Serial number

The serial number for a swap body shall consist of six Arabic numerals. If the series of significant numerals does not total six, they shall be preceded by sufficient zeros to make up six numerals.

EXAMPLE The series of significant numerals is 1234, the serial number is 001234.

### 4.4 Check digit

The check digit provides a means of validating the transmission accuracy of the owner code and serial number and shall be determined as in Annex A. The check digit shall validate the owner code and serial number of the ILU.

## 5 Physical display of marks

### 5.1 Size and colour of marks

The letters and numerals of the owner code, serial number and check digit shall not be less than 100 mm high. All characters shall be of proportionate height and width. They shall be durable and in a colour contrasting with that of the ILU.

### 5.2 Layout and location of marks

#### 5.2.1 General

The requirements of this clause are applicable particularly to the "closed box" type of ILU. For other ILU types, all possible practicable steps should be taken to follow the marking layout and location given for the "closed box" type.

NOTE If not practicable to follow the requirements of this clause, the requirements from EN ISO 6346 may be used.

#### 5.2.2 Layout of marks

The layout of the owner code serial number and check digit on the ILU shall be one single horizontal line. Where constructional features of the ILU dictate otherwise, the layout may differ from the horizontal.

The owner code shall be joined together and shall be separated from the serial number by at least one character space. The serial number shall be separated from the check digit also by one character space and the check digit shall be displayed in a box.

An ILU, having a unique registered identification of its owner "ABCA" and a serial number "001234" and the check digit "2" shall be marked as in Figure 1:

**ABCA 001234**2

**Figure 1 — Layout of marks**

#### 5.2.3 Location of marks

The mandatory identification marks of Clause 3, which are the owner code, check digit, serial number, shall be positioned on the ILU as far as practicable as shown in Figure 2. It shall be present at least on both side walls and on the roof. Optionally the marks may be presented at the rear end wall (door wall).