
2nd edition:
Version:

February 2022
Original

Railway Application - Rolling Stock - Conformity Assessment - Requirements for bodies performing the certification of coding in accordance with IRS 50596-6 (Conformity assessment bodies)



© International Union of Railways, 2022. All rights reserved.
This document may not be reproduced – even in part – without the written authorisation of UIC.

IRS to be classified in volumes of UIC:

V - Rolling Stock

Complete reference in case of citation:

IRS-50596-7:2022, Ed.2: Railway Application - Rolling Stock - Conformity Assessment - Requirements for bodies performing the certification of coding in accordance with IRS 50596-6 (Conformity assessment bodies)

Approbation date:

13 January 2022

With effect from:

March 2022

Application recommended to:

All members of the International Union of Railways

Keywords:

Approval, Certification, Coding, Competencies, Conformity assessment body, Container, Correction digit, Infrastructure manager, Inspection body, Intermodal loading unit, Roller unit, Semi-trailer, Swap body, Testing body.

Warning

No part of this publication may be copied, reproduced or distributed by any means whatsoever, including electronic, except for private and individual use, without the express permission of the International Union of Railways (UIC). The same applies for translation, adaptation or transformation, arrangement or reproduction by any method or procedure whatsoever. The sole exceptions - noting the author's name and the source - are "analyses and brief quotations justified by the critical, argumentative, educational, scientific or informative nature of the publication into which they are incorporated".
(Articles L 122-4 and L122-5 of the French Intellectual Property Code).

© International Union of Railways (UIC) - Paris, 2022

Published by the International Union of Railways (UIC)
16 rue Jean Rey, 75015 Paris - France, February 2022
Dépôt Légal February 2022

ISBN 978-2-7461-3174-3



Record of updates:

2nd edition, February 2022

Content update

CONTENTS

Foreword	1
Executive summary	3
Field of application	4
Reference documents	5
Abbreviations and Symbols	8
Concepts, terms and definitions	9

General Application

1 – General	11
2 – Coding of lines	12
3 – Approval and coding of Intermodal Loading Units	13
3.1 – Process	13
3.2 – Competencies and specific requirements	13
4 – Allocation of a correction digit to wagons designed for combined transport	16
4.1 – Process	16
4.2 – Competencies	16
Appendix A: List of tasks and knowledge required for execution thereof	17
Regulatory listing	19
Bibliography	20

Foreword

An International Railway Solution (IRS) is a document drawn up by consensus and applied on a voluntary basis which aims to facilitate and harmonise railway operation.

IRSs are gradually replacing UIC leaflets.

Members of the International Union of Railways (UIC) participate in the creation of IRSs, of which they benefit in full. Furthermore, marketing to railway stakeholders contributes to the sharing and harmonisation of good practices, in accordance with UIC's primary goal.

While IRSs do not have the force of law, they are created and published in a professional manner and with technical approval on the basis of UIC procedures, and have full technical legitimacy in the railway sector.

The "General application" section constitutes the heart of the IRS and contains the working group's expertise applicable in the broadest manner. The addition of a "Specific application" aims to cover factors specific to a region, a type of service, etc.

Some provisions shall be implemented in all cases to ensure correct application and maintain the system's cohesiveness. Certain operational circumstances require that specific provisions be systematically applied by all users of the document.

For the purposes of understanding, the user acknowledges that the expression of:

- obligation indicates requirements to be respected in order to comply with the expertise expressed in the document (usually "shall");
- recommendation indicates options that are favourable but not essential (usually "should");
- permission indicates options that are recognised but without consequence (usually "may");
- capacity indicates possibilities from a technical standpoint and not permissions or probabilities (usually "can").

Obligation, recommendation and capacity can be expressed in the negative to indicate prohibiting, non-recommendation and incapacity.

If applicable, notably for the purposes of compliance with a UIC approval, passages that are recommended or mandatory for the cohesiveness of the system will be accompanied by the letters "R" and "MCS" respectively.

This IRS reflects the following UIC working group expertise:

Rolling stock sector, SET 03, "Freight related items"

It integrates in full or in part the following UIC leaflets:

- none

It complements the following standards:

- see [Reference documents - page 5](#)

The following IRSs constitute a complementary series:

- *IRS 50596-6* ([see Reference documents](#))

Executive summary

In some cases, the conveyance of Intermodal Loading Units (ILUs) on wagons or bogies will cause the upper part of the loading gauge of railway lines to be fouled.

The coding system defined in *IRS 50596-6* (see [Reference documents - page 5](#)) is intended to ensure the compatibility of ILUs with the permissible profile for combined transport lines and the safety requirements specific to combined transport. It is applicable to the transport of:

- semi-trailers that comply with the conditions set out in *IRS 50596-5* (see [Reference documents](#)), loaded on fixed-recess carrier wagons (pocket wagons) in accordance with *IRS 50571-4* (see [Reference documents](#));
- Intermodal loading units that comply with the conditions set out in *IRS 50592* (see [Reference documents](#)), loaded on carrier wagons as specified in *IRS 50571-4*;
- roller units that comply with the conditions set out in *IRS 50591* (see [Reference documents](#)), loaded on carrier wagons in accordance with *IRS 50571-5* (see [Reference documents](#));
- semi-trailers on bogies (with or without adaptors) that comply with the conditions set out in *UIC Leaflet 597* (see [Reference documents](#)).

Applying *IRS 50596-6* to combined transport requires:

- the coding of the lines on which the trains are operated,
- the coding of the Intermodal loading units,
- the assignation of a compatibility code and, potentially, a correction digit relating to a specific infrastructure, to the combined transport wagons.

Profile codes in accordance with *IRS 50596-6* shall be provided by the conformity assessment body.

Field of application

This IRS specifies the requirements for Conformity assessment bodies performing the certification of coding in accordance with *IRS 50596-6* (see [Reference documents - page 5](#)).

This IRS applies to:

- the coding of the lines on which the trains are operated;
- the approval and coding of the Intermodal Loading Units (ILUs);
- the compatibility code and, potentially, the correction digit assigned to the combined transport wagons.

In the event that a national or regional law exists on a specific topic covered by this IRS, the national or regional law shall take precedence over the requirements defined in this IRS.

The provisions of this IRS are to be understood as additional requirements to those defined in the IRSs, UIC Leaflets, ISO and EN standards cited in the "Reference documents".

This IRS neither replaces nor takes precedence over any TSIs in force; the requirements defined by the TSIs are mandatory in the EU: within the EU, therefore, they are binding and shall, in case of conflict, override the requirements defined in this IRS.