

# Introduction

The UIC working group 502 deals with creating and further developing the general conditions of the approval process for exceptional consignment (EC) in international traffic. Based on the market requirements and the ensuing challenges railway undertakings as well as the automotive industry are faced with, the complexity of the different vehicle types which cannot solely be built according to TSI or the vehicle structure gauge pursuant to UIC 505-1, continues to increase. Such vehicles or even vehicle components which must be transported on so-called auxiliary bogies between the different manufacturing sites in different countries, can only be implemented following approval according to UIC leaflet 502-1 between those involved in transport - EVU, EIU or to some extent also authorities.

In addition, transports exceeding the various loading gauges or line categories - not least due to the market demand for an increasing amount of shipping space or the weights of shipments increasing – continue to increase. These transports also require an approval process before they can be transported.

To defy the competition “road” with respect to oversize loads in the approval process, but also in order to provide our customers with a more flexible, faster, yet safer service on the market, the task group 502 is working on a concept which will be reflected in UIC leaflet 502-2. Here the objective is to handle oversized (EC) in international transport using a profile created according to a profile listing created by the infrastructure operators, where the approval process would be handled by the dispatching railway undertakings and an approval process does not need to be initiated beforehand.

The steady rise in the different types of EC also requires an innovative approach from our team, consisting of members from infrastructure operators and railway undertakings from more than 30 countries, and to develop the right solutions to cope with our customers' requirements yet ensure safe transport as EC.

For contents

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