

Amendments and additions to the GCU: Appendix 9, Proposal 5

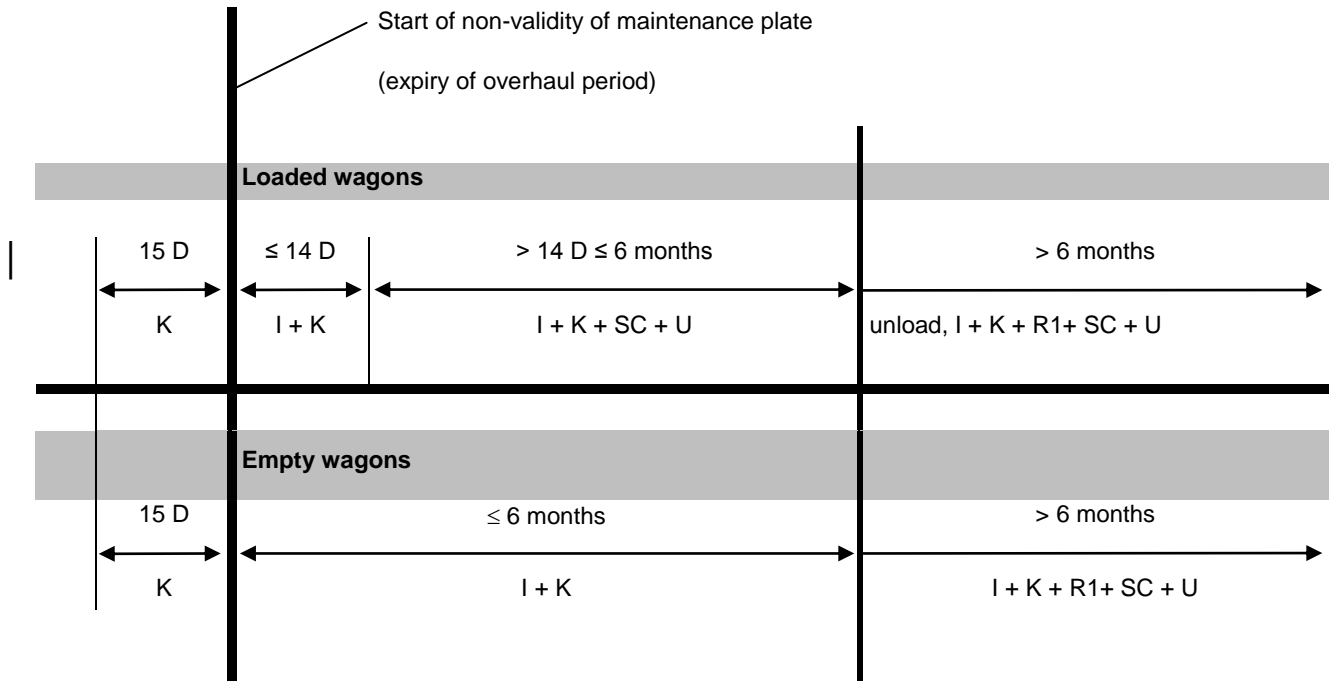
Modification of Annexes 8 and 9

<p>1.- Present the issue (with examples and if possible figures outlining the extent of the issue)</p> <p>Appendix 9 to the GCU governs and describes (in Annex 1) the mandatory technical condition of wagons for reciprocal handover between two or more railway undertakings (RUs) such as must be determined via a technical transfer inspection.</p>	<p>2.- Show why and where the GCU is deficient concerning this issue</p> <p>Mandatory requirements in terms of operational safety and suitability for traffic are listed in the GCU and in the mandatory UIC leaflets and directives.</p>
<p>3.- Explain why the issue can only be resolved through the GCU contract</p> <p>Implementation is incumbent upon all participants in the GCU.</p>	<p>4.- Explain why it is advisable to resolve the issue through the planned amendment / addition</p> <p>Compliance with this provision is the basis for the continuation of bilateral and multilateral agreements and the conclusion of new agreements. It is the responsibility of the keeper, who controls the use of his wagons, to select the RUs concerned for the dissemination of information.</p>
<p>5.- Explain how the amendment / addition will contribute towards resolving the issue</p> <p>The purpose of these amendments is to meet the requirements laid down by the TSIs, national authorities, ECMs and to comply with the GCU.</p>	<p>6.- Assess the positive and negative effects (operations, costs, administration, interoperability, safety, competition, etc.) on a scale of 1 (very minor) to 5 (very significant)</p> <p>Effects on operations: marked reduction in dwell times at border crossings. Will speed up traffic.</p> <p>Costs: reduced due to fewer stoppages during carriage and fewer unnecessary penalty payments.</p> <p>Administrative costs: inspection and processing tasks in international traffic kept to a minimum.</p> <p>Interoperability: already assured from the beginning of carriage by the consignor RU.</p> <p>Safety: safe operations already guaranteed from the beginning of carriage.</p>
<p>7.- Proposed text</p> <p>The amendments are attached as an appendix</p>	

“Modifications to GCU Appendix 9, Annex 8”

Initial situation/introduction:

The procedure presented hereafter is the subject of an agreement featuring in GCU Appendix 9, Annex 8, and applies to the handling of wagons whose maintenance plate has expired (after expiry of the overhaul period)



Key: D = Day(s)
 K = K label
 I = I label, Certificate of fitness to run
 SC = Special Consignment
 U = U label
 R1 = R1 label

Brief back-story:

- When Annex 8 to Appendix 9 of the GCU was drafted, the intention was to reduce as far as possible the costs arising from empty and loaded wagons during the period immediately after they had exceeded their overhaul deadline. For this reason, Annex 8, point 2 implies that wagons whose overhaul deadline has been exceeded **by less than 6 months** are handled as part of the train during the technical inspection. In all cases, the contents of the examination of fitness to run (EFR) are those of the standard technical transfer inspection.
- Moreover, loaded wagons whose overhaul period has been exceeded by **more than 14 days and less than 6 months** are considered to be special consignments (SC) in order to reduce the number of these cases as far as possible in future. No operating restrictions arise from this (e.g. no speed reductions), as long as no defect or damage has been observed during the examination of fitness to run (EFR).

- Empty wagons whose overhaul period has been exceeded by **more than 6 months** must be detached from the train (whether the wagons then go for overhaul, sale or scrap). In such cases, the examination of fitness to run (EFR) must be conducted on the basis of the check-list, in addition to the technical inspection. Loaded wagons must be unloaded, which is why the first sentence of Annex 9 reads: “Catalogue of checks to be carried out on empty wagons in addition to those specified in Annex 1 when the validity of their maintenance plate (overhaul deadline) is exceeded **by > 6 months and ≤ 5 years**”.
Given that the functionality of the distributor valve may be restricted on these wagons, the **brake must also be isolated**.

Problem

Current issue

Due to the economic crisis, thousands of wagons whose overhaul period has expired have been stationed at certain RUs, and as time goes by many of them have exceeded their overhaul period by **more than 6 months**. Given the current regulations (see above), the onward conveyance of these vehicles for scrapping, overhaul or stationing on other premises is only possible at fairly significant cost (examination of fitness to run to be conducted using check-list, conveyance only as special consignments, brake isolated).

In the light of the foregoing problem, the procedure described in GCU Appendix 9, Annex 8 needs to be revised with a view to “maintaining equivalent safety”.

Resolution of problem

Proposed amendments

- Proposal 1: conveyance of **empty wagons** whose overhaul period has expired as **normal consignments**
- Proposal 2: **cost reduction** for wagons whose **overhaul period is exceeded by more than 6 months**
- **Concerning Proposal 1 (a)**
 - **Empty wagons whose overhaul period has expired shall in principle no longer be considered as special consignments.**
This rule shall apply also to empty wagons being carried with a view to being overhauled, scrapped or sold.

Reason:

Keepers must be given the possibility of carrying their wagons (empty) as normal consignments in order that they may be overhauled, etc.

The classification as special consignments, as defined in GCU Appendix 9, Annex 8, is not justified by any operating restriction. The increased cost arising from wagons' continued exceeding of the overhaul period is/was justified by the fact that keepers ought to observe their duties and comply with deadlines for sending their wagons for overhaul.

•Concerning Proposal 1 (b)

- **Loaded wagons whose overhaul period has expired by more than 14 days and less than 6 months shall no longer be considered to be special consignments, and shall be conveyed as standard consignments.**

Reason:

~~Loaded wagons whose overhaul period has been exceeded by more than 14 days and less than 6 months are considered to be special consignments (SC) in order to reduce the number of these cases as far as possible in future.~~

~~This should avoid the situation whereby empty wagons whose overhaul period has expired continue to be handed back loaded to RUs for further use until they have exceeded their overhaul deadline by 6 months and are conveyed with the aim of "e.g. empty, undergoing overhaul". In these instances, the costs relating to their carriage as an exceptional consignment are to be borne by the keeper in line with GCU article 22.4. See also GCU Appendix 9, Annex 8.~~

ECMs' self-declaration from 1.1.2011 and the verification procedure to be introduced by RUs render this measure (which makes carriage conditions more difficult) superfluous.

Modification of the text of Annex 8

Proposal 1 (a) renders necessary modifications to Annex 8, page 92, point 4 (point 5 in French) as follows:

Empty and loaded wagons whose overhaul period is exceeded by more than 6 months and less than 5 years must be removed from trains. Loaded wagons must also be unloaded ~~and their onward conveyance is only authorised as special consignments.~~

A specific checklist (Annex 9) shall be used for the examination of fitness to run (EFR).

•Concerning Proposal 2 (a)

- **Assessment (measurement) of distance E must in future only take place on wagons whose overhaul period has been exceeded by more than 6 months if there are observed or assumed signs of incident.**

Reason

Point 5 of the check-list requires that distance E be verified (back-to-back distance between inner faces of wheel rims). This distance is measured by measuring from three points, each measure requiring the wheels to be moved by 120°. According to the rules used by RUs and GCU Appendix 10, distance E must only be measured and assessed between overhauls if the effects of an incident are observed (defects/visible damage on the wheelset such as derailment, heavy bumping impact, thermal overload, or in cases of doubt).

In future, distance E is to be verified **only** if there are observed or presumed signs of incident, even on wagons whose overhaul period is exceeded by more than 6 months.

Having assessed the situation, TTZ Systemtechnik in Minden has agreed that a three-point measurement of distance E is needed only in the event of damage caused by incidents.

NB:

In 2008 and 2009, **625 examinations of fitness to run (EFRs)** were conducted by DB Schenker Rail Deutschland AG due to overhaul periods being exceeded by more than 6 months, using the check-list. In only 4 cases was the permissible difference of 2mm as per point 5 of the check-list exceeded slightly, such that a certificate of fitness to run (CFR) could not be issued immediately. Distance E itself fell within the prescribed tolerance ranges.

•Concerning Proposal 2 (b)

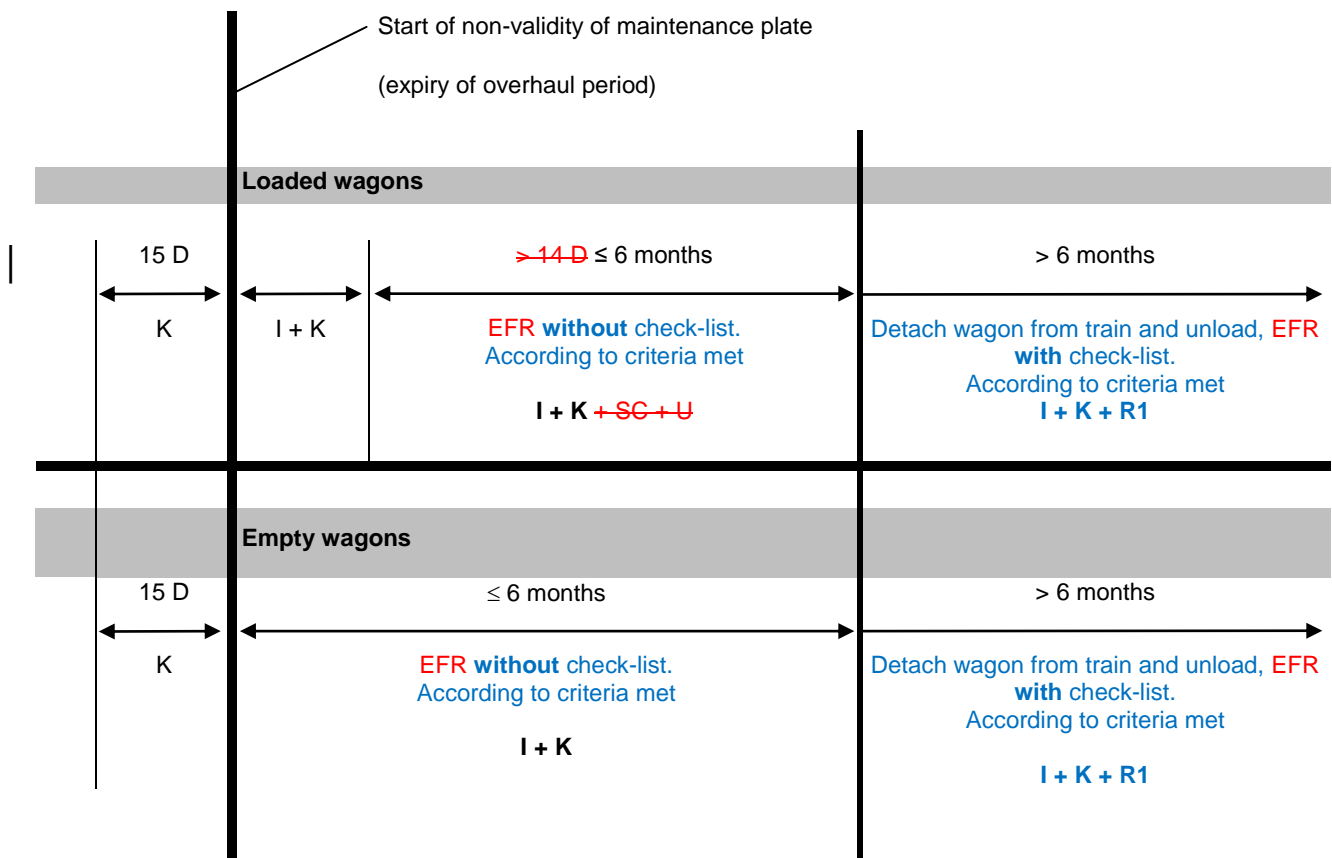
- Verification of the back-to-back distance between wheels is required by point 6 of the check-list.

No three-point measurement is required in order to determine the back-to-back distance between wheels.

Reason

In order to determine the back-to-back distance between wheels, distance E (AR distance, calibrating dimension) and left/right distance Sd must be measured **once** on each axle (no three-point measurement). Having assessed the situation, TTZ Systemtechnik in Minden judges that no three-point measurement is necessary (one measurement only).

It remains to be decided whether the proposed amendments can be transcribed in GCU Appendix 9, Annex 8 in the following form:



“Modifications to GCU Appendix 9, Annex 9”

1	2	3	4	5
Number	Question	Answer	Go to number	Comments
Provisions common to vehicles with individual axles and bogies				
1	Is the wagon marked with the RIV sign or is it covered by a bi- or multilateral agreement – are the corresponding RUs marked in the agreement plate?	Yes No	2 12.2	
2	Is the loading gauge of the participating RUs respected?	Yes No	3 2.1	
2.1	Have the participating RUs agreed for the wagon to be handed over?	Yes No	3 12.2	
3	Do the wheelsets have an identification mark or the date of their last overhaul?	Yes No	3.1 12.2	
3.1	Is the wheelset overhaul date legible?	Yes No	3.2 12.2	
3.2	Is the wheelset overhaul date exceeded?	No Yes	4 12.2	Where necessary ask keeper. If not possible, 12.2 (replace wheelsets where necessary).
4	Does the wheel tyre thickness conform to the criteria of point 1.1.1 of Annex 1?	Yes No	5 12.2	Measure
5	Are there signs of damage due to an incident, derailment, heavy bumping impacts, or thermal overload (other than for axles marked as able to withstand heavy thermal loads and braked with cast iron blocks)?	Yes No	5.1 5.2	Measure
5.1	Do the values of Sd, Sh, qR and distance E lie within the permissible limits and are there no traces of wheel slippage on the axle?	Yes No	6 12.2	Measure (for distance E, 3-point measurement)
5.1	Do the values of Sd, Sh, qR and distance E lie within the permissible limits and are there no traces of wheel slippage on the axle?	Yes No	6 12.2	Measure (for distance E, 1-point measurement)
6	Does the back-to-back distance between wheels satisfy the following criteria?	Yes No	7 12.2	Calculate
7	Is the wagon clearly fitted with a uniform type of suspension springs?	Yes No	8 12.2	
8	Does the buffer height lie within the permissible tolerances?	Yes No	9 12.2	Measure

9	Does the wagon have superstructures that are liable to rotate, be displaced or otherwise move during the journey?	Yes No	10 11
10	Are there sufficient devices (outwardly visible) for securing moving superstructures and are they present and effective?	Yes No	11 12.2
11	Is the wagon otherwise free of safety-critical damage or defects?	Yes No	12.1 12.2
Results of the examination of fitness to run		Measures	
12.1	The wagon may continue to run at the marked speed, empty and with the brake isolated, as a special consignment.	Fill out Label I, indicate wagon as fit to run.	
12.2	The wagon may not be included in trains in its present condition.	Do not fill out Label I, indicate wagon as unfit to run, giving reasons.	

UIC Leaflet 502-1 will require amendment as appropriate