

Amendments and additions to the GCU, Appendix 11, Proposal no. 7

Amendments to Appendix 11

<p>1.- Present the issue (with examples and if possible figures outlining the extent of the issue)</p> <p>Appendix 11 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.</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>Due to the large number of amendments to the text, they are attached as an appendix.</p>	

May 2012

APPENDIX 11

to the General Contract of Use (GCU)

Inscriptions and Signs on Wagons

Applicable with effect from 1 July 2006

Contents

Point	Subject	Page
1	Introduction – General provisions	7
2.1	Wagon number	9
2.2	Derogation plate	11
2.3	Maintenance plate	13
2.4	Load limits (masses)	14
2.5	Carrying capacity	16
2.6	Concentrated masses, length of bearing surfaces	17
2.7	Capacity of tank wagons and cask wagons	21
2.8	Length of load and floor space	22
2.9	Distance between end axles and bogie centres	23
2.10	Spark arrestor plate	23
2.11	Traffic with Great Britain	25
2.12	Ferry ramp angle	26
2.13	Removable wagon accessoires	27
2.14	Do not use nails or wire staples	29
2.15	Wagons with special fittings (wagons with automatic discharge facility, opening roof, etc.)	29
2.16	Different track gauge	30
2.17	Sign for bogies fitted with gauge-adjustable axles, nominal gauge 1435 mm (automatic gauge changeover facility according to the UIC Leaflet 510-4)	30
2.18	Sign for bogies fitted with gauge-adjustable axles, nominal gauge 1520 mm (automatic gauge changeover facility according to the UIC Leaflet 510-4)	31
2.19	Approval plate	32
2.20	Marking of vehicle gauge on wagon	32
3.1	Height of the loading plane for container wagons in unloaded state	33
3.2	Carrier wagons, recess wagons, signs for wagons used in combined transport	34
4.1	Length over buffers	40
4.2	Tare and braked weight	41
4.3	Brake regime changeover device, indication of braked weight, brake type abbreviations	42
4.4	Composite brake blocks	49
4.5	Disc brakes	49
5.1	Wagons not authorised to negotiate shunting humps	50
5.2	Sign for bogie wagons with a distance of over 14.0 m between inner axles and accepted on shunting humps	50
5.3	Wagons not authorised to pass through retarders and other shunting and stopping devices in active mode	51
5.4	Wagons not to be loose-shunted	51
5.5	Wagons not to be fly- or gravity-shunted	52
5.6	Marking for wagons fitted with anti-crash components	53
5.7	Shock absorbing devices	53
5.8	Marking for wagons fitted with projecting tow hooks	54
5.9	Permanently-coupled wagon units	54

5.10	Bogie wagons only able to negotiate curves with a radius greater than 35 m	55
5.11	Wagons fitted with a train line	55
5.12	Wagons fitted with the automatic coupler	56
5.13	Derailement detectors	56
6.1	Wheels able to withstand high thermal stresses	58
6.2	Marking of tyred wheels	58
6.3	Ventilation pipes	59
6.4	Tank wagon tests, coding of tanks and special regulations	59
7.1	Points for lifting the wagon body in the workshop	60
7.2	Lifting of wagons at 4 points	60
7.3	Lifting or re-railing at one end only	61
7.4	Replacement of springs	61
7.5	Wheel tyre inspection	62
7.6	Inspection periods for temperature controlled units	63
7.7	Protection of the inner lining of tank wagons	63
7.8	Privately-owned wagons, UIC unified wagons, UIC standard wagons	64
7.9	Spare parts	65
8.1	High voltage warning sign	66
Annex 4	Conditions to be met for the conveyance of wagons on ferries	68
Annex 2	Rules governing the use of wagons with interchangeable axles in traffic across the Pyrenees	72
Annex 3	Rules governing the use of privately-owned wagons with interchangeable axles (for axle wagons) or bogies (for bogie wagons) in traffic with VR	78

1 Introduction

1.1 This appendix describes the inscriptions and signs to be affixed to freight wagons (referred to hereafter as wagons) and indicates where they should be positioned. The inscriptions and signs have been grouped together according to certain processes or operations – the loading and provision of wagons, combined transport, train preparation, shunting, technical inspections, workshops and key warning signs – but are not exclusively assigned to a specific process, specialist department or user.

~~The annexes that follow set out detailed regulations applicable to wagons authorised for conveyance by ferry or on different track gauges~~

1.2 Wagons must carry inscriptions and signs in specific places. They should be affixed in the language of the wagon keeper, using Latin characters and Arabic numerals. The inscriptions and signs must always be clearly visible. They should be placed on the side walls, if possible 1600 mm above rail level (height of the middle of the sign). For wagons without side walls, the inscriptions shall be carried on special boards. For the provisions regarding the mark plates on the tank wagons see UIC Leaflet 573. No other meanings may be assigned to the inscriptions and signs

1.3 Wagons on which the markings and signs are missing or illegible shall be dealt with in accordance with Annexes 9 and 10.

1.4 Inscriptions and signs other than those listed in this annex must be placed on parts of the wagon not occupied by these inscriptions. The lower left-hand corner of the side walls is reserved for affixing labels, with the exception of K and M labels

2.1 Wagon number, country of registration, keeper, type

The markings shall be made on the side of the wagon as follows (examples):

31 RIV 80 <u>D</u> -DB 0691 235-2 Tanoos	32 RIV 80 <u>D</u> -BASF 7369 553-4 Zcs	33 RIV 84 <u>NL</u> -ACTS 4796 100-8 Slpss	43 87 <u>F</u> 4273 361-3 Laeks
---	--	---	--

or

23 TEN 80 <u>D</u> -DRFC 7369 553-4 Zcs	31 TEN - RIV 80 <u>D</u> -DB 0691 235-2 Tanoos	33 TEN 84 <u>NL</u> -ACTS 4796 100-8 Slpss
--	--	---

When the wagon body does not provide sufficient surface area for this layout (flat wagons in particular) the markings shall be made as follows (example):

01 87 3320 644-7 RIV <u>F</u> -SNCF Ks

Position: on the left of each side wall, or the left of each solebar in the case of high-sided open wagons or on special boards in the case of wagons without side walls (e.g. tank wagons).

Meaning (based on the first example above):

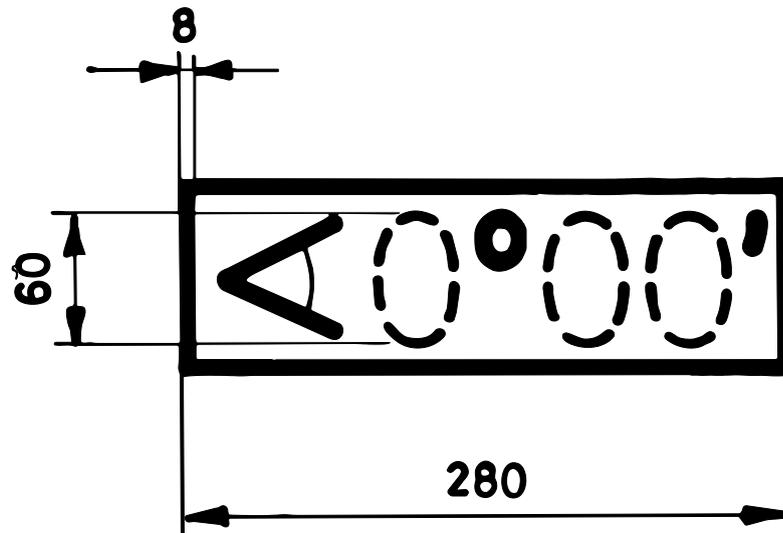
- 31 Fitness for interoperability (2 digits);
- 80 Country in which the wagon is registered (2 digits);
- 0691 Principal technical characteristics (4 digits);
- 235 Number of the wagon in its production series (3 digits);
- 2 Self-check digit (1 digit).
- RIV The RIV marking on wagons means that the vehicle, in addition to having been approved against the rules in force, also meets the regulations of railway Technical Unity (TU) and the provisions of leaflets in the UIC Code and, as a result, satisfies all regulations applicable for its respective type in international rail traffic. These wagons are fully interoperable.
- TEN New wagons which have obtained approval against the TSIs (Technical Specifications for Interoperability). The letters TEN (for Trans-European Network) may also appear alongside the RIV marking [or additional markings indicating the vehicle gauge](#).
- D Country in which the wagon is registered, in this case Germany
- DB Wagon keeper (abbreviation); this information is compulsory if the full name of the company complete with address is not given.
- Tanoos Reference to principal technical characteristics of the vehicle:
 - T: Letter indicating wagon type (capital letter)
 - anoos: identification letters; lower-case letters describing the principal features for the use of the wagon.

N.B.:

1. Further details are given in UIC Leaflet 438-2*.
2. Wagons with more than 8 axles can still carry the RIV sign without satisfying the regulations on maximum load (see point 2.4) provided they meet all the other conditions of this appendix and of Appendix 9 and have no parts that are liable to encroach the vehicle gauge under any operating circumstances. Exceptions are authorised for these wagons in respect of the position of the markings.

* For RUs in EU member states, Annex P of the OPE TSI takes precedence as national law.

2.12 Sign for ferry ramp angle



Position: On the left of each solebar, or on parts covering the solebar or on special boards fitted at the same height as the solebars.

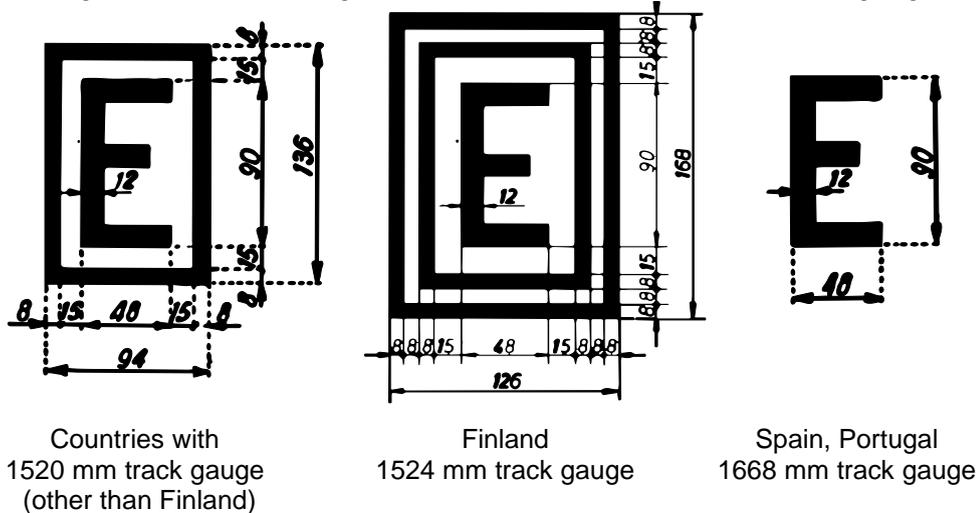
Meaning: Indicates bogie wagons that can only negotiate a ramp angle of less than 2°30' when running onto ferries.

This sign must be carried by bogie wagons which, when entering a ferry, can only negotiate a ramp angle of less than 2°30'. The marking should specify the maximum ramp angle.

N.B.: Regulations governing wagons that run on ferries are contained in [Annex1](#).
[Appendix 14](#).

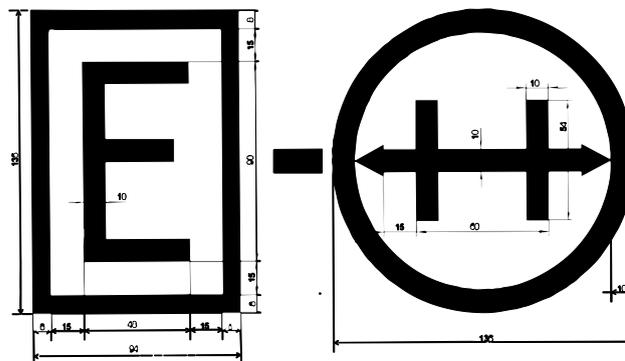
2.16 Wagons built for running between countries with different track gauges

Sign for wagons built for running between countries with different track gauges.



Position and meaning: see point 2.17

2.17 Sign for bogies with gauge-adjustable axles, nominal gauge 1435 mm (automatic gauge changeover facility according to the UIC Leaflet 510-4)



Position: On the right of each side wall. The right-hand sign on its own also features on the bogie frame.

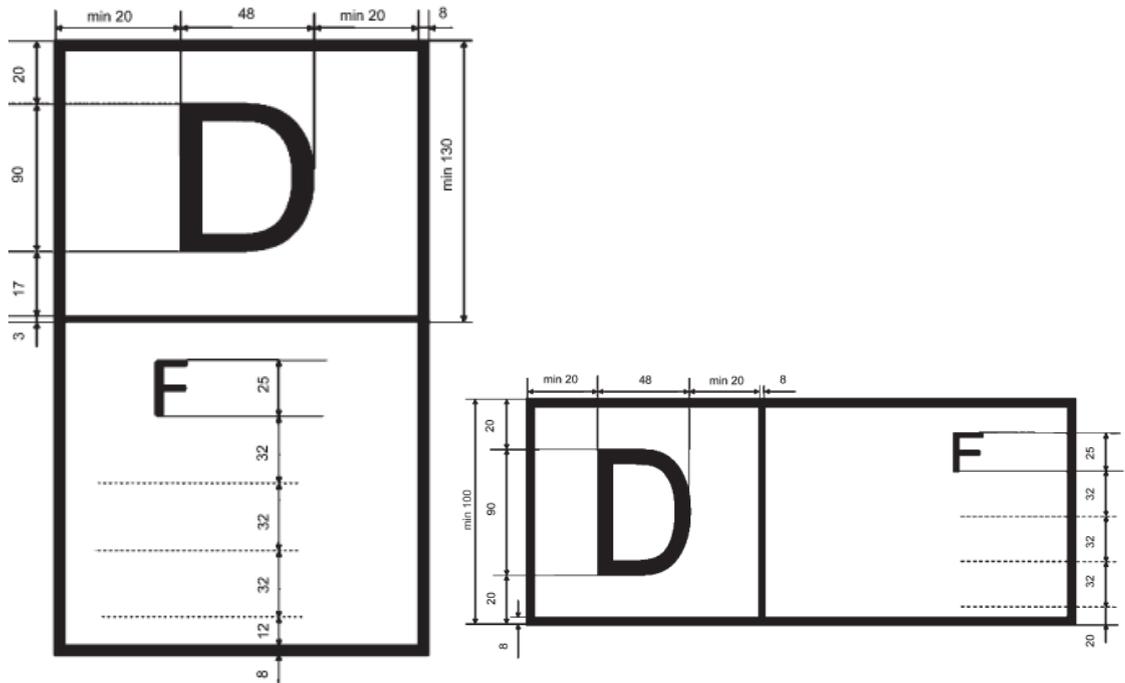
Meaning: The signs shown in point 2.16, which indicate compliance with UIC Leaflets 430-1 and 430-3, are affixed to wagons suitable for running between countries with different track gauges. For wagons fitted with automatic gauge changeover facilities, the sign in 2.16 is placed alongside that in point 2.17.

N.B. 1: When changing axles of this type, the date (month and year) of the last axle-box overhaul must be marked, along with the code number of the wagon keeper (owning RU or RU with which the keeper has concluded a service agreement) on the outside of each axle-box in white paint, clearly visible. Exchangeable bogies are to be fitted with a special overhaul plate.

N.B. 2: Regulations concerning the [reciprocal use of wagons with interchangeable axles in traffic across the Pyrenees are given in Annex 2 and with VR in Annex 3.](#)

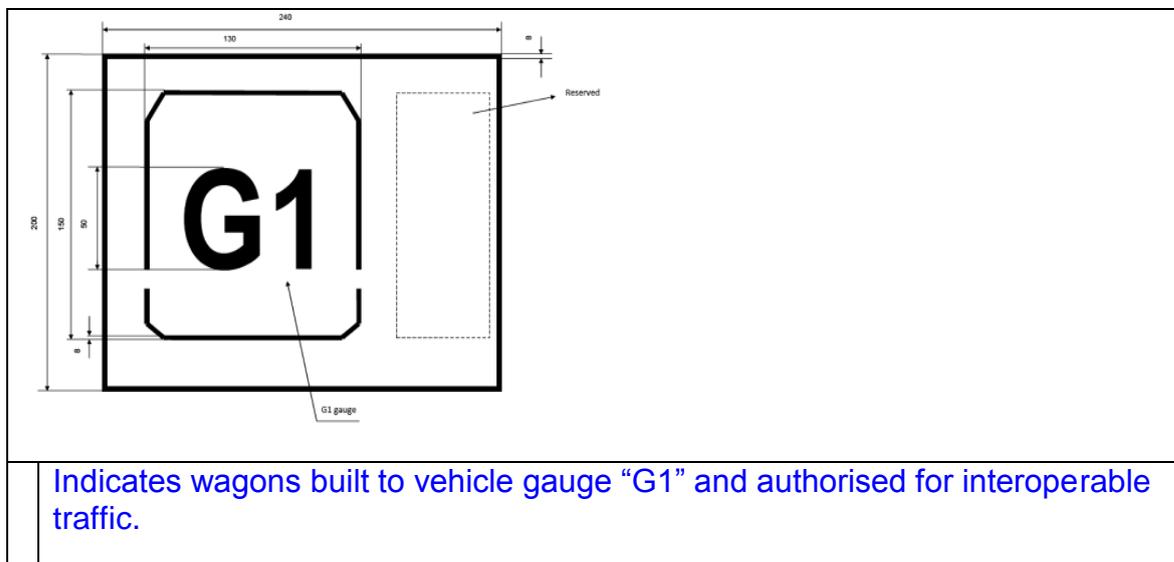
[use of wagons with interchangeable axles in traffic across the Pyrenees and in traffic with Finland are given in Appendix 14.](#)

2.19 Approval plate for wagons without the TEN marking



Vehicles which are not authorised for operations in all member states require an indication of the member state in which they are authorised. The list of authorising member states is to be indicated in accordance with one of the following drawings, where D stands for the member state which first issued authorisation (here: Germany), and F for the second member state which issued authorisation (here: France). The member states are to be indicated using the codes in Annex P.4. This may concern both TSI-compliant and non-TSI-compliant vehicles. The first digit in these vehicles' codes as per Annex P.6 is code 4 or 8.

2.20 Marking of vehicle gauge on wagon



6.4 Sign for tank wagon tests, coding of tanks and special regulations

Figure 1

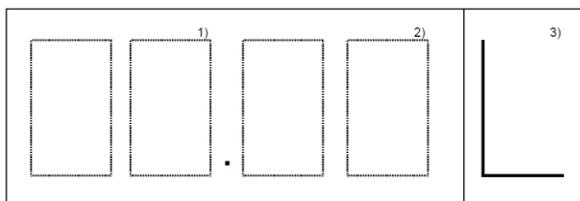


Figure 2

(example)

TE 5

Position: On each side of each tank, on the right

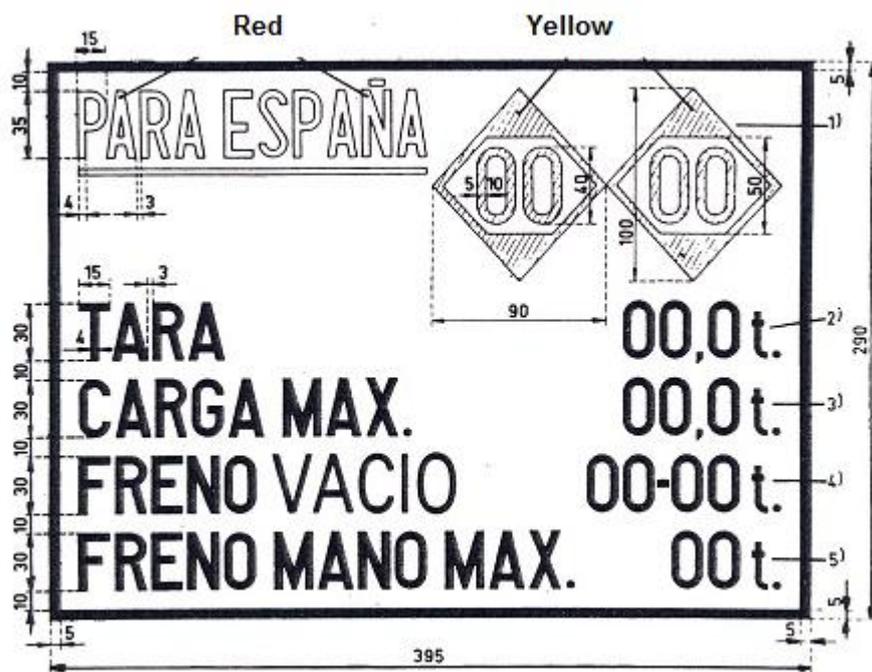
Meaning Figure 1: Indication of the next tank test (end of month) for the carriage of dangerous goods in accordance with the RID. The marking specifies 1) the month; 2) the year and if necessary the letter "L" as per RID 6.8.2.4.3.; 3) that the date of the next tank test is extended by 3 months.

Meaning Figure 2: Example of an alphanumerical code for all the special regulations applicable*: here, the wagon is fitted with a highly flammable insulating material.

*N.B.: The tank code should also be marked near the date of the tank test, in characters at least 90 mm high. The alphanumerical code for all applicable special regulations under the RID should also feature below the tank code or right beside it, in characters 50 mm high. This marking must be made by 1.1.2011 at the latest.

Additional signs for wagons accepted for running in Spain and Portugal

Figure 1 For wagons fitted with a vacuum brake



Position: On the right of each side wall, in black on wagons that are painted white, and in blue on a white background for other wagons.

Meaning:	1. Left-hand diamond	Maximum speed at maximum load.
	Right-hand diamond	Maximum speed when empty. When the maximum speeds when empty and at maximum load are the same, a single diamond marking will suffice.
	2. TARA	Vehicle tare.
	3. CARGA MAX	Maximum load limit.
	4. FRENO VACIO	Vacuum brake left-hand figure =braked weight in "empty" position, right-hand figure = braked weight in "loaded" position
	5. FRENO MANO MAX	Maximum braked weight of the screw brake.

