

Study Group **WAGON USERS**
 Groupe d'Etudes **UTILISATEURS WAGONS**
 Studiengruppe **WAGENVERWENDER**

Amendments and additions to the GCU - New Appendix 14
Proposal sheet

<p>1.- Present the problem (with examples and, if possible, figures giving a measure of the scope of the problem):</p> <ul style="list-style-type: none"> ▪ The current Appendix 11 to the GCU governs and describes "Markings and signs on wagons". ▪ However, Annexes 1 to 3 to Appendix 11 contain precise rules concerning the conditions under which wagons may be conveyed by ferry, the reciprocal use of wagons with interchangeable axles in traffic across the Pyrenees, and the reciprocal use of wagons with interchangeable axles/bogies in traffic with Finland. 	<p>2.- Show what the GCU is lacking in this respect:</p> <ul style="list-style-type: none"> ▪ See point 1
<p>3.- Explain why the problem can only be solved through the GCU contract:</p> <ul style="list-style-type: none"> ▪ The amendment proposed guarantees a clear understanding of the rules to be observed. 	<p>4.- Outline why the problem should be solved as envisaged in the proposed amendment/addition:</p> <ul style="list-style-type: none"> ▪ The amendment proposed guarantees that the subject covered by Annexes 1 to 3 is applied in optimum fashion, whilst at the same time rendering application of the GCU clearer and more user-friendly.
<p>5.- Describe how the proposed amendments or additions will help solve the problem:</p> <ul style="list-style-type: none"> ▪ Merging Annexes 1 to 3 into a new, distinct Appendix 14 guarantees the optimum application of the subject covered. ▪ At the same time, the corrections to the former Annexe 3 enable a move away from a world of purely state-owned incumbents towards greater openness vis-à-vis all RUs. 	<p>6.- Assess the potential positive and negative impacts (on operations, costs, administration, interoperability, safety, competitiveness, etc.), using a scale from 1 (very low) to 5 (very high):</p> <ul style="list-style-type: none"> ▪ Operations: greater clarity / better idea of the rules to be observed.
<p>7. – Text proposal:</p> <p>See text hereafter</p>	

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APPENDIX 14

ADDITIONAL CONDITIONS FOR THE USE OF WAGONS ON FERRIES AND IN EXCHANGE WITH RAILWAYS OPERATING ON STANDARD OR BROAD GAUGE LINES

A - Conditions to be met for the conveyance of wagons on ferries

Group 1

RUs operating train ferry services:

DB Schenker Rail Deutschland AG Railion Deutschland (DBSR)
DB Schenker Rail Danmark Railion Danmark (DSBSR)
Green Cargo (GC-(SJ))
Polish State Railways S.A. (PKP)
TRENITALIA S.P.A. (FS)
Romanian Railways (CFR)

Routes:

Trelleborg-Sassnitz ferry port (GC(SJ)/DBSR)
Trelleborg-Rostock Port ferry terminal (GC/DSBSR)
Helsingborg-Syd-København (GC(SJ)/DSB)
Goeteborg-Fredrikshavn (GC(SJ)/DSB)
Malmö-Travemuende (GC(SJ)/DB)
Swinoujscie-Ystad (PKP/GC(SJ))
Constanta-Samsun (CFR/TCDD)
Reggio Calabria-Messina (FS)
Villa S. Giovanni-Messina (FS)
Civitavecchia-Golfo Aranci (FS)

Conditions to be met by

- 1 Two-axle wagons:**
No restrictions apply.
- 2 Three-axle wagons:**
Three-axle wagons will only be taken on board ferries when the water level permits.
They must be able to negotiate the curves on board the ships (see list of routes for groups 1 and 2 on page 68).
- 3 Bogie wagons suitable for unrestricted conveyance by ferry:**
Wagons with two- or three-axle bogies are accepted without restriction provided they are able to negotiate both the maximum ferry ramp angle and the on-board curves (see Appendix 11, points 5.10 and 2.12 and the list of routes in groups 1 and 2 on page 68).
- 4 Other bogie wagons and shipments carried on more than one wagon or with a buffer wagon:**
Wagons with two- or three-axle bogies that do not meet the conditions set out above, as well as wagons with bogies that have more than three axles and shipments that must be carried on more than one wagon (loads carried on two wagons coupled together or with a buffer wagon) may only be taken on board by special agreement and if the water level permits.
It is the responsibility of the forwarding RU to make the necessary arrangements with the RUs involved in operating the ferry. The other RUs on the wagon's route must be advised of the authorisation obtained by an indication to this effect in the accompanying documentation.

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Group 2

RUs operating train ferry services:

Turkish State Railways (TCDD)

Routes:

Sirkeci-Haydarpasa
 Tatvan-Van

No restrictions apply.

List of train ferry routes in Groups 1 and 2

Wagons that can be accepted without special arrangement must be able to negotiate the curves and angles indicated for the ferries operating each of the respective routes.

Route	Number of tracks on the ferry	Curve and counter-curve			Maximum ramp angle in relation to the horizontal α	Observations
		Radius in m	Length of transition section in m	Radius in m		
1	2	3	4	5	6	7
Trelleberg-Sassnitz ferry port	5 6 8	150	0	140*	2°30'	
Trelleberg-Rostock Port	5 6 8	150	0	140*	2°30'	
Helsingborg-Syd-København	5	190 150	0 11.7	190 190	2°30'	
Goeteborg-Fredrikshavn	4+2	150	12	150	2°30'	
Malmoe-Travemuende	5	180	14	180	2°30'	
Swinoujscie-Ystadt	4	—	—	—	2°30'	
Constanta-Samsun	5+1	120	2.5	120	1°30'	
Reggio Calabria-Messina	3	150	15.5	150	1°30'	
Villa S. Giovanni-Messina	3 4	150 120	15.5 19.6	150 120	1°30'	
Civitavecchia-Golfo Aranci	3	—	—	—	1°30'	
Sirkeci-Haydarpasa	3	—	—	—	—	
Tatvan-Van	2 1	120 —	— —	120 —	—	

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Groupe 3

Train ferry routes between standard gauge RUs and Finland:

Lübeck-Skandinavienkai (Germany) – Turku (Finland) 1)

Stockholm (Sweden) – Turku (Finland) 2)

Hargshamn (Sweden) – Uusikaupunki (Finland) 3)

Wagons that can be accepted without special arrangement must be able to negotiate the curves and angles indicated for the ferries operating each of the respective routes.

Route	Number of tracks on the ferry	Curve and counter-curve			Maximum ramp angle in relation to the horizontal α	Observations
		Radius in m	Length of transition section in m	Radius in m		
1	2	3	4	5	6	7
Lübeck-Skandinavienka – Turku	2	150	6	100	2°30'	
	2	150	6	100	2°30'	
	1	—	—	—	2°30'	
Stockholm – Turku	2	150	4	150	2°30'	
	2	150	0	150	0	
Hargshamn – Uusikaupunki	4	150	3.8	150	2°30'	
	4	150	5	150	2°30'	
	4	—	—	—	2°30'	
	4	150	6	150	2°30'	
Rules governing the reciprocal use of privately-owned wagons in traffic with VR Finland are set out in Annex 3 part C below						

1) Open as a CIM line only for international shipments of large containers and swap bodies.

2) Not a CIM line.

3) CIM line.

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B – Rules governing the use of wagons with interchangeable axles¹ in traffic across the Pyrenees

1 General

- 1.1 The provisions of the GCU apply to wagons with interchangeable axles unless otherwise specified in this Annex.
- 1.2 Because of the conditions prevailing at wheelset changing facilities, the only vehicles that can be accepted for exchange between RUs are wagons with interchangeable axles or bogie wagons with interchangeable axles for which the owner RUs or keepers have concluded a prior agreement with the French and Iberian RUs concerned. This prior agreement must, in particular, define the conditions governing the changing and supply of the axles.
Failing such prior agreement wagons used on standard or broad gauge lines are subject to the general conditions applicable to wagons not for variable gauge service.

2 Additional technical conditions

- 2.1 The period between wheelset overhauls shall be 4 years. The overhaul must be carried out by the keeper of the interchangeable wheelset².
- The date of the last overhaul of the wheelset, the code number of the keeper and the identification mark of the workshop that carried out the overhaul are to be indicated on a loose collar attached to the axle body.
- The wheelsets must also carry the markings specified in section 7 **below of this Appendix of this Annex** on the front of their axle-boxes.
- 2.2 When the period elapsed since the last overhaul exceeds four years, the following procedure is to be applied as appropriate in each case:
- 2.2.1 If the wheelset changing facility at an exchange station notes that the overhaul period has been exceeded, it must return the wheelsets in question to their keepers². To this end, it should attempt where possible to fit the wheelsets to wagons that are bound for the keeper in question. **M labels** shall then be affixed to these wagons.
- 2.2.2 If the wagon is in a train operated by the RU that is the keeper of the wheelset, the latter shall carry out (or arrange to carry out) the overhaul operation or replace the wheelset, whichever wagon it may be located on.
- 2.2.3 If the wagon is in a train operated by a user RU that is not the keeper of the wheelset, and if exceptionally the overhaul period has been exceeded by two years or more, the RU in question shall:
- 2.2.3.1 affix **K labels** to the wagon, deleting the words "after unloading to be repaired" if the wagon in question is:
- a loaded wagon,
 - an empty wagon bound for the keeper of the wheelset;
- 2.2.3.2 replace the wheelset or wheelsets automatically in all other cases (point 2.3).

¹ In the text that follows, the term "wheelset" is used to refer to both standard gauge and broad gauge equipment.

² Agreements between RUs or between keepers and RUs may however be concluded in order to facilitate the overhaul of wheelsets.

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- 2.2.4 With the exception of the wagons referred to in point 2.2.3.1, wagons may be refused at exchange stations other than those at the France-Spain border if the overhaul deadline for their wheelsets is exceeded by more than two years.
- 2.3 When, in accordance with point 2.2.3.2, an RU is required to replace a wheelset of which it is not the keeper, it must:
- send a request for a replacement wheelset to the keeper,
 - return the wheelset to its keeper to be overhauled.
- 2.4 The distance between the centres of the buffer rods or guides must be:
- maximum 1860 mm,
 - minimum 1840 mm.

3 Wheelset changeover

- 3.1 The transferee RU shall be responsible for changing the wheelsets on wagons accepted for exchange.

If the RU does not change the wheelsets itself, it shall inspect the operation from the point of view of operating safety exclusively.

- 3.2 At the changeover point, wagons should preferably be fitted with wheelsets belonging to the keeper.
- 3.3 Wheelset changeover may not be used to justify a request for the wagon to be weighed at the changing point.
- 3.4 Instead of the wheelsets being changed, the load itself must be transhipped in the following cases:
- 3.4.1 if the wagon used is unfit to continue its run beyond the changeover point,
- 3.4.2 if the wheelsets are missing,
- 3.4.3 if the available capacity at the changeover point is exceeded,
- 3.4.4 if the wheelset changeover facility is inoperable.
- 3.5 The cost of the transhipment operation shall be borne as follows:
- case described in point 3.4.1: by the RU responsible for use of the wagon when it is not suitable **Trans-European traffic for traffic across the Pyrenees**,
 - case described in point 3.4.2: by the transferee RU,
 - case described in points 3.4.3 and 3.4.4: by the RU which should normally conduct the changeover operation if it failed to report the problem in accordance with Article 11 of the GCU.

4 Cost of wheelset changeover and supply at France-Spain exchange stations

The costs associated with the wheelset changeover operation shall be covered by a flat-rate charge for each wagon submitted for changeover. The amount in question is payable to the RU that carries out the operation.

The cost of supplying a wheelset, where applicable, shall also be covered by a flat-rate charge. These charges shall be brought to account through the usual tariff mechanisms.

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5 Return of wagons

Unless otherwise specified, empty wagons must be returned home via the same exchange station as that at which the wheelsets were changed on the outward run.

6 ~~Wagons carrying partload traffic~~ Reserved

~~Wagons carrying partload traffic may only be accepted for transit if:~~

~~— the load fills the wagon completely or~~

~~— the load weighs at least 3000 kg~~

7 Additional wagon markings

Wagons must carry the following markings:

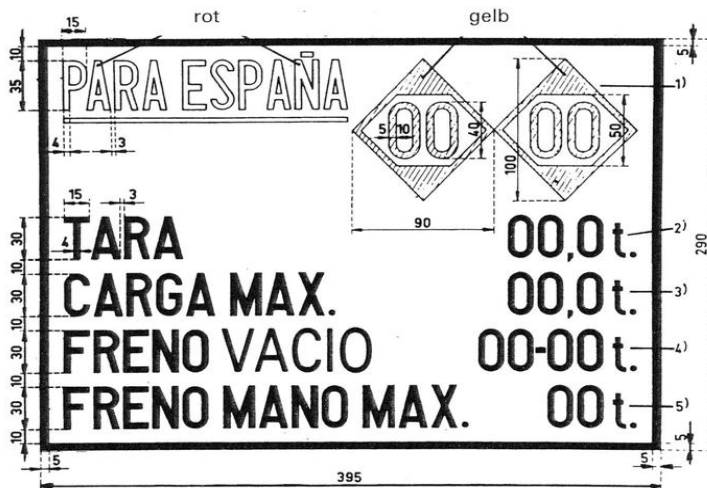
7.1 on each side wall

- the **E** sign shown in point 2.16 of Appendix 11,
- the markings shown in **Plate 1**, Figures 1 or 2; the values to be indicated will be supplied on request by the RUs (the keeper).

7.2 on the wheelsets (front of each axle-box), in white paint and clearly visible, the keeper's code number and the date (month and year) on which the last overhaul expires.

Additional signs for wagons accepted for running in Spain and Portugal

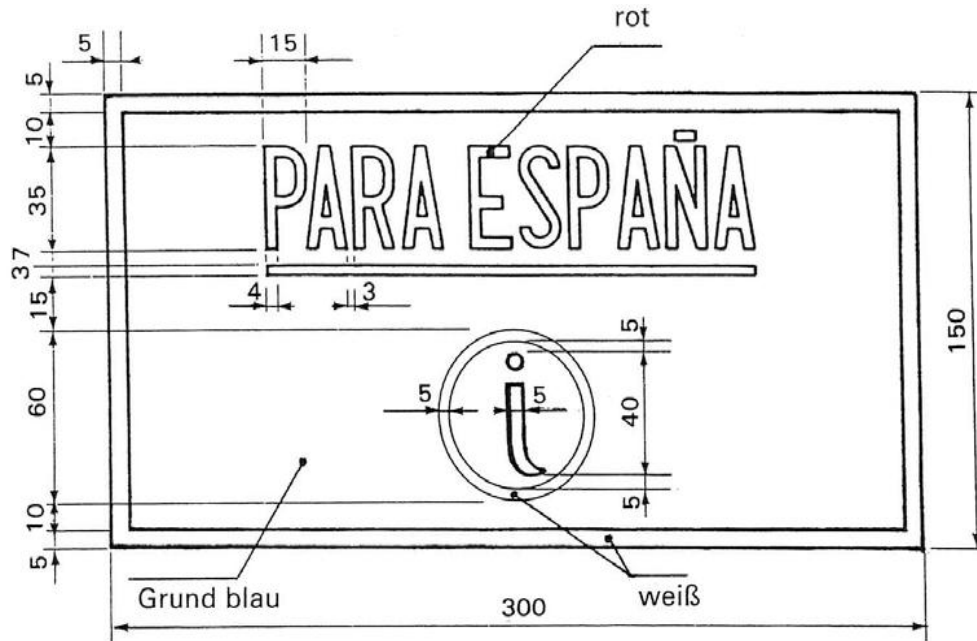
Figure 1 For wagons fitted with a vacuum brake



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

- Meaning:**
- | | |
|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>1. Left-hand diamond</p> <p style="padding-left: 40px;">Right-hand diamond</p> | <p>Maximum speed at maximum load</p> <p>Maximum speed when empty. When the maximum speeds when empty and at maximum load are the same, a single diamond marking will suffice.</p> |
| <p>2. TARA</p> | <p>Vehicle tare.</p> |
| <p>3. CARGA MAX</p> | <p>Maximum load limit.</p> |
| <p>4. FRENO VACIO</p> | <p>Vacuum brake
 Left-hand figure = braked weight in "empty" position,
 Right-hand figure = braked weight in "loaded" position.</p> |
| <p>5. FRENO MANO MAX</p> | <p>Maximum braked weight of the screw brake.</p> |

Figure 2 For wagons with only one brake pipe for the vacuum brake



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

Meaning: Wagon can be included in a train with the brake isolated.

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C - Rules governing the reciprocal use of wagons with interchangeable³ axles (for individual axle wagons) or bogies (for bogie wagons) in traffic with VR Finland

1 General

- 1.1 The provisions of the GCU shall apply to wagons with interchangeable axles unless otherwise stipulated in this Annex.
- 1.2 Because of the conditions prevailing at the Tornio (~~VR Finland~~) wheelset/bogie changeover facility, only wagons for which the keeper has concluded a prior agreement with ~~VR~~ a Finnish RU operating the facility or on whose behalf it is operated can be accepted for exchange between Sweden and Finland ~~GC (SJ) and VR~~ and vice-versa.

This prior agreement must, in particular, define the conditions governing the changing and supply of the axles.

2 Additional technical conditions

- 2.1 If the overhaul period for an interchangeable wheelset has been exceeded by more than 3 months, the wheelset is to be regarded as damaged and must be replaced.
- 2.2 If the overhaul period for an interchangeable bogie has been exceeded by more than 3 months, the keeper shall be informed and asked for instructions. **K labels** shall be affixed to the wagon, deleting the words "after unloading to be repaired".
- 2.3 The distance between buffer centres must be:
- maximum 1 800 mm,
 - minimum 1 780 mm.

However, for wagons built before 1.7.1984, a buffer centre distance of between 1760 mm and 1740 mm is acceptable.

3 Changeover of wheelsets or bogies

- 3.1 The keeper of the wagon, in agreement with ~~VR~~ the Finnish RU involved, shall ensure that the interchangeable wheelsets or bogies are available as required at Tornio. The detailed arrangements shall be set out in the agreement to be concluded in accordance with point 1.2 of ~~this Appendix~~ this Annex.
- 3.2 As a rule, ~~VR~~ the Finnish RU involved shall be responsible for conducting the wheelset or bogie changeover operation in Tornio.
In cases where ~~VR~~ the Finnish RU involved does not itself carry out the changeover, it shall inspect the operation from the point of view of operating safety exclusively.
- 3.3 Wheelset or bogie changeover may not be used to justify a request for the wagon to be weighed at Tornio.
- 3.4 Instead of the wheelsets or bogies being changed, the load itself must be transhipped in the following cases:
- 3.4.1 if the wagon used is unfit to continue its run beyond Tornio,

³ In the text that follows, the terms "wheelset" and "bogie" are used to refer to both standard gauge and broad gauge equipment.

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- 3.4.2 if the wheelsets or bogies are missing,
- 3.4.3 if the available capacity at the wheelset/bogie changeover point in Tornio is exceeded,
- 3.4.4 if the wheelset/bogie changeover facility is inoperable.
- 3.5 The cost of the transshipment operation shall be borne as follows:
- case described in point 3.4.1: by the RU responsible,
 - case described in point 3.4.2: by the keeper,
 - case described in points 3.4.3 and 3.4.4: by **VR the Finnish RU involved** if it failed to report the problem in accordance with Article 11 of the GCU.

4 Cost of wheelset and bogie changeover and supply at Tornio

The costs associated with wheelset and bogie changeover operations shall be covered by a flat-rate charge for each wagon submitted for changeover, payable to **VR the Finnish RU involved**. These charges shall be brought to account through the usual tariff mechanisms.

5 Additional wagon markings

- 5.1 All wagons must be marked on the right of each side wall (or on the right of each solebar for flat wagons) with the **E** sign shown in **point 2.16 of Appendix 11** (Finland) which certifies that they meet the constructional provisions of **UIC Leaflet 430-3** and are accepted for traffic with Finland.
- 5.2 Wagons with interchangeable axles (axle wagons) must also carry the following additional marking near to the overhaul markings, in the language of the RU with which the wagon keeper has concluded a service agreement, and in Finnish:
"Observe axle overhaul markings"
"Huomi Pyöräkerran korjausmerkintä".
- 5.3 Wagons with interchangeable bogies (bogie wagons) must also carry the following additional marking near to the overhaul markings, in the language of the RU with which the wagon keeper has concluded a service agreement, and in Finnish:
"Observe bogie overhaul markings"
"Huom! Telin korjausmerkintä".
- 5.4 Interchangeable axles must be permanently marked on each axle-box with the code number or initials of the RU with which the keeper has concluded a service agreement, as well as the overhaul period and date (month and year) of their last overhaul.
- 5.5 Interchangeable bogies must be clearly marked on the solebar in white paint with the code number or initials of the RU with which the keeper has concluded a service agreement, the keeper's identification mark, as well as the overhaul markings described in **point 2.3 of Appendix 11**.