

Amendments and additions to the GCU: Proposal sheet

Changes of GCU Chapter II, Article 7 new Point 7.4 technical documentation

1.- Present the problem (with examples and, if possible, figures giving a measure of the scope of the problem):

Annex 1 of Appendix 9 to the GCU sets and describes binding provisions governing the technical condition of wagons exchanged between two or more railway undertakings (RUs), as established during a technical transfer inspection.

The new or converted wagons cannot be analyzed in the context of the GCU Appendix 9 due to missing documentation or operating instructions.

3.- Explain why the problem can only be solved through the GCU contract:

All signatories to the GCU must implement it.

5.- Describe how the proposed amendments or additions will help solve the problem:

The aim is for the amendments to be qualitatively compliant with the TSI provisions, the requirements of national authorities and the GCU itself.

7. – Text proposal:

GCU Chapter II, Article 7, new Point 7.4, technical documentation

The keeper must provide the impacted user RUs with the information required for safe railway operations in electronic format as soon as possible before the use of new or retrofitted wagons / wagon components. This information shall include the technical data of the wagon and a brief description of any instructions destined for technical inspectors and operational staff. Information is always required if the wagons / components do not comply with Appendix 9 to the GCU.

2.- Show what the GCU is lacking in this respect:

Binding provisions concerning safety in service and suitability for service in the GCU and the obligatory UIC leaflets and directives.

4.- Outline why the problem should be solved as envisaged in the proposed amendment/addition:

Compliance with the GCU is the basis for the conclusion of bilateral and multilateral agreements and new contracts.

Regarding the distribution of information it is incumbent upon the keeper, who controlled the use made of his wagons, to select the RUs concerned.

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):

Operations: significant reduction of waiting time at border crossing points, accelerated traffic;
costs: reduced through the prevention of interruptions in traffic and unnecessary fines;
administration costs: reduction through fewer checks and handling procedures involving border-crossing traffic; interoperability: already ensured at the beginning of shipping by the consigning RU; safety: safe rail operations already ensured at the beginning of shipping.