

**Amendments and additions to GCU Appendix 9: Proposal no. 3**  
**Modification of annex 1: Clarification of three point measurement**

<p><b>1.- Present the problem (with examples and, if possible, figures giving a measure of the scope of the problem):</b></p> <p>Appendix 9 of the GCU sets out in Annex 1 binding provisions that govern the technical condition of wagons to be exchanged between two or more railway undertakings (RUs), as established during a technical transfer inspection.</p>	<p><b>2.- Show what the GCU is lacking in this respect:</b></p> <p>The instructions to be followed are mentioned, from the point of view of operational safety and suitability in service, in the GCU, as well as in UIC leaflets, where they are of a compulsory nature, and in the directives.</p>
<p><b>3.- Explain why the problem can only be solved through the GCU contract:</b></p> <p>Implementation is the responsibility of all the participants in the GCU.</p>	<p><b>4.- Outline why the problem should be solved as envisaged in the proposed amendment/addition:</b></p> <p>Compliance with this provision forms the basis for the renewal of bi- or multilateral agreements and for the conclusion of new agreements.</p>
<p><b>5.- Describe how the proposed amendments or additions will help solve the problem:</b></p> <p>The amendments must permit qualitative compliance with the requirements of the TSI, with obligations imposed by public authorities, with the ECM and with the GCU.</p>	<p><b>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):</b></p> <p>Impact on operations: net reduction in dwell times during exchanges at borders. Acceleration of traffic movements.</p> <p>Costs: savings thanks to the avoidance of downtime when underway and of the payment of unnecessary penalties.</p> <p>Administrative expenses: reduction in inspection and file handling operations for international transport movements.</p> <p>Interoperability: is guaranteed from the commencement of the movement by the sending RU.</p> <p>Safety: a guarantee of safety for railway operations exists from the commencement of the movement.</p>
<p><b>7. Text proposal:</b></p> <p>Clarification of three point measurement in the Checklist in annex 9 plus an adjustment to point 3 of the Checklist.</p>	

April 2014

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

**We request an adjustment to the Checklist in annex 9 of Appendix 9 as per the tables below (Item 3; 3.1; 3.2; 5):**

**Inspection of fitness to run for wagons with an expired maintenance plate**

- **Reference:** Annex 8, point 1.4: empty wagon with a maintenance plate (overhaul period) that has expired since at least 6 months and 5 years at most.

1	2	3	4	5
Number	Question	Answer	Go to number	Comments
<b>Provisions common to vehicles with individual axles and bogies</b>				
1	Is the wagon marked with the «RIV or TEN» 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 <b>have an identification mark?</b> <del>or the date of their last overhaul?</del>	Yes No	3.1 12.2	<b>Ask the keeper and wait for his written confirmation.</b> <del>Where necessary, ask keeper</del> If not possible, 12.2 (replace wheelsets where necessary)
3.1	<b>Does the keeper confirm that the overhaul date has not been exceeded ?</b> <del>Is the wheelset overhaul date legible ?</del>	Yes No	<b>4</b> <del>3.2</del> 12.2	
<del>3.2</del>	<del>Is the wheelset overhaul date exceeded?</del>	<del>No Yes</del>	<del>4 12.2</del>	

The numbering and cross-references will be modified or adapted within the scope of the editorial group.

**Colour code for modifications**  
**Black:** Text in force, for info and remains unchanged  
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## Study Group **WAGON USERS**

### Groupe d'Etudes **UTILISATEURS WAGONS**

### Studiengruppe **WAGENVERWENDER**

#### Insection of fitness to run in case of irregularities in service

➤ **Reference:** Annex **18**, code 8.1 Additional handling of a wagon following irregularities in service

1	2	3	4	5
Number	Question	Answer	Go to number	Comments
<b>Provisions common to vehicles with individual axles and bogies</b>				
1	Is the wagon marked with the «RIV or TEN» 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	
<del>3</del>	<del>Do the wheelsets have an identification mark or the date of their last overhaul?</del>	<del>Yes No</del>	<del>3.1 12.2</del>	
<del>3.1</del>	<del>Is the wheelset overhaul date legible?</del>	<del>Yes No</del>	<del>3.2 12.2</del>	
<del>3.2</del>	<del>Is the wheelset overhaul date exceeded?</del>	<del>No Yes</del>	<del>4 12.2</del>	<del>Where necessary, ask keeper. If not possible, 12.2 (replace wheelsets where necessary)</del>
4	Does the wheel tyre thickness conform to the criteria of point 1.1.1 of Annex 1 ?	Yes No	5	To measure
5	Do the values Sd, Sh, qR and E lie within the permissible limits?	Yes No	6 12.2	<del>Measure</del> For value E, measure at three points.

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**Obvious mistakes**