

## Amendments and additions to the GCU: Appendix 9, Proposal 3

Modification of Annex 1: sections 6 and 7

<p><b>1.- Present the issue (with examples and if possible figures outlining the extent of the issue)</b></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><b>2.- Show why and where the GCU is deficient concerning this issue</b></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><b>3.- Explain why the issue can only be resolved through the GCU contract</b></p> <p>Implementation is incumbent upon all participants in the GCU.</p>	<p><b>4.- Explain why it is advisable to resolve the issue through the planned amendment / addition</b></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><b>5.- Explain how the amendment / addition will contribute towards resolving the issue</b></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><b>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)</b></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><b>7.- Proposed text</b></p> <p>Modifications attached (see appendix).</p>	

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## Transfer of defect codes from the former section 7.6 to the new section 6.7

### Basis for work:

Appendix 9, Annex 1, section 6 describes all the inspection criteria for wagon bodies.

Only points concerning specific inspections for ITU-carrying wagons were missing. These points were mentioned in section 7, "Loads and load units".

Concerning the codes:

- The information regarding load units is to be deleted from section 6
- Additional information for the section on "Markings on wagons and load units" is to be added under point 6.1.1.11

Component	Code no.	Irregularities/Criteria/Notes	Action to be taken	Category
<b>Wagon body</b>	6			
<b>Body in general</b>	6.1			
<b>Markings on wagons and load-units</b>	6.1.1	Missing, illegible or incomplete		
<b>old</b>	<del>6.1.1.11</del>	<del>← reserved →</del>		
<b>new</b>	6.1.1.11	- Carrying wagon not marked as compatible with ITUs	Detach wagon	4

Concerning the codes:

- Transfer of remaining defect codes from section 7.6 (7.6.2 - 7.6.7.2) to the new section 6.7

Loading regulation	Code no.	Irregularities/Criteria/Notes	Action to be taken	Category
<b>Gear for securing load units on container wagons</b>	7.6			
	7.6.1	<del>Lower corner castings damaged</del>	<del>Detach wagon</del>	<del>5</del>
	7.6.2	<del>Trestle distorted or defective</del>		
	7.6.2.1	<del>—empty wagon</del>	<del>K</del>	<del>3</del>
	7.6.2.2	<del>—loaded wagon</del>	<del>K. If not possible to carry the load in safety: detach wagon</del>	<del>5</del>
	7.6.3	<del>Coupling pin of trailer not locked into trestle</del>	<del>Lock. If not possible: detach wagon</del>	<del>5</del>
	7.6.4	<del>Trestle not in use and not locked</del>	<del>Position correctly and lock. If not possible: secure temporarily + K</del>	<del>3</del>
	7.6.5	<del>Trestle hand-wheel unlocked and potentially fouling the gauge</del>	<del>Push in and secure hand-wheel. If not possible: detach wagon</del>	<del>4</del>
	7.6.6	<del>Moving parts not properly secured (e.g. retractable spigots, handrails for shunters, etc.)</del>		
	7.6.6.1	<del>—No risk of fouling the gauge</del>	<del>Rectify. If not possible, secure provisionally</del>	<del>3</del>
	7.6.6.2	<del>—Risk of fouling the gauge</del>	<del>Rectify. If not possible, detach wagon</del>	<del>5</del>
	7.6.7	<del>Anti-crash elements of trestle deformed</del>		
	7.6.7.1	<del>—Loaded wagon</del>	<del>Detach wagon</del>	<del>5</del>
	7.6.7.2	<del>—Empty wagon</del>	<del>K (close emergency stop cock)</del>	<del>4</del>

Loading regulation	Code no.	Irregularities/Criteria/Notes	Action to be taken	Category
<b>Gear for securing load units on container wagons</b>	6.7			
	6.7.1	Trestle or spigot distorted or defective		
	6.7.1.1	<del>empty wagon</del> -in use	K	3
	6.7.1.2	<del>loaded wagon</del> -not in use	K If not possible to carry the load in safety: detach wagon	5
	6.7.2	Coupling pin of trailer not locked into trestle	Lock. If not possible: detach wagon	5
	6.7.3	Trestle not in use and not locked	Position correctly and lock. If not possible: secure temporarily + K	3
	6.7.4	Trestle hand-wheel unlocked and potentially fouling the gauge	Push in and secure hand-wheel. If not possible: detach wagon	4
	6.7.5	Moving parts not properly secured (e.g. retractable spigots, handrails for shunters, etc.)		
	6.7.5.1	-No risk of fouling the gauge	Rectify. If not possible, secure provisionally	3
	6.7.5.2	-Risk of fouling the gauge	Rectify. If not possible, detach wagon	5
	6.7.6	Anti-crash elements of trestle deformed		
	6.7.6.1	<del>empty wagon</del> -in use	Detach wagon	5
	6.7.6.2	<del>loaded wagon</del> -not in use	K (close emergency stop cock)	4

**New defect codes and additional information for intermodal transport under section 7 (Loads and load units) - Points 7.5 and 7.8**

Basis for work:

Appendix 9, Annex 1, section 7 contains specific inspection criteria for Intermodal Transport Units.

- The defects specific to ITU-carrying wagons described in point 7.6 have been moved to point 6.7
- Section 7.6 thus remains open in Annexes 1 and 5.
- Section 7.5 has been extended to include additional defect codes for Intermodal Transport Units (ITUs).
- In section 7.8, point 7.8.3 has been expanded and code 7.8.4 has been added.

Reordering the points in this way makes it easier to distinguish between defects occurring on wagons and those occurring on loads.

➤ **Fasteners are considered to be part of the ITU; defect code 7.6.1 deleted; new code 7.5.3 and section 7.5 modified**

- The part of point 7.5.2 in brackets is to be deleted
- Defect code 7.5.2.3 is to be deleted since “no fastener effective per load unit and door” is equivalent to “door not closed” under point 7.5.2.1.
- The defect “lower corner castings damaged” is taken from the former code 7.6.1

Concerning the codes:

Loading regulation	Code no.	Irregularities/Criteria/Notes	Action to be taken	Category
<b>Specific components of load units, in particular those used for horizontal or vertical transshipment</b>	7.5			
	7.5.1	Device for locking the dollies inoperative, defective or missing	Bind using wire. If not possible: detach wagon	4
	7.5.2	End doors on load units not securely closed or <del>locked fastened (unless load units are stacked with doors back to back)</del>		
	7.5.2.1	- door not closed	Close. If not possible: detach wagon	5
	7.5.2.2	- only one <del>lock fastener</del> effective per load unit and door	Rectify	3
	<del>7.5.2.3</del>	<del>no fastener effective per load unit and door</del>	<del>Rectify</del>	<del>5</del>
	<b>7.5.3</b>	<b>Lower corner casting damaged</b>	<b>Detach wagon</b>	<b>5</b>

Concerning the codes:

Loading regulation	Code no.	Irregularities/Criteria/Notes	Action to be taken	Category
	7.5.4	Side wall, lining damaged, inadequately secured	Detach wagon	5
	7.5.5	Tarpaulin		5
	7.5.5.1	- Tarpaulin torn, holed ≤ 30 mm	Rectify	3
	7.5.5.2	- Tarpaulin torn, holed > 30 mm	Detach wagon	5
	7.5.6	Tarpaulin, walls - Locking, lashings inadequate	Detach wagon	5

➤ **Additions to mandatory inscriptions and markings on ITUs**

- Defect code 7.8.2 is redefined with new criteria. The denotation of this code to date is henceforth reallocated to the “Wagon body” section under “markings”, point 6.1.1.11.
- In accordance with CSC, defect code 7.8.3 is extended to state that this marking is only mandatory on ITUs with upper corner castings.
- On the basis of UIC Leaflet 592-4, defect code 7.8.4 has been added for ITUs.

Concerning the codes:

Loading regulation	Code no.	Irregularities/Criteria/Notes	Action to be taken	Category
<b>Marking, coding for intermodal transport</b>	7.8			
	7.8.1	Valid coding missing or illegible	Detach wagon	4
	7.8.2	<del>Wagon code to indicate permissible load units missing</del> ITU incompatible with carrying wagon	Detach wagon	5
<b>Load unit</b>	7.8.3	No CSC safety plate - On ITUs with upper corner castings	Detach wagon	4
	7.8.4	Missing “danger: high voltage” warning sign - On ITUs with steps or ladder rungs higher than 2 m	Detach wagon	4