

**Amendments and additions to the GCU  
Fiche de proposition**

**Article 6 part B of Appendix 14 to the GCU**

<p><b>1.- Present the problem (with examples and, if possible, figures giving a measure of the scope of the problem):</b></p> <p>The current text of the General Contract of Use (GCU) for wagons – Appendix 14 part B – incorporated the principles set out in the RIV for wagons suitable for changing wheelsets at the Franco-Iberian border. The text was merely adapted to take into account regulatory and legal developments.</p> <p>Since 2006 a major change has occurred in the Spanish rail sector, namely the creation of new, standard gauge infrastructure between the port of Barcelona and the Franco-Spanish border (ADIF and TP Ferro infrastructure).</p> <p>Since the opening of that line, wagons suitable for wheelset changing may be used for the same traffic while preserving their standard gauge wheelsets.</p>	<p><b>2.- Show why and where the GCU is lacking in this respect:</b></p> <p>The GCU does not provide for this case.</p> <p>Any wagon suitable for a change of wheelsets is subject to specific maintenance rules when the keeper has concluded an agreement with a Spanish railway undertaking and a French RU for the exchange of its wagons.</p>
<p><b>3.- Explain why the described problem can only be solved through the GCU contract:</b></p> <p>As this case is not covered by the GCU, the additional maintenance description, which is of no purpose for the use of the wagons, may be requested by the accepting RU.</p> <p>Keepers are bearing costs for no purpose.</p>	<p><b>4.- Outline why the problem should be solved as envisaged in the proposed amendment/ addition:</b></p> <p>The case of ordinary use of wagons suitable for changing wheelsets is to be taken into account so that it can be clear to all GCU stakeholders.</p>
<p><b>5.- Describe how the proposed amendment or addition will help solve the problem:</b></p> <p>RUs and keepers will observe the same principle.</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>Positive impact: 5</p>

**7.- Text proposal (changes in *blue*)**

***Replace the main body of text in part B of Appendix 14 to the GCU.***

Current text:

**6 Reserved**

Proposal:

**6 Temporary suspension of the use of wagons traffic across the Pyrenees**

- 6.1 The keeper of a wagon suitable for traffic across the Pyrenees in accordance with article 1 of part B of the present appendix to the GCU may decide to use it solely subject to the conditions applicable to wagons not suitable for changing wheelsets, only on standard or broad gauge lines, subject to the conditions applicable to wagons not suitable for changing wheelsets.
- 6.2 The conditions of preventive maintenance for these wagons may consequently be revised at the decision of the keeper.
- 6.3 Wagons of this nature are identified on the basis of:
- Additional markings and wheelset overhaul markings as provided for in point 7 hereafter, permanently affixed to each wall of the wagon, and wheelsets marked with a green saltire.
- 6.4 The keeper decides on resuming use with a change of wheelsets of a wagon suspended in accordance with the conditions of the present article for traffic across the Pyrenees, provided that:
- the prescribed markings have been affixed to the wagons and wheelsets;
  - the wheelsets have been overhauled in the past four years.