

Amendment Proposal to GCU Appendix 14 - Part B

<p>1. Present the issue (with examples and, if possible, figures outlining the extent of the issue):</p> <p>Use of wagons with interchangeable axles in traffic across the Pyrenees is a niche area, both for keepers and for railway undertakings (RUs), but it is a niche with a number of particular features included in the GCU in a specific appendix: Appendix 14, Part B.</p> <p>This appendix, taken from the RIV, has remained more or less unchanged since the GCU entered into force. It continues provisions that are outdated or have become redundant.</p> <p>It is not easy to understand, its integration into the GCU raises a number of questions, and the consequences of the latest regulatory developments are not taken into account, particularly with regard to the role and purpose of the ECM.</p>	<p>2. Show why and where the GCU is lacking in this respect:</p> <p>A clear example: for wagons with interchangeable axles, the GCU specifies the period between wheelset overhauls, thus denying the ECM its prerogative.</p> <p>It still contains rules relating to air brakes, even though this technical system is no longer recognised.</p> <p>Including Appendix 14 Part in the generalist scope of the GCU is also problematic.</p> <p>It regulates exchange specifically between two RUs - one Spanish and the other French - who are in a position to exchange wagons and trains by means of specific wagons.</p> <p>.</p>
<p>3. Explain why the problem described can only be resolved through the GCU:</p> <p>The GCU represents the core basis for contractual relations between keepers and ECMs.</p> <p>The text must be clear so that it can be applied by all parties in a simple and unequivocal manner.</p> <p>This is not the case in respect of the current text.</p>	<p>4. Outline why the problem should be solved as it is envisaged in the proposed amendment/addition:</p> <p>The advantages of the new Part B of Appendix 14: clarity, precision, harmonisation, standardisation, elimination of elements that are out of date.</p>
<p>5. Describe how the proposed amendment or addition will help resolve the issue</p> <p>Rewriting this Appendix will enable a recast of the text so that regulatory developments may be taken into account and rules that have become redundant can be deleted.</p> <p>It will introduce a logical reading sequence in the text.</p>	<p>6. Assess the possible positive and negative impacts (operations, costs, administration, interoperability, safety, competitiveness, etc.), using a scale from 1 (very low) to 5 (very high):</p> <p>A highly positive impact (+5)</p>

7. Proposed amendment (in blue)

Replacement of the current Part B of Appendix 14 to the GCU with the following text.

B – RULES GOVERNING THE USE OF WAGONS WITH INTERCHANGEABLE AXLES 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 Appendix.

1.2 In the following text, “wheelsets” refer to both wheelsets on standard gauge lines and on broad gauge lines.

1.3 This appendix specifies the conditions for exchange of wagons whose wheelsets are interchangeable between an RU certified in France and an RU certified in Spain where the parties have concluded an agreement for exchange of wagons with interchangeable wheelsets at a station on the French-Spanish border that has a wheelset changing facility.

1.4 The transferee RU shall be responsible for changing the wheelsets on wagons accepted for exchange in specialist facilities, or for ensuring that the wheelsets are changed.

1.5 It is incumbent upon the keeper of the wagon suitable for traffic across the Pyrenees to supply wheelsets for each type of gauge.

1.6 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 wheelset changing facility or facilities concerned. This prior agreement must, in particular, define the conditions governing the supply of the axles.

1.7 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 In accordance with ECM requirements, taking into account their specific uses and loads, the keeper must perform an overhaul of the interchangeable wheelset or arrange for the overhaul to be performed in a manner that fulfils its obligations as described in Article 7 of the GCU.

2.1.1 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 or on a plate affixed to the axle-box.

2.1.2 The wheelsets must also bear the keeper's code number and the date (month and year) of expiry of the last overhaul on the front of each axle-box, painted in white and clearly visible.

2.2 When the date of expiry of the last overhaul has passed (last day of the month indicated) or is illegible, when determined during the special technical acceptance inspection performed by the transferee RU when leaving the wheelset changing facility at an exchange station, or when determined by a user RU, the wagon must be immobilised (**removed**).

2.3 If the marking on the axle-boxes is illegible, missing or erased on one side, the wagon must be withdrawn from service (**K label**); if the marking is illegible, missing or erased on both sides, the wagon must be immobilised (**removed**).

2.4 To be admitted for exchange with a change of wheelsets for traffic across the Pyrenees, the wagons must:

- be marked with the **E** sign on each side wall in accordance with Appendix 11 to the GCU (point 2.16)
- have a minimum distance of 1,840 mm and a maximum distance of 1,860 mm between the centres of the buffer rods or guides

3 Exchange of wagons with a change of wheelsets at the France-Spain border

3.1 Custody of the wagons with interchangeable wheelsets is transferred from the transferor RU to the transferee RU when the wagons arrive at the wheelset changeover facility.

3.2 For changes of wheelsets, the technical transfer inspection consists of:

- performance prior to the wheelset changeover of a technical handover inspection (THI) conducted by the transferor RU;
- performance after the wheelset changeover of a special technical acceptance inspection by the transferee RU, during which the parts of the wagon affected by the wheelset changeover are subject to particular attention.

Exchange of wagons between the two RUs within the framework of a quality assurance agreement is not permitted.

The other points contained in Appendix 9 to the GCU shall apply.

3.2 At the changeover point, wagons should 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 wagon load 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 on the transferee RU's gauge are missing,

3.4.3 if the available capacity at the wheelset changeover point is exceeded,

3.4.4 if the wheelset 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 for use of the wagon when it is not suitable for traffic across the Pyrenees,
- case described in point 3.4.2: by the keeper,
- 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.

3.6 The transferee RU must monitor wheelset changeover operations from the perspective of operating safety.

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 tariff charge payable to the transferee RU.

These costs do not include fees for supply of wheelsets, which are borne directly by the keeper or by the entitled party.

5 Return of empty 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 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 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 2 of this Appendix, 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 accordance with point 2 of this Appendix.