

Amendments and additions to the GCU: Proposal sheet

Appendix 11

<p>1.- Present the issue (with examples and, if possible, figures outlining the extent of the issue)</p> <p>Appendix 11 to the GCU governs and describes the inscriptions and signs to be affixed to wagons. The appendix needs to take on board in GCU the changes to EU Regulation 321/2013 "Commission Regulation (EU) No 321/2013 of 13 March 2013 concerning the technical specification for interoperability relating to the subsystem "rolling stock — freight wagons" of the rail system in the European Union – "TSI WAG".</p>	<p>2.- Show where and why the GCU is lacking in this respect</p> <p>The GCU is no longer compliant with the EU regulation EU/321/2013.</p>
<p>3.- Explain why the issue can only be resolved via the GCU</p> <p>Implementation will necessarily take place due to the mandatory updates to the GCU arising in the light of EU Regulation 321/2013 of 13.3.2013</p>	<p>4.- Outline why the problem should be resolved as envisaged by the proposed amendment/addition</p> <p>Update and adaptation to new rules</p>
<p>5.- Describe how the proposed amendment or addition will help resolve the problem</p> <p>See text proposal</p>	<p>6.- Assess the possible positive and negative effects (operations, costs, administration, interoperability, safety, competition, etc.) on a scale of 1 (very low) to 5 (very high)</p> <p>Operational impacts: marked reduction in dwell times during handover at borders. Acceleration of traffic.</p> <p>Costs: reduced due to fewer interruptions in traffic and unnecessary penalty payments.</p> <p>Administrative burden: minimises inspection and administration in cross-border traffic.</p> <p>Interoperability: already ensured by the dispatching RU at the start of carriage.</p> <p>Safety: safe rail operations are already ensured at the start of carriage.</p>

7.- Text proposal in **RED**

2.1 Wagon number, country of registration, keeper, type

N.B.:

1. Further details are given in UIC Leaflet 438-2*.
2. Wagons with more than 8 axles can still carry the RIV sign without satisfying the regulations on maximum load (see point 2.4) provided they meet all the other conditions of this appendix and of Appendix 9 and have no parts that are liable to encroach the vehicle gauge under any operating circumstances. Exceptions are authorised for these wagons in respect of the position of the markings.

- 3.** For wagons meeting all the requirements of the Wagons TSI WAG, the pictogram



is used in conjunction with characters 2 or 3 of the wagon number and the "TEN" marking.

- 4.** For wagons which are basically TSI WAG-compliant but which deviate in terms of their wheelbase or vehicle gauge, or which are subject to other operating restrictions when



used in wagonload traffic, the pictogram is used in conjunction with characters 4 or 8 of the wagon number and the "TEN" marking. In terms of their initial approval for placing in service, these wagons are subject to the conditions in force in all member states; however, under the OPE TSI specific agreements are to be concluded governing their use on individual member-state infrastructure.

*) For RUs in EU member states, Annex P of the OPE TSI takes precedence as national law.

** Official part of GCU on 1 March 2014 due to voting and adoption procedure of the GCU .