

## Amendments and additions to the GCU: Appendix 9, Proposal 2

Modification of Annex 1: codes 5.3.3 and 5.2.3.2

<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>Modification of Appendix 9, Annex 1: improved description of irregularities under codes 5.3.3 and 5.2.3.2</p>	

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Component	Code no.	Irregularities/Criteria/Notes	Action to be taken	Category
Plunger	5.3			
	5.3.1	Missing, broken	Detach wagon	5
	5.3.2	Cracked at the transition to buffer head	Detach wagon	5
	5.3.3	Function jeopardised ( <del>including by inadequate lubrication</del> )  <ul style="list-style-type: none"> <li>• <del>shiny parts</del></li> <li>• several sharp-edged grooves measuring &gt; 1 mm in depth and &gt; 15 mm in length</li> </ul>	Detach wagon	5

Buffer head	5.2			
	5.2.1	Missing, broken, distorted such that it is no longer functional, rectangular plate twisted	Detach wagon	5
	5.2.2	Fastening on plunger:		
	5.2.2.1	- one third or more of rivets or bolts loose	Detach wagon	4
	5.2.2.2	- fewer than one third of rivets or bolts loose	K	3
	5.2.3	Contact surfaces		
	5.2.3.1	- not lubricated	Lubricate. If not possible, detach wagon	5
	5.2.3.2	- several sharp-edged grooves measuring > 1 mm in depth and > 50 mm in length	Detach wagon	5