

Amendments and additions to GCU Appendix 9: Proposal no. 8
Modification of Annex 1: No. 6.1.2 Overhaul

<p>1.- Present the problem (with examples and, if possible, figures giving a measure of the scope of the problem):</p> <p>Appendix 9 of the GCU sets out in Annex 1 binding provisions that govern the technical condition of wagons to be exchanged between two or more railway undertakings (RUs), as established during a technical transfer inspection.</p>	<p>2.- Show what the GCU is lacking in this respect:</p> <p>The instructions to be followed are mentioned, from the point of view of operational safety and suitability in service, in the GCU, as well as in UIC leaflets, where they are of a compulsory nature, and in the directives.</p>
<p>3.- Explain why the problem can only be solved through the GCU contract:</p> <p>Implementation is the responsibility of all the participants in the GCU.</p>	<p>4.- Outline why the problem should be solved as envisaged in the proposed amendment/addition:</p> <p>Compliance with this provision forms the basis for the renewal of bi- or multilateral agreements and for the conclusion of new agreements..</p>
<p>5.- Describe how the proposed amendments or additions will help solve the problem:</p> <p>The amendments must permit qualitative compliance with the requirements of the TSI, with obligations imposed by public authorities, with the ECM and with the GCU.</p>	<p>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):</p> <p>Impact on operations: net reduction in dwell times during exchanges at borders. Acceleration of traffic movements.</p> <p>Costs: savings thanks to the avoidance of downtime when underway and of the payment of unnecessary penalties.</p> <p>Administrative expenses: reduction in inspection and file handling operations for international transport movements.</p> <p>Interoperability: is guaranteed from the commencement of the movement by the sending RU.</p> <p>Safety: a guarantee of safety for railway operations exists from the commencement of the movement.</p>
<p>7. 7. Text proposal:</p> <p>Modification to Annex 1 of Appendix 9: modification of No. 6.1.2 for better understanding and better accordance with Annex 8 of GCU Appendix 9.</p>	

April 2014

Study Group WAGON USERS
Groupe d'Etudes UTILISATEURS WAGONS
Studiengruppe WAGENVERWENDER

Components	Code	Irregularity/Criteria/Notes	Action to be taken	Category
Overhaul (marking maintenance)	6.1.2	Overhaul marking		
	6.1.2.1	Inscription on the maintenance plate missing, incomplete or illegible ⁴⁾ Maintenance plate (Possible extension of validity if wagons marked "+ 3M")	Detach wagon	34
	6.1.2.2	Validity expires in 15 days or less	K	3
	6.1.2.3	Validity expires in ≤ 6 months	Proceed in accordance with point 1 of Annex 8	4
	6.1.2.4	Validity expires in ≤ 6 months	Proceed in accordance with point 1 of Annex 8	4
	6.1.2.2	Validity extended by 3 months if wagon marked "+ 3M" — as 15 days prior to lapse of deadline	K	3
	6.1.2.3	Validity extended by 3 months if wagon marked "+ 3M" deadline lapsed	Proceed in accordance with 1 of point Annex 8	4

If this irregularity is only present on 1 side of the wagon : Model K

Colour code for modifications

Black: Text in force, for info and remains unchanged

Red: new text

Blue : (may be crossed through): text will be deleted

⁴⁾ If this irregularity is only found on one side of the wagon: affix K

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