Amendments and additions to GCU Appendix 9: Proposal no. 5
Modification of Annex 1: Modification of chapters 6 and 7 incl. ILE

<table>
<thead>
<tr>
<th>1.- Present the problem (with examples and, if possible, figures giving a measure of the scope of the problem):</th>
</tr>
</thead>
<tbody>
<tr>
<td>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.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>2.- Show what the GCU is lacking in this respect:</th>
</tr>
</thead>
<tbody>
<tr>
<td>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.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>3.- Explain why the problem can only be solved through the GCU contract:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Implementation is the responsibility of all the participants in the GCU.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>4.- Outline why the problem should be solved as envisaged in the proposed amendment/addition:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Compliance with this provision forms the basis for the renewal of bi- or multilateral agreements and for the conclusion of new agreements.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>5.- Describe how the proposed amendments or additions will help solve the problem:</th>
</tr>
</thead>
<tbody>
<tr>
<td>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.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>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):</th>
</tr>
</thead>
<tbody>
<tr>
<td>Impact on operations: net reduction in dwell times during exchanges at borders. Acceleration of traffic movements.</td>
</tr>
<tr>
<td>Costs: savings thanks to the avoidance of downtime when underway and of the payment of unnecessary penalties.</td>
</tr>
<tr>
<td>Administrative expenses: reduction in inspection and file handling operations for international transport movements.</td>
</tr>
<tr>
<td>Interoperability: is guaranteed from the commencement of the movement.</td>
</tr>
</tbody>
</table>
We request the modification of codes as per the tables below:

- The reference to load units in chapter 6 under points 6.1.4 and 6.1.5 is to be deleted

<table>
<thead>
<tr>
<th>Components</th>
<th>Code</th>
<th>Irregularities/Criteria/Notes</th>
<th>Action to be taken</th>
<th>Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walls, including those of load units</td>
<td>6.1.4</td>
<td>Side plank missing, broken, split or coming undone; wall panel holed, broken</td>
<td>K</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>6.1.4.1</td>
<td>Risk of damage to load due to humidity; risk of loss of load</td>
<td>Rectify, if necessary + K, if not possible: detach wagon</td>
<td>4</td>
</tr>
<tr>
<td>Floor, including those of load units</td>
<td>6.1.5</td>
<td>Floor damaged</td>
<td>K</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>6.1.5.1</td>
<td>- with no risk of loss of load</td>
<td>Rectify, if necessary + K, if not possible: detach wagon</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td>6.1.5.2</td>
<td>- with risk of loss of load</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
- Modification of codes 6.5.5.x concerning RID and non-RID loads:

<table>
<thead>
<tr>
<th>Components</th>
<th>Code</th>
<th>Irregularities/Criteria/Notes</th>
<th>Action to be taken</th>
<th>Category</th>
</tr>
</thead>
</table>


### Reinforcement, filling and emptying equipment, underneath

<table>
<thead>
<tr>
<th>6.5.5</th>
<th>Loss of load</th>
<th>Rectify, if not possible: detach wagon</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.5.5.1</td>
<td>Loss of load</td>
<td>Rectify, if not possible: detach wagon</td>
</tr>
<tr>
<td>6.5.5.2</td>
<td>– reserved –</td>
<td>Detach wagon</td>
</tr>
<tr>
<td>6.5.5.3</td>
<td>Valves or spouts defective Screw cap must be tightly sealed and must not be missing (except for outside gas pipes)</td>
<td>Detach wagon</td>
</tr>
<tr>
<td>6.5.5.4</td>
<td>- RID load**</td>
<td>Rectify, if not possible: detach wagon</td>
</tr>
<tr>
<td>6.5.5.5</td>
<td>- non-RID load</td>
<td>Rectify, if not possible: M</td>
</tr>
<tr>
<td>6.5.5.6</td>
<td>Blind flange missing or loose</td>
<td>Detach wagon</td>
</tr>
<tr>
<td>6.5.5.7</td>
<td>- RID load** one or more missing bolts</td>
<td>Detach wagon</td>
</tr>
<tr>
<td>6.5.5.8</td>
<td>- non-RID load, one securing bolt missing</td>
<td>Rectify, if not possible, K</td>
</tr>
<tr>
<td>6.5.5.9</td>
<td>- non-RID load several securing bolts missing Blind flange: several securing bolts missing</td>
<td>Rectify, if not possible, detach wagon</td>
</tr>
<tr>
<td>6.5.5.10</td>
<td>Bottom valve indicator device not in &quot;closed&quot; position on both sides - loaded wagons, and empty wagons that</td>
<td>Close bottom valve. If not possible: detach</td>
</tr>
</tbody>
</table>

**Clarification: pay attention to the hazard warning labels**
In chapter 6, the codes 6.6.1.2 and 6.6.1.3 refer to irregularities with torn sheeting on wagons with mechanical sheeting as per the table below:

<table>
<thead>
<tr>
<th>Wagons with mechanical sheeting (e.g. Rils, Tams)</th>
<th>6.6.1</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.6.1.1 Mechanical sheeting not properly closed and locked</td>
<td>Close, if not possible: detach wagon</td>
</tr>
<tr>
<td>• indicator visible (side closing system open)</td>
<td>5</td>
</tr>
<tr>
<td>Side locking system</td>
<td></td>
</tr>
<tr>
<td>• end hoops inclined (locking system not engaged)</td>
<td></td>
</tr>
<tr>
<td>Top locking system</td>
<td></td>
</tr>
<tr>
<td>6.6.1.2 Tarpaulin</td>
<td></td>
</tr>
<tr>
<td>- Tarpaulin torn, holed ≤ 30 mm</td>
<td>3</td>
</tr>
</tbody>
</table>
Points 7.5.4, 7.5.6 are to be specified and 7.5.5.3 is to be added:

<table>
<thead>
<tr>
<th>Load</th>
<th>Code</th>
<th>Irregularities/Criteria/Notes</th>
<th>Action to be taken</th>
<th>Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>Special types of consignment</td>
<td>7.4</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vehiciles and machinery on wheels or on caterpillar tracks/chains</td>
<td>7.4.1</td>
<td>Unsuitable scotch blocks and/or fastenings (5.6.3)</td>
<td>Rectify, if not possible:</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>detach wagon</td>
<td></td>
</tr>
<tr>
<td>Moving parts of vehicles and machinery</td>
<td>7.4</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>7.4.1</td>
<td>Not properly immobilised</td>
<td>Rectify, if not possible:</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- no risk of fouling gauge</td>
<td>detach wagon</td>
<td></td>
</tr>
<tr>
<td></td>
<td>7.4.2</td>
<td></td>
<td>Detach wagon</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- risk of fouling gauge</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Load supported on several wagons</td>
<td>7.4</td>
<td></td>
<td>Detach wagon</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>7.4.3</td>
<td>Not loaded/secured according to requirements (5.9)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Specific components of load units, in particular those used for</td>
<td>7.5</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>transhipment horizontal or vertical</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>7.5.1</td>
<td>Device for locking the dollies inoperative, defective or missing</td>
<td>Bind using wire, if not possible: detach wagon</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>7.5.2</td>
<td>End doors on load units not securely closed or locked</td>
<td>Close, if not possible:</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>detach wagon</td>
<td></td>
</tr>
<tr>
<td></td>
<td>7.5.2.1</td>
<td>door not closed</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>7.5.2.2</td>
<td>only one lock effective per load unit and</td>
<td>Rectify</td>
<td>3</td>
</tr>
<tr>
<td>Section</td>
<td>Description</td>
<td>Action</td>
<td>Priority</td>
<td></td>
</tr>
<tr>
<td>----------</td>
<td>------------------------------------------------------------------------------</td>
<td>-------------------------</td>
<td>----------</td>
<td></td>
</tr>
<tr>
<td>7.5.5.1</td>
<td>Tarpaulin torn, holed ≤ 30 mm</td>
<td>Rectify</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>7.5.5.2</td>
<td>Tarpaulin torn, holed &gt; 30 mm</td>
<td>Detach wagon</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>7.5.5.3</td>
<td>Danger of damage from humidity to the load or loss of load</td>
<td>Rectify, if not possible: detach wagon</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>7.5.6</td>
<td>Tarpaulin, walls - Locking, lashings inadequate - sheet; lack of tension / lock damaged, inadequate</td>
<td>Detach wagon</td>
<td>5</td>
<td></td>
</tr>
</tbody>
</table>
As there is nothing after point 7.6, the tank load unit data is to be inserted, including the RID load

<table>
<thead>
<tr>
<th>Components</th>
<th>Code</th>
<th>Irregularities/Criteria/Notes</th>
<th>Action to be taken</th>
<th>Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tank load units</td>
<td>7.6</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Connecting elements</td>
<td>7.6.1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>tank body/underframe</td>
<td>7.6.1.1</td>
<td>Crack &gt; 1/4 of the section transverse (across the cradle or the cross-stays)</td>
<td>If empty: K If loaded: detach</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td>7.6.1.2</td>
<td>Cracks in the weld seams</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tank*</td>
<td>7.6.2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>7.6.2.1</td>
<td>Not tight: leaks or loss of load</td>
<td>Have sealed. If not possible: detach wagon</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>7.6.2.2</td>
<td>Distorted with sharp edges but no risk of loss of load</td>
<td>Rectify</td>
<td>4</td>
</tr>
<tr>
<td>Tank equipment</td>
<td>7.6.3</td>
<td>Tank cladding, sun roof, insulation</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>7.6.3.1</td>
<td>- damaged</td>
<td>Rectify</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td>7.6.3.2</td>
<td>- loose</td>
<td>Detach wagon</td>
<td>5</td>
</tr>
<tr>
<td>Reinforcement, filling and emptying equipment</td>
<td>7.6.4</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>7.6.4.1</td>
<td>Loss of load</td>
<td>Rectify, if not possible: detach wagon</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>7.6.4.2</td>
<td>Valves or spouts defective</td>
<td>Detach wagon</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td>7.6.4.3</td>
<td>Screw cap must be tightly sealed and not missing</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>7.6.4.3</td>
<td>- RID load</td>
<td>Detach wagon</td>
<td>4</td>
</tr>
</tbody>
</table>
Securing bolt, blind flange:

7.6.4.6 - RID load** one or more securing bolts missing
Detach 4

7.6.4.7 - Non-RID load: one securing bolt missing
Rectify. If not possible: detach 3

7.6.4.8 - Non-RID load** several securing bolts missing
Rectify. If not possible: detach 5

Bottom valve indicator device not in "closed" position on both sides

7.6.4.9 - loaded load units, and empty wagons that have not been cleaned
Close bottom valve. If not possible: detach wagon 5

7.6.4.10 - empty load unit (non-RID load)
Close bottom valve. If not possible: detach wagon 3

7.6.4.11 Bottom valve emergency control device screwed in (tank-mounted valve open)
Unscrew emergency control device. If not possible: detach wagon 5

7.6.4.12 Filling and emptying equipment open
Rectify. If not possible: detach wagon 5

7.6.4.13 Visible locking devices
Rectify. If not possible: detach wagon 4

Reinforcement, filling and emptying equipment, above

7.6.5

7.6.5.1 Loss of load or of gas near the upper reinforcements (does not concern ventilation devices)

- odour
- signs of recent or persistent leakage

7.6.5.2 Dome cover open or missing
Close or have closed. 5