

**Proposed amendment:
new Appendix 15 and minor adjustments to Appendix 1**

<p>1. Present the issue (with examples and, if possible, figures outlining the extent of the issue)</p> <p>The task of maintaining wagons such that they are fit for service falls to the "Entity in Charge of Maintenance" (ECM). In order to meet these obligations, ECMs require information on the operation of the wagons they maintain.</p> <p>It is the responsibility of the RU which has the wagon in its custody to supply such information.</p> <p>Paragraph 15, section 7 of ATMF - Appendix G to the 1999 COTIF (last updated 1.5.2015) - states that:</p> <p><i>"The operating railway undertaking must in due time, either directly or via the keeper, provide the ECM with information on operation of the vehicles (including mileage, type and extent of activities, incidents/accidents) for which the ECM is in charge."</i></p> <p>Article 7.2 of the GCU provides that: <i>"For the purposes of this contract and vis-à-vis the other signatories, the keeper is considered to be, and have the responsibilities of, the entity in charge of maintenance for the wagon."</i></p> <p>Article 15 of the GCU provides that: <i>"User RUs shall supply the keeper with information on the use of his wagons in a timely manner, in accordance with the national and international laws and regulations in force."</i></p>	<p>2. Show where and why the GCU is lacking in this respect:</p> <p>The GCU takes account of the obligation set out in ATMF paragraph 15, section 7 as follows:</p> <ul style="list-style-type: none"> • Article 18 and Appendix 4, which accompanies it, refer to incidents/accidents; • Article 15 refers to use. <p>However, Article 15 gives no details of how this obligation is to be met.</p> <p>In order to ensure the efficient exchange of information between the more than 600 GCU signatories, harmonised conditions must take precedence over individual initiatives.</p>
<p>3. Explain why the issue can only be resolved via the GCU:</p> <p>In order both to achieve the objectives set by law and enable/optimize the requisite exchange of information, a standard is needed to govern the exchange of data as foreseen by the GCU. This will enable RUs to implement automated solutions and will allow keepers to define efficient data-processing systems and draw on data from different sources, with no need for manual recapture.</p> <p>This standard will also enable digital data exchange, leading to potential productivity - and thereby competitiveness - gains for railway operations.</p>	<p>4. Outline why the issue should be solved as envisaged by the proposed amendment/addition:</p> <p>The benefits of the new Appendix 15 are clarity, precision and harmonisation.</p>

<p>5. Describe how the proposed amendment or addition will help resolve the issue:</p> <p>The data-exchange rules set out in the new Appendix 15 can be implemented by both RUs and keepers quickly and at a reasonable cost.</p> <p>Both RUs and keepers can thus meet their legal and contractual obligations.</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>Costs: +3 Competition: +5 Operations: +4 Interoperability: +4 Safety: +4</p>
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7. Proposed wording (amendment in blue)

Extend the GCU by adding a new Appendix 15 and amending Appendix 1:

Appendix 1

- ~~The updated list of signatories and their data as provided for by article 2.4 of the GCU can be consulted via a database available on the GCU Bureau website at the following address:~~

The updated list of signatories, and address details as defined in Article 2.4 of the GCU, can be found in the database on the GCU Bureau website:

www.gcubureau.org/signatories

~~Using the form defined below, each GCU member shall supply and update its own data on the aforementioned website directly, in accordance with its own organizational arrangements~~

Each signatory is obliged, depending on its own organisation, to enter the information relating to it directly on the above website in accordance with the format specified therein.

Addition of complementary datasets to the database

New entry into section 2:

2.5. Delivery of wagon performance data (GCU Article 15 and Appendix 15)

Contact:

Address:

Tel.:

Email:

New entry into section 3:

3.5. Receipt of wagon performance data (GCU Article 15 and Appendix 15)

Contact:

Address:

Tel.:

Email:

Guidelines for the use of the Wagon Performance Message(WPM)

Appendix 15 to the General Contract of Use for Wagons (GCU)

WAGON PERFORMANCE MESSAGE

Appendix 15 describes in more detail the information-related requirements laid out in article 15.

In accordance with pages 3-4, the user RU must send the Wagon Performance Message to the wagon keeper for all wagons registered in the GCU database.

The user RU must send the complete set of wagon performance data for the entire custody period of a wagon in accordance with GCU Article 1.4. The wagon performance data must be sent to the keeper by the end of the month at the latest for each period of custody concluded in the previous month. Wagon performance data for multiple wagons may be contained in a single Wagon Performance Message.

Should the user RU transfer a wagon to a third-party RU in accordance with GCU article 16, the last user RU which is a GCU signatory remains responsible for submitting the complete Wagon Performance Message on behalf of the third-party RU.

The user RU is informed if the wagon number is not found in the GCU database.

The performance message should be sent electronically in XML¹ or CSV format² in accordance with the description hereafter. The keeper must be sent a separate performance message for every custody period.

To correct any erroneous performance data within a message, the RU should send an identical dataset with a negative mileage that cancels out the erroneous dataset. A new, correct dataset is also to be sent if required.

The GCU Bureau provides a communication platform (GCU Message Broker) to the signatories for transmission of the Wagon Performance Message.

¹ The XSD diagram and sample files are available to download from the GCU website.

² CSV files can be produced and read using (for example) MS Excel.

Guidelines for the use of the Wagon Performance Message(WPM)

Wagon Performance Message in CSV format with 5 sample data records

WagonNumberFreight	UserRU	PeriodStart	PeriodEnd	Country	Kilometers	TotalLoadWeight
338078605601	2887	29.10.2016 09:00	29.10.2016 12:01	DE	124	64200
338078605601	2887	29.10.2016 12:01	30.10.2016 08:24	AT	354	0
338078605601	2887	31.10.2016 12:25	01.11.2016 13:10		355	58000
338078605601	2887	29.10.2016 12:01	31.10.2016 08:24		634	50000
338078134636	1234	29.10.2016 12:01	31.10.2016 08:24	AT	734	58230

Performance message with a correction posted for the last dataset in the report above

WagonNumberFreight	UserRU	PeriodStart	PeriodEnd	Country	Kilometers	TotalLoadWeight
338078134636	1234	29.10.2016 12:01	31.10.2016 08:24	AT	-734	58230
338078134636	1234	29.10.2016 12:01	31.10.2016 08:24	DE	634	58230

Remarks

- A semi-colon (“;”) is to be used as the separating character for CSV files.
- The header must be included in the file.
- If the times for PeriodStart and PeriodEnd are unknown, "00:00" is to be used ("DD.MM.YYYY 00:00").
- A CSV sample file and template are available to download from the GCU website.

Guidelines for the use of the Wagon Performance Message(WPM)

Description of wagon performance message (WPM) elements in CSV format

Element	Status	Definition
WagonNumber-Freight	Mandatory	Full 12-position wagon number, including check digit, without spaces or hyphens. Example: 338078605601
UserRU	Mandatory	4-position numerical company code of the user RU.
PeriodStart	Mandatory	Starting date and time of the wagon performance message (beginning of custody period). Format: dd.mm.yyyy hh:mm
PeriodEnd	Mandatory	End date and time of the wagon performance message (end of custody period). Format: dd.mm.yyyy hh:mm
Country	Conditional ³	Identification of the country where the wagon performance was executed using the 2-position alphanumerical country code in accordance with ISO 3166-1. Example: FR
Kilometers	Mandatory	Actual kilometric performance of the wagon for the period specified (start date to end date). Kilometric performances within a station due to, for example, shunting movements for the purpose of loading/unloading or train formation can be disregarded. Tariff kilometres, estimations or timetabled kilometres are not sufficient to meet this requirement. Example: 423 (without decimal place)
TotalLoadWeight	Mandatory	Payload (net tonnage), including container, in kg. Empty = 0 kg Example: 55400 (without decimal place)

³ Obligatory in Germany under the "Noise Bonus" system. Performance data for cross-border traffic must be submitted separately by country within a single custody period.