

Amendments and additions to the GCU Proposal sheet

GCU Appendix 4

<p>1.- Expose the problem (with examples and, if possible, figures giving a measure of the scope of the problem):</p> <p>As consignment and technical inspection are separated processes, it's sometimes impossible for RUs to provide all the mandatory information defined in Appendix 4 at the time the wagon inspection is done. As such, an exchange of Appendix 4 damage reports as XML files via the GCU Broker is practically impossible as some mandatory data will be missing.</p>	<p>2.- Show what the GCU is lacking in this respect:</p> <p>In the current Appendix 4, no standardised dummy values that could be used for mandatory consignment notes data have been defined. To allow IT systems to exchange damage reports as XML files without impairing the principles of custody and Appendix 4 structure, standardised dummy values for missing consignment note data must be introduced.</p>
<p>3.- Explain why the problem can only be solved through the GCU contract:</p> <p>The contract needs to be adapted to allow a smooth functioning of the GCU Broker as communication platform between RUs and Keepers.</p>	<p>4.- Outline why the problem should be solved as envisaged in the proposed amendment/addition:</p> <p>The proposed solution will allow all RUs to use the GCU Broker as communication platform for sending Appendix 4 damage reports as XML files. The proposed solution introduces harmonised dummy values allowing also the receiver to handle the file and the data in standardised process.</p>
<p>5.- Describe how the proposed amendments or additions will help solve the problem:</p> <p>With the proposed amendment to the descriptions of some mandatory elements in the Wagon Damage Report, we remove an obstacle preventing RUs to send Appendix 4 damage reports as XML files via the GCU Broker.</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>5: The proposed amendment will have a high positive impact on the digitalisation of processes in rail freight at no additional costs.</p>

7.- Proposed text

Colour coding of amendments:

Black: Current text (remains unchanged, included for reference purposes)

Red: new text

Blue: (may be struck through): text to be deleted

Text in red is to be included as additions to

Appendix 4: WAGON DAMAGE REPORT

Description of elements in the Wagon Damage Report

Designation	Status	Description
User RU	Mandatory	Four characters organisation code (RICS) or alternatively name of the User RU
Report ID	Mandatory	User RU's unique Wagon Damage Report number. The number shall not exceed a maximum length of 32 characters.
Consignment n ^o	Mandatory	Consignment number for the movement concerned (as per consignment/wagon note). If the consignment number is unknown, enter "unknown".
Train n ^o	Conditional	Number of the train containing the wagon on which the damage was detected. If the train number is unknown, enter "unknown".
Place at which damage detected	Mandatory	Station/location name at which damage was detected. If the damage was not detected at a station, indicate the name or code of the nearest station/place.
Damage detected on	Mandatory	Date at which damage was detected (not necessarily the date on which the WDR was drawn up).
Forwarding Station	Mandatory	Name of departure station (as per consignment/wagon note). If the departure station is unknown, enter "unknown". In XML enter the CountryCodeISO = "XX" and for LocationSubsidiaryIdentification the DIUM Code "99999" with the name "unknown".
Destination Station	Mandatory	Name of destination station (as per consignment/wagon note). If the name of the destination station is unknown, enter "unknown". For information in XML see forwarding station.
Date of Dispatch	Mandatory	Date the consignment departed (as per consignment/wagon note). If the date of dispatch is unknown, the date when the damage was detected shall be used.
Loaded State	Mandatory	Loading status of wagon when damage was detected (loaded/empty).
Wagon number	Mandatory	Full 12-position wagon number, including check digit.
Keeper	Mandatory Optional	Four characters organisation code (RICS) or alternatively name or VKM of the wagon keeper as marked on the wagon. As the allocation to the holder is made by the GCU Broker by means of the wagon number, it is not necessary to provide this information when dispatching via the GCU Broker.

Keeper's address or e-mail address	Optional	Additional information to prove to whom the WDR was sent by the RU.
Damage code as per GCU App. 9	Mandatory	Complete damage code in accordance with GCU Appendix 9, Annex 1.
New damage/ Old damage	Optional	Indicate whether the damage is newly detected or whether it was already present on the wagon.
Description of Damage	Mandatory	Designation in accordance with GCU Appendix 9, Annex 1.
Additional Remarks	Optional	Additional description/details of damages. Cause of damage, if this can be ascertained. Scale of the damage (e.g. 2 broken floorboards).
Label found on wagon	Conditional	Type of GCU labels present on the wagon. All present labels must be selected.
Date	Conditional	Date of found labels. Shall be indicated if present.
RU that created labels found on wagon	Conditional	Four characters organisation code (RICS) or alternatively name of the User RU that created labels found on the wagon.
Sample of Labelling	Mandatory	Type of GCU labels which have been affixed to the wagon. One or more relevant labels or alternatively "Wagon Detached" must be selected.
Dispatch to Workshop	Conditional	If the wagon has been dispatched to a workshop by the User RU (before or after unloading), this is to be indicated in accordance with GCU Article 19.
Damage detected upon acceptance	Conditional	Indication if the damage was detected at the place of handover. It shall be marked whether the company handing over the wagon is a GCU RU, a non- GCU RU, or a connecting railway (non-RU).
Company	Conditional	Four characters organisation code (RICS) or alternatively name of the company handed over the wagon.
Details of cause/ perpetrator of damage	Mandatory	Selection of one of the possible causes for the damage (wear and tear, impact damage in course of railway operation, third-party ¹ involved or not ascertainable). Only one cause may be given in all cases. If there is more than one cause, select "not possible to determine party responsible".
Place/Date	Mandatory	Location and date on which WDR was drawn up.
Contact	Mandatory	Contact details of User RU (name, telephone, email, etc.) for any queries concerning the WDR or damage.
Attachments	Conditional	Indication if any supporting documents are attached to the WDR (e.g. damage photos, documents, etc.).

¹ The party responsible (third-party) must confirm in a separate document that it assumes liability in order that the RU can claim relief in accordance with GCU Article 22. This document is to be appended to the Wagon Damage Report.