

# UIP GCU WORKING GROUP

## Amendments and additions to the GCU Proposal sheet

### Appendix 7 - Regulations for the return of wheelsets and spare parts and liability for missing spare parts

#### Record of amendments

Amended by	Date	Paragraph	Amendment
A.Brozy	08/02/2022	App. 7, General principles, part A and C	New
A.Brozy	29/03/2022	App. 7, General principles, part A and C	Update and discussion
WG MNT decision	31/01/2023	App. 7, General principles, part A and C	See minutes of Maintenance WG meeting of January
WU SG decision	28/02/2023	App. 7, General principles, part A and C	Approved, see minutes of WU SG of February 2023
GCU JC decision	07/06/2023	App. 7, General principles, part A and C	GCU JC approval

<p><b>1.- Expose the problem (with examples and, if possible, figures giving a measure of the scope of the problem):</b> Appendix 7 of the GCU regulates the handling of spare parts. <u>General principles</u> Point 1.8 regulates that spare parts shall be delivered ready for fitting and be compatible with the wagon to be repaired. <u>Part A</u> Point 3 contains specifications for the handling of wheelsets. Points 3.1.1 and 3.1.2 contain detailed specifications for requesting and returning of wheelsets. Points 3.1.3 and 3.1.4 contain detailed specifications for marking of returned wheelsets and liability in the event of non-returned wheelsets. <u>Part C</u> Points 6 and 7 contain only basic specifications for the request and return of other spare parts.</p>	<p><b>2.- Show what the GCU is lacking in this respect:</b> <u>General Principles</u> Point 1.8 doesn't contain any regulation that it must be ensured that spare parts are assigned to the correct wagon number in cases of several damaged wagons to be repaired. <u>Part A</u> Part A does not contain requirements for the use of other delivery references that are necessary for allocating the return delivery to the keepers on the form H/H<sup>R</sup> as provided for in the general principles of Appendix 7 point 1.4. <u>Part C</u> Compared to Part A the Part C lacks detailed provisions on the labelling of returned spare parts. The provisions under point 7.3 on compensation for non-returned other spare parts refer to the provisions of the associated contract of carriage. The keeper is not a contracting party in the contract of carriage for return-deliveries, so these provisions are unsuitable for regulating a compensation on the basis of the GCU.</p>
<p><b>3.- Explain why the problem can only be solved through the GCU contract:</b> The GCU Appendix 7 regulates the provision of spare parts and wheelsets by the keeper in the context of repairs carried out by the RU. In the sense of a holistic process, the return of defective parts as well as the compensation in case of missing returns should also be clearly regulated in Appendix 7.</p>	<p><b>4.- Outline why the problem should be solved as envisaged in the proposed amendment/addition:</b> The proposed amendment provides a uniform process for the handling of wheelsets and other spare parts and regulates the compensation for non-returned spare parts and wheelsets.</p>

<p><b>5.- Describe how the proposed amendments or additions will help solve the problem:</b> See 4.</p>	<p><b>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):</b>  Operations: 4 – Spare parts availability is increased with an improved return process  Costs: 4 – Costs for missing defective spare parts are allocated correctly to the responsible party  Administration: 3 – Allocation of return deliveries is facilitated with unique references  Interoperability: 1 – No effect  Safety: 1 – No effect  Competitiveness: 2 – Positive effect on competitiveness through an overall improved process deriving from positive effects on operations, costs and administration</p>
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## 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*

### 1. General Principles

[...]

1.8 Spare parts shall be delivered ready for fitting and be compatible with the wagon to be repaired. **If several wagons are damaged, it must be ensured that the spare parts supplied are assigned to the correct wagon number.**

[...]

### Part A

#### 3. Handling of wheelsets

[...]

3.1.2 The keeper is to send the requested wheelset as swiftly as possible to the delivery address. **He must provide the user RU with the return address and all references (e.g. delivery note number) relevant to the allocation of the return delivery for the damaged wheelset using the form H<sup>R</sup>.**

3.1.3 The wagon number must be indelibly marked on the damaged wheelset (inside of the wheel centre) once it has been removed.

3.1.4 The damaged wheelset must reach the keeper at the return address provided as per 3.1.2 in form H<sup>R</sup> within 6 weeks of being removed from the wagon, **stating the wagon number and if applicable the references specified by the keeper on the form H<sup>R</sup>.** If the wheelset does not reach the keeper by this time, he shall send out a reminder to the user RU, extending the deadline by a further 2 weeks at least. If the wheelset still does not arrive by this extended deadline, the user RU shall pay the keeper the replacement value of the wheelset.

[...]

### Part C

#### 7. Return of other damaged non- interchangeable spare parts

7.1 Damaged parts with a low value (e.g. suspension rods and links, etc.) are not returned once removed. No compensation for their value shall take place.

7.2 Other damaged parts, once removed, shall only be returned at the keeper's request. **The wagon keeper must provide the user RU with the return address and all references relevant to the allocation of the return delivery for the damaged parts using the form H.**

~~7.3 If the spare part does not arrive at its destination, the amount of compensation payable shall be subject to the provisions of the associated contract of carriage.~~

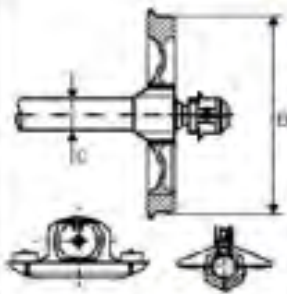
**7.3 The wagon number must be clearly assigned to the damaged spare part once it has been removed by means of suitable labelling.**

**7.4 The damaged spare part must reach the keeper at the return address provided as per 7.2 in form H within 6 weeks of being removed from the wagon stating the wagon number and if applicable, the references specified by the keeper on the form H. If the damaged part does not reach the keeper by this time, he shall send out a reminder to the user RU, extending the deadline by a further 2 weeks at least. If the damaged part still does not arrive by this extended deadline, the user RU shall pay the keeper the replacement value of the part.**

**Form H:**

<b>Issuing RU (LOGO)</b>		<b>Form H</b>		No. <input type="text"/>
<b>Wagon number:</b>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<b>Damage report reference number:</b>	<input type="text"/>			
<b>Keeper:</b>	<input type="text"/>		Fax no.:	<input type="text"/>
	<input type="text"/>		E-mail:	<input type="text"/>
<b>Description of parts:</b>	<b>Pos</b>	<b>Quantity</b>	<b>Description</b>	<b>*</b>
	1	<input type="text"/>	<input type="text"/>	<input type="text"/>
	2	<input type="text"/>	<input type="text"/>	<input type="text"/>
	3	<input type="text"/>	<input type="text"/>	<input type="text"/>
	4	<input type="text"/>	<input type="text"/>	<input type="text"/>
	5	<input type="text"/>	<input type="text"/>	<input type="text"/>
<b>Other:</b>	* Parts missing from the wagon			€ <input type="text"/>
<b>Addresses:</b>	Track occupation costs as per App. 7, point 1.2		Delivery address:	
	<input type="text"/>		<input type="text"/>	
	<input type="text"/>		Delivery conditions, where appropriate	
	<input type="text"/>		<input type="text"/>	
	Tel: <input type="text"/>			
	Fax: <input type="text"/>			
	E-mail: <input type="text"/>			
<b>Date</b>	<input type="text"/>		<b>Signature</b>	<input type="text"/>
<b>To be filled in by the keeper</b>				
<b>Answer:</b>	Estimated date of delivery:		<input type="text"/>	
	Return of damaged parts?		<input type="checkbox"/> Yes	<input type="checkbox"/> No
			Pos. <input type="text"/>	
<b>Address:</b>	Delivery address:		Delivery restrictions, where appropriate and references:	
	<input type="text"/>		<input type="text"/>	
	<input type="text"/>		<input type="text"/>	
<b>Date:</b>	<input type="text"/>		<b>Signature:</b>	<input type="text"/>
			<b>Company stamp:</b>	<input type="text"/>
Please use block letters throughout				
				Form H Page 1

Form HR:

Issuing RU (LOGO)	Form HR <sup>R</sup>	No. _____				
Wagon number: <input style="width: 100px;" type="text"/>		Drawn up on: _____				
Damage report reference number: _____						
Keeper: _____		File no.: _____ email: _____				
Remarks: _____						
Condition of all the wheelsets of the wagon - for undamaged wheelset(s), complete only the fields "POS" and "B"						
Pos	T/M	B measured	C	Monobloc yes / no	Type of wheelset	Wheelset number(s) of damaged wheelset(s)
Pos: position of axle (as per marking on wagon) If no marking present, count from either end of wagon.						
Number of damaged wheelsets: _____						
		Reason for withdrawal from service T/M: always indicate code opposite the axle number				
		1.2.2 Thermal overload 1.3.2 Wheel wear (tread) 1.3.3 Wheel flats 1.3.4 Metal inclusions 1.3.5 Cracks/exfoliation 1.5.1 Damage to wheel centre 1.6.1 Damage to axle 1.7.2 Out-of-round wheel		1.8.1.1 Axle box leaking 1.8.1.2 Loss of lubricant 1.8.3 Hot axle box 1.8.4 Wear plate displaced or missing 7.1.7 Overload (provide details) 8.1.1 Derailment Other: _____		
Address: _____	Contact address: _____		Delivery address: _____ Station code: <input style="width: 100px;" type="text"/>			
	Tel: _____ Fax: _____ Email: _____		Delivery restrictions, if applicable and references: _____			
Quote: see page 2		Signature: _____				
Date: _____		Company stamp: _____				
Please complete in block letters						Form HR <sup>R</sup> Page 1