

Proposed amendment

Definition of wear and tear

Title	<i>Definition of wear and tear</i>
Reference	<i>AP-WDS-2026-02</i>
Planned change date	<i>01.01.2027</i>
Topic proposal	<i>TP-WDS-2026-02</i>
Proposer / working group	<i>SG WU - Wagon Damage Settlement Group</i>
Section of the GCU	<i>GCU Appendix 2</i>
Concise description	<i>Definition of wear and tear</i>

Record of amendments:

Status	Date	Comment
<i>Work order</i>	<i>15/05/2025</i>	<i>Meeting in Dresden</i>
<i>In creation</i>	<i>03/07/2025</i>	<i>First draft</i>
<i>Updates</i>	<i>17/09/2025</i>	<i>WU SG meeting in Paris</i>
<i>"</i>	<i>10/04/2026</i>	<i>Online ad hoc WU SG meeting</i>
<i>"</i>	<i>30/07/2026</i>	<i>Amended</i>
<i>Working group decision</i>	<i>22-23/04/2026</i>	<i>Amended and approved by WDSG</i>
<i>Feedback loop WDSG after UIC WUSG, UIP, et ERFA meetings</i>	<i>12/05/2026 11/06/2026 19/06/2026 07/07/2026</i>	<i>TP and AP approved by UIC TP and AP approved by ERFA Not approved by UIP GCU WG Approved by all at an extra meeting</i>
<i>GCU JC decision</i>	<i>23/06/2026</i>	<i>Not submitted</i>
<i>GCU JC decision</i>	<i>15/09/2026</i>	<i>Approved by the GCU JC</i>

1. Subject matter and reason for the amendment:

- **Description of the current situation:**

Appendix 12 to the GCU specifies the definition below but does not provide a definition of “wear and tear”.

¹⁾ Accidental damage in the sense of Appendix 12 is understood as damage not resulting from wear but either from inappropriate handling of the wagon (e.g. shunting accidents, side-on collisions or other sudden events), or which can be attributed to culpable violation of wagon custody obligations by an RU.

2. Description of the intended amendment and reason for implementing it in the GCU:

- **What is the proposed solution?**

The proposed solution is to add a new definition in GCU Appendix 2
The definition of “incident damage” in Appendix 12 is not affected. It is supplemented by the new definition in Appendix 2, which will make the division of responsibility clearer.

- **Why should it be implemented in the GCU and not regulated outside?**

Application of Article 22.4

3. Is it reasonable to amend the contract?

- **Is the change critical to keep the GCU up to date?**

No

- **Is the implementation of the change urgent?**

No

- **What is the estimated scope of application of the amendment (e.g. number of wagons affected, number of maintenance operations, etc.)**

Simplify the allocation of responsibility between the parties

- **Consequences of not implementing the proposal**

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Proposed amendment to the GCU:

Colour codes for amendment proposals:

Black: Currently applicable text; provides information and remains unchanged

Red: New text

Blue: (may be crossed out): Text to be deleted

EN

WEAR ON FREIGHT WAGONS IN THE CONTEXT OF THE GCU	Wear in the context of the GCU refers to the natural operational wear and tear of components and materials through regular use. It arises over a longer period of time without any third parties at fault and is generally foreseeable. Maintenance work resulting from wear is the responsibility of the keeper; the associated costs are governed by Article 22 in conjunction with Appendix 12 of the GCU. Typical examples of wear are: - Normal wear of wheel discs due to mileage (up to the wear inspection groove) - Material fatigue of brakes or couplers (wear in normal operation) - Rust formation, paint flaking or rotting (weathering, chipping from the impact of stones) - Grooves on the buffer head due to inadequate maintenance This list is neither exhaustive nor definitive.
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FR

USURE DES WAGONS AU SENS DU CUU	L'usure au sens du CUU désigne la dégradation naturelle des composants et des matériaux due à une utilisation régulière en service. Elle se produit sur une longue période, sans faute de tiers, et est généralement prévisible. Les travaux de maintenance liés à l'usure relèvent de la responsabilité du détenteur ; la prise en charge des coûts est règlementée par l'article 22, en liaison avec l'annexe 12 du CUU. Exemples typiques d'usure : - Usure régulière des toiles de roue par le kilométrage (jusqu'au sillon d'usure) - Fatigue des matériaux des freins ou des accouplements (usure en service normal) - Formation de corrosion, écaillage de la peinture ou dégradation (intempéries, chute de pierres) - Rainures sur les plateaux de tampons en raison d'un entretien insuffisant. Cette liste n'est ni complète ni exhaustive.
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DE

VERSCHLEISS AN GÜTERWAGEN IM SINNE DES AVV	Verschleiß in Sinne des AVV bezeichnet sowohl die natürliche betriebsbedingte Abnutzung von Bauteilen und Materialien durch regelmäßigen Gebrauch als auch die Materialermüdung. Er entsteht über einen längeren Zeitraum ohne Verschulden Dritter und ist im Regelfall vorhersehbar. Verschleissabhängige Instandhaltungsarbeiten liegen in der Verantwortung des Halters, die Kostentragung richtet sich nach Art. 22 in Verbindung mit Anlage 12 AVV. Typische Beispiele von Verschleiß sind: - Reguläre Abnutzung von Radscheiben durch Laufleistung (bis zur Verschleiss-Kennrille) - Abnutzung von Bremsen oder Kupplungen (Verschleiß im Regelbetrieb) - Rostbildung, Lackabplatzungen oder Verrottung (Witterungseinflüsse, Steinschlag) - Verriefungen an Puffertellern durch unzureichende Wartung - Verhärtung von elastischen Federelementen von Zug- und Stoßeinrichtung. Diese Liste ist weder vollzählig noch abschließend.
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Annex: Safety Assessment of proposed amendment

Description of actual/target system, and scope of change to be made (see points 1 and 2).

Performance of risk analysis is unnecessary where only recognised standards are implemented.

This Safety Assessment is created and released by the working group and validated by the vote of the GCU signatories

1.1. Does the proposed change have an impact on safety?	☒ No ☐ Yes
Reason:	
1.2. Is the proposed change significant?	☒ No ☐ Yes
Reason:	
1.3. Determining and classifying risk, if necessary	☐ N/A
1.3.1 Effect of change in normal operation: 1.3.2 Effect of change in the event of disruption/deviation from normal operation: 1.3.3 Potential misuse of system: ☐ no ☐ yes (describe possible misuse):	
1.4. Have safety measures been applied?	☐ No ☐ Yes
<i>For each type of risk, one of the following risk acceptance criteria is to be selected:</i> • Code of practice • Use of reference system • Explicit risk assessment	
1.5. Has a risk analysis been submitted to the assessment body?	☐ No ☐ Yes
Assessment body: Attach the verdict reached by the assessment body	[Appendix]