

## APPENDIX 2

### TO THE GENERAL CONTRACT OF USE FOR WAGONS

#### DEFINITIONS

##### COMMERCIAL SERVICE

Denotes the services and commercial conditions offered by an RU to keepers and other RUs. These services comprise, in particular, the routes served, the products or goods accepted in the trains, the different ways of carriage and the prices of the services provided.

##### COMPETENT NATIONAL AUTHORITY

The national authority responsible for technical admission in accordance with the laws and regulations in force in each country.

##### HOME STATION; GEOGRAPHICAL AREA

Home station: designated station marked on the wagon and to which an empty wagon must be sent if no other instruction is received from the keeper.

Geographical area: geographical area covering a number of stations in a given region to which an empty wagon must be returned if no other instruction is received from the keeper.

##### INFRASTRUCTURE MANAGER

Any entity or undertaking responsible in particular for the establishment and maintenance of railway infrastructure. This may also include the management of infrastructure control and safety systems. The functions of infrastructure manager across all or part of a network may be entrusted to several different entities or companies.

##### PREVIOUS USER

An RU that used a wagon of which it was not the keeper, having subsequently handed it over to another RU for use.

##### RAILWAY UNDERTAKING

Any public or private undertaking, licensed according to applicable Community legislation, the principal business of which is to provide services for the transport of goods and/or passengers by rail with a requirement that the undertaking must ensure traction; this also includes undertakings which provide traction only.

##### TECHNICAL ADMISSION

Procedure by the competent national authority to approve a railway vehicle for running.

**TSI**

Technical Specification for Interoperability for the trans-European conventional rail system.

**WAGON KEEPER or KEEPER**

means the person or entity that, being the owner of a wagon or having the right to use it, exploits the wagon as a means of transport and is registered as keeper of the wagon in the competent official vehicle register, or, if the wagon is not registered in the competent official vehicle register or such a register is not existing, the person or entity that has declared to the GCU Bureau to be keeper of the wagon.

**WAGON IN RUNNING ORDER (operating term)**

Wagon that is in running order on its own wheels in freight trains under normal operating conditions, where appropriate at the end of a train, without representing a hazard for operations.

**WAGON NOTE**

Forwarding and deployment document accompanying a wagon making an empty run (see specimen in Appendix 3).

**WAGON TARE**

Total mass of the unloaded wagon, expressed in kilograms and marked on each side of the wagon (for marking rules, see Appendix 11). The marked tare must not differ from the actual observed mass of the wagon by more than 100 kilograms (heavier/lighter) per wheelset on the wagon.