

# APPENDIX 14

## TO THE GENERAL CONTRACT OF USE FOR WAGONS

**ADDITIONAL CONDITIONS FOR THE USE OF WAGONS ON FERRIES AND IN EXCHANGE WITH  
RAILWAYS OPERATING ON  
STANDARD OR BROAD GAUGE LINES**

**A – CONDITIONS TO BE MET FOR THE CONVEYANCE OF WAGONS ON FERRIES****Group 1**RUs operating train ferry services:

DB Schenker Rail Deutschland AG (DBSR)  
DB Schenker Rail Dänemark (DBSR)  
Green Cargo (GC)  
Polish State Railways S.A. (PKP)  
TRENITALIA S.P.A. (FS)  
Romanian Railways (CFR)

Routes:

Trelleborg-Sassnitz ferry port (GC/DBSR)  
Trelleborg-Rostock Port ferry terminal (GC/DBSR)  
Swinoujscie-Ystad (PKP/GC)  
Constanta-Samsun (CFR/TCDD)  
Reggio Calabria-Messina (FS)  
Villa S. Giovanni-Messina (FS)  
Civitavecchia-Golfo Aranci (FS)

Conditions to be met by

- 1 Two-axle wagons:**  
No restrictions apply.
- 2 Three-axle wagons:**  
Three-axle wagons will only be taken on board ferries when the water level permits.  
They must be able to negotiate the curves on board the ships (see list of routes for groups 1 and 2).
- 3 Bogie wagons suitable for unrestricted conveyance by ferry:**  
Wagons with two- or three-axle bogies are accepted without restriction provided they are able to negotiate both the maximum ferry ramp angle and the on-board curves (see Appendix 11, points 5.10 and 2.12 and the list of routes in groups 1 and 2).
- 4 Other bogie wagons and shipments carried on more than one wagon or with a buffer wagon:**  
Wagons with two- or three-axle bogies that do not meet the conditions set out above, as well as wagons with bogies that have more than three axles and shipments that must be carried on more than one wagon (loads carried on two wagons coupled together or with a buffer wagon) may only be taken on board by special agreement and if the water level permits.  
It is the responsibility of the forwarding RU to make the necessary arrangements with the RUs involved in operating the ferry. The other RUs on the wagon's route must be advised of the authorisation obtained by an indication to this effect in the accompanying documentation.

**Group 2**

RUs operating train ferry services:

Turkish State Railways (TCDD)

Routes:

Sirkeci-Haydarpasa

Tatvan-Van

No restrictions apply.

**List of train ferry routes in Groups 1 and 2**

Wagons that can be accepted without special arrangement must be able to negotiate the curves and angles indicated for the ferries operating each of the respective routes.

Route	Number of tracks on the ferry	Curve and counter-curve			Maximum ramp angle in relation to the horizontal $\alpha$	Observations
		Radius in m	Length of transition section in m	Radius in m		
1	2	3	4	5	6	7
Trelleberg-Sassnitz ferry port	5 6 8	150	0	140*	2°30'	
Trelleberg-Rostock Port	5 6 8	150	0	140*	2°30'	
Swinoujscie-Ystadt	4	—	—	—	2°30'	
Constanta-Samsun	5+1	120	2.5	120	1°30'	
Reggio Calabria-Messina	3	150	15.5	150	1°30'	
Villa S. Giovanni-Messina	3 4	150 120	15.5 19.6	150 120	1°30'	
Civitavecchia-Golfo Aranci	3	—	—	—	1°30'	
Sirkeci-Haydarpasa	3	—	—	—	—	
Tatvan-Van	2 1	120 —	— —	120 —	—	

**Groupe 3****Train ferry routes between standard gauge RUs and Finland:**

Lübeck-Skandinavienkai (Germany) – Turku (Finland)<sup>1)</sup>

Wagons that can be accepted without special arrangement must be able to negotiate the curves and angles indicated for the ferries operating each of the respective routes.

Route	Number of tracks on the ferry	Curve and counter-curve			Maximum ramp angle in relation to the horizontal $\alpha$	Observations
		Radius in m	Length of transition section in m	Radius in m		
1	2	3	4	5	6	7
Lübeck-Skandinavienka – Turku	2	150	6	100	2°30'	
	2	150	6	100	2°30'	
	1	—	—	—	2°30'	
Rules governing the reciprocal use of wagons in traffic with Finland are set out in part C below						

<sup>1)</sup> Open as a CIM line only for international shipments of large containers and swap bodies.

## **B – RULES GOVERNING THE USE OF WAGONS WITH INTERCHANGEABLE AXLES IN TRAFFIC ACROSS THE PYRENEES**

### **1 General**

1.1 The provisions of the GCU apply to wagons with interchangeable axles unless otherwise specified in this Appendix.

1.2 In the following text, “wheelsets” refer to both wheelsets on standard gauge lines and on broad gauge lines.

1.3 This appendix specifies the conditions for exchange of wagons whose wheelsets are interchangeable between an RU certified in France and an RU certified in Spain where the parties have concluded an agreement for exchange of wagons with interchangeable wheelsets at a station on the French-Spanish border that has a wheelset changing facility.

1.4 The transferee RU shall be responsible for changing the wheelsets on wagons accepted for exchange in specialist facilities, or for ensuring that the wheelsets are changed.

1.5 It is incumbent upon the keeper of the wagon suitable for traffic across the Pyrenees to supply wheelsets for each type of gauge.

1.6 Because of the conditions prevailing at wheelset changing facilities, the only vehicles that can be accepted for exchange between RUs are wagons with interchangeable axles or bogie wagons with interchangeable axles for which the owner RUs or keepers have concluded a prior agreement with the wheelset changing facility or facilities concerned. This prior agreement must, in particular, define the conditions governing the supply of the axles.

1.7 Failing such prior agreement wagons used on standard or broad gauge lines are subject to the general conditions applicable to wagons not for variable gauge service.

1.8 For transport and storage of wheelsets in the wheelset changing facility the provisions of Appendix 10, Annex D apply.

### **2 Additional technical conditions**

2.1 In accordance with ECM requirements, taking into account their specific uses and loads, the keeper must perform an overhaul of the interchangeable wheelset or arrange for the overhaul to be performed in a manner that fulfils its obligations as described in Article 7 of the GCU.

2.1.1 The date of the last overhaul of the wheelset, the code number of the keeper and the identification mark of the workshop that carried out the overhaul are to be indicated on a loose collar attached to the axle body or on a plate affixed to the axle-box.

2.1.2 The wheelsets must also bear the keeper's code number and the date (month and year) of expiry of the last overhaul on the front of each axle-box, painted in white and clearly visible.

2.2 When the date of expiry of the last overhaul has passed (last day of the month indicated) or is illegible, when determined during the special technical acceptance inspection performed by the transferee RU when leaving the wheelset changing facility at an exchange station, or when determined by a user RU, the wagon must be immobilised (**removed**).

2.3 If the marking on the axle-boxes is illegible, missing or erased on one side, the wagon must be withdrawn from service (**K label**); if the marking is illegible, missing or erased on both sides, the wagon must be immobilised (**removed**).

2.4 To be admitted for exchange with a change of wheelsets for traffic across the Pyrenees, the wagons must:

- be marked with the **E** sign on each side wall in accordance with Appendix 11 to the GCU (point 2.16)
- have a minimum distance of 1,840 mm and a maximum distance of 1,860 mm between the centres of the buffer rods or guides

### 3 Exchange of wagons with a change of wheelsets at the France-Spain border

3.1 Custody of the wagons with interchangeable wheelsets is transferred from the transferor RU to the transferee RU when the wagons arrive at the wheelset changeover facility.

3.2 For changes of wheelsets, the technical transfer inspection consists of:

- performance prior to the wheelset changeover of a technical handover inspection (THI) conducted by the transferor RU;
- performance after the wheelset changeover of a special technical acceptance inspection by the transferee RU, during which the parts of the wagon affected by the wheelset changeover are subject to particular attention.

Exchange of wagons between the two RUs within the framework of a quality assurance agreement is not permitted.

The other points contained in Appendix 9 to the GCU shall apply.

3.3 At the changeover point, wagons should be fitted with wheelsets belonging to the keeper.

3.4 Wheelset changeover may not be used to justify a request for the wagon to be weighed at the changing point.

3.5 Instead of the wheelsets being changed, the wagon load must be transhipped in the following cases:

3.5.1 if the wagon used is unfit to continue its run beyond the changeover point,

3.5.2 if the wheelsets on the transferee RU's gauge are missing,

3.5.3 if the available capacity at the wheelset changeover point is exceeded,

3.5.4 if the wheelset changeover facility is inoperable.

3.6 The cost of the transhipment operation shall be borne as follows:

- case described in point 3.5.1: by the RU responsible for use of the wagon when it is not suitable for traffic across the Pyrenees,
- case described in point 3.5.2: by the keeper,

- Case described in points 3.5.3 and 3.5.4: by the RU which should normally conduct the changeover operation if it failed to report the problem in accordance with Article 11 of the GCU.

3.7 The transferee RU must monitor wheelset changeover operations from the perspective of operating safety.

#### **4 Cost of wheelset changeover and supply at France-Spain exchange stations**

The costs associated with the wheelset changeover operation shall be covered by a flat-rate tariff charge payable to the transferee RU.

These costs do not include fees for supply of wheelsets, which are borne directly by the keeper or by the entitled party.

#### **5 Return of empty wagons**

Unless otherwise specified, empty wagons must be returned home via the same exchange station as that at which the wheelsets were changed on the outward run.

#### **6 Temporary suspension of the use of wagons traffic across the Pyrenees**

6.1 The keeper of a wagon suitable for traffic across the Pyrenees in accordance with may decide to use it solely subject to the conditions applicable to wagons not suitable for changing wheelsets, only on standard or broad-gauge lines, subject to the conditions applicable to wagons not suitable for changing wheelsets.

6.2 The conditions of preventive maintenance for these wagons may consequently be revised at the decision of the keeper.

6.3 Wagons of this nature are identified on the basis of additional markings and wheelset overhaul markings as provided for in point 2 of this Appendix, permanently affixed to each wall of the wagon, and wheelsets marked with a green saltire.

6.4 The keeper decides on resuming use with a change of wheelsets of a wagon suspended in accordance with the conditions of the present article for traffic across the Pyrenees, provided that:

- the prescribed markings have been affixed to the wagons and wheelsets,
- the wheelsets have been overhauled in accordance with point 2 of this Appendix.

**C - RULES GOVERNING THE RECIPROCAL USE OF WAGONS WITH INTERCHANGEABLE<sup>1)</sup> AXLES (FOR INDIVIDUAL AXLE WAGONS) OR BOGIES<sup>2)</sup> (FOR BOGIE WAGONS) IN TRAFFIC WITH FINLAND****1 General**

- 1.1 The provisions of the GCU shall apply to wagons with interchangeable axles unless otherwise stipulated in this Annex.
- 1.2 Because of the conditions prevailing at the Tornio (Finland) wheelset/bogie changeover facility, only wagons for which the keeper has concluded a prior agreement with a Finnish RU operating the facility or on whose behalf it is operated can be accepted for exchange between Sweden and Finland and vice-versa.  
This prior agreement must, in particular, define the conditions governing the changing and supply of the axles.

**2 Additional technical conditions**

- 2.1 If the overhaul period for an interchangeable wheelset has been exceeded by more than 3 months, the wheelset is to be regarded as damaged and must be replaced.
- 2.2 If the overhaul period for an interchangeable bogie has been exceeded by more than 3 months, the keeper shall be informed and asked for instructions. **K labels** shall be affixed to the wagon, deleting the words "after unloading to be repaired".
- 2.3 The distance between buffer centres must be:
- maximum 1,800 mm,
  - minimum 1,780 mm.
- However, for wagons built before 1.7.1984, a buffer centre distance of between 1,760 mm and 1,740 mm is acceptable.

**3 Changeover of wheelsets or bogies**

- 3.1 The keeper of the wagon, in agreement with the Finnish RU involved, shall ensure that the interchangeable wheelsets or bogies are available as required at Tornio. The detailed arrangements shall be set out in the agreement to be concluded in accordance with point 1.2 of this Appendix.
- 3.2 As a rule, the Finnish RU involved shall be responsible for conducting the wheelset or bogie changeover operation in Tornio.  
In cases where the Finnish RU involved does not itself carry out the changeover, it shall inspect the operation from the point of view of operating safety exclusively.
- 3.3 Wheelset or bogie changeover may not be used to justify a request for the wagon to be weighed at Tornio.

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<sup>1)</sup> In the text that follows, the term "wheelset" is used to refer to both standard gauge and broad gauge equipment.

<sup>2)</sup> In the text that follows, the terms "wheelset" and "bogie" are used to refer to both standard gauge and broad gauge equipment.

3.4 Instead of the wheelsets or bogies being changed, the load itself must be transhipped in the following cases:

3.4.1 if the wagon used is unfit to continue its run beyond Tornio,

3.4.2 if the wheelsets or bogies are missing,

3.4.3 if the available capacity at the wheelset/bogie changeover point in Tornio is exceeded,

3.4.4 if the wheelset/bogie changeover facility is inoperable.

3.5 The cost of the transshipment operation shall be borne as follows:

- case described in point 3.4.1: by the RU responsible,
- case described in point 3.4.2: by the keeper,
- case described in points 3.4.3 and 3.4.4: by the Finnish RU involved if it failed to report the problem in accordance with Article 11 of the GCU.

#### **4 Cost of wheelset and bogie changeover and supply at Tornio**

The costs associated with wheelset and bogie changeover operations shall be covered by a flat-rate charge for each wagon submitted for changeover, payable to the Finnish RU involved. These charges shall be brought to account through the usual tariff mechanisms.

#### **5 Additional wagon markings**

5.1 All wagons must be marked on the right of each side wall (or on the right of each solebar for flat wagons) with the **E** sign shown in **point 2.16 of Appendix 11** (Finland) which certifies that they meet the constructional provisions of **UIC Leaflet 430-3** and are accepted for traffic with Finland.

5.2 Wagons with interchangeable axles (axle wagons) must also carry the following additional marking near to the overhaul markings, in the language of the RU with which the wagon keeper has concluded a service agreement, and in Finnish:

"Observe axle overhaul markings"

"Huomi Pyöräkerran korjausmerkintä".

5.3 Wagons with interchangeable bogies (bogie wagons) must also carry the following additional marking near to the overhaul markings, in the language of the RU with which the wagon keeper has concluded a service agreement, and in Finnish:

"Observe bogie overhaul markings"

"Huom! Telin korjausmerkintä".

5.4 Interchangeable axles must be permanently marked on each axle-box with the code number or initials of the RU with which the keeper has concluded a service agreement, as well as the overhaul period and date (month and year) of their last overhaul.

5.5 Interchangeable bogies must be clearly marked on the solebar in white paint with the code number or initials of the RU with which the keeper has concluded a service agreement, the keeper's identification mark, as well as the overhaul markings described in **point 2.3 of Appendix 11**.

#### **6. Reserved**