

ATTI Special Group



Agreement on Technical Transfer Inspection for wagon exchanges

What is ATTI?

The ATTI SG is a UIC special group within the Freight Forum. It is made up of RUs, some of which are UIC members and some of which are not. It works on an independent basis, with only the General Assembly determining its remit.

The ATTI SG sets the rules governing the transfer of wagons between participating RUs; these are based on the GCU (General Contract of Use for Wagons). In order to facilitate international freight transport, the participating RUs undertake to comply with the current internal regulations, including appendices. The objective of the ATTI SG is to enhance cooperation between RUs, harmonising and developing the relevant rules accordingly. It aims to allow better forward planning as well as to increase the quality and safety of trains subject to the agreement (ATTI trains).

The ATTI SG has an extranet portal hosted by UIC where all essential information, documents and QMS data can be stored and accessed.

The ATTI SG has an executive committee. Within this committee, selected specialists from participating RUs work on further developments to the “Agreement concerning the Technical Transfer Inspection upon the exchange of wagons” and on the implementation of the quality management system.

Advantages of participating in the ATTI SG:

Collective, harmonised agreement, no need to negotiate separate bi- or multilateral agreements.

Standardised quality management system comprising fixed rules, reporting systems and measures to be taken in the event of quality-related discrepancies and incidents. Documentation of participating RUs’ quality indicators.

Improved forward-planning for trains:

The procedure for the inclusion of trains in the agreement can be simplified. No need for “random sampling” acceptance inspection as per GCU Appendix 9, point 5 (since partner RUs’ quality indicators are known to be sufficiently good). This means that the transfer inspection at the handover location, which is performed under the “random sampling” procedure, can also be dispensed with.

Reduction of costs due to “random sampling” inspection no longer taking place; train not held up at handover location, no additional staffing costs for the execution of the transfer inspection.

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