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- please raise your hand 👋 and the host will invite you to speak
DEEP DIVE INTO
WAGON UTILISATION

27 November 2023
Speakers

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LET’S GET TO KNOW YOU BETTER

POLL
Programme

**Damage Management** on Freight Wagons in daily business

Updating the **General Contract for Use of wagons** - GCU

Shaping the wagon utilisation rules in **UIC Wagon Working Groups**
DAMAGE MANAGEMENT
ON FREIGHT WAGONS IN DAILY BUSINESS
Wagon Damage Management in daily business
Case study from Switzerland

1. RU discovers a defect on a wagon; tare and load springs are mounted in the same winding direction.
2. RU checks GCU Appendix 9 – no damage code available!
3. RU checks the Swiss damage catalogue, issued by Swiss FOT – here, 2.5.2.2 is available.
4. RU informs the WK about 2.5.2.2 damage and detaches the wagon.
5. RU transfers the wagon to the terminal for unloading.
6. RU organises „ability to run“ via a mobile repair service.
7. The WK accuses RU of having detached the wagon for bad reason ➔ that’s how quickly a dispute arises over the use of the wagon!

How can we overcome these application problems?
1. Understand the legal situation.
2. Understand how the GCU contract can be amended.
Wagon Damage Management in daily business
Case study from Switzerland

<table>
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| ![Diagram](image)

*Coils wound in opposite directions

1. Tare spring*  
2. Load spring*  
3. Spring cap

2.5.1 Main/tare spring cracked or broken  
Detach wagon  
5

2.5.2Auxiliary/load spring displaced or broken

2.5.2.1 on empty wagon  
K  
4

2.5.2.2 on loaded wagon

- axle box no longer horizontal  
Detach wagon  
5

How can we overcome these application problems?

1. Understand the legal situation.
2. Understand how the GCU contract can be amended.
GENERAL CONTRACT FOR USE OF WAGONS

WHY? WHAT? HOW?
Damage to the Wagon is regulated by
(1) CUV – international law
(2) GCU – private contract

► CUV – international law only rules liability between RUs and WKs – no rules for operational and technical issues.

How can we implement harmonised rules for wagon utilisation and avoid the chaotic situation of thousands of bilateral agreements between WKs and RUs ?!

► The GCU is the answer
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How can we implement harmonised rules for wagon utilisation and avoid the chaotic situation of thousands of bilateral agreements between WKs and RUs?!

► The GCU is the answer.
What is the General Contract for Use of Wagons – GCU?

► Private contract that regulates the rights and obligations of RUs and WKs, including questions of liability.

► Rules for the technical inspection of wagons and dealing with damage are very important.

► As of 2023, 786 companies (RUs, WKs and RUs that are also WKs) from all over Europe have signed the contract.

► The contract has been in existence since 2006 - the main contract consists of 18 pages and with all annexes it extends to 360 pages.
Why is the GCU important and what is it about?

► The GCU ensures legal interoperability in freight transport in Europe by uniformly regulating the interaction between 280+ WKs and 500+ RUs.

► The GCU minimises the complexity of bilateral agreements and promotes consistency and efficiency in the utilisation of wagons across the European railway network.
What are my RU duties?

1. Accept wagons – at least in principle – Article 10 GCU
2. You may refuse wagons – in five constellations – Article 11 GCU
3. Be careful – inspect wagons taking into account Appendix 9 GCU – Article 12 GCU
4. Be prompt – periods of carriage shall not exceed those described in Article 16 CIM – Article 13 GCU
5. Transport empty wagons properly – Article 14 GCU
6. Inform the WK on the use of their wagon – Article 15 GCU
7. Avoid handing over the wagon to a third party without the owner's consent – Article 16 GCU
8. Be liable to GCU partners for non-GCU wagons that you bring into traffic – Article 17 GCU
9. Inform the WK on damages detected in your custody
10. Restore „ability to run“ for detached wagons
How is the GCU updated?

QUALITY GATES
- UIC WG Appendix 7 & 10
- UIC WG Appendix 9 & 11
- UIC WG Wagon Damage Settlement
- Wagon User Study Group
  - UIP
- GCU Working Group
- Chiasso Group

JOINT COMMITTEE
- 5 voting rights
- 2 voting rights

TRUSTEE
- All GCU signatories vote on 01 July
- New contract version
UIC EXPERTISE
SHAPING THE EUROPEAN WAGON UTILISATION
UIC GCU Working Groups

KEY ELEMENTS

► Representatives of all three railway associations take part

► Working languages with consecutive translation

► Approximately 8 meeting days per working group annually

► Each working group has a charter outlining its objectives, tasks and work organisation
Membership in the UIC GCU-related Working Groups

WAGON WORKING GROUPS
► Loading Guidelines Group
► Working Group on Technical Transfer Inspection
► Working Group on Maintenance
► Working Group on Claims Management

BASIC MEMBERSHIP GRANTS
► Access to all Wagon WGs is granted based on meeting professional expertise requirements.
► The opportunity to contribute to shaping future rules and regulations.
► Regular voting rights in Wagon WGs.

CONTRIBUTION
► The Basic Membership fee is 2.500 EUR for per year, payable in March for the current year

CONTACT PERSONS
► For all questions related to the Basic Membership, including nomination of participants and sending of billing information, please contact:
  gabrisch@uic.org & libardi@uic.org
FINAL QUESTIONS & ANSWERS

SHAPING THE EUROPEAN WAGON UTILISATION
A CLEAR PICTURE ON WAGON UTILISATION

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Thank you for your attention.