

2nd edition, March 2005

Translation

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Conditions governing the exchange of wagons between railway undertakings

Conditions d'échange des wagons entre entreprises ferroviaires

Technische Bedingungen für den Austausch von Güterwagen zwischen Eisenbahnverkehrsunternehmen



UNION INTERNATIONALE DES CHEMINS DE FER
INTERNATIONALER EISENBAHNVERBAND
INTERNATIONAL UNION OF RAILWAYS

Leaflet to be classified in Volume:

IV - Operating

Application:

With effect from 1 March 2005

All members of the International Union of Railways

Record of updates

1st edition, January 1983

First issue, appeared under the title "Technical inspections at and inland from frontiers for the exchange of wagons in international traffic"

2nd edition, March 2005

Overhaul of Leaflet

The person responsible for this leaflet is named in the UIC Code

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Summary

The present leaflet defines the conditions governing the exchange, between railway undertakings (RU), of wagons used in domestic or international freight traffic.

It also lists the three possible forms of organisation available for technical inspections. Their implementation must comply with RIV regulations and with the special agreements signed between RUs.

The second part of the leaflet focuses on these agreements, with indications concerning exchange procedures, the treatment of defects and related costs.

1 - General

Wagon exchanges between RUs must be organised in such a way as to facilitate wagon movements, with emphasis on avoiding train stoppages as much as possible.

The exchange shall take place at a location agreed by the RUs concerned.

2 - Conditions governing the exchange of wagons

2.1 - Organisation

Wagon exchange arrangements must comply with the regulations in force.

Exchanges can be carried out according to different methods depending on local conditions encountered and on the instructions issued by the RUs concerned.

These RUs may agree to implement any one of the following three options, depending on the type of train involved:

2.1.1 - Technical handover/acceptance inspections, to be carried out at exchange point in accordance with the provisions of *RIV, Appendix XII, Annex 1* (see [Bibliography - page 8](#)):

- the technical handover inspection is carried out by the transferor RU;
- the technical acceptance inspection is carried out by the transferee RU.

2.1.2 - Technical inspection outside the exchange point.

The technical inspection is carried out by the transferor RU in accordance with *RIV, Appendix XII*.

2.1.3 - Specific checks as part of safety-related and maintenance-related operations. The content of the various inspections/checks must be described in a common reference document.

These checks shall apply to clearly-identified trains worked on clearly-defined routes, or to trains worked according to scheduled rosters.

2.2 - Inspection carried out solely by the transferor RU

In principle, when the transferee RU does not participate in the inspection carried out by the transferor RU, the latter shall undertake to perform a detailed inspection and to arrange repair of the wagons plus reloading of displaced consignments in such a way that the withdrawal of wagons by the transferee RU for repair, transshipment or reloading of displaced consignments is not necessary.

2.3 - Special agreements

A special bi or multilateral agreement must be signed between the RUs when:

2.3.1 - the latter jointly decide that, in the event of wagons for exchange presenting defects which justify their rejection in application of the RIV regulations, the transferee RU shall, in the case of wagons found to be defective during the technical acceptance inspection, assume responsibility either for repairing them or arranging adjustment on transshipment of their loads.

2.3.2 - the latter jointly decide to consider the technical inspection carried out outside the exchange point by the transferor RU from which the train originated, as also valid for the other RU(s) without requiring any further inspection to be performed. The signatory RUs shall thus set in place the quality control procedures as specified in *RIV, Appendix XII*.

2.3.3 - the latter jointly decide on a technical monitoring procedure, in which case the content and organisation of this procedure shall be defined by the RUs concerned in the context of the agreement.

This agreement must incorporate any provisions stipulated by the Infrastructure Managers.

2.4 - Recommendations for special agreements

The RUs must avail themselves as frequently as possible of the opportunity to enter into special agreements.

RUs entering into agreements according to point **2.3.1 - page 3** must observe the technical provisions of the *RIV*.

It is recommended to enter into agreements according to point **2.3.2 - page 3**, as these facilitate the integral exchange of trains between adhering RUs.

Agreements according to point **2.3.3 - page 4** shall correspond to a requirement expressed by the RUs for a specific check to be carried out when special loads are involved.

3 - Wagon exchanges carried out on the basis of a special agreement

(See points [2.3.2](#) and [2.3.3](#) - page 4)

3.1 - Execution

3.1.1 - RUs entering into agreements according to point [2.3.2](#) shall be required to specify therein that the provisions of *RIV, Appendix XII* are applicable.

RUs entering into agreements according to point [2.3.3](#) must include therein details of the relevant inspections/checks as defined and validated by the RUs concerned. They must also identify the traffic movements covered by this operation (type of wagon, departure/arrival station) and specify execution arrangements.

In both cases train identification details (number, run, etc.) must be given.

3.1.2 - Agreements according to points [2.3.2](#) and [2.3.3](#) may allow for the acceptance of special consignments and combined transport units (semi-trailers, containers, swap bodies and special containers) on the trains concerned. However such acceptance shall not dispense the RUs parties to the particular traffic flow from entering - in each specific case - into agreements as set out in *UIC Leaflet 502* (see [Bibliography - page 8](#)).

Arrangements covering the possible movement of damaged but repairable wagons or bogies must be specified in the aforesaid agreements.

3.1.3 - RUs shall inform each other of irregularities detected on the wagons exchanged.

In the event of these irregularities occurring frequently or repeatedly, the RU detecting them shall, when it does not know which RU carried out the initial inspection or check, request the transferor RU to take all appropriate remedial measures.

3.2 - Acceptance of wagons presenting defects

3.2.1 - To avoid delaying the traffic movement, the transferee RU must not reject wagons that may exceptionally have crossed the exchange point in a defective condition which, according to the provisions of the *RIV* or the special agreement, would justify its rejection. It must repair the wagons involved, adjust or transfer their loads in compliance with all the corresponding provisions.

The issue of costs incurred in this connection shall be addressed in the special agreement, by reference to the provisions of point [3.3](#) - page 6.

3.2.2 - Wagons covered by the following cases shall fall outside the field of application of point **3.2.1**:

- empty or loaded wagons which do not fulfil the *RIV* "Conditions for exchange". These wagons can be rejected;
- empty wagons "placed at the disposal of another RU" in accordance with the corresponding *RIV* provisions. These wagons may be repatriated damaged;
- freight wagons operated as part of a pool exchanged between RUs which are members of the pool in question. The rules specific to this pool shall apply to the wagons concerned.

3.3 - Provisions covering costs

3.3.1 - As a rule, the costs incurred for transshipment, reloading of displaced consignments and offloading during transit, as well as the costs of repairing wagon defects, shall be settled in accordance with the provisions of the *AIM* (see [List of abbreviations - page 7](#)), *UIC Leaflet 433 and 992* (see [Bibliography - page 8](#)) and the *RIV*.

Any other payment regime must be specified in the special agreement.

3.3.2 - Any RU which refuses to contribute to such costs in cases involving cost-sharing, must state reasons and justify them. All relevant details requested by this RU shall be supplied to it.

3.3.3 - If any other cost apportionment or sharing system is used, this must be specified in the special agreement.

List of abbreviations

AIM

Agreement concerning the international carriage of goods by rail

RIV

Agreement governing the exchange and use of wagons between railway undertakings

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UIC Leaflet 992: Apportionment between railway undertakings (RU) of compensation for damage or injury resulting from the use or running of privately-owned wagons, 9th edition, January 2004

2. Miscellaneous

International Union of Railways (UIC)

RIV: Agreement governing the exchange and use of wagons between Railway Undertakings (RIV 2000), Appendix XII, 1.7.00

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Printed by the International Union of Railways (UIC)
16, rue Jean Rey 75015 Paris - France, March 2005
Dépôt Légal March 2005

ISBN 2-7461-0924-7 (French version)
ISBN 2-7461-0925-5 (German version)
ISBN 2-7461-0926-3 (English version)