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Translation

OR

Procedures for the accelerated transfer of freight trains between cooperating Railway Undertakings (RUs) at handover points

*Procédure(s) pour le passage accéléré, aux points de remise, des trains de fret interopérables entre EF
en régime de cotraitance*

*Verfahren für die beschleunigte Abwicklung von Güterzügen zwischen kooperierenden
Eisenbahnverkehrsunternehmen (EVU) an den Übergabepunkten*



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Summary

The present document does not reiterate provisions contained in other leaflets. It does, however, make reference to the relevant leaflets.

The Leaflet is compatible with TSI-OPE provisions.

1 - Introduction

The present document does not reiterate provisions contained in other leaflets. It does, however, make reference to the relevant leaflets.

The Leaflet is compatible with TSI-OPE provisions ([see Bibliography - page 17](#)).

1.1 - Purpose of the leaflet

The present document concerns "interoperable" freight trains. As a complement to *UIC Leaflet 474* ([see Bibliography - page 17](#)), it defines provisions which enable the accelerated transfer of freight trains at handover points.

The application of the following recommendations can allow the operations at the handover point between two partner Railway Undertakings (RUs) to be dispensed with or limited to a few essential procedures.

The provisions of *UIC Leaflet 474* are applicable. The present leaflet only contains the complementary additional provisions listed hereafter.

The catalogue has been designed to offer a set of harmonised procedures for international freight operations, covering the following provisions:

- RID regulations ([see List of abbreviations - page 16](#)),
- Special consignments,
- Harmonised braking provisions,
- Agreement on technical transfer inspections to be performed upon the exchange of wagons,
- Agreed tail signals,
- EDP pre-notification ([see List of abbreviations - page 16](#)),
- Carriage documents,
- Commercial handovers "in confidence",
- Throughworking of locomotives,
- Continuous use of the same driver on the entirety of a route.

Bilateral agreements between RUs can be used as an alternative to the recommended general agreements.

Compliance with such agreements should be ensured by monitoring the requirements using spot checks. The scope of these checks should be stipulated in the agreement.

Due to differing operational and technical requirements, only some of the points listed above can be carried out at some handover points. The agreed provisions for each handover point must be covered in an agreement between the RUs concerned.

For the rest of the points listed the remaining operations must be assessed at the handover point (see Appendix A - page 15); provision for such an assessment must be included in the agreement.

1.2 - Summary flow chart according to UIC Leaflet 474

As required by certain procedures the IM (see List of abbreviations - page 16), through its OSS (One-Stop-Shop), must provide the RUs with technical or operational information about specific conditions applicable to the train consist, braking or speed that are imposed by one or more IMs on the allocated train path.

This information can also be provided by the IM during FTE (Forum Train Europe) meetings.

2 - Additional provisions for train formation procedures

Dangerous goods - see point 2.5 of UIC Leaflet 474

The provisions of the RID shall apply.

Conclusion of a dangerous goods agreement according to UIC Leaflet 471-3 (see Bibliography - page 17).

Compliance with these provisions is to be ensured through quality checks.

When initially cooperating with a new partner RU in the field of dangerous goods, a bilateral agreement may be concluded based on the provisions of *UIC Leaflet 471-3*. When the required quality is ensured, these RUs should become members of a multilateral agreement for dangerous goods.

A bilateral agreement does not however exempt an RU that is a party to the multilateral agreement, from its commitments towards other partner RUs according to *UIC Leaflet 471-3*.

Special consignments - see point 2.7 of UIC Leaflet 474

If special consignments are permitted by the agreements on interoperable trains, then the provisions of *UIC Leaflets 502-1 and 502-2 (see Bibliography - page 17)* may be used for these consignments.