

Appendix A - Form for written communications

A.1 - Numerical code for approval applications/ handover approvals between RU/IM GECs

Code No.	Subject	Unit	Used in		
			AA	HA (RU)	HA (IM)
1a	Type of goods and NHM-code (see List of abbreviations)		X	X	X
1b	Number of the same consignment		X	X	X
1c	Outline code of consignment		X	X	X
2a	Type of wagon: <i>In general, class of wagon and type number as specified in the standard marking. Number of carrying wagons, match wagons, buffer wagons etc.</i>		X	X	X
2b	International usability: <i>RIV, RIC, TEN, derogation plate or "none"</i>		X	X	X
3	Wheelbase, bogie pivot pin pitch (a):	mm	X	X	X
4	Bogie wheelbase (p), (p ₁), (p ₂), (p _a), (p _i)	mm	X	X	X
5	Number of wheelsets		X	X	X
6a	Length over buffers	mm	X	X	X
6b	Floor height above top of rail	mm	X	X	X
7	Tare weight of wagon	t	X	X	X
8	Weight of payload	t	X	X	X
7 + 8	Total weight	t	X	X	X
9	Load per metre	t/m	X	X	X
10	Greatest axle load	t	X	X	X
11	Length of payload	mm	X	X	X

Critical points where the loading gauge is fouled:												
Points	12a		12b		13	14	15	16	17		18	
	Transverse distance from the wagon longitudinal axis on				Height above top of rail	Longitudinal distance from wheelset or bogie pin		Dimensions for service irregularities	Gauge widening D_i or D_a in the track curve radius of		Total width of track centre (columns 12+16+17) in the track radius of	
	one	the other										
	Side					n_i	n_a		∞ m	250 m	∞ m	250 m
	mm	mm		mm	mm	mm	mm	mm	mm	mm	mm	mm
	Half width including any loading tolerance					Including any loading tolerance in the length		In international traffic columns 16, 17 and 18 need not be filled in				
A												
B												
C												
D												
E												
F												

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19	Comments on the critical points - No fouling of the loading gauge - Connect critical points with a straight line or curve - Dimensions of payload - Centre of gravity (as specified in point 4.3.6 - page 8) - Peculiarities of payload (load securing)		X*	X*	X*
20a	Consignor (name and address)		X	X	
20b	RU executing the carriage e. g. RU from..... to		X	X	X
21	Dispatch station		X	X	X
22	Destination station If there are several stations at the destination, the destination station must be clearly defined		X	X	X
23a	Route requested by consignor		X		
23b	Specific forwarding route			X	X
24	Carriage in normal freight train, special freight train, with own power equipment	V_{max} km/h	X	X	X

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25	Customs station <i>Only required if customs are dealt with at neither the frontier station nor the destination station</i>		X*	X*	
26	Harbour loading quay		X*	X*	X*
27a	Consignee (name and address)		X	X	
27b	Freight payer (name and address)		X*	X*	
28	Other matters a) Indicate regular line class ^a , heavy wagon class ^b , b) Reason why the wagon has no RIV/RIC or TEN marking c) Dimensions of the wheelsets and type of suspension if these differ from the GCU, TSI (etc.) regulations d) Properties and class of the brakes if they are not permitted in international traffic e) Other technical details of the vehicle, operating conditions f) Speed for the loaded and empty wagon g) Indicate the values s, hc, and q + w where these deviate from the standard values of s = 0,1, hc = 500 mm, q + w=25 ^c		X*	X	X
29	Forwarding conditions (delete if not applicable) - Must the load be earthed? - Journey: (hailed, with own power equipment and pilotman) - Position: (behind the locomotive, last vehicle) - Propelling, hump shunting, passing over humps forbidden - Wagon groups not separated -.....		X*	X	X
30	The critical point.....of the load is marked with the "direction-sensitive" label and is handed over at handover station right/left in direction of travel (delete as appropriate)		X*	X	X
31	Note on previous forwarding numbers		X	X	
32	Loading date, delivery date, etc.		X*		
33	Transport subject to VTU agreement - yes/no - At station an inspection is required by			X*	X*
34	Technical and operational conditions for own area of responsibility			X*	X*
35	Technical and operating conditions for border-crossing line			X*	X*
36	Carriage period			X	
37	RU responsible for the freight calculation			X	
38	IM's cost calculation: - Total bill: - Surcharges and other associated costs				X*

AA = Approval application
 HA (RU) = RU GEC approval
 HA (IM) = IM GEC approval,
 * = optional

- a. mandatory for each AA at CFL GI
- b. applies only in area managed by DB Netz AG for vehicles with six axles or more
- c. applies only in area managed by DB Netz AG and CFL GI, where it must be indicated in every AA.