



ATTI -Agreement on Freight Train Transfer Inspection for wagon exchanges

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- <https://uic.org/atti#What-is-ATTI>
- „The ATTI SG sets the rules governing the transfer of wagons between participating RU's for interoperable freight-trains; these rules are based on the GCU (General Contract of Use for Wagons)“ . This is all based on ERA's safety directive, namely what the EVU is responsible for
- The ATTI SG is a UIC special group within the Freight Forum. It is made up of RU's, some of which are UIC members and some of which are not. In order to facilitate international freight transport, the participating RU's undertake to comply with the current internal regulations, including appendices. The objective of the ATTI SG is to enhance cooperation between RU's, harmonizing 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).

Why ATTI is needed

- An optimized cooperation serves security. For the safety of freight trains, the interaction of all parties involved in the transport is of central importance. This cooperation begins with the consignors and loaders, who are responsible for the safe loading of the freight wagons, and continues with the railway companies, which are responsible for driving the train safely, through to the wagon keepers and ECMs, which are responsible for the good technical condition of the freight wagons. To ensure safe transport, this chain must function and everyone must perform his or her duties in his or her area of responsibility. In international freight transport in particular, these various participants are often spread across the whole of Europe. This represents an additional challenge for cooperation in the exchange of information and thus for ensuring the safety of freight transport.

Advantages

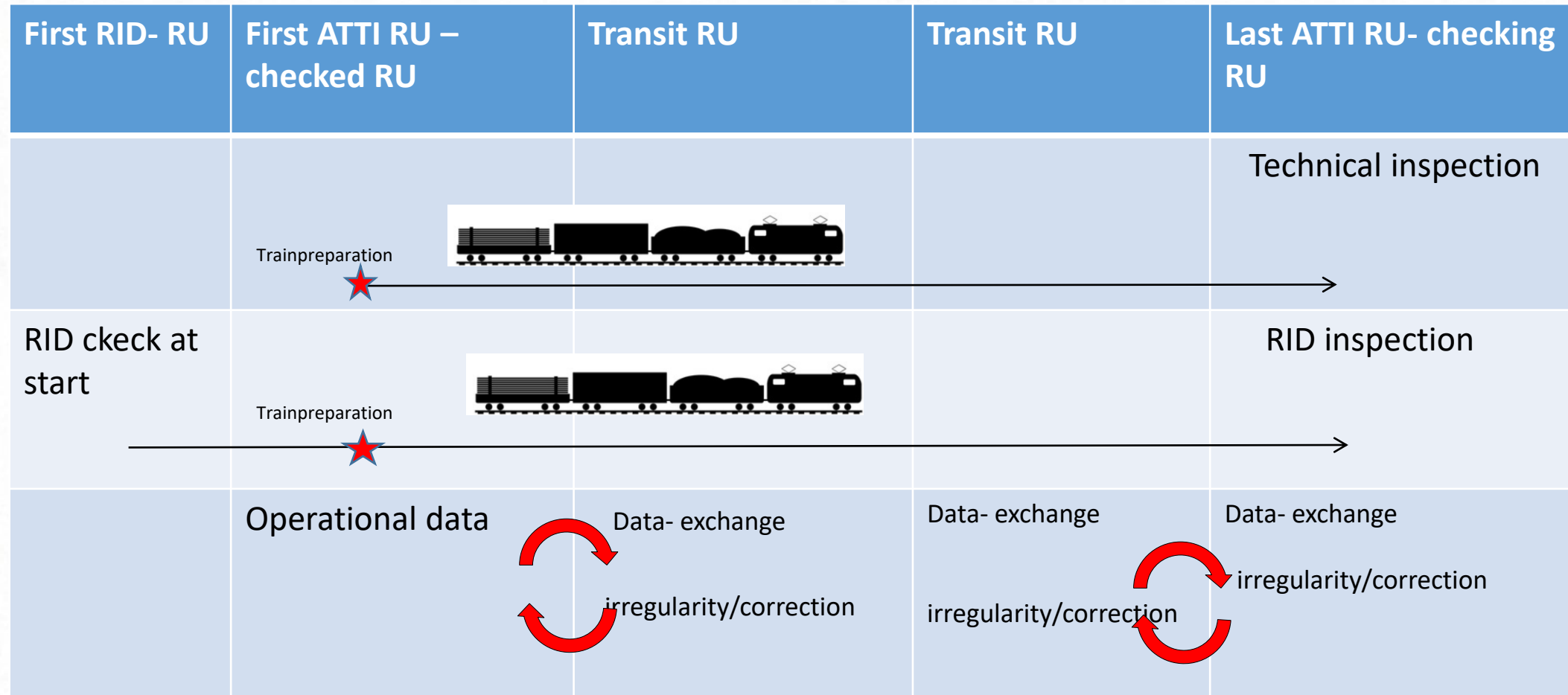
- Collective, harmonized agreement, no need to negotiate separate bi- or multilateral agreements.
- Standardized quality management system comprising fixed rules, reporting systems and measures to be taken in the event of quality-related discrepancies and incidents. Documentation of participating RU's quality indicators.
- 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.

Implementation of the IT -quality management system

- Web-Application „ATTI-QMS“- Quality managementsystem provides an important IT support which is needed for :
- **planning of interoperable freight trains/wagons, which one RU operate with other RU's**
- **calculation of sample size of inspections**
- **Consolidation and calculation of quality indicators**
- **documentation and reporting of irregularities**
 - Technical irregularities - (GCU appendix 9)
 - Operational irregularities (national rules and agreements)
 - RID irregularities - dangerous goods (UIC MB 471-3)



Concept



Advantage ATTI- QMS

- Planning of trains- calculation of sample size for wagon checks
- all quality- measurements in one standardized documentation and reporting of “Technical inspections”, “RID – Checks” and “operational issues”
- Can used as Inhouse-QMS-System ; web- GUI for data collection
- Electronic data exchange or webservice between ATTI-QMS and RU- IT systems
- Reports for authorities available
- Quality deficits visible - ➔ initiate interventions
- https://uic.org/IMG/pdf/atti_special_group_2017-08-29_en.pdf





THANK YOU