

Study Group **WAGON USERS**

Proposed amendments to GCU Appendices 9 and 11: No. 9

Record of amendments

Amended by	Date	Paragraph	Amendment
Stefan Zebracki	24.03.15		Entry following February 2015 TTI WG, Paris
Jean-Marc Blondé	19.05.15		Modif following Mai 2015 TI WG, Paris
WG TI decision	19.05.15	-	Following minutes Mail 2015 TI WG

Title:	Clarify "CT" marking in Appendix 11
Proposed amendment made by: RU / keeper / other body	SNCF
Proposed amendment concerns:	<input type="checkbox"/> Appendix 9 <input checked="" type="checkbox"/> Appendix 11
Proposer:	Geoffroy Maille, SNCF
Location, date:	Mainz, 24/3/2015
Concise description:	The "CT" sign, for wagons authorised to use the Cross-Channel Fixed Link (CCFL) to and from Great Britain, is no longer needed. This should be made clear in GCU Appendix 11.

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1. Starting-point (current situation):

1.1. Introduction

Currently, GCU Appendix 11 still uses the “CT” sign for wagons authorised to use the Cross-Channel Fixed Link (CCFL).

1.2. Mode of operation

-

1.3. Anomaly / description of problem

The “CT” sign needs to be clearly defined in GCU Appendix 11, since no recommendation exists in the operating rules of the **infrastructure manager NETWORK RAIL (Cross-Channel Fixed Link - CCFL)**.

1.4. Does this concern a recognised code of practice* (e.g. DIN, EN)?

No Yes (state which): -

* “Code of practice: a written set of rules that, when correctly applied, can be used to control one or more specific hazards.”
(source: Regulation EC 352/2009, Article 3)

“Technical provisions laid down in writing or conveyed verbally and pertaining to procedures, equipment and modes of operation which are generally agreed by the populations concerned (specialists, users, consumer and public authorities) to be suitable for achieving the objective prescribed by law, and which have either proven their worth in practice or, it is generally agreed, are likely to within a reasonable period of time” (translation/source: BMJ Handbuch der Rechtsförmlichkeit – German Ministry of Justice)

2. Target situation

2.1. Elimination of anomaly/problem (goal)

The “CT” sign needs to be clearly defined in GCU Appendix 11, since no recommendation exists in the operating rules of the **infrastructure manager NETWORK RAIL (Cross-Channel Fixed Link - CCFL)**.

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3. Additional text (relates only to proposed amendments to GCU Appendix 11):

Appendix 11, point 2.11 (extract)

2.11 Additional signs for wagons authorised to run in Great Britain

Figure 1 For wagons accepted on ferries **to and from, and authorised to run in, Great Britain (NETWORK RAIL infrastructure)** ~~emprunter les~~

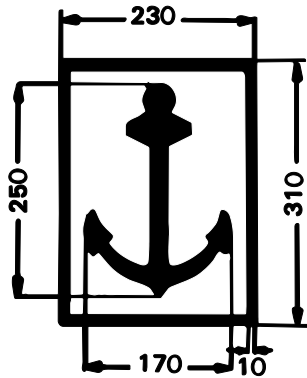
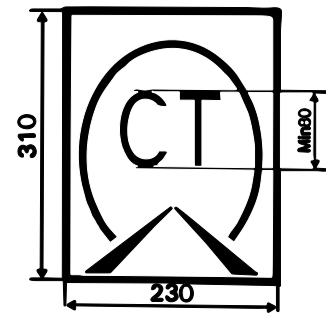


Figure 2 For wagons **authorised to use the Cross-Channel Fixed Link (CCFL) and run in Great Britain (NETWORK RAIL infrastructure)** ~~authorised to run through the Channel Tunnel~~



Figures 3a, 3b, 3c For wagons accepted on ferries and **authorised to use the Cross-Channel Fixed Link (CCFL) and run in Great Britain (NETWORK RAIL infrastructure)** ~~authorised to run through the Channel Tunnel~~

Figure 3a For wagons accepted on ferries

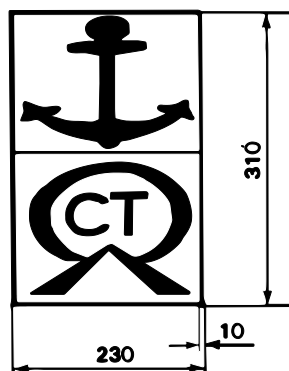
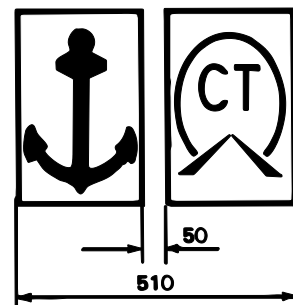
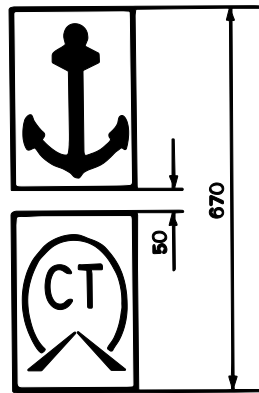


Figure 3b For wagons authorised to run through the Channel Tunnel



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Figure 3c



Position: On the left of each side wall.

Meaning: These signs are only to be used on wagons that are authorised to run on the British rail network, on the basis of either Figure 1 or Figure 2, or a combination of both (Figures 3a, 3b or 3c).

N.B.: **Neither of these signs is necessary to use the Cross-Channel Fixed Link (Frethun to Dollands Moor) or the HS 1 high speed line from Dollands Moor to London St Pancras International.**

4. Reason:

Since the “CT” sign is no longer required according to the operating rules of the **infrastructure manager NETWORK RAIL (Cross-Channel Fixed Link - CCFL)**, that fact needs to be stated in GCU Appendix 11.

5. Assess potential positive/negative impacts

E.g. on operations, costs, administration, interoperability, safety, competitiveness, etc., using a scale of 1 (very low) to 5 (very high). Justify observations

Positive impacts:

Operations, Interoperability, Safety, *Competitiveness*: Value 3

This change will ensure harmonisation between Appendices 9 and 11 (Safety: Value 4)

The update is informative in nature and will have only a minor impact on the above criteria.

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6. Safety appraisal of proposed amendment

Description of actual/target system, and scope of change to be made (see points 1 and 2).

Safety appraisal done by:

6.1. Does the change made impact on safety?	<input type="checkbox"/> No <input type="checkbox"/> Yes
Reason:	
6.2. Is the change significant?	<input type="checkbox"/> No <input type="checkbox"/> Yes
Reason: see template. Attach the "significant change?" test template	
6.3. Determining and classifying risk:	<input type="checkbox"/> deleted
6.3.1. Effect of change in normal operation: 6.3.2. Effect of change in the event of disruption / deviation from normal operation: 6.3.3. Potential misuse of system: <input type="checkbox"/> No <input type="checkbox"/> Yes (describe possible misuse):	
6.4. Have safety measures been applied?	<input type="checkbox"/> No <input type="checkbox"/> Yes
<i>For each type of risk, one of the following risk acceptance criteria is to be selected:</i> <ul style="list-style-type: none"> • <i>Code of practice</i> • <i>Use of reference system</i> • <i>Explicit risk estimate</i> 	
6.5. Has a risk analysis been submitted to the assessment body?	<input type="checkbox"/> No <input type="checkbox"/> Yes
Assessment body: Attach the verdict reached by the assessment body:	[appendix]