

## WAGON USERS Study Group

### Proposed amendment to GCU Appendix 10

#### Record of amendments

Amended by	Date	Paragraph	Amendment
Geoffroy Maille	1/3/2016	4.4, 4.5 and 6.10	No.4_2017

<b>Title:</b>	4.4, 4.5 and 6.10 - Accessories
<b>Proposed amendment made by: RU / keeper / other body</b>	SNCF
<b>Proposed amendment concerns:</b>	<input checked="" type="checkbox"/> Appendix 10
<b>Proposer:</b>	Geoffroy MAILLE
<b>Location, date:</b>	01/03/2016
<b>Concise description:</b>	Bring together all text dealing with handrails and steps in section 6: Vehicle body.

## 1. Starting-point (current situation):

### 1.1. Introduction

Steps and handrails are currently dealt with in two separate sections (4: Wagon underframe and 6: Vehicle body)

### 1.2. Mode of operation

Steps and handrails are considered to be accessories which in most cases are fastened to the wagon body.

### 1.3. Anomaly / description of problem

This is simply an issue of textual cohesion.

### 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)

Improved textual cohesion. Incidentally, steps and handrails are dealt with in Appendix 9, section 6. It was suggested in 2015 that this point be handled using the "Obvious Mistakes" procedure, but the WG wished to present it as a proposed amendment.

### 3. Additional text (relates only to proposed amendments to GCU Appendix 10):

We request amendment of Appendix 10 in line with the text below:

4.4	<del>Two handrails for use by shunting staff (during coupling) must be fitted below each headstock.</del> Reserved
4.5	<del>Steps and handles must be fit for use. Steps and their brackets must not have cracks.</del> Reserved
6.	Vehicle body and accessories
6.10	Two handrails for use by shunting staff (during coupling) must be fitted below each headstock. All steps, handrails, ladders and walkways must be safe to use and free from cracks. This provision also applies to their fastenings and supporting structures.

GCU intervention code	Intervention(s)	Any additional information necessary	Inspection as per Appendix 9	Rules as per Appendix 10
CU40040	Check coupler handrails	-	6.1.7.4	4.4
CU40041	Right/straighten coupler handrail	-	6.1.7.4	4.4
CU40042	Replace coupler handrail	-	6.1.7.4	4.4
CU40050	Check steps and handrails	-	6.1.7.1, 6.1.7.2, 6.1.7.3, 6.1.7.4	4.5
CU40051	Right/straighten steps or handrail	-	6.1.7.1, 6.1.7.2, 6.1.7.3, 6.1.7.4	4.5
CU40052	Replace steps or handrail	-	6.1.7.1, 6.1.7.2, 6.1.7.3, 6.1.7.4	4.5

### 4. Reason:

Following a request from a GCU signatory in 2015 to amend the text using the “Obvious Mistakes” process, the Appendix 10 WG wishes to submit an amendment proposal, the goal of which is to bring together all points dealing with steps and handrails in section 6. This section would be renamed “Vehicle body and accessories”; such a change would improve the textual cohesion of Appendix 10.

### 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/negative impacts:  
Operations, Interoperability, Safety, Competitiveness and Costs: (Value: 1).

**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 performed by:

<b>6.1. Does the change made impact on safety?</b>	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
Reasoning:	
<b>6.2. Is the change significant?</b>	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
Reasoning:	
<b>6.3. Determining and classifying risk:</b>	<input checked="" type="checkbox"/> N/A
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):	
<b>6.4. Have safety measures been applied?</b>	<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"> <li>• <i>Code of practice</i></li> <li>• <i>Use of reference system</i></li> <li>• <i>Explicit risk estimate</i></li> </ul>	
<b>6.5. Has a risk analysis been submitted to the assessment body?</b>	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
Assessment body:	
Attach the verdict reached by the assessment body:	[appendix]