

WAGON USERS Study Group

Proposed amendment to GCU Appendix 11

Amendment history

Amendment made by	Date	Paragraph	Amendment
Jean-Marc Blondé	7.3.2017		Drafted
Approved by TTI WG	31/3/2017		Following TTI WG minutes of March 2017

Title:	Steering wedge pictogram for CT
Proposed amendment made by (RU / keeper / other body):	Drawn up by SBB Cargo AG
Proposed amendment concerns:	<input type="checkbox"/> Appendix 9 <input checked="" type="checkbox"/> Appendix 11
Proposer:	Jean-Marc Blondé
Location, date:	Olten, 7.3.2017
Concise description:	A specific marking/pictogram is required on railway recess wagons suitable to carry semi-trailers with steering wedges.

1. Starting-point (current situation):

1.1. Introduction
Currently, these semi-trailers with steering wedges cannot be safely carried on all types of railway recess wagon.
1.2. Mode of operation
The steering wedges to be used for semi-trailers with forced steering are those defined in DIN 74085. They are suitable for use in 2" and 3 ½" fifth wheel couplings in accordance with DIN 74081 and 74084. The steering wedge meets the requirements for piggy-back carriage.

1.3. Anomaly / description of problem:

For seating devices unsuitable for use with steering wedges, a solution using a pictogram has been found and incorporated into the "February 2017" draft of the Loading Rules.

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

No Yes (state which): UIC Leaflet 571-4, DIN 74085, DIN 74081 and DIN 74084

* "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)

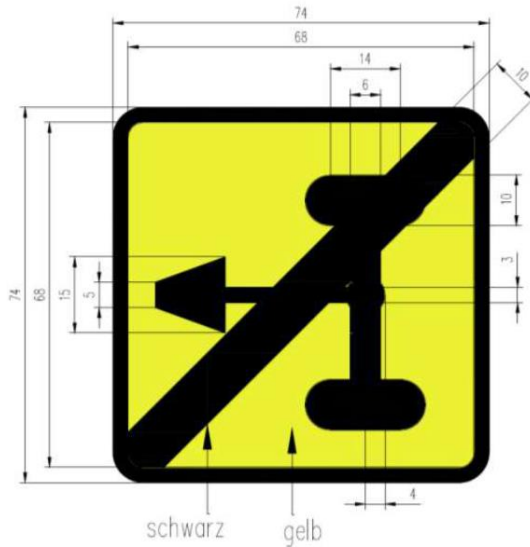
2. Target situation**2.1. Elimination of anomaly/problem (goal)**

The carriage of such semi-trailers will be identifiable by means of the pictogram.

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

3.2 Marking on standard wagons used in combined transport in accordance with UIC Leaflet 571-4

Pictogram for seating devices unsuitable for use with steering wedges (to be included in Appendix 11, page 33)



If the seating device is unsuitable for use with steering wedges, the recess wagon is to be marked with the following pictogram, near the wagon compatibility code.

4. Reasoning:

Observance of the markings is vital to ensure safe carriage. Otherwise, the steering wedge will lift up on the fifth wheel and the seating device will not lock properly.

5. Assess potential positive/negative impacts

Assess the possible positive and negative effects (operations, costs, administration, interoperability, safety, competitiveness, etc.) on a scale of 1 (very low) to 5 (very high).
Justify observations

Operations:	+4
Costs:	+1
Administration:	+2
Interoperability:	+5
Safety:	+5
Competition:	+2

6. Safety appraisal of proposed amendment

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

No need for a risk assessment since a code of practice was applied.

Safety appraisal done by:

6.1. Does the change made impact on safety?	<input type="checkbox"/> No <input type="checkbox"/> Yes
Reasoning: x	
6.2. Is the change significant?	<input type="checkbox"/> No <input type="checkbox"/> Yes
Reasoning: see template Attach the "significant change" test template.	
6.3. Determining and classifying risk:	<input 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):	
6.4. Have safety measures been applied?	<input type="checkbox"/> No <input type="checkbox"/> Yes
For each type of risk, one of the following risk acceptance criteria is to be selected: <ul style="list-style-type: none"> • Code of practice • Use of reference system • Explicit risk estimate 	
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]