





# **WAGON USERS Study Group**

## Proposed amendment to GCU Appendix 2 and 11

#### **Record of amendments**

| Amended by        | Date       | Paragraph | Amendment                                    |  |
|-------------------|------------|-----------|--|--|
| Stefan Zebracki   | 01/04/2015 |           | Drafted as per TI WG of February 2015        |  |
| Jean-Marc Blondé  | 19/05/2015 |           | Amended as per TI WG meeting of May 2015     |  |
| Jean-Marc Blondé  | 28/01/2016 |           | Amended as per TI WG meeting of January 2016 |  |
|                   |            |           |  |  |
| Decision of WG TI | 31/03/2016 |           | Amended as per minutes of TI WG meeting of   |  |
|                   |            |           | March 2016                                   |  |
| Decision of SG WU | 24/05/2016 |           | In the meeting                               |  |

| Title:  | Delete "Remark 2" in point 4.2 Add definition of the term "tare" to Appendix 2   |  |  |  |
|---|--|--|--|--|
| Proposed<br>amendment made<br>by: RU / keeper /<br>other body | CFL Cargo  |  |  |  |
| Proposed amendment concerns:                                  |  |  |  |  |
| Proposer:   | Claude Weis and Ramon Lambert, CFL Cargo   |  |  |  |
| Location, date:   | Mainz, 1/4/2015  |  |  |  |
| Concise description:  | In Appendix 11 point 4.2, a measure is provided for under Remark 2. This remark can be deleted from Appendix 11 because Appendix 11 contains a description of the markings and signs on wagons, not actions to be taken. |  |  |  |

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

| 1.1. Introduction  |                   |  |  |
|--|-------------------|--|--|
| Point 4.2 contains a "Remark 2" with a description of measures which should not appear in Appendix 11.   |                   |  |  |
| 1.2. Mode of operation   |                   |  |  |
|  |                   |  |  |
| 1.3. Anomaly / description of problem  |                   |  |  |
| Handling of wagons is described in Appendix 9 or 10 but not in Appendix 11   |                   |  |  |
| 1.4. Does this concern a recognised code of practice* (e.g. DIN, EN)?  |                   |  |  |
| <ul> <li>No ☐ Yes (state which): criteria established by ÖBB's ECM 2.</li> <li>* "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)</li> </ul>   | "                 |  |  |
| "Technical provisions laid down in writing or conveyed verbally and pertaining to procedures, equipment and modes of oper which are generally agreed by the populations concerned (specialists, users, consumer and public authorities) to be suitable achieving the objective prescribed by law, and which have either proven their worth in practice or, it is generally agreed, are to within a reasonable period of time" (translation/source: BMJ Handbuch der Rechtsförmlichkeit – German Ministry of Justin | e for<br>e likely |  |  |

#### 2. Target situation

#### 2.1. Elimination of anomaly/problem (goal)

"Remark 2" of point 4.2. in Appendix 11 can be deleted. Then description in "Figure 1" of point 4.2. will be completed.

A definition of the term "tare" will be added to Appendix 2, including the permitted deviation of up to 100 kg per wheelset.

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

#### 4.2 Sign for tare and braked weight

Figure 1: Wagon Tare



Figure 2: Wagon tare and braked weight of the platform-operated hand brake

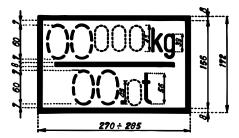
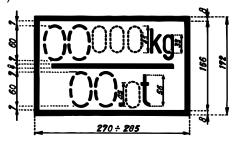


Figure 3: Wagon tare and braked weight of the ground-operated hand brake (the latter to be shown in a red box)



**Position**: On the left of each side wall

**Meaning**: Indicates the wagon tare (upper figure) and braked weight (lower figure).

The sign shown in Figures 2 or 3 is marked on the wagon when the braked weight is less than the total mass of the vehicle (tare + load corresponding to the maximum weight).

The braked weight as shown in Figure 3 must be marked in a red box when it refers to a ground-operated hand brake.

When a wagon is fitted with more than one independently-acting hand brake, the corresponding number of brakes must be indicated in front of the braked weight marking (for example: 2 x 00.0 t).

**N.B. 1:** The sign shown in Figure 1 must **not** be affixed to a wagon that is to carry the sign in Figure 2.

N.B. 2: Wagons with a marked tare that differs by more than 2% from the actual tare must be fitted with M labels.

#### Additional text to GCU Appendix 2:

#### **WAGON TARE**

Total mass of the unloaded wagon, expressed in kilograms and marked on each side of the wagon (for marking rules, see Appendix 11). The marked tare must not differ from the actual observed mass of the wagon by more than 100 kilograms (heavier/lighter) per wheelset on the wagon.

#### 4. Reason:

In Appendix 11, point 4.2 a measure is foreseen under Remark 2. This remark can be removed from Appendix 11, because Appendix 11 contains a description of markings and signs on wagon, not the actions to be taken. These are described in GCU Appendices 9 and 10.

A definition of the term "tare" will be added to Appendix 2.

#### 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

Impacts on administration and costs are very low (1)

Update of Appendix 11 has no direct impact on wagon handling that's why this amendment has low impacts

**6.** Safety appraisal of proposed amendment Description of actual/target system, and scope of change to be made (see points 1 and 2).

A risk analysis is not necessary. Appendix 11 describes markings and signs on wagons. Handling of wagons is described in GCU Appendix 9 or 10.

Safety appraisal performed by:

| 6.1.       | Does the change made impact on safety?   | ⊠No ☐ Yes  |
|------------|--|------------|
| Reasoning: |  |            |
|            |  |            |
| 6.2.       | Is the change significant?   | □No □ Yes  |
| Reas       |  |            |
|            |  |            |
|            |  |            |
| 6.3.       | Determining and classifying risk:  | ⊠ 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:  |            |
|            | □ No   |            |
|            | Yes (describe possible misuse):  |            |
| 6.4.       | Have safety measures been applied?   | □No □ Yes  |
| For ea     |  |            |
| •          | Code of practice   |            |
| •          | Use of reference system  |            |
| •          | Explicit risk estimate   |            |
| 6.5.       | Has a risk analysis been submitted to the assessment body?                     | ⊠No ☐ Yes  |
| Asses      |  |            |
| Attach     | n the verdict reached by the assessment body:                                  | [appendix] |