

## WAGON USERS Study Group

### Proposed amendment to GCU Appendix 9

#### Record of amendments

Amended by	Date	Paragraph	Amendment
Stefan Zebracki	11/3/15		Drafted following TI WG meeting of February 2015
Jean-Marc Blondé	19/5/15		Insertion following TI WG meeting of May 2015
Jean-Marc Blondé	28/1/16		Insertion following TI WG meeting of January 2016
Jean-Marc Blondé	28/2/2017		Insertion following UIP instruction of January 2017
Approval by TI WG	31/3/16		See minutes of TI WG meeting of March 2016
Decision by WU SG	25/4/17		See minutes of WU SG meeting of April 2017
Decision of WU SG	1/6/2017		See minutes of SG WU meeting of June 2017

<b>Title:</b>	Definition of “Detach wagon” as an action to be taken
<b>Proposed amendment made by: RU / keeper / other body</b>	SBB Cargo AG
<b>Proposed amendment concerns:</b>	<input checked="" type="checkbox"/> Appendix 9 <span style="margin-left: 200px;"><input type="checkbox"/> Appendix 11</span>
<b>Proposer:</b>	Jean-Marc Blondé, Technical Wagon Dept.
<b>Location, date:</b>	Mainz, 11/3/2015
<b>Concise description:</b>	Define what is meant in Appendix 9 by “Detach wagon” as an action to be taken in a separate point 3.2.5 / 3.2.6, Action to be taken “Detach wagon”, column (4); Definition”.

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

<b>1.1. Introduction</b>
In GCU Appendix 9, there is currently no definition of what is meant by “Detach wagon” as an action to be taken.
<b>1.2. Mode of operation</b>
<b>1.3. Anomaly / description of problem</b>
The phrase “Detach wagon”, as an action to be taken, is not currently defined in Appendix 9, in particular with respect to the definitions given in Regulation 445/2010.
<b>1.4. Does this concern a recognised code of practice* (e.g. DIN, EN)?</b>
<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes (state which): <small>* “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)</small>

**2. Target situation**

<b>2.1. Elimination of anomaly/problem (goal)</b>
A definition of what is meant in Appendix 9 by “Detach wagon” as an action to be taken should be included as a separate point 3.2.5 and 3.2.6, Action to be taken “Detach wagon”, column (4); Definition”.

**3. Additional text (relates only to proposed amendments to GCU Appendix 9):****3.2 Comments on the catalogue of irregularities**

3.2.1 All the dimensions (values) quoted should be measured in cases of doubt.

3.2.2 The provisions of the Loading Guidelines (published separately) remain fully applicable.

In this connection, qualified staff shall particularly look out for the irregularities listed under section 7 of the catalogue (**Annex 1**), column 3 of which contains cross-references in brackets to the relevant points of Volume 1 of the Loading Guidelines. Qualified staff shall also watch out for other visible signs that the load or load securing equipment is compromising operating safety and shall take appropriate action.

3.2.3 To help locate irregularities and defects, qualified staff shall use stick-on labels (see specimens in **Annex 11**) and shall, in written correspondence, quote the code number specified in column 2 of **Annex 1**.

3.2.4 This appendix is not an exhaustive catalogue of all the irregularities which might occur. Where there are other irregularities not listed in this document but which might well compromise operating safety or the wagon's railworthiness, qualified staff shall take whatever action they deem necessary.

3.2.5 The expression "Detach wagon" means that the wagon may not continue its onward conveyance if it presents an irregularity that could impact on the safety of operations.

3.2.6 Once detached, the wagon remains in the custody of the user RU which recorded the irregularity whilst the irregularity is being rectified.

#### 4. Reason:

The phrase "Detach wagon", as an action to be taken, should be defined in Appendix 9 in such a way that it may be understood unambiguously, in order to avoid confusion with taking wagons out of operation and out of transit as per the ECM Regulation (2011/445) or DIN 27200. At its meeting in January 2016, the TI WG decided to delete from last year's proposal details of the further action to be taken, and to restrict the text proposal to a definition of the expression "Detach wagon". See GCU article 19 for the wider context. The expression "custody of the wagon remains with the RU" was added at a meeting with UIP.

#### 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, and Competitiveness: (Value: 3).

Impact on costs & administration is very low: (Value: 1).

A definition of "Detach wagon" as an action to be taken is to be included in order to eliminate any ambiguity as to its interpretation.

## 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: see template Attach the "significant change" test template.	
<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 checked="" 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"> <li>• Code of practice</li> <li>• Use of reference system</li> <li>• Explicit risk estimate</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]