

Proposed amendment to GCU Appendix 11

Record of amendments

Amended by	Date	Paragraph	Amendment	
Claude Weis	27/12/2019		See minutes of TTI WG meeting of Oct 2019	
TTI WG decision	24/03/2020		See minutes of TTI WG meeting of March 2020	
Approved by SG WU	26/05/2020		See minutes of WU SG meeting of May 2020	
Approved by JC GCU	15/06/2020			

Title:	Amendment of marking examples under 2.1., Appendix 11			
Proposed amendment made by: RU / keeper / other body	CFL Cargo			
Proposed amendment concerns:	☐ Appendix 9 ☐ Appendix 11			
Proposer:	Claude Weis			
Location, date:	Dudelange, 27/12/2019			
Concise description:	As agreed with UIP, the transition period comes to an end on 01/01/2021 and, thus, the TEN-RIV marking is no longer authorised.			

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1. Starting point (current situation):

1.1. Introduction Adaptation of the examples of markings under 2.1., Appendix 11 to the GCU. 1.2. Mode of operation 1.3. Anomaly / description of problem

As agreed with UIP, the transition period comes to an end on 01/01/2021 and, thus, the TEN-RIV marking is no longer authorised. The examples under point 2.1 of Appendix 11 must be adapted.

1.4. Does this concern a recognised code of practice* (e.g. DIN, EN)?
□No ☑ Yes (state which): TSI WAG 321/2013/EU
* "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)

Addition and amendment of the markings in accordance with the TSI WAG 321/2013/EU.

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3. Additional text and/or change relates only to proposed amendments to GCU Appendix 11:

Amendment colour code:

Black: Current text, for info and remains

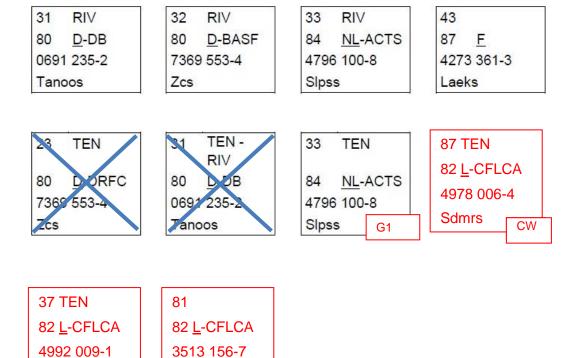
unchanged Red: new text

or

Blue: (if crossed out): text to be deleted

2.1 Wagon number, country of registration, keeper, type

The markings shall be made on the side of the wagon as follows (examples):



Derogation plate

4. Reason:

Sdggmrss

These adaptations are necessary in order to meet the requirements of the TSI WAG 321/2013/EU.

5. Assess potential positive/negative impacts

Rbnpss

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

Justify observations

Impacts:

Operations, interoperability, safety, competitiveness: 3

GE

Safety: 4

6. Safety appraisal of proposed amendment

Description of actual/target system, and scope of change to be made (see points 1 and 2). The risk study becomes obsolete insofar as only the known repositories are implemented Safety study conducted by:

6.1.	Does the change make impact on safety?	□No ⊠ Yes
Reas if thes		
6.2.	Is the change significant?	⊠No ☐ Yes
Reas		
Attac		
6.3.	Determining and classifying risk:	⊠ 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:	
	□ No	
6.4.	Have safety measures been applied?	□No ⊠ Yes
For e		
•	be selected:"Code of practice" (acknowledged technical rules)	
•	Use of reference system	
•	Explicit risk estimate	
6.5.	Has a risk analysis been submitted to the assessment body?	⊠No ☐ Yes
Asses		
Attac	[appendix]	