Proposed amendment to GCU Appendix 9

Record of amendments

Amended by	Date	Paragraph	Amendment
Jean-Marc Blondé	20/03/2019		Draft
TTI WG decision	24/03/2019		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:	Loss of load, code 7.1.10
Proposed amendment made by: **RU / keeper / other body**	SBB Cargo AG
Proposed amendment concerns:	☒ Appendix 9 ☐ Appendix 11
Proposer:	Jean-Marc Blondé
Location, date:	Olten, 20/01/2020
Concise description:	A conventional freight wagon may have loss of load and a code to this effect is missing in Appendix 9.

1 Starting point (current situation):

1.1. Introduction

Load may also be lost on conventional freight wagons. There is no code provided for this.

1.2. Mode of operation

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1.3. Anomaly / description of problem

A code for loss of load on a conventional freight wagon should be included in Appendix 9.

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)

3. Additional text and/or change relates only to proposed amendments to GCU Appendix 9:

Amendment colour code:

Black: Current text, for info and remains unchanged
Red: new text
Blue: (if crossed out): text to be deleted

Component	Code no.	Irregularities/Criteria/Notes	Action to be taken	Irregularity class
Loads and intermodal loading units (ILU) **Load in general**				
Loss of load	7.1.10	Loss of load (except tank wagons/tank containers), excluding other restrictions (see also codes 6.1.4.2, 6.1.5.2, 6.1.6.4, 6.1.6.6, 6.3.1.2, 6.4.1.4, 6.4.2.2 and 7.5.5.3)	Rectify. If not possible, detach wagon	5

4. Reason:

A code for loss of load on conventional freight wagons must be provided in Appendix 9 in order to ensure that communication to the parties concerned is documented.

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

Impacts:

Operations, Interoperability, Competitiveness, Cost, Management: 3

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
Reason:	
6.2. Is the change significant?	☒No ☐ Yes
Reason: see template. Attach the significant change test template	
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 ☐ Yes (describe possible misuse):	
6.4. Have safety measures been applied?	☒No ☐ Yes
For each type of risk, one of the following risk acceptance criteria is to 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
Assessment body: Attach the verdict reached by the assessment body:	[appendix]