

Proposed amendment to GCU Appendix 11

Record of amendments

Amended by	Date	Paragraph	Amendment
Axel Marquardt	14/02/2020		Filed in accordance with the TTI WG meeting held in January 2020
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:	Pictogram of ISO container on wagon with a bogie pivot pitch > 16,15 up to 20.00 m.
Proposed amendment made by: RU / keeper / other body	Captrain Deutschland GmbH
Proposed amendment concerns:	<input type="checkbox"/> Appendix 9 <input checked="" type="checkbox"/> Appendix 11
Proposer:	Dr. Axel Marquardt
Location, date:	Dortmund, 14/02/2020
Concise description:	Inclusion for the first time of the pictogram shown in the Loading Guidelines Volume 2 Section 9.0: Combined transport - general, "ISO container on wagon with a bogie pivot pitch > 16,15 up to 20,00 m (UIC Leaflet 571-4)".

1. Starting point (current situation):

1.1. Introduction
The pictogram is defined in the Loading Guidelines Volume 2 Section 9.0: Combined transport - General.
1.2. Mode of operation
Include the pictograms shown in the Loading Guidelines Volume 2 Section 9.0: Combined transport - General in Appendix 11.
1.3. Anomaly / description of problem
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1.4. Does this concern a recognised code of practice* (e.g. DIN, EN)?
<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes (state which): Loading Guidelines Volume 2 Section 9.0
<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)</small>
<small>"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

2.1. Elimination of anomaly/problem (goal)
Include the pictograms shown in the Loading Guidelines Volume 2 Section 9.0: Combined transport - General in Appendix 11.

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

ISO container on wagon with a bogie pivot pitch > 16,15 up to 20,00 m
(UIC Leaflet 571-4)

Correction number

Carrier wagons with characteristics in accordance with UIC Leaflet 596-6 are only indicated by a wagon compatibility code, for example:



4. Reason:

Consistency between the pictograms in the IRS 9.0 Combined transport - General and those shown in Appendix 11 to the GCU.

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, impact on costs & administration, safety, competitiveness: (rating: (2))

Safety (rating 3)

6. Safety appraisal of proposed amendment

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

Performance of risk analysis is unnecessary where only recognised standards are implemented.

Where the proposal is to include a pictogram already contained in industry standards and references, a further risk assessment is not required.

Safety study conducted by:

6.1. Does the change made impact on safety?	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
Reason:	
6.2. Is the change significant?	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
Reason: see template. Attach the significant change test template	
6.3. Determining and classifying risk:	<input checked="" type="checkbox"/> 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: <input type="checkbox"/> No <input type="checkbox"/> Yes (describe possible misuse):	
6.4. Have safety measures been applied?	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
<i>For each type of risk, one of the following risk acceptance criteria is to be selected:</i> <ul style="list-style-type: none"> • <i>“Code of practice” (acknowledged technical rules)</i> • <i>Use of reference system</i> • <i>Explicit risk estimate</i> 	
6.5. Has a risk analysis been submitted to the assessment body?	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
Assessment body: Attach the verdict reached by the assessment body:	[appendix]