

Amendment Proposal to GCU Appendix 10

Record of amendments

Amended by	Date	Paragraph	Amendment
Burkhard Lerche	29/10/2020	Principle + Ann 6	Adoption of provisions for the removal of load residues
Burkhard Lerche	26/01/2021	Principle + Ann 6	Finalisation by WG
Burkhard Lerche	10/03/2021	Principle + Ann 6	See minutes of Maintenance WG meeting of March
Maintenance WG decision	20/04/2021	Principle + Ann 6	See minutes of Maintenance WG meeting of April 2021
WU SG decision	23/04/2021	Principle + Ann 6	See minutes of WU SG meeting of April 2021
GCU JC decision	14/06/2021	Principle + Ann 6	Approved

Title	Adoption of provisions for the removal of load residues
Proposed amendment made by (RU / keeper / other body):	DB Cargo AG
Proposed amendment made by	<input checked="" type="checkbox"/> Appendix 10
Proposer:	Burkhard Lerche
Location, date:	29/10/2020
Concise description:	Currently Appendix 10 does not contain any provisions for the disposal of cargo residues. However, this appears necessary for certain maintenance measures. For settlement purposes, a corresponding CU code will be used.

1. Starting point (current situation):

1.1. Introduction
See short description
1.2. Mode of operation
-
1.3. Anomaly / description of problem
Lack of provision
1.4. Does this concern a recognised code of practice* (e.g. DIN, EN)?
<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: (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" (Source: (Source: BMJ Handbuch der Rechtsförmlichkeit – German Ministry of Justice)</small>

2. Target situation

2.1. Resolution of the error/issue (envisaged solution)

3. Additional and/or amended text (relates only to proposed amendments to GCU Appendix 10):

Amendment colour code:

Black: Current text, for info and remains unchanged

Red: new text

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

A - CORRECTIVE MAINTENANCE

0 Principle

Wagon keepers, customers of repair work and workshops must all ensure that wagons are free from defects that are liable to lead to the vehicle being removed from service again, based on the provisions of Appendix 9 on the instructions issued for repairs to be carried out and Appendix 10, Chapter A (and where appropriate also Chapter B) on the actual execution of repair work.

Chapter A of Appendix 10 contains criteria and guidance to be applied by workshops to remove irregularities as understood by Appendix 9. The measures carried out and documented under Appendix 9 (e.g. Annex 12) do not need to be repeated under Appendix 10.

It is not necessary to apply the whole of Chapter A of Appendix 10 each time a wagon is sent to a workshop, only those provisions relating to the damage that is to be repaired.

Loading residues in the wagon, which hinder repair works, can be removed by the workshop.

Irrespective of the reason for a wagon's withdrawal from service, compliance with those provisions that are marked with an asterisk (*) is required systematically whenever a wagon is sent to the workshop.

If the workshop is not in a position to restore the wagon to the minimum specified condition, the vehicle must be handled in accordance with the keeper's instructions (procedure as per Appendix 9).

Annex 6

GCU intervention code	Intervention(s)	Any additional information necessary	Inspection as per Appendix 9	Rules as per Appendix 10
CU63901	Repair mechanical sheeting		6.6.1.2, 6.6.1.3	6.39.2
CU77271	Removal and disposal of loading residues	Photo of loading residues	7.2.7	0 Principle

4. Reason:

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5. Assess potential positive/negative impacts

Assess the possible positive and negative effects (operations, costs, administration, interoperability, safety, competitiveness, etc.) on a scale of 1 (very low) to 5 (very high):
Reasoning behind amendment:

Impacts:

Impacts on costs (Value 1)/administration (Value 2) /interoperability (Value 1) /safety (Value 1) /competitiveness (Value 1)

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.

Risk analysis 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:	
6.3. Determining and classifying risk:	<input checked="" type="checkbox"/> N/A - Not applicable
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 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"> • Code of practice • Use of reference system • Explicit risk estimate 	
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]