

Amendment Proposal to GCU Appendix 10

Amendment history

Amendment made by	Date	Paragraph	Amendment
Bernhard Schlor	19/01/2021	App10-Chapt. A-0 Principle	New draft
Bernhard Schlor	26/01/2021	App10-Chapt. A-0 Principle	Adaptation de la proposition de modification
Maintenance WG decision	20/04/2021	App10-Chapt. A-0 Principle	See minutes of Maintenance WG meeting of April 2021
WU SG decision	23/04/2021	App10-Chapt. A-0 Principle	See minutes of WU SG meeting of April 2021
GCU JC decision	14/06/2021	App10-Chapt. A-0 Principle	Approved

Title	Amendment of principle to prevent consequential damage
Proposed amendment made by (RU / keeper / other body):	Maintenance WG
Proposed amendment concerns:	<input checked="" type="checkbox"/> Appendix 10
Proposer:	B. Schlor
Location, date:	Vienna, 19/01/2021
Concise description:	Amendment of principle to prevent consequential damage

1. Starting point (current situation):**1.1. Introduction**

Special instructions are provided in several places in Appendix 10 to ensure that damage to a wagon does not give rise to consequential damage to other components. The text is missing a general principle indicating that work is to be carried out in a way that prevents damage to other components, given that it is not possible to cite every possible case that may arise.

1.2. Mode of operation

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1.3. Anomaly / description of problem:

There is a danger that mechanical or thermal repairs to the underframe or fixtures may cause damage to adjacent components. Careful handling may be stipulated by providing specific instructions for the components most at risk (e.g. screw connections). As it is not possible to provide a comprehensive account of all repairs and repair options for freight wagons, along with their various risks, a general instruction is to be provided in the "Principle" section so that maintenance can be performed without consequential damage.

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" (Source: BMJ Handbuch der Rechtsförmlichkeit – German Ministry of Justice)

2. Target situation**2.1. Elimination of anomaly/problem (goal)**

0 Principle: (Add as the third paragraph)

3. Additional text/modification (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.

[If a RU has marked damages on a freight wagon to be repaired in accordance with Appendix 9, Annex 11 of the GCU before the wagon is brought into a workshop, these markings must be removed by the workshop before the wagon is handed over to an RU. Any marking on the wagon or its parts regarding non-repaired damages must remain.] (AP-2021-02)

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.

For any repair works the workshop must ensure that no other parts or components of the wagon and their coating/painting are damaged by these operations. Appropriate measures (e.g. by protecting parts) must be taken.

[Loading residues in the wagon, which hinder repair works, can be removed by the workshop.] (AP-2021-03)

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).

4. Reason:

<p>5. Assess potential positive/negative impacts</p> <p><i>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). Justify observations</i></p> <p>Impacts: Impact on costs: 1, administration: 1, interoperability: 1, competitiveness: 1 Safety: 5</p>

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
Reasoning:	
6.2. Is the change significant?	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
Reasoning:	
6.3. Determining and classifying risk:	<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):	
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]