

Amendment Proposal to GCU Appendix 11

Amendment history

Amendment made by	Date	Paragraph	Amendment
Lukas Joa	30/11/2020	Appendix 11, 2.4	Drafting
TTI WG decision	23/03/2021	Appendix 11, 2.4	See minutes of TTI WG meeting of March 2021
WU SG decision	23/04/2021	Appendix 11, 2.4	See minutes of WU SG meeting of April 2021
GCU JC decision	14/06/2021	Appendix 11, 2.4	Approved

Title:	Addition of figures for load limit grids
Proposed amendment made by (RU/keeper/other body):	DB Cargo
Proposed amendment concerns:	<input type="checkbox"/> Appendix 9 <input checked="" type="checkbox"/> Appendix 11
Proposer:	Lukas Joa
Location, date:	Mainz, 30/11/2020
Concise description:	The figures do not show a load limit grid for S-braked vehicles in connection with two asterisks without a line for 120 km/h

1. Starting point (current situation):

1.1. Introduction
The figures do not show a load limit grid for S-braked vehicles in connection with two asterisks without a line for 120 km/h
1.2. Mode of operation
-
1.3. Anomaly / description of problem:
Regular obstacles in railway transport and exchange of freight wagons due to different interpretations.

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):
DIN EN 15528; contents the same as Appendix 11, 2.4, and do not show the figure either.
<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)
Inclusion of the figure in Appendix 11, 2.4.

3. Amendment/additional text (relates only to proposed amendments to GCU Appendix 11):

Colour codes for amendment proposals:

BLACK: currently applicable text; provides information and remains unchanged

RED: New text

Blue (may be crossed out): Text to be deleted

2.4 Signs indicating load limits

Figure 1

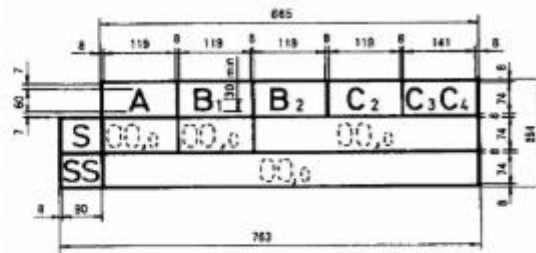


Figure 2

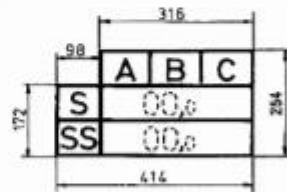


Figure 3

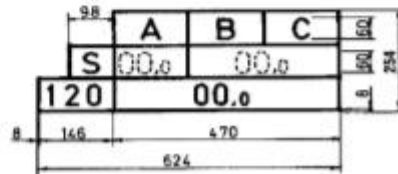


Figure 4

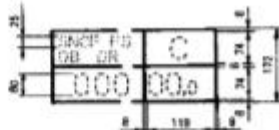


Figure 5

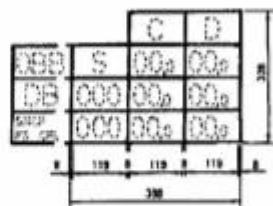


Figure 6

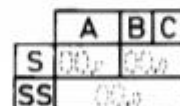
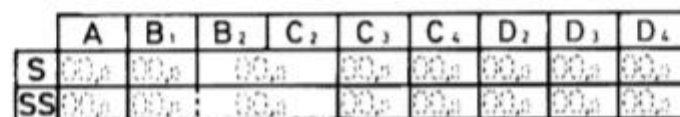
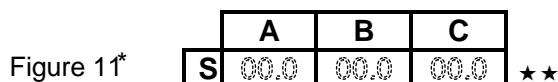
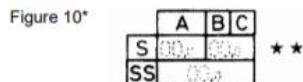
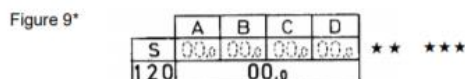
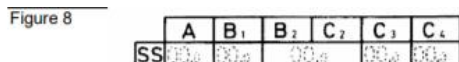


Figure 7





* As an exception to this rule, the stars may also be positioned to the left of the load limit panel.

Position: On the left of each side wall.

- Meaning:**
- S Maximum load in t (tonnes) for wagons running in trains operated under S conditions (maximum speed 100 km/h) with no particular operating restrictions.
 - SS Maximum load in t (tonnes) for wagons running in trains operated under SS conditions (maximum speed 120 km/h) with no particular operating restrictions.
 - 120/00,0 Wagons only authorised to run in trains up to 120 km/h when empty (figures 3 and 9).
 - Fig. 4, 5 Maximum load in t (tonnes) and maximum speed (in km/h) agreed between RUs and exceeding the load limit set out in the UIC Code.
 - ★ ★ Maximum load in t (tonnes) for wagons authorised to run in trains up to 120 km/h with a brake that does not meet all the requirements for SS conditions.
 - ★ ★ ★⁷⁾ Maximum load in t (tonnes) for wagons authorised to run in trains up to 120 km/h with a brake that does not meet all the requirements for SS conditions. The wagons must be fitted with an automatic load-proportional braking system.

N.B. 1: Wagons should only carry the markings for line category D if, for that category of line, they can accommodate a higher maximum axle-load than for category C. Wagons should only carry the markings for line category E if, for that category of line, they can accommodate a higher maximum axle-load than for category D.

N.B. 2: For wagons carrying the ★ ★ and ★ ★ ★ signs, RUs shall define the necessary rules for the correct formation of the train (achieving the right brake percentage, timetable changes where appropriate, etc.).

⁷⁾ Marking *** for all new wagons meeting the corresponding conditions entering service from 1.1.2007.

4. Reasoning:

By including the figure, the marking applied in practice will be presented in a detailed manner.

Figure 11 means that:

- The wagon may run either empty or loaded (in accordance with the weights in row S) at 120 km/h – on account of the two asterisks
- However, the braking power is only sufficient for 100 km/h (in many wagons of this type in 120 km/h trains, the minimum braking percentage is presumably not achieved).

In contrast, Figure 9 means that:

- The wagon may also run at 120 km/h, either empty or loaded. When empty, the braking power is sufficient for 120 km/h but when loaded, the brake performance is sufficient only for 100 km/h.

5. Assess potential positive/negative impacts
<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: 2 Operations, Interoperability, Competitiveness, Costs, Administration (value: 3)</p> <p>Safety (value: 3).</p>

6. Safety appraisal of proposed amendment

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

No need for a risk assessment since a code of practice was applied.

Safety appraisal done by:

6.1. Does the change made impact on safety?	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes
Reasoning: Affects a marking that describes the loading level in conjunction with the speed.	
6.2. Is the change significant?	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
Reasoning: The figure to be added represents a common marking that is often applied in operation. Including and presenting markings in Appendix 11 is also an established practice.	
6.3. Determining and classifying risk:	<input type="checkbox"/> N/A
6.3.1. Effect of change in normal operation: The freight wagons run under the maximum speed indicated with the highest load indicated.	
6.3.2. Effect of change in the event of disruption / deviation from normal operation: Freight wagons run with the maximum speed indicated with the lowest load indicated.	
6.3.3. Potential misuse of system: <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes (describe possible misuse):	
6.4. Have safety measures been applied?	<input type="checkbox"/> No <input checked="" 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"> • 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]

