

Amendment Proposal to GCU Appendix 11

Record of amendments

Amended by	Date	Paragraph	Amendment
Stefan Peloschek	18/01/2021	3.2 Appendix 11	Drafting
TTI WG decision	23/03/2021	3.2 Appendix 11	See minutes of TTI WG meeting of March 2021
WU SG decision	23/04/2021	3.2 Appendix 11	See minutes of WU SG meeting of April 2021
GCU JC decision	14/06/2021	3.2 Appendix 11	Approved

Title:	In point 3.2 insert "heavy duty" inscription (heavy loads)
Proposed amendment made by: RU/keeper/other:	UIC Loading Guidelines Group
Proposed amendment concerns:	<input type="checkbox"/> Appendix 9 <input checked="" type="checkbox"/> Appendix 11
Proposer:	Stefan Peloschek (UIC Loading Guidelines Group)
Location, date:	Luxembourg, 18/01/2021
Concise description:	Conditions and inscriptions on carrier wagon for transport of heavy-duty swap bodies (swap bodies with a total permissible mass of more than 36 000 kg) are mentioned in IRS50571-4

1. Starting point (current situation):

1.1 Introduction
In point 3.2 wagon inscriptions for heavy-duty swap bodies transport are missing
1.2 Mode of operation
1.3 Anomaly/description of problem
In point 3.2 wagon inscriptions for heavy-duty swap bodies transport are missing

1.4 Does this concern a recognised code of practice* (e.g. DIN, EN)?

No Yes (state which): IRS50571-4

* "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)
Inscription supplement to point 3.2

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

Amendment colour code:

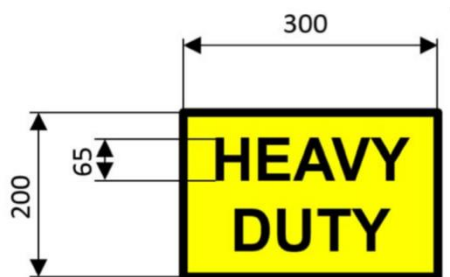
Black: Current text, for info and remains unchanged

Red: new text

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

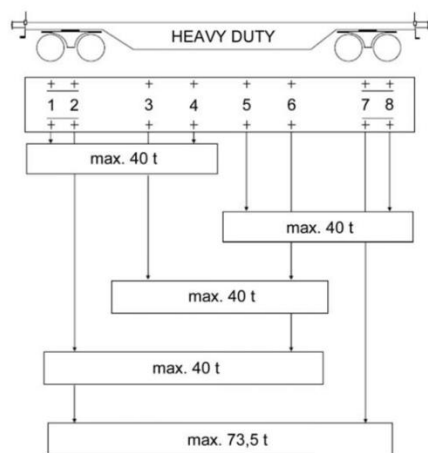
Under point 3.2 (after pictogram for seating devices)

Pictogram to affix for heavy-duty swap bodies transport



This pictogram is positioned on the solebar near the compatibility code of the wagon on the carrier wagon with marking of reinforced tensioning fittings

Loading diagram for carrier wagons for heavy-duty swap bodies transport



The loading diagram must be affixed to wagons with reinforced tensioning fittings.

The inscription shall indicate the maximum total permissible mass for each loading position.

The loading diagram shall be at least A4 size and shall be affixed to the solebar

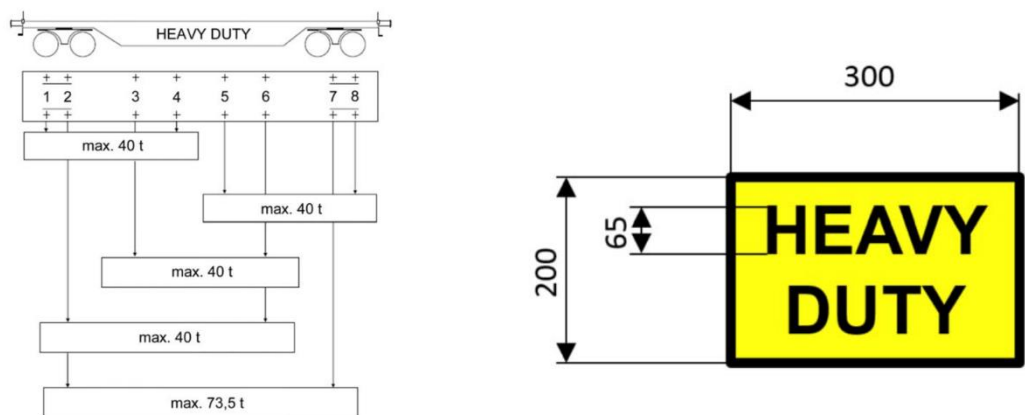
4 Reason

Heavy-duty swap bodies (swap bodies with a total permissible mass of more than 36 000 kg) are mentioned in IRS50592; these swap bodies need special tensioning fittings on the carrying wagon to transmit the higher force

In accordance with IRS50571-4, carrying wagon for Heavy-duty swap bodies transport should have the "Heavy Duty" inscription with a loading diagram showing the position of reinforced tensioning fittings

Unloaded/empty Heavy-duty swap bodies may be carried on all carrying wagons.

Loading Guidelines of Apr. 2021 already contains the chapter on "Heavy-duty swap bodies"



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, costs, administration, interoperability, competitiveness (Value 3)

Safety (Value 5)

6 Safety appraisal of proposed amendment

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

Safety appraisal performed by:

Does the change made impact on safety?	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes
Reason: Heavy duty swap bodies loaded onto carrying wagons without reinforced tensioning fittings place a risk for safe rail traffic.	
Is the change significant?	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
Reason: see template. Attach the "significant change?" test template	
Determining and classifying risk:	<input checked="" type="checkbox"/> N/A
Effect of change in normal operation: Effect of change in the event of disruption / deviation from normal operation: Potential misuse of system: <input type="checkbox"/> No <input type="checkbox"/> Yes (describe possible misuse):	
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"> • Code of practice • Use of reference system • Explicit risk estimate 	
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]