

Proposed amendment to Appendix 9 to the GCU

Record of amendments

Amended by	Date	Paragraph	Amendment
Emmanuel Labalette	04/01/2021	Code 6.6.1.5	Filling out, presentation
Charles-Antoine Alavoine	03/05/2021	Code 6.6.1.5	Amendment of proposal
TTI WG decision	22/03/2022	Code 6.6.1.5	Updated at the meeting, see minutes of TTI WG meeting of March 2022
WU SG decision	16/05/2022	Code 6.6.1.5	See minutes of WU SG meeting of May 2022
GCU JC decision	09/06/2022	Code 6.6.1.5	Approved

Title:	6.6.1.5_tarpaulin_rope_new code
Proposed amendment made by RU/keeper/other:	Prepared par SNCF/AFWP Appendix 9 subgroup
Proposed amendment concerns:	<input checked="" type="checkbox"/> Appendix 9 <input type="checkbox"/> Appendix 11
Proposer:	Charles-Antoine Alavoine – SNCF/Emmanuel Labalette – Ermewa Group
Location, date:	04/01/2021
Concise description:	Amendment of point 6.6.1 with introduction of code 6.6.1.5

1.



2.



3.



1. Starting point (current situation):

1.1. Introduction
Codes for withdrawal from service in respect of slack or severed ropes on wagons with mechanical sheeting are not provided for, which generally means that the wagon is not withdrawn from service despite a confirmed operational risk.
1.2. Mode of operation
The GCU represents the core basis for contractual relations between keepers and ECMs. The text must be clear so that it can be applied by all parties in a simple and unequivocal manner. GCU Appendix 9, Annex 1 provides damage codes for tarpaulins but none to define potential damage to tarpaulin ropes. This lack of precision may leave room for interpretation on the part of the staff member conducting checks on behalf of the railway undertaking or may result in an incorrectly coded withdrawal from service.
1.3. Anomaly/description of problem
A slack or severed tarpaulin rope may foul the gauge and, consequently, may give rise to significant safety risks.

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: 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)
Introduce an additional inspection code relating to checks on tarpaulin ropes to forestall withdrawal from service and to eliminate the risk of the wagon being withdrawn from operations.
The damage relating to tarpaulin ropes resulting in the wagon being withdrawn from service should be specified. Appendix 9 is the most appropriate document for this.
The proposal will provide clarity on the circumstances in which a damaged rope should result in the wagon being withdrawn from service, as well as the action to be taken.

3. Amendments/additional texts (relate only to proposed amendments to GCU Appendix 9):

Colour codes for changes:

Black: currently applicable text; provides information and remains unchanged

Red: New text

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

Component	Code no.	Irregularities/Criteria/Notes	Action to be taken	Irregularity class
Wagons with mechanical sheeting (e.g., Rils, Tams)	6.6.1			
	6.6.1.4	Tarpaulin - eyelet missing, torn off	Rectify + K, if not possible: detach wagon	4
	6.6.1.5	Tarpaulin rope - slack or severed and visible from the outside	Secure + K, if not possible: detach wagon	4

4. Reason:

GCU Appendix 9, Annex 1 provides damage codes for tarpaulins but none to define potential damage to tarpaulin ropes. This lack of precision may leave room for interpretation on the part of the staff member conducting checks on behalf of the railway undertaking or may result in an incorrectly coded withdrawal from service.

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).

Justify observations

A positive impact both on:

-operations, interoperability, competitiveness (value: 3)

-safety (value: 3) as damage to tarpaulin ropes may result in a traffic incident.

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.

Safety appraisal performed by: not done, since adaptation results from the aforementioned standards.

6.1. Does the change have an 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"/> 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 checked="" 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]