

Proposed amendment to Appendix 9 to the GCU

Record of amendments

Amended by	Date	Paragraph	Amendment
S. Zebracki	28/02/2022	Ann11, Label I	Drafted
TTI WG decision	22/03/2022	Ann11, Label I	Update in the meeting and input of remarks from TTI WG 03-2022
WU SG decision	16/05/2022	Ann11, Label I	In accordance with WU SG minutes of May 2022
GCU JC decision	09/06/2022	Ann11, Label I	Approved

Title	Label I Certificate of fitness to run
Proposed amendment made by RU/keeper/other:	DB Cargo AG
Proposed amendment to:	<input checked="" type="checkbox"/> Appendix 9 <input type="checkbox"/> Appendix 11
Proposer:	Sven Seligmann
Location, date:	Mainz, 28/02/2022
Concise description:	<p>The Label I form describes fitness to run following an examination of fitness to run. Safe operation is determined during an inspection conducted prior to the train run in accordance with GCU Appendix 9. The text of the Label I is to be amended and should confirm fitness to run only.</p>

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

Inspection of operating safety is part of the inspection conducted before the train run and is not part of the assessment of fitness to run. The current Label I contains references to confirmation of safe operation and fitness to run to the destination station.

1.2. Mode of operation

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1.3. Anomaly / description of problem:

As fitness to run is determined once upon departure, while operating safety may be assessed numerous times during the train run, the Label I should confirm fitness to run only. This also corresponds to the explanation of the label in GCU Appendix 9, Annex 11.

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

No Yes (state which): GCU Appendix 9, Annex 11:

* "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)**

As fitness to run is determined once, while operating safety may be assessed numerous times during the train run, "and safe operation" should be removed from the Label I.
The rest of the current I label can be used.

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

Impacts:

Operations, interoperability, competitiveness, administration, costs (value: 2)

Safety (value: 3).

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 done by:

6.1. Does the change made impact on safety?	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
Reasoning: No changes to the examination of fitness to run. Amendment of the text in the form in accordance with the explanation in Annex 11.	
6.2. Is the change significant?	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
Reasoning: 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]