

Proposed amendment to GCU Appendix 9

Background

Amended by	Date	Paragraph	Amendment
Christoph Gabrisch	05/12/2023	Appendix 9, 3.2.5 and Appendix 1	Drafted
Jean-Marc Blondé	26/03/2024	Appendix 9, 3.2.5 and Appendix 1	Various corrections according to TTI WG meeting of March 2024
TTI WG decision	19/03/2024	Appendix 9, 3.2.5 and Appendix 1	Approved according to TTI WG meeting of March 2024
UIP – UIC alignment	08/05/2024	Appendix 9, 3.2.5 and Appendix 1	Change of terminology for “A”: “re-store fitness to run” instead of “Maintenance”
WU SG decision	14/05/2024	Appendix 9, 3.2.5 and Appendix 1	Approved by WU SG
GCU JC decision	04/06/2024	Appendix 9, 3.2.5 and Appendix 1	Rejected proposal
TTI WG	22/03/2025	Appendix 9, 3.2.5	Corrections according to TTI WG meeting of March 2025
TTI WG decision	19/03/2025	Appendix 9, 3.2.5	Approved according to TTI WG meeting of March 2025
Feedback loop WG MNT after UIC WU SG, UIP and ERFA meetings	12/05/2025	Appendix 9, 3.2.5	Updated (editorial correction in English) following to UIC WU SG meeting, approved by all
GCU JC decision	12/06/2025	Appendix 9, 3.2.5	Approved by the GCU JC

Title	Synchronisation of GCU Appendices 9 and 10
Proposed amendment made by: RU/keeper/other:	Ad-hoc “Vienna” Working Group
Proposed amendment concerns:	<input checked="" type="checkbox"/> Appendix 9 <input type="checkbox"/> Appendix 11
Proposer:	For the working group: Christoph Gabrisch
Location, date:	17 December 2023
Concise description:	We now have four different follow-up actions for detaching a wagon depending on the action to be taken. This improves operational safety and, for specific damage codes, establishes a clear relationship between the “detach wagon” action to be taken in the catalogue of irregularities (Annex 1, Appendix 9 GCU) and the work modules of GCU Appendix 10. This contributes to the synchronisation of GCU Appendix 9 and Appendix 10.

1. Starting point (current situation):

1.1. Introduction

The Maintenance Working Group (Appendix 10 GCU) has already agreed upon two important modifications, which came into force in 2023 and 2024. First, the appendix title now explains that it deals with actions aiming to restore the fitness to run of wagons (this was already the case, but the title did not reflect it). Secondly, the content of Appendix 10 (although unchanged) has been presented using a new format, with “work modules”. These modules clearly state the GCU-related work that a maintenance workshop must carry out for GCU-related damage.

1.2. Mode of operation

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1.3. Anomaly/description of problem

At present, there is no clear relationship between the “detach wagon” action to be taken and the work modules in GCU Appendix 10. For reasons of clarity, Appendices 9 and 10 must be “synchronised”. The development of the work modules in GCU Appendix 10 have shown that Appendix 9 currently does not sufficiently explain the action to be taken when detaching a wagon. Currently, Appendix 9 also states that a wagon when damaged is to be detached when it is still fit to run (when, for example, the load has slipped or the wagon is loaded but can run when empty).

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

☒ No ☐ Yes

* “a written set of rules that, when correctly applied, can be used to control one or more specific hazards.” (Source: Regulation EC 402/2013, 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 – guide published by German Ministry of Justice)

2. Target situation

2.1. Elimination of anomaly/problem (goal)

Emphasis is placed on the codes in Appendix 9, where “detach wagon” is currently mandatory, even though some wagons are fit to run. We are therefore introducing four variations for detaching wagons:

Detach wagon (A): Initiate restoration of fitness to run in accordance with GCU Appendix 10

Detach wagon (B): Convey the wagon to correct or unload the load

Detach wagon (C): Obtain instructions from the keeper on the action to be taken

Detach wagon (D): Proceed according to RID rules, e.g. return the wagon, inform the RID consignor or carry out further dangerous goods intervention

In the catalogue of irregularities, one of the four letters in brackets is to be added after each “detach wagon” action to be taken. An explanation of these four detachment variations has been added to 3.2.5 of GCU Appendix 9.

3. Amendments/additional text (relates only to proposed amendments to GCU Appendix 9):

Amendment colour code:
Black: Current text, for info and remains unchanged
Red: new text
Blue: (if crossed out): text to be deleted

Note: This proposed amendment includes both a minor and a major modification to the text. The minor change to the text can be found by No. 3.2.5 of Appendix 9 of the GCU as mentioned below. The major modification concerns all damage codes with the action to be taken: “detach wagon”. This action must be supplemented by a capital letter in brackets, for example “Detach wagon (A)”.
A list of the changes, provided in an Excel table, is attached to the proposal.

3.2.5 The expression “detach wagon” means that the wagon may not continue its onward conveyance if it presents an irregularity that could impact on the safety of operations. There are four variations of the “Detach wagon” action to be taken:

- Detach wagon (A): Restore fitness to run in accordance with GCU Appendix 10
- Detach wagon (B): Convey the wagon to correct the load
- Detach wagon (C): Obtain instructions from the keeper on the action to be taken
- Detach wagon (D): Proceed according to RID rules, have dangerous goods interventions carried out

Example for the new version of Appendix 9 of January 2026.

Component	Code No.	Irregularities/Criteria/Notes	Action to be taken	Irregularity class
Running gear	1			
Tyred wheel	1.1	Thickness less than:		
	1.1.1	<div> <div> – 35 mm on wagons suitable for running at 120 km/h (SS wagons or wagons marked “***)</div> <div>– 30 mm on other wagons¹⁾</div> </div>	Detach wagon ^(A)	4

Footnote: (A): Restore fitness to run (B): Rectify load (C): Instructions from keeper (D): RID procedure

4. Reason:

When an irregularity code requires a wagon to be detached, the action to be taken by the user RU must be immediately identifiable.

5. Assess potential positive/negative impacts

Assess the possible positive and negative impacts (operations, costs, administration, interoperability, safety, competitiveness, etc.), using a scale from 1 (very low) to 5 (very high): Justify observations
Impacts:
Operations: (Positive effect): avoid unforeseen events. (Negative effect): requires trainings
Costs: no additional costs other than those required to train inspectors
Administration: (Positive effect): avoid operational uncertainties
Safety: no direct impact
Competitiveness: the whole Sector avoids unnecessary costs thanks to the interoperability of procedures.

¹⁾ Including wagons that can only be operated at 120 km/h when empty
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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 proposed change have an impact on safety?	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes
Justification: measures of safety-relevant activities are affected.	
6.2. Is the proposed change significant?	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
Justification: see template Attach the "significant change" test template	
6.3. Determining and classifying risk:	<input 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 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"> • <i>Code of practice</i> • <i>Use of reference system</i> • <i>Explicit risk assessment</i> 	
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]