

Proposed amendment to GCU Appendix 9

Background

Amended by	Date	Paragraph	Amendment
Jean-Marc Blondé	14/01/2024	Appendix 9, new point 3.2.7	Drafted
Jean-Marc Blondé	08/02/2024	Appendix 9, new point 3.2.7	Updated according to TTI WG meeting 16/01/2024
Jean-Marc Blondé	19/03/2024	Appendix 9, new point 3.2.7	Updated according to TTI WG meeting of March 2024
TTI WG decision	19/03/2024	Appendix 9, new point 3.2.7	Approved according to TTI WG meeting of March 2024
WU SG decision	14/05/2024	Appendix 9, new point 3.2.7	Approved by WUSG
GCU JC decision	04/06/2024	Appendix 9, new point 3.2.7	Not approved – with UIP comment saying “No, UIP is of the opinion that it is generally acceptable, but the wording needs to be reworked.”
TTI WG discussion	21/01/2025	Appendix 9, new point 3.2.8	UIP presented new wording in EN
TTI WG decision	19/03/2025	Appendix 9, new point 3.2.8	Approved according to TTI WG meeting of March 2025
Feedback loop WG TTI after UIC WU SG, UIP and ERFA meetings	16/05/2025	Appendix 9, new point 3.2.8	No change reported, approved by all
GCU JC decision	12/06/2025	Appendix 9, new point 3.2.8	Approved by the GCU JC

Title	Terms: Wagon “empty” and “loaded”
Proposed amendment made by: RU/keeper/other:	SBB Cargo AG
Proposed amendment concerns:	<input checked="" type="checkbox"/> Appendix 9 <input type="checkbox"/> Appendix 11
Proposer:	Jean-Marc Blondé
Location, date:	Olten, 04/01/2024
Concise description:	Currently, the irregularity codes and the actions to be taken apply regardless of whether the wagons are empty or loaded. For certain irregularity codes, the actions to be taken are different depending on whether the wagons are empty or loaded.

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

Currently the codes for irregularities and the actions to be taken apply regardless of whether the wagons are empty or loaded.

1.2. Mode of operation

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1.3. Anomaly/description of problem

There is no documented distinction of actions to be taken between empty and loaded wagons.

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

☒ No ☐ Yes (state which):

* "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)**

Introduce a distinction between the actions to be taken for empty and loaded wagons in the corresponding irregularities codes.

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

3. CATALOGUE OF IRREGULARITIES (ANNEX 1)

3.2 COMMENTS ON THE CATALOGUE OF IRREGULARITIES

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3.2.4 This appendix is not an exhaustive catalogue of all the irregularities which might occur. Where there are other irregularities not listed in this document, but which might well compromise operating safety or the wagon's railworthiness, qualified staff shall take whatever action they deem necessary. Such irregularities are to be documented by means of the superordinate code applicable in context to the part/components/aspect in question and are to be assigned to at least the second grouping level.

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.

3.2.6 Once detached, the wagon remains in the custody of the user RU which recorded the irregularity whilst the irregularity is being rectified.

3.2.7 All of the irregularities and defects identified in service (based on dimensional deviations in length, depth or width) are to be measured in millimetres (mm). Values of more than 0 mm and less than 1 mm need to be detected, but not measured.

3.2.8 Empty/loaded wagon

The irregularity codes given in Annex 1 apply to both loaded and non-loaded wagons. The condition of the load or its securing may hamper a wagon's fitness to run. In these cases, the RU shall arrange for the load to be corrected, secured or the wagon to be unloaded.

4. Reason

Given the synchronisation of Appendices 9 and 10 and the distinction between empty and loaded wagons, it is necessary to describe the treatment of empty and loaded wagons.

5. Evaluation of the possible positive and 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, interoperability, competitiveness, cost, management: (value: 3)

Safety: (value: 4)

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.

This Safety Assessment is created and released by the working group and validated by the vote of the GCU signatories

6.1. Does the change have an impact on safety?	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
Justification:	
6.2. Is the change significant?	<input type="checkbox"/> No <input type="checkbox"/> Yes
Justification: 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
<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]