

Study Group **WAGON USERS**

Proposed amendments to GCU Appendices 9 and 11: No. 12

Record of amendments

Amended by	Date	Paragraph	Amendment
G. MAILLE	29.04.2015		Entry
Jean-Marc Blondé	20.05.2015		Modif. following to the WG TI 05/2015, Paris
Decision WG TI	20.05.2015		Following the minutes of WG TI 05/2015

Title:	Code adaptation 1.3.3. and 1.3.5
Proposed amendment made by: RU / keeper / other body	SNCF
Proposed amendment concerns:	<input checked="" type="checkbox"/> Appendix 9 <input type="checkbox"/> Appendix 11
Proposer:	G. MAILLE – Département Fret Infrarail Wagons
Location, date:	PARIS, 29.04.2015
Concise description:	Code adaptation 1.3.3. and 1.3.5 in conformity to EN 15313

Study Group **WAGON USERS**

1. Starting-point (current situation):

1.1. Introduction

The appendix 9 GCU governs and describes in the Annex 1 the technical state to be necessarily respected by wagons which are exchanged between two or several railway companies (RU and ensured by technical inspection).

1.2. Mode of operation

Instructions to respect in safety operation and service aptitude are described in GCU and in mandatory UIC leaflets and directives.

1.3. Anomaly / description of problem

Points 1.3.3. and 1.3.5. at present time in Appendix 9 don't respect operation limits required by EN 15313

Appendix 10 have to adapt on this topic too and SG WU decide that Appendix 9 have to be harmonised at the same time for a common coherence between these 2 appendices.

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

No Yes (state which): EN 15313

* "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)

New writing of damage codes 1.3.3. and 1.3.5 and creation of sub codes for describing of different criteria to detach wagons owing to wheel diameter

Study Group **WAGON USERS**

3. Additional text (relates only to proposed amendments to GCU Appendix 9):

We request modification of codes 1.3.3 et 1.3.5 and introduction of sub codes 1.3.3.1 à 1.3.3.3 et 1.3.5.1 à 1.3.5.3 in Annex 1 Appendix 9 as follows:

Component	Code no.	Irregularities/Criteria/Notes	Action to be taken	Category
	1.3.3	Wheel flat		
	1.3.3.1	- Wheel Ø > 840 mm and flats longer than 60 mm	Detach wagon	4
	1.3.3.2	- Wheel Ø: 630 mm < d ≤ 840 mm and flats longer than 40 mm	Detach wagon	4
	1.3.3.3	- Wheel Ø ≤ 630 mm and flats longer than 35 mm	Detach wagon	4
	1.3.5	Cavity, shelling or flacking > 60 mm long on wheel tread		
	1.3.5.1	- Wheel Ø > 840 mm and > 60 mm long	Detach wagon	4
	1.3.5.2	- Wheel Ø: 630 mm < d ≤ 840 mm and > 40 mm long	Detach wagon	4
	1.3.5.3	- Wheel Ø ≤ 630 mm and > 35 mm long	Detach wagon	4

4. Reason:

Appendix 9 and 10 were brought up to standards following to EN 15313.

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

Positive impacts:
 Operations, Interoperability, Safety, Competitiveness:
 Impact on costs & administration:

Study Group **WAGON USERS**

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 done by: cancelled because adaptation is done upon the basis of mentioned standards

6.1. Does the change made impact on safety?	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
Reason: the presence of damage affects the wagon's fitness to run.	
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"/> deleted
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 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 	
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]