

Study Group **WAGON USERS**

Proposed amendment to GCU Appendix 9

Records of amendments

Amended by	Date	Paragraph	Amendment
Jean-Marc Blondé	22/3/16		Drafted
Stefan Zebracki	30/3/16		Amended as per minutes of TTI WG meeting of March 2016
Decision of WG TI	31/3/16		See minutes of TTI WG meeting of March 2016

Title:	Modify code 6.7.1
Proposed amendment made by: RU / keeper / other body	SBB Cargo AG
Proposed amendment concerns:	<input checked="" type="checkbox"/> Appendix 9 <input type="checkbox"/> Appendix 11
Proposer:	Jean-Marc Blondé, Technical Wagon Dept.
Location, date:	Olten, 22/3/2016
Concise description:	Modify code 6.7.1

1. Starting-point (current situation):

1.1. Introduction

1.2. Mode of operation

1.3. Anomaly / description of problem

In order to report component defects more precisely, it is suggested that specific codes be used for trestles and spigots.

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

No Yes (state which):

* "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 wording

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

We request amendment of code 6.7.1 (Appendix 9, Annex 1) in line with the table below:

Component	Code	Irregularities/Criteria/Notes	Action to be taken	Category
Gear for securing load units (ILU) on container wagons	6.7			
	6.7.1	Trestle or spigot distorted or defective		
	6.7.1.1	- Trestle not in use	K	3
	6.7.1.2	- Trestle in use	Rectify + K. If not possible, detach wagon	5
	6.7.1.3	- Spigot not in use	K	3
	6.7.1.4	- Spigot in use	Rectify + K. If not possible, detach wagon	5

4. Reason:

At present, defects are reported using the same code for both parts. Reporting the defective part more precisely will streamline the process of repairing the wagon.

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

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 performed by: not needed, since adaptation results from the aforementioned standards.

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