

Proposed amendment to GCU Appendix 9

Record of amendments

Amended by	Date	Paragraph	Amendment
Claude Weis	27/12/2019		See minutes of TTI WG meeting of Oct 2019
TTI WG decision	24/03/2020		See minutes of TTI WG meeting of March 2020
Approved by SG WU	26/05/2020		See minutes of WU SG meeting of May 2020
Approved by JC GCU	15/06/2020		After change

Title:	Amendment of code 6.1.1.2
Proposed amendment made by: RU / keeper / other body	CFL Cargo
Proposed amendment concerns:	<input checked="" type="checkbox"/> Appendix 9 <input type="checkbox"/> Appendix 11
Proposer:	Claude Weis
Location, date:	Dudelange, 27.12.2019
Concise description:	Amendment of code 6.1.1.2 (following TEN-RIV transition period)

1. Starting point (current situation):

1.1. Introduction
The transition period agreed by UIP on 08/07/2015 for continued authorisation of the "TEN-RIV" marking, which is no longer authorised since 31/12/2010 in accordance with the TSI WAG: EU Regulation 321/2013, comes to an end on 01/01/2021.
1.2. Mode of operation
-
1.3. Anomaly / description of problem
The transition period agreed by UIP comes to an end on 31/12/2020 and thus the TEN-RIV marking is no longer authorised.

1.4. Does this concern a recognised code of practice* (e.g. DIN, EN)?
<input checked="" type="checkbox"/> No <input checked="" type="checkbox"/> Yes (state which): TSI WAG: EU Regulation 321/2013
<small>* "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)</small>
<small>"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)</small>

2. Target situation

2.1. Elimination of anomaly/problem (goal)
Only markings in accordance with the TSI WAG: EU Regulation 321/2013 are authorised from 01/01/2020.

3. Additional text and/or change 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

Component	Code no.	Irregularities/Criteria/Notes	Action to be taken	Irregularity class
Wagon body	6			
Wagon body in general	6.1			
Markings on wagons	6.1.1	Missing, illegible, incomplete		
	6.1.1.1	- wagon number ⁷	Detach wagon	4
	6.1.1.2	- "RIV" sign, TEN-RIV , "TEN" + "GE" or acceptance marking ("TEN" + "G1", country acronym in approval plate) ⁷	Detach wagon	4
	6.1.1.3	agreement plate (if showing exchange codes 41, 43, 45, 81, 83 or 85) ⁷ or an acceptance marking ("TEN" + "CW" + country acronym in approval plate) ⁷	Detach wagon	4
	6.1.1.4	- tare weight ⁷	Detach wagon	4
	6.1.1.5	- braked weight of hand brake ⁷	Detach wagon	4
	6.1.1.6	- load limits ⁷	Detach wagon	4
	6.1.1.7	- capacity of tank wagons ⁷	Detach wagon	4
	6.1.1.8	- both the VKM and full address of wagon keeper ⁷	Detach wagon	4
	6.1.1.9	- length-over-buffers of wagon ⁷	Detach wagon	4
	6.1.1.10	- "high voltage" warning sign on wagons with step or ladder access up to a height > 2 m above rail level	Detach wagon	4
	6.1.1.11	- indication of compatibility with ILUs on carrying wagon ⁷	Detach wagon	4
	6.1.1.12	- reserved -		
	6.1.1.13	- reserved -		

4. Reason:

The TEN-RIV marking is no longer authorised from 01/01/2021.

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

Impacts:

Operations, interoperability, safety, competitiveness: 2

Safety: 3

6. Safety appraisal of proposed amendment

Description of actual/target system, and scope of change to be made (see points 1 and 2).

The risk study becomes obsolete insofar as only the known repositories are implemented

Safety study conducted by:

6.1. Does the change made impact on safety?	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes
Reason: As per the TSI WAG: EU Regulation 321/2013, wagons with the "TEN-RIV" marking are no longer authorised 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 checked="" 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" (acknowledged technical rules) • 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]