4. Finalisation

a) Conclusion: impact on current NP for future analysis (1/2)

• Following points from Action Plan ongoing Normal Procedure remain relevant/are even more relevant after the incident of 13.01.2021:

  – Action plan to be extended/adapted to other types of hitches:
    • **Very relevant**, in order to facilitate point 3 of letter sector to NSA DK: terminals that load semi-trailers on pocket wagons for Danish rail network need to apply the Action Plan from the UP 2019 (for any kind of hitch)
      Note: this can include hitch maintenance manuals (point 0 of Action Plan)
      => integrate results of questionnaires from NSA/Sector
  – Wind speed limits on bridges and open track
    • **Very relevant**, with learnings from UP 2021: it needs to be analysed *how* wind speeds are measured/should be measured (stations, average vs. peak, etc..)
      => see also the risk analysis from BaneDK: wind restrictions for secured/unsecured freight + local factors (track position, etc..) – July 2021
  – Requirements for the indication of the locked position of hitches
    • **Relevant**, developments by VTG are important to reduce the risk of wrongly-loaded/unlocked semi-trailers
  – Safe and cost efficient loading procedures
    • **Relevant**, the expected deliverable of a matrix of semi-trailers and pocket wagons (or hitches) will also facilitate point 3 of letter sector to NSA DK

=> benchmark in railway sector (practical operational measures)
4. Finalisation

a) Conclusion: impact on current NP for future analysis (2/2)

• Following points from Action Plan ongoing Normal Procedure remain relevant/are even more relevant after the incident of 13.01.2021:

  – Roles & Responsibilities / Staff competences:
    • Relevant: work already done ready for publication?

  – Improvements of the hitch manual
    • Very relevant: All hitch manuals need to be checked for clarity and compatibility with Action Plan (See point 1 above) – all terminals should be clearly informed of hitch maintenance status and with clear instructions for use in terminal

  – Better understand the locking system as safety barrier
    • Very relevant: Is it the first/second barrier? For empty semi-trailers? Define minimum locking force? (if so, do all hitches comply with this locking force)
      Common understanding of the different rules applicable (UIC, EN/TSI)

  – Cross-wind stability in general of rail freight transport
    • Relevant: Requirements for passenger transport (clearly defined) versus freight transport (less clear)? How cross-wind stable do we expect freight rolling stock? And what is expected from the IM (see TSI INF and TSI LOC&PAS?). Need for commonly agreed analyses and calculations?