

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)

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?