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safe railway system without frontiers.

## RECOMMENDATION ERA-REC-1175-4

### Annex 1: Amendments to the WAG TSI

The Agency recommends the amendments in the Annex “Technical specification for interoperability for the ‘rolling stock — wagons’ subsystem” to the Commission Regulation (EU) No 321/2013 of 13 March 2013 concerning the technical specification for interoperability relating to the subsystem rolling stock — freight wagons of the rail system in the European Union and repealing Decision 2006/861/EC as follows:

(1) The following rows should be added in Table 1 under row 4.2.2.3:

4.2.2.4.1	Devices to secure semi-trailers - strength	1.1.1 1.1.3				
4.2.2.4.2	Devices to secure semi-trailers – locking force	1.1.1 1.1.3				
4.2.2.4.3	Devices to secure semi-trailers – indication	1.1.1 1.1.3				
4.2.2.4.4	Marking on the unit	1.1.1 1.1.3				

(2) A new point 4.2.2.4 should be created and added under point 4.2.2.3 as follows:

#### 4.2.2.4. Securing of semi-trailers

This point applies to units equipped with devices to secure semi-trailers.

##### 4.2.2.4.1 Devices to secure semi-trailers - strength

Devices to secure semi-trailers shall hold semi-trailers in a safe position by withstanding the longitudinal, lateral and vertical downwards directed forces in accordance with the design operating state.

##### 4.2.2.4.2 Devices to secure semi-trailers – locking force

Devices to secure semi-trailers shall lock semi-trailers in a safe position by withstanding the vertical upwards directed forces in accordance with the design operating state.

4.2.2.4.3 Devices to secure semi-trailers – indications

Devices to secure semi-trailers shall indicate reliably if the kingpin of the semi-trailer is correctly positioned and the semi-trailer is correctly locked.

The correct position of the kingpin of the semi-trailer and the locking of the semi-trailer shall be detected independently.

The indication shall be visible for the loading and checking staff in any loading situation of the unit.

The conformity of devices to secure semi-trailers with the requirements of points 4.2.2.4.1, 4.2.2.4.2 and 4.2.2.4.3 shall be assessed at interoperability constituent level in accordance with point 6.1.2.7.

4.2.2.4.4 Marking on the unit

The unit shall have a marking related to the device to secure semi-trailers on both sides for each device to secure semi-trailers, which contains:

- *All information relevant for the safe use of the devices to secure semi-trailers by loading and checking staff;*
- *The compliance with point 4.2.2.4.2.*

The conformity of the marking with the requirement of point 4.2.2.4.4 shall be assessed in accordance with the prescriptions in section 2.4 of the ERA Technical Document referenced in Appendix D.2, Index [D].

(3) A new point 5.3.6 should be created and added under point 5.3.5 as follows:

5.3.6. *Devices to secure semi-trailers*

Devices to secure semi-trailers shall be designed and assessed for an area of use defined by:

- *semi-trailers to which the device to secure semi-trailers is compatible.*
- *unit types for which the compliance with the requirements on the connection to the device to secure semi-trailers has been positively assessed.*

Devices to secure semi-trailers shall comply with the requirements defined in points 4.2.2.4.1, 4.2.2.4.2 and 4.2.2.4.3. The conformity of devices to secure semi-trailers with these requirements shall be assessed at interoperability constituent level in accordance with point 6.1.2.7.

(4) The following row should be added in Table 9, above row 4.2.3.6.1:

4.2.2.4.1, 4.2.2.4.2 and 4.2.2.4.3	Devices to secure semi-trailers – strength, locking force and indications	X(***)	X	X	X(***)	X	
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(5) The following note should be added below Table 9:

(\*\*\*)Modules CA1, CA2 or CH may be used only in the case of products placed on the market, and therefore developed, before the **[date of entry into force of this amendment of the TSI]**, provided that the manufacturer demonstrates to the NoBo that design review and type examination were performed

for previous applications under comparable conditions, and are in conformity with the requirements of this TSI; this demonstration shall be documented, and is considered as providing the same level of proof as module CB or design examination according to module CH1.

(6) A new point 6.1.2.7 should be created and added under point 6.1.2.6 as follows:

**6.1.2.7. Devices to secure semi-trailers**

The conformity of devices to secure semi-trailers with the requirements of points 5.3.6 and

- 4.2.2.4.1 and 4.2.2.4.2 shall be assessed in accordance with the procedures in sections 2.1 and 2.2 of the ERA Technical Document referenced in Appendix D.2, Index [D].
- 4.2.2.4.3 shall be assessed in accordance with the prescriptions in section 2.3 of the ERA Technical Document referenced in Appendix D.2, Index [D].

(7) A new point 7.2.2.5 should be created and added under point 7.2.2.4 as follows:

**7.2.2.5 Rules for units in operation that are equipped with devices to secure semi-trailers.**

Units in operation that are equipped with devices to secure semi-trailers shall comply with the requirements in point 4.2.2.4.2 within a transitional period as set out in Table A.2.

The conformity of devices to secure semi-trailers with the requirements in point 4.2.2.4.2 shall be assessed in accordance with the procedure in section 2.2 of the ERA Technical Document referenced in Appendix D.2, Index [D]. The conformity shall be assessed by the keeper once per combination of unit type and type of the device to secure semi-trailers. The keeper can delegate the assessment to the manufacturer of the devices to secure semi-trailers or the entity in charge of maintenance assigned to its units.

Each individual unit which corresponds to the positively assessed combination shall have an entry in its technical documentation which refers to the tests done and confirms that it complies with the requirements in point 4.2.2.4.2. The conformity with the requirements in point 4.2.2.4.2 shall also be included in the markings on the unit, in accordance with point 4.2.2.4.4.

An assessment by a Notified Body is not required.

Units in operations that are equipped with devices to secure semi-trailers shall comply with the requirements in points 4.2.2.4.4 within a transitional period as set out in Table A.2.

The conformity of the marking of each individual unit shall be assessed in accordance with the prescriptions in section 2.4 of the ERA Technical Document referenced in Appendix D.2, Index [D]. The conformity shall be assessed by the keeper. The keeper can delegate the assessment to the entity in charge of maintenance assigned to its units.

Each individual unit which has been positively assessed shall have an entry in its technical documentation which confirms that it complies with the requirements in point 4.2.2.4.4.

An assessment by a Notified Body is not required.

(8) Appendix A is replaced by the following:

*Appendix A*

**Changes of requirements and transition regimes**

As defined in point 7.2.3.1.2, Table A.1 and Table A.2 reference the changes, compared with the TSI as amended by Commission Implementing Regulation (EU) 2020/387, that require an assessment.

**Changes with a generic transition regime of 7 years:**

Changes with a generic transition regime affect projects in design phase. Those changes are relevant to determine the applicability of requirements of the certification framework of a project, based on its initial assessment framework. Projects in production phase and units in operation are not affected by those changes.

**Table A.1 - transition regime of 7 years**

TSI point(s)	TSI point(s) in TSI amended by Commission Implementing Regulation 2020/387	Explanation of the TSI change	Date of application
4.2.2.3 Second paragraph	New requirement	Inclusion of a requirement on the securing devices	28 September 2030
4.2.3.5.3 Derailment detection and prevention function	No point	Inclusion of requirements for the derailment detection and prevention function	28 September 2030
4.2.4.3.2.1 Service brake	4.2.4.3.2.1 Service brake	Evolution of the specification referenced in Appendix D.1, Indexes [16] and [17]	28 September 2030
4.2.4.3.2.2 Parking brake	4.2.4.3.2.2 Parking brake	Evolution of the specification referenced in Appendix D.1 Index [17]	28 September 2030
4.2.4.3.2.2 Parking brake	4.2.4.3.2.2 Parking brake	Change in the calculation of the parking brake parameters	28 September 2030
6.2.2.8.1 Testing of barriers	6.2.2.8.1 Testing of barriers	Evolution of the specification referenced in Appendix D.1 Index [19]	28 September 2030
7.1.2 (h) Marking of the parking brake	7.1.2 (h) Marking of the parking brake	Change in the required marking	28 September 2030
Point 9 of Appendix C	Point 9 of Appendix C	Evolution of the specification referenced in Appendix D.1, Indexes [38], [39], [46], [48], [49], [58]	28 September 2030
Points referring to Appendix H and Appendix D.2 index [B]	New requirement	Inclusion of requirements on the codification of units intended to be used in combined transport	28 September 2030

Points referring to Appendix D.2 index [A] except to point 3.2.2	Points referring to ERA/ERTMS/033281 V4 except to point 3.2.2	ERA/ERTMS/033281 V5 replaces ERA/ERTMS/033281 V4, main changes concern frequency management for interference current limits and closure of open points	28 September 2030
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#### Changes with a specific transition regime:

Changes with a specific transition regime affect projects in design phase, projects in production phase and units in operation. Those changes are relevant to determine the applicability of requirements of the certification framework of a project, based on its initial assessment framework. They are also relevant to determine the need for retrofit.

**Table A.2 - Specific transition regime**

TSI point(s)	TSI points(s) in previous TSI	Explanation on TSI change	Transition regime			
			Design phase not started	Design phase started	Production phase	units in operation
Points referring to point 3.2.2 Appendix D.2 Index [A]	Points referring to point 3.2.2 of ERA/ERTMS/033281 V4	ERA/ERTMS/033281 V5 replaces ERA/ERTMS/033281 V4	Transition regime is defined in Table B1 in Appendix B to the CCS TSI			
Points referring to point 4.2.2.4.1	NA	Devices to secure semi-trailers -strength (longitudinal, lateral and vertical downwards)	NA	[1 year from EIF of the amendment]	[1 year from EIF of the amendment]	NA
Points referring to point 4.2.2.4.2	NA	Devices to secure semi-trailers -locking force (vertical upwards directed)	NA	[1 year from EIF of the amendment]	[1 year from EIF of the amendment]	[1 year from EIF of the amendment]
Points referring to point 4.2.2.4.3	NA	Devices to secure semi-trailers- indications	NA	[1 year from EIF of the amendment]	[1 year from EIF of the amendment]	NA

Points referring to point 4.2.2.4.4	NA	Marking related to devices to secure semi-trailers	NA	[1 year from EIF of the amendment]	[1 year from EIF of the amendment]	[1 year from EIF of the amendment]
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(9) The following rows should be added at the end of table D.2:

[D]	<i>ERA Technical Document on the procedures to demonstrate compliance with the requirements in point 4.2.2.4 of the WAG TSI on securing semi-trailers</i>		
	<b>ERA/TD/SECURING OF SEMI TRAILERS version x.x (released on xx.xx.xxxx)</b>		
[D.1]	Prescriptions for marking	4.2.2.4.4	Section 2.4
[D.2]	Conformity assessment regarding securing semi-trailers	6.1.2.7	Sections 2.1, 2.2, and 2.3.

(10) The following rows should be added in Table F.1 below the row “Integrity of the unit”:

Device to secure semi-trailers - strength	4.2.2.4.1	X	X	n.a.	6.1.2.7
Device to secure semi-trailers – locking force	4.2.2.4.2	X	X	n.a.	6.1.2.7
Device to secure semi-trailers – indications	4.2.2.4.3	X	X	n.a.	6.1.2.7
Marking on the unit	4.2.2.4.4	X	X	n.a.	—