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Report

Transfer of requirements from RID to TSI WAG

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Contents

1.	Introduction	3
1.1.	Background to the assignment	3
1.2.	Content of this report	3
2.	Workgroups for the transfer of requirements from RID in the context of the revision of the TSIs.....	3
2.1.	The Working Party, Core Groups and Topical Working Groups.....	3
2.2.	Specific methodology.....	3
3.	Working methods.....	5
4.	Technical scope	5
5.	Geographical scope.....	5
6.	Technical aspects covered in the TSI	5
7.	Impact Assessment	5
8.	Items for next revision process.....	6
Annex 1	Country codes and other abbreviations.....	7
Annex 2	Reference legislation.....	9

1. Introduction

1.1. Background to the assignment

Commission Delegated Decision (EU) 2017/1474¹ sets out specific objectives for the revision of the TSIs in its 2022 revision cycle. In particular, Article 5 states that:

'Article 5

Specific objectives applicable to WAG TSI

[...]

4. The WAG TSI shall ensure consistency and avoid any overlap with the Regulations concerning the International Carriage of Dangerous Goods by Rail ('RID') as regards technical requirements applicable to vehicles.

[...]

1.2. Content of this report

This report is the deliverable of the Agency's activities related to the transfer of requirements from the RID to the TSI WAG, detailing the composition of the working groups involved and focusing on the topics dealt with during the meetings held by such groups. It also lists the conclusions reached on these topics and the positions of the working groups' representatives on the most important ones.

2. Workgroups for the transfer of requirements from RID in the context of the revision of the TSIs

2.1. The Working Party, the Core Groups and the Topical Working Groups

Since October 2019, the procedure to revise the TSIs is set out as follows:

- Any change to the TSI must be proposed by fulfilling a Change Request (CR), through the IT tool Clear Quest
- 3 ERA Core Teams are created to check the change requests, provide with a first analysis and if needed, assign the change request to a TWG. These 3 core teams are: Fixed Installation, Rolling Stock and Operations
- Change Requests are then processed by Topical Working Groups composed by sector representatives and NSAs and managed by ERA.

The change request applicable to the transfer of requirements is TSI_C00000603: 'Review TSI WAG to ensure consistency with RID'.

The Topical Working Group responsible for this change is the TWG Freight. Since this change implies the coordinated modification of three regulations (UTP WAG, TSI WAG and RID), a specific working methodology was defined. Further details are given below.

2.2. Specific methodology

A first workshop to identify requirements to be transferred from RID to TSI/UTP and a risk analysis to identify new requirements to be addressed, such as 'domino effect' and 'ATEX', was held on 12.10.2022.

The Agency invited the RID experts and all the experts already attending to the TWG Freight to participate in this workshop. Experts of the following organisations attended: NSA IT, CER, UK DfT, UIP, NSA FR, NSA BE,

¹ Commission Delegated Decision (EU) 2017/1474 of 8 June 2017 supplementing Directive (EU) 2016/797 of the European Parliament and of the Council with regard to specific objectives for the drafting, adoption and review of technical specifications for interoperability

UNIFE, DG MOVE, UIRR, UIC, EU Rail EDDP, ALE, IT MoT, OTIF Secretariat, NSA FI, NL MoT, NSA LV, NSA AT, CEFIC.

This workshop defined the following working methodology:

- identification of all requirements and develop the concrete TSI text would meet as many times as required. The workshop met 5 times between 12.10.2022 and 5.6.2023, with the following participants: NSA IT, CER, UK DfT, UIP, NSA FR, NSA BE, UNIFE, DG MOVE, UIRR, UIC, EU Rail EDDP, ALE, IT MoT, OTIF Secretariat, NSA FI, NL MoT, NSA LV, NSA AT, CEFIC.
- A subgroup of experts in both TSI and RID would meet to ensure consistency in the changes brought to these three regulations. This subgroup met 3 times between 17.01.2023 and 19.04.2023, with the following participants: CER, CEFIC, UK DfT, UIP, NSA BE, UNIFE, DG MOVE, OTIF Secretariat, OTIF, NSA AT, UIRR.

The amendments proposed to the TSI WAG and RID have been agreed in both the workshop and subgroup meetings.

Taking into consideration that TSIs are normally transferred without significant changes into UTPs, the groups concentrated on the development of consistent RID and TSI requirements. However, the groups noted that UTP should consider reviewing in addition the case of rolling stock intended to be operated on 1520 mm track gauge, which is outside the scope of the TSI.

The TWG Freight@DAC chaired by the Agency continues its working process on the development of a complete specification of DAC for any wagon type to be included in the TSIs. The Agency ensures the coordination between this group and the two working groups above focussing on the specific requirements for the transport of Dangerous Goods. The following TWGs met three times between 14.12.2022 and 4.4.2023 and feedbacks were provided.

The resulting proposal was endorsed in the WP meeting n.22 of 29.09.2023.

3. Working methods

The Extranet workspace of the project for the TWG, workshop and subgroup meetings is the one already existing for the TWG Freight:

<https://eraeuropa.eu.sharepoint.com/sites/TWG-Freight>

This workspace gathers all documents of the project and is accessible to TWG, workshop and subgroup members and their deputies as well as to all experts involved in other working parties organised by the Agency.

4. Technical scope

The technical requirements regarding the freight wagons intended for the transport of dangerous goods currently in the RID are transferred into the TSI WAG and UTP WAG. This does not apply to the clauses related to the tank, which remain in RID.

5. Geographical scope

Unless otherwise stated, the geographical scope of this report is the same as the TSI WAG art 2.3): All EU network (1 435 mm, 1 524 mm, 1 600 mm, and 1 668 mm) except railway lines with 1 520 mm track gauge.

6. Technical aspects covered in the TSI

The detailed proposed amendments of TSI include the following aspects:

- Introduction of the new clause point 4.2.6 and Appendix I, which specifically addresses the vehicle-related provisions in Chapter 7.1 of RID, including
- Construction requirements, moved from the pre-existing RID sections:
 - Strength of vehicle body
 - Energy absorbing requirements for coupling systems (both manual or central automatic)
 - Overriding related provisions
 - Derailment prevention or mitigation provisions (former note 7.1.1 of RID)
- Addition of new ATEX general provision.
- Amendment of table 1 to justify the inclusion of the clause point by referring to the corresponding essential requirements.
- Amendment of clause point 4.8, to include compliance with WE of RID as new parameters in ERATV.
- Amendment of table A.2 of Appendix A, to introduce the corresponding transition regime of the new requirements.

7. Impact Assessment

The proposal is transferring wagon-related provisions in UTP/TSI without affecting the current RID requirements. This will allow the assessment of the already existing requirements in the RID by the notified bodies of the TSI and avoid the risk of double checks or inconsistency in the assessment process.

In addition to the transfer of pre-existing RID vehicle requirements, this proposal is fully considering and facilitating the on-going revision process of the TSI WAG and the TSI LOC&PAS to introduce the DAC and its future use in freight wagons intended to carry dangerous goods with equivalent or higher safety level.

The benefits foreseen with this proposal are significantly higher than the effort required to adapt TC and TE marking and to introduce WE marking.

The proposal clarifies the requirements to be assessed by the Assessing Entities / Notified Bodies and will have a positive effect on Safety and Interoperability, including the vehicle-authorisation process.

8. Items for next revision process

The new Appendix I of the TSI will evolve with additional requirements specific of freight wagons intended for transport of dangerous goods, such as specific requirements for freight wagons fitted with Digital Automatic Coupling system.

Annex 1 Country codes and other abbreviations

Table 1: Country codes

<i>Definition</i>	<i>Description</i>
AT	Austria
BE	Belgium
FI	Finland
FR	France
IT	Italy
LV	Latvia
NL	The Netherlands
UK	United Kingdom

Table 2: Abbreviations

<i>Abbreviation</i>	<i>Description</i>
ALE	European Autonomous Train Drivers Union
CEFIC	European Chemical Industry Council
CER	Community of European Railway and Infrastructure Companies
CEN/CENELEC	European Committee for Standardization/Comité européen de normalisation en électronique et en électrotechnique
CR	Change Request
DAC	Digital Automatic coupling system
DfT	Department for Transport
DG MOVE	Directorate-General for mobility and transport
EU Rail/EDDP	Europe's Rail - European DAC Delivery Program
EIM	European Rail Infrastructure Managers
ERA or the Agency	European Union Agency for Railways
ERA TD	ERA Technical Document
IA	Impact Assessment

Table 2: Abbreviations

<i>Abbreviation</i>	<i>Description</i>
IC	Interoperable Constituent
MoT	Ministry of Transport
NSA	National Safety Authority
NB-Rail	Notified Body - Rail
RfU	Recommendation for Use
RID	The Regulation concerning the International Carriage of Dangerous Goods by Rail
OTIF	Intergovernmental Organisation for International Carriage by Rail
TSI	Technical Specification for Interoperability
TWG	Topical Working Group
UIC	International Union of Railways
UIP	International Union of Wagon Keepers
UIRR	International Union for combined transport Rail-Road
UNIFE	Association of the European Rail Industry
UTP	Uniform Technical Prescription
WAG TSI	Technical specification for interoperability relating to the 'rolling stock — freight wagons' subsystem of the entire European Union's rail system
WP	Working Party

Annex 2 Reference legislation

Table 3: Reference legislation

<i>N°</i>	<i>Title</i>	<i>Reference</i>	<i>Version</i>
[1]	Regulation (EU) 2016/796 of the European Parliament and of the Council on the European Union Agency for Railways and repealing Regulation (EC) No 881/2004	2016/796	
[2]	Directive (EU) 2016/797 of the European Parliament and of the Council on the interoperability of the rail system within the European Union	2016/797	
[3]	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	321/2013	
[4]	Commission Delegated Decision (EU) 2017/1474 of 8 June 2017 supplementing Directive (EU) 2016/797 of the European Parliament and of the Council with regard to specific objectives for the drafting, adoption and review of technical specifications for interoperability	2017/1474	
[5]	COMMISSION IMPLEMENTING REGULATION (EU) 2018/545 of 4 April 2018 establishing practical arrangements for the railway vehicle authorisation and railway vehicle type authorisation process pursuant to Directive (EU) 2016/797 of the European Parliament and of the Council	2018/545	
[6]	The Regulation concerning the International Carriage of Dangerous Goods by Rail	Appendix C to the Convention concerning International Carriage of Dangerous Goods by Rail	