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and safe railway system without
frontiers.

RECOMMENDATION ERA-REC- 1175-2am1 OF THE EUROPEAN UNION AGENCY FOR RAILWAYS on

*Transfer of requirements from RID to TSI WAG, amending it to add
requirements on spark arresters and WE marking*

THE EXECUTIVE DIRECTOR

HAVING REGARD TO

Regulation (EU) 2016/796 of the European Parliament and of the Council of 11 May 2016 on the European Union Agency for Railways and repealing Regulation (EC) No 881/2004, hereafter referred to as the 'Agency Regulation', in particular Articles 2, 4 (a), 5(1), 17, and 19 thereof,

Directive (EU) 2016/797 of the European Parliament and of the Council of 11 May 2016 on the interoperability of the rail system (Recast), hereafter referred to as the 'Interoperability Directive', in particular Article 5,

Commission Regulation (EU) No 321/2013 of 13 March 2013 concerning a 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 (TSI WAG)

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, hereafter referred to as the 'Commission Mandate', in particular article 5.4 thereof

Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods, as amended,

Recommendation of the European Union Agency for Railways ERA-REC-1175-2 of 14 December 2023 on the transfer of requirements from RID to TSI WAG published on the Agency's website¹.

Whereas

1. On 2.11.2021, NSA Italy sent a notification to the Joint Network Secretariat(JNS)² triggering the JNS Urgent procedure about thermal overload in special cases of freight wagons, following a increased number of fixed brakes resulting in fires and wheel tread damages in North Italy.
2. One of the outcomes of the urgent JNS procedure was the continuation of the work as a normal JNS procedure as regards "Consequences of unintended brake applications with LL blocks". This JNS normal procedure kicked-off on the 10.02.2022. The final report of the JNS was published on 29.02.2024³, including a proposal for a change request of the TSI WAG aiming at adding requirements for spark arresters.
3. This proposal requested to fit spark arresters to both specific freight wagons designs and freight wagons intended for the transport of certain categories of dangerous goods. Therefore, the Recommendation of the European Union Agency for Railways ERA-REC-1175-2⁴ of 14 December 2023 on the transfer of requirements from RID to TSI WAG had to be repealed.

¹<https://www.era.europa.eu/content/recommendation-era-1175-2-european-union-agency-railways-transfer-requirements-rid-tsi-wag>

² https://www.era.europa.eu/domains/accident-incident/joint-network-secretariat-jns_en

³ Refer to JNS Procedure ""Extreme effects of thermal overload in special cases of freight operation"" on the Agency's website; link provided above.

⁴ https://www.era.europa.eu/system/files/2023-12/RECO_transfer_requirements_RID.pdf?t=1719353812

4. The document prepared by the JNS was reviewed by the Agency to make it fully consistent with the TSI WAG. The resulting amendment includes all changes proposed in Recommendation 1175-2 improved with a specific marking (WE marking) to ensure consistency with provisions in RID and the proposed requirements on spark arresters. This amendment was integrated in the TSI revision process (Change Request 669, created on 11.04.2024) and it was presented in the TSI Working Party meeting of 10.09.2024.
5. The amendment was presented and discussed during the Railway Interoperability and Safety (RISC) meeting n°103 in 6 November 2024.
6. The OTIF Standing Group of RID Experts adopted the WE marking amendments and positively discussed the spark arresters amendments to RID in its 18th session held in Madrid on 20 November 2024.
7. The amendment was reviewed again and agreed in the TSI Working Party meeting of 17 December 2024.
8. To avoid duplication or legal vacuum regarding the transferred requirements from RID to TSI WAG, the issuing of this Recommendation should be carefully coordinated with the entry into force of the corresponding changes in RID and impacted UTPs.
9. The impact assessment and the accompanying report cover all changes, including those already provided for in Recommendation 1175-2.
10. Given that the rail freight customers participated, through their representative bodies, to the drafting of this Recommendation and the fact that this Recommendation has neither direct impact on the social environment or working conditions of workers in the industry nor an impact on passengers, the Agency did not go through a consultation process and did not consult social partners.

HAS ADOPTED

Recommendation ERA-REC-1175-2Am1 in Annexes which contain recommendations to amend the Commission Regulation (EU) No 321/2013 of 13 March 2013 concerning a 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 draft amendments to the Technical Specification for Interoperability as set out in the Annex 1 should be adopted.
2. Recommendation 1175-2 should be repealed, as its content is fully considered in all accompanying annexes.
3. The Recommendation is to be seen as part of a package of amendments in RID, UTP and TSI, which date of entry into force should be the same, ideally on 1 January 2027.

This Recommendation is addressed to the European Commission.

Valenciennes, 28 January 2025

Pio GUIDO
Acting Executive Director

Annexes:

Annex1: TSI WAG amendments

Annex2: Impact Assessment

Annex 3: Accompanying Report