



The Joint Sector Group

To all national Joint EVIC bodies

to be forwarded to

- all freight wagon keepers (by the Joint EVIC bodies)
- all concerned workshops (by the wagon keepers)

Brussels, 08.06.2010

Evolution of the European Visual Inspection Program / tracing in the future

Dear Ladies and Gentlemen,

First of all, we would like to thank you sincerely for your substantial and successful efforts in implementing the EVIC program in your companies and countries so far. The quantity of EVIC versions translated, training sessions, staff members trained and events organised in the last months is extremely impressive.

These efforts have been highly appreciated by the members of the ERA Task Force and especially by the National Safety Authorities. A big part of the current NSA's confidence in the Sector's safety responsibility is based upon your work in the last weeks. It demonstrated that a self-commitment of the sector members does work. Your performance has been indispensable for starting the 1st element of the Joint Sector Programme adopted in Viareggio in December 2009.

The NSAs also underlined that an enlarged communication of the program is necessary now (on an NSA exchange level) also to those EU Member States which have not been fully involved in the issue so far. The NSAs consider this as a main task to promote the participation of all EU Member States. We appreciate this very cooperative approach.

As you know, the EVIC Programme is a self-obligation of the sector itself vis-à-vis their relevant national and European railway authorities. This means that the keepers have to mandate the workshops to perform the EVIC checks. The introduction of this mandatory check of a wagon entering a workshop within the scope of the GCU is currently prepared. It is to be expected that the EVIC will be included in the GCU by the end of this year.



Numerous questions regarding the application of the EVIC were raised since the programme was started. We attach the first Catalogue of EVIC Frequently Asked Questions (EFAC) for your assistance. Based on the return of experience in the first months of the implementation of this programme, we will also work in further improving the current EVIC programme.

For your information, we have also attached an overview on the current state of the EVIC implementation in Europe as per April 2010.

We ask the **Joint EVIC bodies** to forward this letter to all their national wagon keepers for information.

We also request all **wagon keepers** to contact their workshops as soon as possible, if not yet done, to mandate the inspections and to clarify the relevant procedure in order to avoid critical situations, especially in case of bad events on a wagon during operation after a visit in a workshop that has not performed the EVIC because it did not receive any request from the wagon keeper. In case you should receive questions regarding the EVIC procedure from workshops which you do not normally contract with, please instruct them to perform the EVIC procedure on your wagons.

Wagon keepers refusing to participate in the EVIC program, despite of the adopted self obligation, have to send a written statement to their national Joint EVIC body, outlining the reasons for this decision.

EVIC tracing

As you know, the EVIC program consists in checking the axles and in **tracing of the inspections done**, based on the EVIC traceability documents (for workshops, keepers and Joint EVIC bodies). The EVIC tracing is the only tool to prove the Sector's participation vis-à-vis the EU authorities. The data collected by the tracing are also necessary for the keepers to monitor their wagon fleet's degree of inspection.

The actions required at this stage related to the tracing are (see **EVIC implementation guide**):

- The **workshops** must record the EVIC results for each keeper (paper or electronic file) **each month (start: April 2010)**
- The **keepers** must
 - collect the monthly results from the workshops **1st week of subsequent month**
 - condense the collected monthly results from all workshops
 - report these "EVIC monthly keeper reports" electronically (**.xls**) to the Joint EVIC body in the country where the keeper is legally located (see annex)



- The **Joint EVIC bodies** must
 - collect the “EVIC monthly keeper reports” from the different keepers
 - summarize the monthly results of all those keepers in the .xls file format
“EVIC monthly country report 2.2” **2nd week of subsequent month**
 - send this report each month electronically (.xls) to **evic.europa@deutschebahn.com**

 - monitor further the implementation of the EVIC in the respective companies per country

The JSG has received the first tracing data of April in mid May. Now, we expect the genuine national reports of all inspections conducted in May from the Joint EVIC bodies

until 17.06.2010.

The relevant documents are enclosed again for your information.

Furthermore, we inform you that in the ERA Task Force meeting on 20th April, the system for **European Wheelset Traceability** (European-wide implementation of a systematic traceability of wheelset maintenance data) was adopted. It shall start in the Sector from 01.08.2010 onwards. We will inform you separately in detail after the last Task Force meeting on 22nd June.

We thank you very much for your support and are looking forward to the next tracing reports from the Joint EVIC bodies. In case of any further questions, please do not hesitate to contact us via **evic.europa@deutschebahn.com**.

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Annexes:

- state of EVIC implementation in Europe as per April 2010
- Joint EVIC bodies per country (table)
- “EVIC monthly keeper report V2.2” file (to be sent to the Joint EVIC bodies)
- “EVIC monthly country report V2.2” file (to be sent to the JSG)
- list of GCU members (only for use by the Joint EVIC body)
- EVIC FAQ Catalogue (EFAC) V 1.0