



The Joint Sector Group

To

- all members of the undersigned associations
- all national Joint EWT bodies
- the GCU bureau and all GCU members

Brussels, 13.08.2010

Start of the European Wheelset Traceability (EWT) of maintenance data

Dear Ladies and Sirs,

the European Task Force on Freight wagon/axle maintenance, installed in the consequence of the Viareggio Accident and the EU Rail Safety Conference last year, had adopted a European Action (Joint Sector) programme with three elements (resp. four, including the harmonised criteria for wheelset heavy maintenance). As announced, we now come back to you to start the deployment of the third element (after the EVIC inspections and the Sampling programme), the

European-wide implementation of systematic traceability of wheelset maintenance data.

The European Wheelset Traceability (EWT) system, worked out by the Joint Sector Group, was agreed with the European Railway Agency (ERA) and the National Safety Authorities (NSAs) after the last Task Force meeting on 22nd June.

The purpose of the EWT System is to record safety related wheelset maintenance data, based on harmonised parameters all across Europe, to improve and to harmonize traceability further and to reduce the time for analysis in case of incidents.

The data to be collected, timeframes, explanations and further information are laid down in the **EWT Implementation Guide V1.5** (see annex).

The implementation of the EWT has to start immediately (from August 2010 onwards) in all EU Member States including Switzerland at all keepers of Freight Wagons.

For implementing EWT in the Sector, the existing "Joint EVIC bodies" in each country, transformed to "Joint EWT bodies", are asked to proceed in the same way as for the EVIC programme (translation and distribution of the EWT Implementation guide and this letter).



The GCU bureau is asked to forward the EWT Implementation Guide and this letter to all GCU members.

There will be no monitoring system of the implementation. **The keepers have to record the required data in the given timeframes on their own responsibility.** The NSAs are invited to audit the decided measures, e. g. by individual checks.

Note: this EWT does not replace the existing, legally binding NSA's requirements especially in Germany and Italy on documentation of wheelset maintenance. The respective NSAs have been asked in the Task Force to check a potential harmonisation with the EWT system. We will keep you informed about the further development.

The execution of the elements of the programme is of highest importance for the credibility and safety of the Rail Freight Sector. All authorities expect us to deliver the adopted actions. Until its integration into the European Standard for wheelset/axle maintenance EN 15 313 (and partially in the GCU), the Sector programme is binding as a self-commitment for all Sector members. A non-execution of this programme could, in the worst case, lead to traffic restrictions or additional checks of the wheelsets by the National Authorities or the refusal of railway undertakings to operate wagons of keepers not executing this programme.

We thank you very much for your support on this activity. Please do not hesitate to contact **Andreas.Schachner@oebb.at** in case of any further questions regarding the EWT.

The Task Force will continue its work with a regular follow-up of the programme. It will evaluate the outcomes and will decide on potentially required amendments or other measures. We will keep you informed.

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annex:

- EWT Implementation Guide V1.5 (English)