



The Joint Sector Group

ANSF
The Director
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ANSF measures on traceability of dynamic maintenance data for UIC Type A wheelsets (*letters 04738/09 of 26/08/2009 and 03356/10 of 28/05/2010*)

Dear Mr Chiovelli,

with reference to our meeting held on 02nd December in Florence also dealing with the ANSF provisions for the traceability of certain dynamic maintenance data for UIC type A freight wagon axles, the European Joint Sector would like to provide additional clarification about the situation on traceability of wheelsets/axles and a recommendation on the further ongoing.

Availability of wheelset data

In general, a traceability of freight wheelsets/axles and information about their last maintenance is given on the wheelset itself, on the data band or on a data plate. The Joint Sector Group estimates that the European-wide ratio of axles whose traceability (mainly of the ID and of the dynamic data) can so be easily verified by (visual) exams of the wheelset (wagon) itself, in the field or in a workshop, should be close to 100% of the operated axles.

The data on the wheelset indicate normally (and at minimum) the ID / number of the wheelset, the date of the last maintenance and the workshop where this maintenance has been executed. By this, evidence is given that the last maintenance level has been passed successfully by the wheelset and that an appropriate maintenance has been performed (according to the maintenance plans). The maintenance can so be traced-back to the executing workshop. Depending on national legislation, the records of this maintenance event have to be kept for certain time-frames (e. g. in the workshop).



What is lacking for many European RUs/wagon keepers at present and what cannot be achieved in a short time is the collection and integration of these data at a central place, in electronic formats or in databases. Furthermore, the integration of the maintenance data in centralized databases requires a high quality and operational correctness, so such systems must be implemented and filled with care and survey.

This systematic traceability is partially already given for various European RUs/keepers who have installed (partially since many years) own purpose-built operational wheelset databases. But, even in these cases, the 100% availability of the data in a database is not yet always given, as the integration of these data is done at normal maintenance events (where also various static wheelset data are gathered) and, in the last 18 months, new requirements concerning the data to be collected arised (e. g. melting charge). For achieving a 100% systematic traceability of all wheelsets/axles in a short time, special operations for identifying the non-traceable wheelsets and then for bringing the freight wagons to a (trained) workshop would have to be performed by the keepers.

As the need for such systematic solutions was evident to identifying, in case of irregularities, concerned similar components more easily and in short time, the European Wheelset Traceability (EWT) solution, worked out jointly in the ERA Task Force, was created. It aims exactly to assure systematic traceability European-wide but in an equal way and under a harmonized data format (and to prescribe measures in case of lacking traceability). This European solution took also into account the larger timeframe required for a completion of the data acquisition.

But we want to point out clearly that the safety of the Rail Freight and wagon/axle system and the safe operation of the wheelset are not mainly depending on the percentage of data already inserted in a database but on a proper wheelset maintenance (i.e. the successful execution which is indicated on the wheelset itself).

Proposed further ongoing, based on detected facts

The Joint Sector Group therefore proposes to give better evidence on the real European situation on traceability of freight wagon wheelsets to you (all) in the near future, best in the follow-up of the ERA Task Force, by using three elements:

1. Several European-wide **flash samplings on already gathered EVIC data** and occasionally in light maintenance workshops to quickly check what number of wheelsets did not dispose of an ID / data indication (JSG estimation: this number must be close to Zero). This evidence would underline that (on wheelset-) traceability of the maintenance is already given.
2. Structured and **regular joint monitoring** (in reasonable timeframes) of the **degree of the completion of existing European wheelset databases** (JSG information already given: this degree for the dynamic data is typically between 80% and close to 100% depending on the starting point of the database and the wheelset types)



3. Structured and **regular joint monitoring** (in reasonable timeframes) of the **degree of the European-wide implementation of the European Wheelset Traceability (EWT)** solution

We would highly appreciate such a joint monitoring approach to allow that our common (European) discussion would be based on detected facts, completed tasks and eventual shortcomings. This should also enable us to act focused in case of need of possible further measures.

Conclusion

In the mirror of the arguments given above, the Joint Sector members are convinced that the safety deriving from properly executed maintenance of European freight wagon wheelsets is existing already now and can be traced / monitored in a cascaded way through the elements given above. This procedure would also put us in the position to concentrate possible necessary measures on the detected needs. We therefore ask you to promote together with us the proposed model and to reflect about your already taken measures, especially about the stop of operation of vehicles equipped with UIC type A wheelsets with non (systematically) traceable maintenance data.

We ask you for a delay until 1st May 2011 to give evidence on the real situation of traceability to all Italian RUs and evaluating it jointly. First results on the systematic implementation should be shown by the JSG in the Task Force follow-up meeting in Lille fixed for 17th March 2011. First results of the "flash samplings" shall be communicated as soon as possible by the JSG.

In the meantime of that process and in respect of your taken measures, we propose that wagon keepers operating in Italy shall prepare to give evidence upon request to Italian RUs on their wheelset traceability situation in a 10 days timeframe necessary to collate the data.

We certainly are at your full disposal for any further information and discussion on this item.

With best regards,

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