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NB-Rail Association

RECOMMENDATION FOR USE

NB-RAIL COORDINATION GROUP

Administrative Decision according to Interoperability Directive
(EU) 2016/797 art. 30.6



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RFU-RST-309

Issue 01

Date 02/03/2021

TITLE

CARRY ON-BOARD RESCUE COUPLER (ADAPTOR)

ORIGINATOR

TÜV SÜD Nederland

SUBJECT RELATED TO

TSI LOC&PAS 1302/2014, amended
by Reg. (EU) 2018/868, Regulation
(EU) 2019/776 & Regulation (EU)
2020/387

AMENDMENT RECORD:

25/02/2021 First issue

DESCRIPTION AND BACKGROUND EXPLANATION

Background:

TSI LOC&PAS (all) Chapter 4.2.2.2.4 Rescue coupling:

“(3) For all units, rescue shall be possible by means of a recovery unit i.e. a power unit featuring at each of its ends intended to be used for rescue purposes: [...]”

This is achieved either by means of a permanently installed compatible coupling system or through a rescue coupler (also called rescue adaptor). In the latter case, the unit assessed against this TSI shall be designed so that it is possible to carry the rescue coupler on-board.”

Description of the situation:

For the case where a rescue coupler/adaptor is used, there is some uncertainty on what the requirement “the unit ... shall be designed so that it is possible to carry the rescue coupler on-board” means.

In addition, some applicants are of the opinion that, if the vehicle keeper/operator does not intend to carry the rescue adaptor on-board, the vehicle does not need to be equipped with any stowing option at all.

Following the “**Guide for the application of TSI LOC&PAS**” No. ERA/GUI/07-2011/INT, there’s further clarification on 4.2.2.2.4 (3):

“The LOC & PAS TSI does not mandate the provision of a rescue coupler on each unit and therefore, the decision not to install a rescue coupler on-board should be made by the railway undertaking in conjunction with the infrastructure manager who, typically, has responsibility for clearing the line. In determining the provision of rescue couplers, account should be taken of the time and need to make it available.”

The application guide (TSI-Guide) clarifies, that the railway undertaking may decide on their responsibility whether each unit in operation shall provide such adaptor on site or



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not. But the TSI-Guide does not allow the railway undertaking to decide that there will be no stowing option at all. This would contradict the core TSI requirement on vehicle design.

RFU PROPOSAL

The manufacturer is allowed to flexibly choose the stowing location of the rescue adaptor. The TSI does not give any requirements as to safe stowing place or fixation of the rescue coupler.

It is not acceptable that there is no stowing option at all (in particular in the case that unit does not have a compatible coupling).

THIS RFU WAS AGREED ON

PLENARY MEETING 61

THIS RFU ENTERS INTO FORCE ON

02/03/2021 (DATE OF PUBLICATION)

FROM THIS DATE ON THIS RFU CAN BE APPLIED INSTEAD OF THE PREVIOUS MANDATORY VERSION.

RFU APPLICATION IS MANDATORY STARTING FROM

02/03/2021

AT THIS DATE ANY PREVIOUS VERSIONS (*OR, ALTERNATIVELY, VERSION XX*) OF THIS RFU WILL BE WITHDRAWN.

RFUS SHALL BE APPLIED BY ALL NOBOS. PLEASE REFER TO RFU-STR-702, CHAPTER 3 OF THE SECTION "DESCRIPTION AND BACKGROUND EXPLANATION", FOR THE LEGAL BASIS SUPPORTING THIS OBLIGATION.

ERA COMMENTS

PM 61 – 25/02/2021: NO COMMENTS - OR SPECIFY IF ANY

ERA DISCLAIMER WILL BE INCLUDED