

Annex 4

Impact Assessment Note

*for the Recommendation ERA1218-2 on the amendment of the
Commission Implementing Regulation (EU) 2023/1695 (CCS TSI)*

Issued as per Art. 8 (1) Regulation (EU) 2016/796 and the Impact Assessment procedure adopted by the ERA Management Board (Decision n.290, 16/03/2022)

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1. Context and assessment of impacts			
1.1. The context and the CRs in subject			
<p>This impact assessment note is accompany a minor update of the ERA Recommendation 1218 delivered to the European Commission in mid-2022 for the update of the CCS TSI. On the basis of that recommendation, the Union adopted Commission Implementing Regulation (EU) 2023/1695 of 10 August 2023 as the latest CCS TSI. Based on return of experience during the last year, a number of additional corrections and clarifications were deemed necessary to amend the latest CCS TSI. In particular, this amendment concerns, among other things detailed in this new ERA Recommendation, the inclusion of missing technical documents, in particular:</p> <ul style="list-style-type: none"> ➤ SS-153 Exceptions for on-board reduced envelopes of ETCS system versions ➤ SS-151 ATO-OB/ATO-TS Test Specifications ➤ SS-076 and SS-094 on the Test Specifications for the ETCS on-board equipment. <p>As well as three change requests:</p> <ul style="list-style-type: none"> ➤ 682 Transition regime for partial fulfilment to merge two transition regime cells in Appendix B1.1 ➤ 696 Alignment for the sake of simplification of articles 2/14, section 7.4 and appendix B1.1 to address some inconsistencies detected in vehicle authorisation applications, especially for projects using products conform to the previous TSI benefiting from the established transition regime. ➤ 697 on ESC/RSC assessment to clarify which entity is responsible of the assessment of the definition of ESC/RSC by the IM, when impacted by a CCS trackside modification. 			
1.2. Analysis performed			
As this update of the CCS TSI is classified as minor and unimpactful, no additional analysis of the changes was performed.			
1.3. Assessment of impacts			
The Light Impact Assessment delivered together with ERA Recommendation 1218 is still valid as the scope of this minor update of the CCS TSI is limited to completing and clarifying some missing elements without introducing new ones.			
1.4. Stakeholders affected			
This recommendation has no direct impact on a) rail freight customers and passengers; b) the social environment or working conditions of workers in the industry.			
Railway undertakings (RU)	<input checked="" type="checkbox"/>	Member States (MS)	<input type="checkbox"/>
Infrastructure managers (IM)	<input checked="" type="checkbox"/>	Third Countries	<input type="checkbox"/>
Manufacturers	<input checked="" type="checkbox"/>	National safety authorities (NSA)	<input checked="" type="checkbox"/>
Keepers	<input type="checkbox"/>	European Commission (EC)	<input type="checkbox"/>
Entity Managing the Change (EMC)	<input type="checkbox"/>	European Union Agency for Railways (ERA)	<input checked="" type="checkbox"/>
Notified Bodies (NoBo)	<input type="checkbox"/>	Shippers	<input type="checkbox"/>
Associations	<input type="checkbox"/>	Other (Please specify) ...	<input type="checkbox"/>
2. Preferred option			
2.1. Recommendation			
It is recommended to adopt this updated ERA Recommendation on CCS TSI to benefit safety, interoperability, product development, testing and vehicle authorisations.			