

Making the railway system
work better for society.

Annex 5: Impact Assessment

Light Impact Assessment

Potential deficiency in LOC and PAS TSI and WAG TSI - Running Behaviour and stationary tests

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1. Context and problem definition

<p>1.1. Problem and problem drivers</p>	<p>In the LOC&PAS and WAG TSIs (Commission Regulation (EU) No 1302/2014¹ and Commission Regulation (EU) No 321/2013²) in force, the requirements related to the acceptance of running characteristics of railway vehicles are based on the EN 14363:2005.</p> <p>Even if the method contained within the 2005 version is considered a valid method, it poses several practical problems. A new version - EN 14363:2016 has been drafted in close cooperation with ERA to provide solutions to those issues.</p> <p>However, the TSIs above have not yet been updated to make a direct reference to the EN 14363:2016.</p>				
<p>1.2. Main assumptions</p>	<p>An open point exists in WAG TSI as per 6.2.2.3: <i>“The required test conditions for on-track tests, as set out in EN 14363:2005, are not always fully achievable concerning track geometric quality, and combinations of speed, curvature, and cant deficiency. In cases this is not fully achievable the demonstration of conformity is an open point.”</i></p> <p>With the exception of the closure of the open point referred above, the TSIs requirements, related to the acceptance of running characteristics of railway vehicles, based in the EN 14363:2005, complemented by the technical documents: ERA/TD/2012-17/INT and ERA/TD/2013-01-INT, are technically equivalent to the amended requirements, adopting the EN 14363:2016 together with the EN 16235:2013 and EN 15839:2012+A1:2015, as in the ERA recommendations ERA-REC-120-2015/REC and ERA-REC-117-2016/REC.</p> <p>As per the return of experience from the application of EN 14363:2016, problems were found on the equivalent conicity calculation and on the representative wheel profiles during testing on the straight tracks.</p>				
<p>1.3. Stakeholders affected</p>	<table border="1" data-bbox="560 1424 1418 1675"> <thead> <tr> <th data-bbox="560 1424 979 1476">Category of stakeholder</th> <th data-bbox="979 1424 1418 1476">Importance of the problem</th> </tr> </thead> <tbody> <tr> <td data-bbox="560 1476 979 1675">Railway manufacturers / NoBos</td> <td data-bbox="979 1476 1418 1675">3 Clarity is needed for demonstration of conformity testing, in relation to the version of the EN standard to be applied.</td> </tr> </tbody> </table> <p style="text-align: right;">Scale: 1-low, 5-very high</p> <p>Only the supplier of vehicles are concerned, no other stakeholder, as they apply the WAG TSI and LOC&PAS TSI in 2 specific situations:</p>	Category of stakeholder	Importance of the problem	Railway manufacturers / NoBos	3 Clarity is needed for demonstration of conformity testing, in relation to the version of the EN standard to be applied.
Category of stakeholder	Importance of the problem				
Railway manufacturers / NoBos	3 Clarity is needed for demonstration of conformity testing, in relation to the version of the EN standard to be applied.				

¹ Commission Regulation (EU) No 1302/2014 of 18 November 2014 concerning a technical specification for interoperability relating to the ‘rolling stock — locomotives and passenger rolling stock’ subsystem of the rail system in the European Union, OJ L 356, 12.12.2014, p. 228–393

² Commission Regulation (EU) No 321/2013 of 13 March 2013 concerning the technical specification for interoperability relating to the subsystem ‘rolling stock — freight wagons’ of the rail system in the European Union and repealing Decision 2006/861/EC, OJ L 104, 12.4.2013, p. 1–56

	Where a new vehicle is placed on the market and where an existing vehicle is modified (in case the changes concern the application of the EN14363)
1.4. Evidence and magnitude of the problem	Not applicable
1.5. Baseline scenario	<p>Since the ERA technical document (ERA/TD/2012-17/INT) can be fully used until the new EN is available, no practical implication arise from the current situation, with the exception of the closure of the open point in TSI WAG.</p> <p>As for LOC&PAS TSI, specific references could be made to the published technical document (ERA/TD/2012-17/INT) on the WAG TSI; however, this document has a provisory status. The revision of EN 14363 is finished with the published EN 14363:2016 and in accordance to Recommendation N. ERA-REC-120-2015/REC, the Agency proposed to withdraw the referred technical document (ERA/TD/2012-17/INT).</p>
1.6. Subsidiarity and proportionality	Since both LOC&PAS and WAG TSIs are Commission Regulations, the problem can only be addressed at the EU level.

2. Objectives

2.1. Strategic and specific objectives	<p>Strategic objective(s) of the Agency related to this initiative:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Europe becoming the world leader in railway safety <input checked="" type="checkbox"/> Promoting rail transport to enhance its market share <input checked="" type="checkbox"/> Improving the efficiency and coherence of the railway legal framework <input type="checkbox"/> Optimising the Agency's capabilities <input type="checkbox"/> Transparency, monitoring and evaluation <input type="checkbox"/> Improve economic efficiency and societal benefits in railways <input type="checkbox"/> Fostering the Agency's reputation in the world <p>Specific objectives of this initiative:</p> <p>Provide clarity and certainty to railway sector on the performance on the tests described above, as to avoid delays in vehicle authorization process.</p>
2.2. Link with Railway Indicators	Newly authorized vehicles

3. Options

3.1. List of options	Option 1: Continue using the EN 14363:2005 as in the TSIs in force.
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		Option 2: Use EN 14636:2016 in replacement of EN 14363:2005, by strictly conforming to the relevant amendments of the Recommendations (ERA-REC-120-2015/REC7 and ERA-REC-117-2016/REC7) together with provisions providing the clarifications for the issue identified (equivalent conicity calculation and representative wheel profiles during testing on straight tracks.)
3.2.	Description of options	As per the above
3.3.	Uncertainties/risks	Not applicable

4. Impacts of the options

4.1.	Impacts of the options (qualitative analysis)	<p>Only vehicle suppliers are impacted by this recommendation. They are impacted when they place new vehicle types on the market or when they introduce changes to an existing vehicle type impacting running characteristics.</p> <p>The impacts for both options are neither positive, nor negative. Being similar, from a strictly economic point of view, a preferred option cannot be identified.</p> <p>However, the Option 2 constitutes an improvement in the structures of the TSIs. It also allows for the closure of the Open Point in TSI WAG. In addition, it provides the needed clarifications covering the issues identified, pending the future revision of the EN14363:2016.</p>
4.2.	Impacts of the options (quantitative analysis)	<p>Since the costs associated with Option 1 and with Option 2 are identical, the potential benefits from more clarity (in Option 2) is a decisive factor. The technical opinion would provide certainty and assurance to the suppliers. The direct quantification of this benefit is intangible and thus difficult to quantify.</p>

5. Comparison of options and preferred option

5.1.	Effectiveness criterion (options' response to specific objectives)	As per 4.1, the Option 2 could be preferred.
5.2.	Efficiency (NPV and B/C ratio) criterion	As per 4.1.
5.3.	Summary of the comparison	As per 4.1.
5.4.	Preferred	Option 2

option(s)	Under option 2, with the adoption of EN 14363: 2016 the open point is closed; The technical opinion further provide solution to the problems identified on the EN 14636:2016 as it makes this technical opinion applicable until the EN 14636:2016 is amended, whereas the amended EN would directly address the deficiencies identified.
5.5. Further work required	None

6. Monitoring and evaluation

6.1. Monitoring indicators	None
6.2. Future evaluations	Not needed