

Impact Assessment Note

The transfer of requirements from RID to TSI WAG

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| 1. Context and assessment of impacts | | | | | | | | | | | | | | | | | | | | | | | |
| 1.1. RID context | | | | | | | | | | | | | | | | | | | | | | | |
| <p>The RID contains specific vehicle related requirements, e.g. strength of the frame, end coupling, which are not reflected in TSIs.</p> <p>The report RID-ATMF Working Group TECH-16050-RID-ATMF from 13.04.2017 provides the following conclusions:</p> <p>The working group agreed that it was necessary to discuss the vehicle aspects in both RID and the TSIs/UTPs as a priority. With regard to vehicle requirements, for example, the group was of the view that an improved coordination process should enable the 'protective aims' of vehicle-related requirements to be maintained in RID, either where they were at the moment or to move them to a separate part, whereas technical specifications should be formulated in TSIs/UTPs. The technical requirements should be so formulated that compliance with the requirements could be checked by a Notified Body/Assessing entity. This conclusion led to the the establishment of the JCGE group (composed of state and sector representatives for RID and railway law) which was tasked to coordinate legal amendment proposals to RID, involving at the same time TSIs and UTPs.</p> | | | | | | | | | | | | | | | | | | | | | | | |
| 1.2. Analysis of options | | | | | | | | | | | | | | | | | | | | | | | |
| <p>The specific vehicle related requirements of RID, e.g. strength of the frame, end coupling,..., shall be transferred to the WAG TSI in chapter 4.2.7, Appendix I</p> | | | | | | | | | | | | | | | | | | | | | | | |
| 1.3. Assessment of impacts | | | | | | | | | | | | | | | | | | | | | | | |
| <p>There is no technical (vehicle related) impact, because the vehicle related requirements in RID were already applicable in the European vehicle authorisation process (via the requirements capture process according Art. 13 of Regulation 2018/545).</p> <p>Notified Bodies were already allowed to assess these RID requirements and issue specific certificates. The transfer of requirements into the TSI will increase the transparency and the quality of the assessment of these requirements.</p> <p>The JCGE group (see above 1.1) already approved this option and advised the concerned committees (RID, RISC, CTE) to proceed with the adoption of the proposal.</p> | | | | | | | | | | | | | | | | | | | | | | | |
| 1.4 Quantitative assessment of impacts (optional) | | | | | | | | | | | | | | | | | | | | | | | |
| N/A (no technical change) | | | | | | | | | | | | | | | | | | | | | | | |
| 1.4. Stakeholders affected | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <tr> <td>Railway undertakings (RU)</td> <td><input type="checkbox"/></td> <td>Member States (MS)</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Infrastructure managers (IM)</td> <td><input type="checkbox"/></td> <td>Third Countries</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Manufacturers</td> <td><input checked="" type="checkbox"/></td> <td>National safety authorities (NSA)</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Keepers</td> <td><input type="checkbox"/></td> <td>European Commission (EC)</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Entity Managing the Change (EMC)</td> <td><input type="checkbox"/></td> <td>European Union Agency for Railways (ERA)</td> <td><input checked="" type="checkbox"/></td> </tr> </table> | | | | Railway undertakings (RU) | <input type="checkbox"/> | Member States (MS) | <input checked="" type="checkbox"/> | Infrastructure managers (IM) | <input type="checkbox"/> | Third Countries | <input checked="" 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"/> |
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| Keepers | <input type="checkbox"/> | European Commission (EC) | <input type="checkbox"/> | | | | | | | | | | | | | | | | | | | | |
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|------------------------|-------------------------------------|----------------------------|--------------------------|
| Notified Bodies (NoBo) | <input checked="" type="checkbox"/> | Shippers | <input type="checkbox"/> |
| Associations | <input type="checkbox"/> | Other (Please specify) ... | <input type="checkbox"/> |

Manufactures have to contract one conformity assessment body to assess compliance with all vehicle related requirements incl. RID provisions.

Notified Bodies have to update their content of the technical file to include the RID requirements. There is no impact concerning the technical competence (annex D of ERA assessment scheme) of NoBos.

The assessment of applications for vehicle authorisations at ERA side or NSAs side (for national applications) will be facilitated, as the assessment of all vehicle related requirements incl. RID is done in one single NoBo assessment report.

Third countries and Member States profit from an improved transparency and the quality of the assessment of these requirements.

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| 2. Preferred option |
| 2.1. Recommendation |
| ERA recommends to adopt the proposed option. |