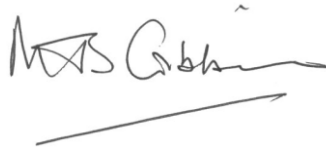
 Regulatory Policy Committee	Regulatory Triage Confirmation	
Title of regulatory proposal	The Train Driving Licences and certificates (Amendment) Regulations 2015	
Lead Department/Agency	Department for Transport	
Origin	European	
Expected date of implementation	July 2015 (SNR 10)	
Date submitted to RPC	5 March 2015	
Confirmation date and reference	13 March 2015	RPC15-FT-DFT-2323(2)
Departmental triage assessment	Low-cost regulation	
RPC confirmation The RPC confirms that these low-cost regulatory proposals are suitable for the fast track.		CONFIRMED
Departmental rationale for triage rating The Regulatory Triage Assessment (RTA) explains: <i>“Commission Directive 2014/82/EU of 24 June 2014 amends Directive 2007/59/EC on the training, certification and licensing of train drivers. Under the Directive, train drivers must hold a licence stating that they meet minimum requirements of fitness, basic education and professional skills.”</i> The Department’s rationale for fast track is that: <i>“Whilst there is a risk that the costs of amending this Directive could exceed £253,000 per year it is very unlikely that the costs will exceed £1m per year.”</i>		
RPC comments The Department intends to transpose the Commission Directive 2014/82/EU to amend the current Directive on training, certification and licensing of UK train drivers. This will require new train drivers to hold a licence and complementary certificate. Drivers must meet the required competency and medical standards to obtain the licence and certificate. The Department has assessed the impact on business as below £1 million gross costs. The Department states that the proposal largely deals with minor technical changes to the annexes of the Directive. These have the following impact: <ul style="list-style-type: none"> • <i>“UK legislation already requires drivers to have effective vision in both eyes, i.e. the EU regulation does not represent an additional requirement.</i> 		

- *The detailed general professional knowledge requirements are already covered by the rail industry's competence management systems.*
- *There will be no additional periodic review costs as the Directive only requires periodic reviews for infrastructure and rolling stock knowledge.*
- *Eurostar have advised that this training will not result in any additional disruption cost as they have sufficient staff to plan in language training*
- *An additional written element will be introduced to the B1 language test. The total cost of this course is between £75 and £180 per person, which for 72 people results in a maximum cost of £12,960 per annum."*

The Department has addressed the issues raised in the previous RTC, highlighting that there will be no additional periodic review costs. The Directive does not require periodic reviews of the general professional knowledge, which the amending Directive is changing.

The Department has also analysed the impact and the cost of additional language training for drivers. Based on information provided by Eurostar, the training is estimated to take an average of five days for the 72 UK-based drivers. The total cost to industry of these courses is approximately £240,000.

On this basis, we are able to confirm that the gross cost to business of this measure is likely to be under £1 million.

One-in, Two-out (OITO) assessment	Out of scope
<p>The RTA says the proposal is of European origin. There is no evidence that the increase in regulation would go beyond minimum requirements or that the Department is failing to take advantage of available derogations that would reduce the costs to business. It is, therefore, out of scope of 'One-in, Two-out', in accordance with the Better Regulation Framework Manual (paragraph 1.9.8. ii).</p>	
<p>Signed</p> 	<p>Michael Gibbons, Chairman</p>