Briefing Note

RIS-8250-RST issue two
Management of Safety-Related Rail Vehicle Defects

Background

Rail vehicles are complex machines and, despite being well designed and maintained, things sometimes go wrong. Often, these failures are detected during routine maintenance, that is, before they are able to cause a failure in service. When things do go wrong, it is important for the industry to be able to put preventive actions into place – and in fact it is a legal requirement for the industry to share information regarding such defects.

What is it about?

RIS-8250-RST Issue Two, *Management of Safety-Related Rail Vehicle Defects*, sets out what Railway Undertakings (RUs, that is, train operators), infrastructure managers (IMs) and entities in charge of maintenance (ECMs) need to do to meet their legal responsibilities for reporting defects, by raising National Incident Reports (NIRs). It describes the circumstances under which it is necessary to use the NIR-Online system, and what to do in the (unlikely) event that the online system is unavailable. It also describes the actions necessary for other railway organisations who may raise or receive NIRs.

What has changed?

RIS-8250-RST Issue One, *Reporting High Risk Defects*, was published in December 2016. The RIS reproduced its predecessor document GERT8250 in its entirety, as this no longer met the criteria for being retained as a Railway Group Standard. The content of GERT8250 dates from 2007, and two Amendments have since been published.

Feedback from industry is that the use of NIR-Online is inconsistent, and there is some confusion between this system and other reporting systems that are available to the industry.

The RIS has therefore been updated to refer to the latest legislative regime, incorporating the changes from the published Amendments, and providing rationale and guidance. This helps users of the RIS to understand what they need to do and why.

What are the benefits?

The new RIS makes it much clearer as to who can raise NIRs, and includes some guidance on timescales. The RIS is supported by a separate flowchart which helps users to understand which reporting system to use in which circumstances. It is expected that this improved guidance will bring benefits to rail system reliability and customer perception, as well as helping users meet their legal requirements.

Who is it for?

It is expected that the revised guidance in the RIS, together with the supporting flowchart, will benefit passenger and freight Train Operators, owners and maintainers of rail vehicles (including plant), infrastructure managers, and potentially anyone connected with the GB rail industry.