Lead standards committee:	Rolling Stock - RST	**Date:**	
Support standards committee:	Control Command and Signalling - CCS	**Date:**	
	Energy - ENE	**Date:**	
	Infrastructure - INS	**Date:**	
	Traffic Operation and Management - TOM	**Date:**	
Subject:	Five-year review of RIS-2710-RST, Magnetic Track Brakes issue 1		
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1. Purpose of the paper

1.1 This paper sets out the outcome of the five-year review of RIS-2710-RST, Magnetic Track Brakes issue 1. Standards committee(s) approval and support is sought for the recommendation and way forward.

2. Background

2.1 RIS-2710-RST Magnetic Track Brakes has been reviewed following the publication date of 3 March 2018 and the subsequent 12-month review in April 2019.

2.2 The standard was a new standard incorporating the outcome of research project T1099 'Enabling Magnetic Track Brakes on GB mainline rail' and had not superseded any previous documents. As a Rail Industry Standard, RIS-2710-RST does not impose the introduction of magnetic track brakes (MTBs) on industry, nor impose any changes to existing braking systems, it only sets out industry-agreed requirements and guidance to support their introduction.

2.3 The document is intended to provide users with a set of requirements (with rationale and guidance) for the installation and use of MTBs, and to prevent the need for individual users to expend resources defining individual requirements for the implementation and use of MTBs from first principles.

3. Impacts on the standard(s) following publication/entering into force

3.1 Consideration has been given to the following during the review:

a Business case for change – the document achieved the stated aims when published and there has been no feedback on the application since.

b Deviations – As a Rail Industry Standard, RIS-2710-RST contains no national technical rules that warrant application for deviations and therefore none have been received. In addition, no opinions have been sought from the standards committees on any intention to deviate from its requirements.

c Current projects or proposals being processed – There are no current projects or proposals relating to magnetic track brakes.

d Amendments and clarifications – There has been no need for amendments or clarifications to be published since this document was issued.

e Enquiries – There have been no substantive enquiries concerning this standard or the application of magnetic track brakes in GB.

f Research projects – There has been no further research conducted since research project T1099 which was reflected in the initial release.

g Regulations – Other than the proposed changes to the LOC&PAS NTSN below, there are no changes to regulations.

h National technical specification notices (NTSNs) and European standards –The document refers extensively to and in some cases repeats the text of TSIs LOC&PAS, CCS, INF.

These have been replaced by corresponding NTSNs that replicated the content in the first instance but are now undergoing revision.

The proposed revised LOC&PAS NTSN text:

- Permits alternative geometries of end magnets if S&C compatibility is demonstrated in accordance with a new appendix (app K) setting out the validation process for new MTB end pieces,
- Adds requirements for ETCS interface in an updated issue of the CCS interface document ERA/ERTMS/033281 for automatic or manual applications to be recorded in technical file, and
- Refers extensively to BS EN 16207:2014.

None of this invalidates the content of RIS-2710-RST or warrants any revision.

i Changes in technology – There have been no relevant changes in magnetic track brake technology since this standard was published.

j Are there any barriers to adoption? –There are no barriers to adoption as such and magnetic track brakes are a relatively novel system that is still not extensively applied by the industry.

k Any other observations – None

4. Discussion

4.1 Review outcome

4.1 Magnetic track brakes are still a relatively novel system with limited application on the GB mainline. The standard was created to assist in increased application, but this has not yet taken place.

4.2 As such, the standard is considered to be fit for purpose and requires no further action from this review.

4.3 Application of magnetic track brakes and use of the standard will be monitored by RSSB and relevant experience considered for revision to the standard if the need arises before the next 5-year review.

5. Recommendations

5.1 The standard committee(s) will be asked to:

a **DISCUSS** the outcome of the five-year review, and the proposed recommendation:

i No further action is required as the document is fit for purpose.

b **APPROVE/SUPPORT** as appropriate:

The lead standards committee to approve the recommendation, consultation of the review with the industry and the next review date of no later than March 2029.

The support standards committee(s) to support the recommendation.

RSSB completion: [do not delete]

Standards committee	Meeting date	Decision	Minute numbers		Next review date approved by the lead standards committee
			Pre-consultation review	Post-consultation review	
Rolling Stock					
Control Command and Signalling					
Energy - ENE					
Infrastructure					
Traffic Operation and Management					