

Lead standards committee:	Rolling Stock SC	Date:	
Support standards committee:	Plant SC	Date:	
Subject:	10 yr review of RIS-2705-RST issue 2, <i>Rail Industry Standard for Crippling and Release of Freight Wagons</i> .		
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1. Purpose of the paper

- 1.1 This paper sets out the outcome of the 10-year review of RIS-2705-RST, issue 2 *Rail Industry Standard for Crippling and Release of Freight Wagons*. Standards committee approval and support is sought for the recommendation and way forward.

2. Background

- 2.1 The standard sets out the requirements and processes for the ‘*crippling and release*’ of freight wagons and how their status is reported through the total operations processing system (TOPS).
- 2.2 The standard is used by all entities in charge of maintenance (ECMs) to manage how wagons are quarantined when they are defective or not safe to enter traffic and released once they have undergone repairs.

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 standard achieved the stated aims when published.
 - b Deviations – No deviations have been received for this standard. As a Rail Industry Standard, RIS-2705-RST contains no national technical rules that require application for deviations. 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 crippling and release of freight wagons.
 - d Amendments and clarifications – There have been no amendments or clarifications for relating to the crippling and release of freight wagons.
 - e Enquiries – There have been no enquiries relating to either the standard or for the crippling and release of freight wagons.
 - f Research projects – There has been no further research conducted since the initial release of the standard.

- g Regulations – *EU Regulation 445/2011 on a system of certification of entities in charge of maintenance for freight wagons and amending Regulation (EC) No 653/2007* is no longer in force (30/10/2020) and has been superseded by a combination of EU Regulation 779/2019 and Railways and Other Guided Transport Systems (Safety) regulations 2006 (ROGS) regulation 18A. Guidance on this is available in the forthcoming GMGN2697 *Application of entity in charge of maintenance regulations*.
- h National technical specification notices (NTSNs) and European standards – The standard is not currently dependent on any requirements nor references the NTSNs.
- i Changes in technology – There have been no changes in technology which affect the standard; however, the standard relies on TOPS - a computer system which dates back to the early 1970s - therefore an assessment of the systems life expectancy or potential replacements should be conducted.
- j Are there any barriers to adoption? – There are no barriers to the adoption of this standard.
- k Any other observations – The term ‘*Crippled*’ is not inclusive language and is considered offensive terminology. This is supported by request for help 23-REQ-053. Alternatives for consideration:
 - Immobilised
 - Impaired
 - Incapacitated
 - Defective

RSSB acknowledges that the terminology used in the standard is a wider issue and that other rail systems which are not within the control of RSSB such as TOPS or the Network Rail sectional appendices also use the term ‘crippled’, and that to unilaterally change the terminology without industry consultation may cause confusion amongst ECMs and other stakeholders.

4. Discussion

4.1 Review outcome

- 4.1.1 The process and requirements set out in the standard is still relevant and required. However, the legislative landscape relevant to this standard has shifted significantly in the ten years since release following the UK’s exit from the European Union. There is also a requirement for a review of the terminology used in the standard and how any changes are communicated out to the industry to prevent any confusion.

5. Recommendations

- 5.1 The standard committee(s) will be asked to:
 - a DISCUSS the outcome of the ten-year review, the consultation comments and draft responses and the proposed recommendation:

i. Action required:

Due to the changes in legislation and updates to the terminology in the standard, a change is required to update the standard.

b APPROVE/SUPPORT as appropriate:

The recommendation to initiate a standards change project. lead standards committee to approve the recommendation, the draft responses to consultation.

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	

Appendix A Disposition table for standard(s) recommended for withdrawal

A.1.1 Standard number, title, issue [\[one table per standard\]](#)

Clause number	Clause title	Way forward	Comments

Appendix B Associated information to support the review

The information in this appendix is provided by the industry groups information manager to assist with the review. This appendix should be deleted prior to submitting the review form to the SCs.

Deviations	None
Request for Help	None
Proposals	None
Amendments or clarifications	None
Point releases	None
Technical notes	None
Enquiries	None
Business case for change	Impact Assessment
CIRAS	Information/data held by CIRAS relating to staff or passengers that could be relevant to the document
Information from RMDB Note: update RMDB to reflect action/decision	
Other intelligence and relevant information	Any sources of supporting information, if anecdotal this should be clear, or referenced appropriately if not.
Checking any links within the standard / reference to RSSB web content	Up to date.

Related documents:

Process procedure for the 12 month and five-year review of Railway Group Standards and other documents