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Issue:	1
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National Control Instructions and Approved Code of Practice

Section 2.6

GE/RT 8250 (Safety –related Defect Reports)

This section contains:

2.6	GE/RT 8250 Safety-related Defect Reports	Issue	Dated
2.6.1	National Incident Report		

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2.6 GE/RT 8250 Safety Related Defect Reports

2.6.1 National Incident Report (NIR)

GE/RT8250 Reporting a High Risk Defects

National Control Instruction

This Section 2.6.1 is provided for information only. There is no implication for an ICC or Route Control to carry out any activity in this connection.

The NOC has its own instructions for the management of this process and system

Approved Code of Practice

These are reports issued by Railway Group companies to advise others using similar types of equipment. They cover locomotives, multiple units, coaches, wagons, on-track equipment and station-based mechanical equipment e.g. tugs, wheelie bins. Notices are disseminated from the National Operations Centre (NOC).

The information detailed below is some of the key requirements reproduced from the RGS and is provided for information only

2.6.1.1 National Incident Reports

- a) Where a safety-related defect has the potential to pose an urgent high risk to other operators of similar rail vehicles and vehicles fitted with similar components, systems or subsystems, the railway undertaking shall use NIR-Online.

2.6.1.2 Action when an urgent high risk defect is identified

- a) Initiation of a national incident report (NIR)
- b) When an urgent high risk defect is identified on a rail vehicle, the railway undertaking shall initiate a NIR by using the computer generated form on NIR-Online.
- c) Where the root cause of the defect is known at the first time of generating a report, a **complete** NIR shall be generated.
- d) Where the root cause of the defect is not known, an **initial** NIR shall be generated giving the details known to date.
- e) It is permissible to generate one (or more) **interim** NIRs where investigation into the root cause of the defect highlights further important information.
- f) A **concluding** NIR shall be generated when the root cause of the defect has finally been identified.