

Uncontrolled When Printed

Railway Group Standard

GE/RT8250

Issue Two

Date June 2007

Reporting High Risk Defects

Synopsis

This document defines requirements for recording, analysing and reporting safety-related defects on rail vehicles, their components, systems, sub-systems and related documentation. It also defines requirements for taking action following receipt of a national incident report (NIR).

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Issue	Date	Comments
One	June 2001	Original document
Two	June 2007	Replaces issue one Title of document revised

Revisions have not been marked by a vertical black line in this issue because the document has been revised throughout.

Superseded documents

The following Railway Group documents are superseded, either in whole or in part as indicated:

Superseded documents	Sections superseded	Date when sections are superseded
GE/RT8250 issue 1, Safety Performance Monitoring and Defect Reporting of Rail Vehicles, Plant & Machinery	All	04 August 2007

GE/RT8250 issue 1 ceases to be in force and is withdrawn as of 04 August 2007.

Supply

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Reporting High Risk Defects

Part 1 Purpose and Introduction

1.1 Purpose

- 1.1.1 This document mandates requirements for the formal reporting of high risk defects on rail vehicles, including urgent high risk defects, that is defects requiring urgent action; the sharing of information with users of similar rail vehicles and vehicles fitted with similar components, systems or subsystems; and the taking of corrective action.
- 1.1.2 This document also advises that the NIR-Online system is capable of being used for a range of railway equipment and recommends its use for all rail vehicles, equipment and plant & machinery as listed in section A2.1 of Appendix A.

1.2 Introduction

1.2.1 Background

- 1.2.1.1 This document mandates the arrangements for reporting urgent high risk defects on rail vehicles to a centralised database, so that the information is available to other users of similar rail vehicles and vehicles fitted with similar components, systems or subsystems. The database, known as NIR-Online, is available for use by all rail industry stakeholders. Further details can be found at www.nir-online.net/.
- 1.2.1.2 The provision of the information on the database is to enable other rail industry parties operating similar rail vehicles and vehicles fitted with similar components, systems or subsystems to determine whether the identified risk is applicable to their own operation, and whether they need to implement actions to mitigate the identified risk.
- 1.2.1.3 The document is structured as follows:
 - Part 2 sets out the arrangements for identifying and reporting high risk defects, and actioning national incident reports (NIRs).
 - Part 3 details the requirements to administer the process.
 - Appendix A gives guidance on how the scope of the system can be widened to incorporate other rail vehicles, equipment and plant & machinery for the purpose of advising other users of similar equipment when an urgent high risk defect is identified.
 - Appendix B provides a flow chart of the overall process.
 - Appendix C gives guidance on arrangements for safety-related defect monitoring.

1.2.2 Supporting documents

- 1.2.2.1 There are no Railway Group documents supporting this Railway Group Standard.
- 1.2.2.2 Form RT8250 is to be used when advised by Network Rail in accordance with clause 2.2.5.2 of this document. A copy is available via www.rgsonline.co.uk.

Reporting High Risk Defects

Part 2 Requirements for reporting urgent high risk defects

2.1 High risk defects

2.1.1 Assessment of safety-related defects

- 2.1.1.1 Railway undertakings shall assess all safety-related defects to rail vehicles falling within the scope of this document (see section 4.2). It is recommended that this is achieved through a safety-related defect monitoring system. Non-mandatory guidance on safety-related defect monitoring is given in Appendix C.
- 2.1.1.2 Railway undertakings shall share details of high risk defects with other railway undertakings operating similar rail vehicles and vehicles fitted with similar components, systems or subsystems (for example, through user working groups or technical committees). This is especially important where common systems such as AWS and TPWS are involved. Non-mandatory guidance on the use of common monitoring arrangements and data exchange is given in Appendix C.
- 2.1.1.3 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, as set out in section 2.2.

2.1.2 Adverse trends in safety-related defects

- 2.1.2.1 Where an adverse trend in safety-related defects is identified that has the potential to pose a high risk to operators of similar rail vehicles and vehicles fitted with similar components, systems or subsystems, the railway undertaking shall share details of the adverse trend with other railway undertakings (for example, through user working groups or technical committees). Non-mandatory guidance on sharing details of adverse trends is given in Appendix C.

2.2 Action when an urgent high risk defect is identified

2.2.1 Initiation of a national incident report (NIR)

- 2.2.1.1 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.
- 2.2.1.2 Where the root cause of the defect is known at the first time of generating a report, a **complete** NIR shall be generated.
- 2.2.1.3 Where the root cause of the defect is not known, an **initial** NIR shall be generated giving the details known to date.
- 2.2.1.4 It is permissible to generate one (or more) **interim** NIRs where investigation into the root cause of the defect highlights further important information.
- 2.2.1.5 A **concluding** NIR shall be generated when the root cause of the defect has finally been identified.
- 2.2.1.6 The **interim** and **concluding** NIRs shall quote the **initial** NIR reference number.