



RIS

RIS-1701-PLT **Rail Industry Standard for Portable and Transportable Plant Used** **for Infrastructure Work** **Issue Four: December 2015** **Rail Industry Standard**

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Rail Industry Standard for Portable and Transportable Plant Used for Infrastructure Work

Issue record

Issue	Date	Comments
One	October 2008	Original document
Two	June 2012	Supersedes issue one. References to 'red zone' working removed, reference to BS EN 13977 amended to later issue of that standard and associated duplication removed, what plant should be predominantly yellow clarified, revised Network Rail acceptance process reflected (no Plant Acceptance Bodies) and the seven year life of certificates removed.
Three	December 2013	Replaces issue two. Reference to review of equipment design, to cater for foreseeable misuse of equipment, added to Part 3 as a new section 3.13.
Four	December 2015	Replaces issue three. The technical requirements for manually propelled railborne portable and transportable plant (including trolleys) have been transferred to RIS-1530-PLT issue six Part 8. No other changes or updates have been made to the document.

Amended or additional parts of revised pages have been marked by a vertical black line in the adjacent margin.

Superseded or replaced documents

The following Rail Industry Standard is superseded or replaced, either in whole or in part as indicated:

Superseded documents	Sections superseded	Date when sections are superseded
RIS-1701-PLT issue three Rail Industry Standard for Portable and Transportable Plant Used for Infrastructure Work	All except Section 4.1	05 December 2015

RIS-1701-PLT issue three Rail Industry Standard for Portable and Transportable Plant Used for Infrastructure Work, is withdrawn as of 05 December 2015.

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Supply

The authoritative version of this document is available at www.rssb.co.uk/railway-group-standards. Enquiries on this document can be forwarded to enquirydesk@rssb.co.uk.

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Part 1 Introduction

1.1 Purpose of this document

- 1.1.1 This document covers the acceptance for use on Network Rail managed infrastructure of all new and modified portable and transportable plant (as set out in this document) used for all infrastructure related activities.
- 1.1.2 This document includes the engineering requirements and fitness for purpose of portable and transportable plant to control rail-specific risks.
- 1.1.3 Rail vehicles which are covered by RIS-1530-PLT and GM/RT2400 are excluded from the scope of this document, although ancillary equipment and attachments for these vehicles are included in the scope of this document.

1.2 Application of this document

- 1.2.1 A member of RSSB may choose to adopt all or part of this document through internal procedures or contract conditions. Where this is the case the member of RSSB will specify the nature and extent of application.
- 1.2.2 Therefore specific compliance requirements and dates have not been specified since these will be the subject of internal procedures or contract conditions.

1.3 Health and safety responsibilities

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1.4 The structure of this document

- 1.4.1 This document is set out as a series of requirements, in some cases followed by relevant guidance. The guidance is indicated by prefixing the paragraph number with the letter 'G'.

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1.6 Approval and authorisation of this document

- 1.6.1 The content of this document was approved by Plant Standards Committee on 15 October 2015.
- 1.6.2 This document was authorised by RSSB on 28 October 2015.

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Part 2 Acceptance of Items of Portable and Transportable Plant

2.1 Product acceptance of portable and transportable plant

2.1.1 All new or modified items of portable and transportable plant shall be submitted to Network Rail Technology Introduction Group to establish whether formal product acceptance is required.

2.1.2 All items of portable and transportable plant that require formal product acceptance by Network Rail for operational use shall be formally submitted to Network Rail Technology Introduction Group in accordance with NR/L2/RSE/100/05.

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- G 2.1.2.1 Network Rail's product acceptance relates to the type, safety and quality of work of the portable and transportable plant in its intended use and its effect on the infrastructure.
- G 2.1.2.2 Network Rail gives product acceptance for the first of class. All subsequent members of the identical class do not need to be submitted for product acceptance because the design is already accepted. To be identical there should be no changes in design, construction or use of an item of portable and transportable plant that affect the intended use, limitations on the Certificate of Acceptance or any criteria specified within the scope of this document.
- G 2.1.2.3 Network Rail gives product acceptance for the first of class against the criteria: it does not damage the infrastructure; it is fit for purpose; and the design is required for use on Network Rail managed infrastructure. The safety and rail specific aspects are dealt with in this document.
- G 2.1.2.4 Where formal product acceptance is not required, written notification is given by Network Rail Technology Introduction Group. The written notification should be provided in the form of a Certificate of Acceptance and should clearly state that the product has been reviewed and identified as not requiring to undergo formal product acceptance.
- G 2.1.2.5 Network Rail Technology Introduction Group issues a Certificate of Acceptance for all portable and transportable plant achieving formal product acceptance. All subsequent items of portable and transportable plant of identical design and construction by the same manufacturer are covered by the original Certificate of Acceptance, providing that the intended use remains the same.
- G 2.1.2.6 If the plant supplier considers that it is unreasonable to have an existing item of portable and transportable plant compliant with current standards, but still wishes to have the item in operation for railway use, then an application should be made for derogation against this document to the authority that mandates this document. The derogation application should state the reasons why it is impracticable to make the item compliant; why it should remain in active operation for rail work; which requirements of which standard cannot be met; and what detailed mitigation will be applied in respect of the non-compliances.
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2.1.3 Where a manufacturer significantly modifies an existing accepted design, the design shall be resubmitted to Network Rail Technology Introduction Group to establish whether formal product acceptance is required. A Certificate of Acceptance issued as a result of any engineering change shall be dated to the same expiry date of the previously accepted design, unless the whole design has been re-assessed to the current standard.