

Rail Industry Standard

RIS-2273-RST

Issue One

Date September 2016

Post Incident and Post Accident Testing of Rail Vehicles

Synopsis

This document sets out requirements for post incident and post accident examination and testing of rail vehicles, with particular requirements for testing of brakes, speed indicating systems, exterior doors and warning horns.

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Issue record

Issue	Date	Comments
One	September 2016	Replaces Railway Group Standard GMRT2273 Issue Four as GMRT2273 could not be retained as a National Safety Rule and is therefore reclassified as a Rail Industry Standard

Superseded or replaced documents

The following Railway Group documents are superseded or replaced, either in whole or in part as indicated:

Superseded documents	Sections superseded	Date when sections are superseded
GM/RT2273 Post Incident and Post Accident Testing of Rail Vehicles	All	03 December 2016

GMRT2273 issue four ceases to be in force as of 03 December 2016.

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 Schedule 1 to the Railways and Other Guided Transport Systems (Safety) Regulations 2006 (as amended) requires that Railway Undertakings have 'procedures to ensure that accidents, incidents, near misses and other dangerous occurrences are reported, investigated and analysed and that necessary preventative measures are taken'. (Schedule 1 substantially reproduces the provisions of Annex III to the Railway Safety Directive 2004/49/EC.)
- 1.1.2 Railway Undertakings (RUs) also have an obligation to ensure that before operation of any train, the train is in safe running order. This is required by the Operation and Traffic Management Technical Specification for Infrastructure (OPE TSI) set out in Commission Regulation (EU) 2015/995.
- 1.1.3 RIS-2273-RST sets out industry practice for checks and tests to be conducted on a vehicle following an accident and incident. This document sets out particular tests and checks for brakes, speed indicating systems, exterior doors and warning horns.
- 1.1.4 RIS-2273-RST can be adopted by RUs under their respective safety management system to assist RUs discharge their responsibilities and legal duties.
- 1.1.5 RIS-2273-RST, which replaces GMRT2273, reproduces the text of GMRT2273 issue four in its entirety in Annex A of this document.

1.2 Application of this document

- 1.2.1 Compliance requirements and dates have not been specified since these will be the subject of internal procedures or contract conditions.
- 1.2.2 The Standards Manual and RGS Code does not currently provide a formal process for deviating from RISs. However, a member of RSSB, having adopted a RIS and wishing to deviate from its requirements, may request a Standards Committee to provide observations and comments on their proposed alternative to the requirement in the RIS. Requests for observations and comments should be submitted to RSSB by e-mail to proposals.deviation@rssb.co.uk. When formulating a request, consideration should be given to the advice set out in the 'Guidance to applicants and members of Standards Committee on deviation applications', available from RSSB's website.

1.3 Health and safety responsibilities

- 1.3.1 Users of documents published by RSSB are reminded of the need to consider their own responsibilities to ensure health and safety at work and their own duties under health and safety legislation. RSSB does not warrant that compliance with all or any documents published by RSSB is sufficient in itself to ensure safe systems of work or operation or to satisfy such responsibilities or duties.

1.4 Approval and authorisation of this document

- 1.4.1 The content of this document was approved by Rolling Stock Standards Committee on 15 Apr 2016.
- 1.4.2 This document was authorised by RSSB on 29 July 2016.

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Annex A Content of GMRT2273 Post Incident and Post Accident Testing of Rail Vehicles, Issue Four

**Railway Group Standard
GM/RT2273**

Issue Four

Date June 2014

Post Incident and Post Accident Testing of Rail Vehicles

Synopsis

This document mandates requirements for post incident and post accident examination and testing of rail vehicles, with particular requirements for testing of brakes, speed indicating systems, exterior doors and warning horns.

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Railway Group Standard
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Issue Four

Date June 2014

Post Incident and Post Accident Testing of Rail Vehicles

Issue record

Issue	Date	Comments
One	February 1999	Original document superseding GM/TT0145 issue one Revision A Standard Brake Tests Following Incidents, GM/RT2270 issue one Speedometer Testing, GM/RT2272 issue one Securing, Testing and Repairing Manually Operated Exterior Doors on Coaching Stock after Accidents.
Two	April 2005	Replaced issue one.
Three	June 2011	Replaces issue two.
Four	June 2014	Replaces issue three. Revised to support RAIB Investigation Report 10/2012, Recommendation 4 so that an objective train horn testing regime is required after a train has been involved in certain types of accident or incident and update references to GE/RT8000.

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

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
GM/RT2273 issue three, June 2011, Post Incident and Post Accident Examination and Testing of Vehicles	All	06 September 2014

GM/RT2273 issue three ceases to be in force and is withdrawn as of 06 September 2014.

Supply

The authoritative version of this document is available at www.rgsonline.co.uk.
Uncontrolled copies of this document can be obtained from Communications, RSSB, Block 2, Angel Square, 1 Torrens Street, London EC1V 1NY, telephone 020 3142 5400 or e-mail enquirydesk@rssb.co.uk. Other Standards and associated documents can also be viewed at www.rgsonline.co.uk.