Further information

You can find more information on items mentioned in this leaflet:

• In the RGS Code and Standards Manual – available through the RSSB website (www.rssb.co.uk)
• In other leaflets in the ‘Tell me about …’ series on:
  • Railway Group Standards

This and other leaflets are available on the RSSB website

Tell me about...

Withdrawing requirements from Railway Group Standards
Introduction

This leaflet provides information about the implications of withdrawing a requirement from Railway Group Standards (RGSs). The leaflet may be of particular interest to:

- People who manage projects or operations in the rail industry.
- Rail industry staff whose work involves the management of standards.
- Suppliers and manufacturers of rail industry parts, assets and vehicles.

What sort of requirements should be in RGSs?

The characteristics of requirements in RGSs are set out in the RGS Code and the Standards Manual. A requirement in an RGS must:

- Identify an action to be taken, a process to be followed or a state to be achieved for technical compatibility on the GB mainline network. The requirement must be applicable to vehicles or the infrastructure, or be part of a process applicable to infrastructure managers or railway undertakings (the requirement must be ‘in scope’ of RGSs), and
- Promote the long-term best interests of the mainline railway (the requirement must be ‘fit for purpose’).

The Rule Book is a particular type of RGS. The scope of rules in the Rule Book is defined by the Fundamental Operating Principles, set out in the ‘Operational Concept for the GB Mainline Railway’, which can be accessed from www.rgsonline.co.uk.

Why are requirements withdrawn from RGSs?

Requirements in RGSs have evolved over time. Likewise, the rules about including requirements in RGSs, or withdrawing requirements from RGSs, have changed over the years, particularly with the introduction of the Railways and Other Guided Systems (Safety) Regulations (ROGS) 2006 (as amended) and the Railways (Interoperability) Regulations (RIR) 2011.

As a consequence, RGSs may contain requirements that do not meet the characteristics set out above. RGSs are reviewed periodically to ensure that the requirements contained in them are both in scope and fit for purpose.

If the rail industry (as represented by standards committees) considers that any requirement is either out-of-scope or no longer fit for purpose, it will be withdrawn from RGSs.

What are the implications of withdrawing a requirement because it is out of scope?

If a requirement has been withdrawn from RGSs because it is out of scope, the risk that the requirement was intended to control still needs to be controlled:

- Compliance with the withdrawn requirement, as the means of controlling the risk, is no longer mandatory.
- You continue to apply the withdrawn requirement until you implement a change to manage the risk by some other method, for example in accordance with your Safety Management System or by complying with your relevant company documentation.

What should you do when a requirement is withdrawn because it is out of scope?

You should decide if you wish to continue to apply the withdrawn requirement or implement an alternative method of controlling the risk.

You should then consider how the selected method of controlling the risk is documented. For example, you may confirm that the method of controlling the risk is adequately covered by your existing documentation. Alternatively, you may decide to revise existing, or create new, company documentation.