Managing the issues log for the application of Technical Specifications for Interoperability in UK

Issue Three

Approved by the
Industry Standards Coordination Committee

19 March 2010

ISCC/002

Email: enquirydesk@rssb.co.uk
www.rssb.co.uk
## Issue record

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1 Purpose

1.1 The purpose of this paper is to describe the cross-industry process applicable to managing an issues log (the log) for issues arising from the application of the European Technical Specifications for Interoperability (TSIs) on the UK railway.

2 Introduction

2.1 An issues log has been established to capture information relating to problems which have been encountered applying TSIs on the UK railway. The log is to be managed by RSSB but issues may be contributed by any railway party working with a TSI, including those on the GB mainline railway and HS1.

2.2 The log provides industry with a means to share experience and provide an on-going knowledge base of issues and any procedural or technical solutions which have been agreed to address those issues. The centralised log means there is a single point of reference for the UK industry and use of the log should reduce duplicate effort by different parties applying the same TSI.

2.3 The log will also act as a useful source of information for UK representatives involved in future TSI revisions.

2.4 RSSB’s Standards Committees are able to provide a forum for cross-industry discussion regarding errors in TSIs and how this error should be addressed, both for the needs of a current project and for a longer term solution.

3 Availability


3.2 In addition, where necessary each entry in the log is supported by a short document which sets out in more detail what the issue is actually about and progress to date in resolving it. These supporting documents are available from links within the issues log file.

4 Status of issues on the log

4.1 The goal for each of the issues on the log is to work towards a ‘permanent’ solution such as, for example, an ERA technical opinion or a statement from the DfT relating to a derogation. Where this has been achieved the log will include a link to that permanent solution and any more detailed statement will be deleted from the RSSB website.
4.2 The status of issues on the log is indicated as ‘open’ or ‘closed’. This status will only change from ‘open’ to ‘closed’ once there is a solution in place which means that the issue no longer creates a problem for any contracting entity working in the UK, now or (as far as can be predicted) in the future.

4.3 A solution to an issue which works only for a single project or contracting entity will not close that issue, as the next contracting entity will still have to address the same issue. Similarly, where an issue can only be addressed as part of a revision to a TSI, then this issue will not be ‘closed’ until that revised TSI is published, because in the meantime contracting entities have to work to the TSI which is in force including any related issues.

4.4 Where an issue has been closed (for example, by means of a statement from the DfT relating to a derogation), but a future revision to the TSI is still required as a long term solution, this fact will be noted on the log.

5 Management

5.1 The following flow chart sets out the outline process for the management of the log. RSSB has a central role in managing the log and is available to assist with resolving technical issues in the TSIs, but the log is not restricted to the GB mainline railway.
START

Issue / Problem identified with published TSI

Access RSSB website to view TSI issues log (the Log)

Identical Issue previously logged?

No

Describe the issue or problem with the TSI including as much information as possible which is required to populate the issues log (refer Log for guidance)

Describe the proposed resolution to the issue, seeking guidance and/or approval from the appropriate industry group(s) or organisation(s) as appropriate, including DfT and ORR

Send details by e-mail to RSSB (refer website for contact person)

RSSB to review information and seek clarification if required, then update Log and produce detailed summary file for particular issue

Yes

Review proposed or agreed solution

Note: the appropriate industry group would be the RSSB Standards Committee(s) for issues on the GB mainline railway, or the NR(CTRL) Systems Review Panel for issues on HS1

Does solution work for the project?

No

Yes

View details and apply agreed solution

END

RSSB to fully document recommended solution, working with project which identified it, seeking advice from Standards Committees and ISCC as required (GB mainline or HS1)

RSSB to send document to DfT for submission to RISC and/or to NoSo Forum for submission to NB Rail as appropriate

RSSB to update Log and RSSB website

Document describing European agreed solution posted on DfT website

END