

GE/RT8270 Issue 2 - Assessment of Compatibility of Rolling Stock and Infrastructure – replaces Route Acceptance

Before any new or changed infrastructure or rolling stock is brought into use, it is essential that the change is assessed to ensure that compatibility between assets is maintained.

European Directives concerning safety and interoperability have been implemented in the UK by the introduction of the Railways and Other Guided Transport Systems (Safety) Regulations 2006 and the Railways (Interoperability) Regulations 2006. Each railway undertaking and infrastructure manager is responsible for the safety of their own part of the railway system. Neither party gives permission to or has authority over the other. If authorisation for placing into service is required, this is given by the national safety authority. In Great Britain, the national safety authority is the Office of Rail Regulation (ORR). The Railways and Other Guided Transportation System (Safety) Regulations 2006 mandate a 'duty of cooperation' between the parties responsible for the management of the railway system. This has altered the manner in which rolling stock and infrastructure are brought into service.

Industry, through the Industry Standards Coordination Committee (ISCC), therefore recognised the need to define a new process specifying how railway undertakings and the infrastructure managers co-operate to assess compatibility of rolling stock and infrastructure. A new standard, GE/RT8270 issue 2, has been introduced to achieve this. This new standard, on which industry representatives achieved consensus, provides a basis for railway undertakings and infrastructure managers to co-operate in establishing the compatibility of infrastructure and rolling stock that will facilitate their compliance with their regulatory responsibilities. The reference number GE/RT8270 has been retained for this new standard (as issue 2) because, although the requirements are entirely new, it replaces the requirements of GE/RT8270 issue 1 (titled Route Acceptance of Rail Vehicles including changes in Operation or Infrastructure) relating to compatibility.

A key element of the process of co-operation set out in GE/RT8270 issue 2 is that it provides affected parties with the opportunity to review the assessment of compatibility undertaken by the proposer of change. The review process is conducted with the objective of achieving a consensus. It is recognised that it will not always be possible to reach a consensus. In this case, GE/RT8270 requires the issue to be escalated using the railway industry's accepted processes. RSSB has developed and are about to publish 'A Guide to ROGS Regulation 22 Duty of Cooperation between Transport Operators'. This document will set out the 'railway industry's accepted processes' that should be used in this circumstance.

The new standard was approved by a Multifunctional Standards Committee on 25 September 2007, with a publication date of 1 October 2007. A copy can be found at www.rsgonline.co.uk.

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