



Briefing note

Project 17-014 Update GERT8270 as a Rail Industry Standard

New document

Document number	Document title	Issue number
RIS-8270-RST	Route Level Assessment of Technical Compatibility between Vehicles and Infrastructure	One

Document to be withdrawn

Document number	Document title	Issue number
GERT8270	Assessment of Route Compatibility of Vehicles and Infrastructure	Three

Standards Committees:	Rolling Stock Standards Committee (Lead) Control Command and Signalling Standards Committee Infrastructure Standards Committee Plant Standards Committee Traffic Operation and Management Standards Committee
RIS-8270-RST issue date:	02 June 2018
GERT8270 withdrawal date:	01 September 2018
Document ceases to be in force:	01 September 2018 for GERT8270 (‘Not applicable’ for RIS)

1 Background

- 1.1 The content of GERT8270 issue three ‘Assessment of Route Compatibility of Vehicles and Infrastructure’ has been updated and published in a new Rail Industry Standard (RIS): RIS-8270-RST issue one ‘Route Level Assessment of Technical Compatibility between Vehicles and Infrastructure’. GERT8270 issue three is therefore withdrawn and replaced by RIS-8270-RST issue one.
- 1.2 GERT8270, as a Railway Group Standard (RGS), was classified as a National Safety Rule (NSR). However, analysis of the document, as part of the Strategy for Standards, concluded that its content does not meet the criteria of National Rules, as other legislation and mandatory standards already mandate the requirements. Therefore, it could not be retained as an RGS.
- 1.3 The analysis concluded that, while GERT8270 issue three could not be retained as an RGS going forward, its content should still be retained in a RIS for industry to adopt and utilise, as it

sets out Great Britain (GB) industry agreed practice in dealing with technical compatibility assessment at route level.

- 1.4 There was also recognition by industry that minor updates to the process could help ensure the document provides better clarity on the legal requirements. Therefore, the update to the content aims to set out clearly the legislative framework in which route technical compatibility assessment sits, and clarifies parallel activities, responsibilities and issues that are relevant to the introduction of new or changed infrastructure or vehicles.

2 Key changes

- 2.1 The principal requirements of technical compatibility assessment at route level contained in GERT8270 issue three have not fundamentally changed in RIS-8270-RST issue one, and the responsibilities of industry in terms of compatibility assessment remain unchanged. Clarity has been added based on legislative requirements where appropriate, in particular in Part 2 of RIS-8270-RST issue one.
- 2.2 The key changes from the update are improvements to the guidance explaining the context in which the route technical compatibility assessment sits. The document recognises that railway undertakings (RUs) and infrastructure managers (IMs) are expected to have processes in their Safety Management System (SMS) to manage changes to their operations. The guidance set out in RIS-8270-RST issue one explains how adopting it can help discharge legal duties concerned with introducing a change, and specifically with assessing compatibility at route level.
- 2.3 The assessment process has been simplified into six steps to aid the usability of the document, and to consolidate the guidance supporting the process under each relevant step rather than in appendices as was the case in the GERT8270 issue three.
- 2.4 To help users identify applicable interfaces and data they require for assessment of technical compatibility, a non-exhaustive list of typical interface parameters is included, which is based on outputs from the industry Chief Engineer's Vehicle Introduction Forum (CEVIF).
- 2.5 The content has been updated to reflect the latest legislation and recommendations concerning the placing in service, and putting in use, of vehicles and infrastructure. Particular effort has been made to clarify the relationship between technical compatibility (at both Network and Route level), safe integration and the wider activity of putting into use rail assets.

3 Compliance requirements

- 3.1 GERT8270 issue three is withdrawn and its requirements cease to be in force from 01 September 2017.
- 3.2 Compliance requirements are not applicable to a RIS, but RIS-8270-RST is available for use from publication on 02 June 2018.
- 3.3 General information about compliance and the industry's [strategy for standards](#), including a [video](#) about RISs, is available on the RSSB website.