

		RSD Internal Guidance		RIG-2008-12	
Providing advice and support on railway safety to Northern Ireland					
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RIG postholder/owner			Jen Ablitt		
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Keywords		Northern Ireland; DRDNI; HSENI			
Summary		This RIG outlines the processes for dealing with requests for support and advice on rail safety from the Northern Ireland safety bodies (DRDNI, HSENI).			
Original consultation		Colin Greenslade; and Sally Williams.			
Subsequent consultation (reviews only)		Jen Ablitt and John Gillespie			

NOT PROTECTIVELY MARKED

Detail

Purpose

This note outlines ORR's relationship with railway safety bodies for Northern Ireland, and how to respond to requests for advice and support from either of them. **Please note that this Rail Guidance Document (RGD) does not cover ORR's support for DRDNI in its role as safety authority for Northern Ireland i.e. representation of DRDNI's views at European meetings and liaison and exchange of information about European developments.**

Who needs to know?

ORR staff who have received, or expect to receive, a request for advice and/or support from colleagues in Northern Ireland.

Significant points

The railway in Northern Ireland is not large enough to require a dedicated specialist railway inspectorate, so historically we have provided specialised railway advice and support. It is our policy to be as helpful as possible in our dealings with Northern Ireland.

ORR has signed two memoranda of understanding (MOUs) relating to railway health and safety in Northern Ireland, one with the Department for Regional Development, Northern Ireland (DRDNI) and another with the Health and Safety Executive, Northern Ireland (HSENI). These continue arrangements to provide advice and support to DRDNI and HSENI in connection with rail safety.

Under the terms of the MOUs, we may receive requests for advice and support from either DRDNI or HSENI. These requests may extend, but are not limited to, helping DRDNI or HSENI to fulfil their functions in relation to any of the following areas of work:

- assessment of safety management systems;
- investigations of any railway incident, subject to the need to take into account any investigation that the Rail Accident Investigation Branch (RAIB) might be making into the same incident;
- assessment of the arrangements for managing level crossing safety;
- assessment of the arrangement for managing safety-critical work;
- assessment of the arrangements for introducing new or substantially altered rolling stock and/or infrastructure; and
- authorising the placing into service of structural subsystems.

Action
(optional)

Though there is no need to record brief queries and day-to-day conversations with colleagues in Northern Ireland's DRDNI and/or HSENI, we will need an accurate record of any substantial work we do so that we can recover our costs, in line with the current Treasury guidelines, but also keep bureaucracy to a minimum.

Any requests for advice and support which are likely to need more than half-a-day's work, and/or which require travel, should be passed to your line manager for agreement to perform the service, and to your Division's budget holder so that an invoice for services can be sent to the Northern Irish authorities in due course based on records you keep of time spent and travel expenses incurred.

Colleagues requiring further detail on the MOU or any related policy issue should contact the RSD Safety Policy Team.