



RISAS is well-known for being one of the most effective and efficient means of assuring our most critical supply chains. Buyers and suppliers of critical products and services for rolling stock have relied on the scheme since its creation in 2006.

The scheme is growing and industry's needs for supplier assurance are evolving. To help raise awareness of what the scheme is doing and how it is benefiting individual companies

Meet the team

RISAS is managed by RSSB on behalf of the cross-industry RISAS Board

Key to the success of RISAS is that it is independent as well as being developed and owned by the rail industry itself.

RSSB is a rail industry body which brings all parts of the rail system together to support shared decisions, products and services, to help drive out unnecessary cost, improve business performance, and develop long-term strategy. The breadth of RSSB's membership is mirrored in a wide range of cross-industry groups and programmes at various levels, and this includes the RISAS Board.

By managing RISAS through RSSB's offices, industry is tapping into offices, administration, IT as well as expertise in operations, engineering, governance and management issues, making it more efficient.

and industry as a whole, we've launched this new quarterly bulletin to keep everyone in the loop.

Please spread the word, and give us feedback, you can contact **Andy Tandy** at RISAS via email: risas.admin@rssb.co.uk, telephone 020 3142 5300 or go to our website, www.risas.co.uk, which is also a regular source of information on the scheme.



Andy Tandy is the scheme administrator for RISAS, and to many is the familiar 'front of house' for the RISAS scheme, taking care of both the scheme and the Board's administration and engagement.



Brian Evans is the Scheme Manager, responsible for the way the scheme operates, ensuring RISAS is delivering the right things in the right way to buyers, suppliers and Board members.



John Barber is the Accreditation Agent, responsible for accrediting approval bodies (RISABs), who are the companies that go out and assess companies to test their suitability for a RISAS certificate.

View from the chair

RISAS Board chair Tim Dugher looks forward to where RISAS is going



It's amazing to think that it's seven years since RISAS was launched to the industry. There are now 50 certificated suppliers and over 100 different assessment modules covering a broad range of traction and rolling stock goods and services.

The scheme is well established and has a brand that people in engineering and procurement value. It's encouraging to see the RISAS logo displayed in the sales literature published by the many certificated suppliers in the industry.

Despite this, there remains a lot for the management and Board to do to develop it further and enhance the confidence of the users of certificated suppliers.

Issues around health and safety and the assurance in safety-critical supply chains are not isolated to rail, but our industry does have the benefit of learning from operational experience. The inquiry into the Ladbroke Grove accident in 1999 revealed that industry needed to do something to get better at supplier assurance - in fact, RISAS was the answer industry came up with.

So where is RISAS going? Continuous improvement is no good if it's left as a sound-bite. So the Board is committed to some hard, tangible deliverables in its Business Plan for the next twelve months as well as recognition of some of the longer term things that will occur within say five years. We have many targets, some of which are about growing the scheme, and others which are about improving the scheme and enhancing its value and reputation in the industry.

A couple of things that appeal to me in particular are KPIs and eliminating duplicate audits.

It's fascinating listening to people across the industry. So many support RISAS and wouldn't live without it, but when pressed it's difficult to put into numbers exactly why! So the Board has committed to building in KPIs which we can use to show the effectiveness of RISAS.

Another thing that I know is talked about a lot in the industry is the need to get rid of assessments and audits that duplicate each other. We're committed to obviating the occurrence of duplicate audits which prevail and cause frustration with RISAS certificated suppliers, by clarifying the inter-relationship with other schemes in the assurance hierarchy - you can read about the first step we've taken, working in partnership with the Link-up scheme later in this newsletter.

Although the industry is well represented on the RISAS Board, the Board actively pursues inputs from various places, and a User Group meets regularly with scheme management to discuss experiences of using RISAS. Additionally, the new ATOC Supply Chain Forum (SCF) recently invited input to the meeting from RISAS, and we are very keen to develop this engagement to grow and improve the scheme and help achieve Business Plan targets.

All in all, I'm looking forward to where RISAS is going, and it will continue to put the needs of the operating railway first, supporting the industry's capacity for delivering a safe, reliable and efficient railway, for passengers and freight.

Who's on the RISAS Board?

RISAS is independent but industry-owned and involves the whole system



Tim Dugher – Chair (independent)

Tim has been chair since October 2012, and was formerly the Group Engineering Director and then the Chief Operating Officer at Angel Trains. Tim has also been chair of the Railway Division of the Institute of Mechanical Engineers.



John Abbott – Director of National Programmes, RSSB

John joined the rail industry in 1981, working with British Rail in its engineering, procurement, and mechanical and electrical engineering departments, and followed this with procurement, assurance and safety roles at Railtrack, and was the Director Health, Safety, and Security at Network Rail before joining RSSB in 2007.



Ben Ackroyd – Engineering Director, c2c, representing TOCs

Ben is a Chartered Engineer and a Member of the IMechE. He joined c2c in 2011 from Angel Trains, is a member of ATOC's Engineering Council and chairs its Supply Chain Forum.



Pete Colley – Head of Service Assurance, Network Rail, representing infrastructure management

Pete is responsible for the Supply Chain Assurance Framework at Network Rail, and looking at opportunities to expand the scope of RISAS to include other categories of supply, eg On Track Plant, safety critical infrastructure products.



Simon Grego – Group; Standards, Delivery & Audit Engineer, Freightliner, representing FOCs

Simon's role at Freightliner focuses on ensuring that compliance is maintained by its internal and external suppliers of parts and services. This is at all levels of the supply management chain, involving suppliers from both UK and across the globe.



Francis How – Technical Director, Railway Industry Association, representing manufacturers and suppliers

Francis's interests include the development of railway legislation and standards at EU and UK levels; leadership of key initiatives on innovation, sustainability, supplier assurance and other issues relevant to the rail supply chain.



Mick Stewart – National Delivery Service Senior Fleet Engineer, Network Rail, representing Network Rail's fleet management

Mick is responsible for the operation and maintenance contracts for Network Rail's Infrastructure Monitoring fleet, consisting of 71 vehicles including a High Speed Train, Class 150 DMU, locomotives and loco-hauled coaching stock.



Alex White – Operations Director, Porterbrook, representing ROSCOs

Alex is a Chartered Engineer, Fellow of the IMechE and a Member of the IET. Since joining Porterbrook 11 years ago he has been responsible for managing the delivery of all of Porterbrook's New Build projects, vehicle overhaul obligations and reliability and development programmes. ROSCOs also have an 'alternate' representative in **Mark Hicks** from Angel Trains.

What's a RISAB?

RISAB stands for Rail Industry Supplier Approval Body

The means by which product assessments are actually carried out on suppliers is through the use of Rail Industry Supplier Approval Bodies (RISABs). These bodies are engaged directly by the companies seeking certification, and they employ the experts who carry out the in-depth assessment on the relevant product groups.

A regular forum exists where the RISABs can exchange views with RISAS management to ensure any issues and improvements can be discussed.

There are currently five RISABs - the live up-to-date list available [on the RISAS website](#).

RISAS could help meet new ECM rules

Work is underway to see how RISAS could help ECMs meet new requirements

The 2011 amendment to ROGS (Railways and Other Guided Transport Systems (Safety) Regulations) puts new requirements on certain companies to introduce formal maintenance systems. Companies which are associated as 'entities in charge of maintenance' (ECMs) need to adopt such systems, to make sure that the rail vehicles they are responsible for are safely maintained.

The manner in which the Regulations are applied is still being reasoned through by

industry and the Office of Rail Regulation (ORR).

RISAS has adapted an existing assessment module such that it could be used as a means to demonstrate ECM compliance.

Discussions with ORR are on-going but it is hoped that RISAS will be able to provide an 'off-the-shelf' means for vehicle maintainers (especially freight wagon maintainers in the first instance) to meet regulatory requirements.

UKAS accreditation

Wider international recognition is sought for RISAS

The supply chain for critical products and services for rolling stock is global. In order for RISAS to gain more acceptance across the EU and internationally, the Board has decided to seek UKAS accreditation.

As well as prompting further improvements to the overall governance and management of

the scheme, UKAS accreditation should help raise awareness of RISAS's thorough management system approach associated with high level engineering competencies, supporting progressive procurement strategies.

Preventing scheme overlap

Removing duplication from assurance of vehicle overhaul suppliers

The RISAS Board has worked closely with its sister body the RISQS Board, to help remove the duplication borne by industry suppliers and customers in relation to the assurance of wheelset, wheelset component and bogie overhaul suppliers.

Backed by Rail Delivery Group, the Board of RSSB has recently set up the **Railway Industry Supplier Qualification Scheme (RISQS)**, with its own Board, to govern Link-Up, using similar principles to the scheme governance of **RISAS (the Railway Industry Supplier Approval Scheme)**.

One of the more common complaints from industry about today's regime is in critical products and services associated with rolling stock maintenance, in particular the procurement of wheelsets, wheelset components and bogie overhaul. Rail industry policy since 2009 is that all firms in this field are certificated through **RISAS**, which provides a positive demonstration that suppliers are capable of complying with specific requirements.

However, when the policy was introduced, there were also existing audit arrangements with **Link-up (now governed through RISQS)** causing duplication. This means the whole supply chain is bearing an unnecessary cost for establishing the same credentials twice.

Now the RISAS Board and the RISQS Board, working together, have decided to alter the way both RISAS and Link-up work, to ensure that wheelset, wheelset component and bogie overhaul suppliers are not audited twice.

[A joint statement from the Boards](#) has been made available to all RISAS users (account holders), suppliers certified under RISAS and those going through the process, approval bodies (RISABs), the Link-up community, senior engineering contacts in RSSB members including Network Rail, TOCs, FOCs, ROSCOs and infrastructure companies, as well as ORR. There is also [a supporting Q&A document](#). Both documents are available on the web at www.risas.co.uk.

So what do you think?

RISAS News will be issued every quarter

That concludes our first edition of RISAS News. Please let us know what you think, we want to make sure we're providing the right amount of information in a concise way, to help raise awareness of how the scheme is developing.

You can contact **Andy Tandy** at RISAS via email: risas.admin@rssb.co.uk, telephone 020 3142 5300 or go to our website, www.risas.co.uk, which is also a regular source of information on the scheme.

This bulletin will be sent to everyone who is registered as a 'user' of the RISAS scheme, as well as a range of established contacts in Network Rail, train and freight operating companies, rolling stock leasing companies and suppliers. Please feel free to forward this on to your contacts.

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