

Amendments and Clarifications to Current Documents

The following document has been published containing minor errors or ambiguities. These are listed below with the amendment/clarification text.

The changes will be incorporated into the document during the next revision of the document.

<input checked="" type="checkbox"/> Amendment <input type="checkbox"/> Clarification (For definitions see the Standards Manual - Part 2)					
Document number	RIS-3701-TOM	Document issue no.	1	Document issue date	June 2010
Document title	Rail Industry Standard for a Confidential Reporting System for Rail Staff				
Clause number/ Document location	1.2.1				
Original text	<p>Provision of a trial confidential reporting system began in Scotland in 1996. The Uff Inquiry into the 1997 Southall Accident gave strong endorsement to an industry-wide reporting system, which was further supported by the Rail Summit in October 1999 chaired by the then Deputy Prime Minister, Rt Hon John Prescott MP. The trials of the Confidential Information Reporting Analysis System (CIRAS) in Scotland were considered successful, and availability was extended to cover England and Wales in 2000. Since that time CIRAS, operated by RSSB, has come to occupy an established position within the wider rail industry. The body of safety intelligence acquired has, while preserving the anonymity of reporters, enabled lessons to be learned for wider application, for example through rules and procedural changes.</p>				
Reason for Amendment	<p>The expanded title of CIRAS is incorrect (it refers to Confidential Information Reporting Analysis System, but the correct title is Confidential Incident Reporting and Analysis System).</p>				
Amendment text	<p>Provision of a trial confidential reporting system began in Scotland in 1996. The Uff Inquiry into the 1997 Southall Accident gave strong endorsement to an industry-wide reporting system, which was further supported by the Rail Summit in October 1999 chaired by the then Deputy Prime Minister, Rt Hon John Prescott MP. The trials of the Confidential Incident Reporting and Analysis System (CIRAS) in Scotland were considered successful, and availability was extended to cover England and Wales in 2000. Since that time CIRAS, operated by RSSB, has come to occupy an established position within the wider rail industry. The body of safety intelligence acquired has, while preserving the anonymity of reporters, enabled lessons to be learned for wider application, for example through rules and procedural changes.</p>				