Rail Industry Commodity Classification List

Issue V5b
26/11/2013

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1. Version History

Date	Issue	Change Description	Author
22/06/2012	Draft 1	Draft	R Butler
13/09/2012	Issue 1	Changes made after consultation with Link Up	D Share
18/10/2012	Issue 2A	Minor modifications Generic categories renamed Transverse	D Share
21/02/2013	Issue 2B	Minor typographical corrections and "Scope and principles" reformatted	R Butler
19/07/2013	Issue 3a	Preliminary serial numbers added for evaluation of principle	D Share
16/08/2013	Issue 3b	Components added in Rail Vehicles	T Butler
09/10/2013	Issue 4	Options for recommended hazard rating, requirements and verification actions added. "Scope and Principles" sheet amended to explain hazard rating, requirements and verification actions.	D Share
26/11/13	5	Worksheets 1 to 9 converted from spreadsheet to text document. Other worksheets available on www.RICCL.org	R Butler

2. Scope

This Railway Industry Commodity Classification List (RICCL) includes all commodities that are purchased to support GB Railway operations and provides a common vocabulary for the benefit of all buyers and suppliers who are participants in railway supplier assurance activities. It aligns with International standards (especially ISO 81346) while utilizing the best of existing models. This will allow temporary “mapping” from existing systems to the new structure.

3. Normative References

- EN 81346-2:2009 Industrial systems, installations and equipment and industrial products. Structuring principles and reference designations. Classification of objects and codes for classes.

- EN 15380

4. Terms and Definitions

For the purposes of this document, the following terms and definitions apply.

4.1. Commodity – service or object purchased to support Railway operations

4.2. Sub-System – The logical division of the GB Railway into the Main Commodity Groups.

5. Structure

The Commodity Classification System is a hierarchical classification system. All entities are identified with a structured alpha-numeric code which both indicates its location in the list and uniquely classifies it.
The Commodity Classification System is split into eight sub-systems. Each sub-system consists of its classes. These could be termed its 'children'. Each class is part of its sub-system, this could be termed its parent. The prefixes A-H identify which sub-system a commodity belongs too.

6. Application to Supplier Approval

6.1. Scope of Approvals

If a supplier has been approved for the parent then approval is automatically given for all of the children and subsequent descendants. (This does not work in reverse; approval for all of the children does not automatically confer approval for the parent because there may be special requirements for the assembly of the sub components.)

6.2. Commodity Life-cycle

Each commodity has a number of life-cycle phases. For example many physical products experience design through to eventual demolition or disposal. Not all phases are relevant to all products. The following table lists the phases that are commonly purchased.

Purchasable Life-Cycle Phases for Commodities

N – Provide Service (note services only have one "life-cycle")
P - Supply
Q - Design
R - Operate eg a tamping machine or cherry picker
S - Manufacture
T - Commission
U - Dispose
V - Maintain
W - Overhaul
X - Install
Y - Modify
Z - Decommission

6.3. Hazard Rating

An extensive hazard identification exercise is being undertaken by RSSB. As the work progresses, recommended hazard ratings are being determined for all purchasable commodities. The hazard ratings, in turn, determine the requirements that must be met by approved suppliers to the GB Rail Industry. A commodity will have different hazard ratings for each of its life-cycle phases as each phase presents a different degree or type of risk.

The following table lists the correlation between Hazard Rating and requirements.

ID	Hazard Rating	Requirements
1	Important for safety	Compliance with Enhanced Quality Standard for Railways “Important for Safety” requirements.
2	Moderate risk	Compliance with Enhanced Quality Standard for Railways “General” requirements.
3	No significant risk	Compliance with ISO 9001 Quality Management Standard
X	Unique hazard	Extra Requirements (free form entry to be specified separately for specific commodity)

6.4. Additional Requirements

The following additional requirements are applicable under certain circumstances

ID	Trigger	Requirements
4	Safety critical work	Compliance with Safety Critical Work requirements.
5	Design activities	Duty Holder's Engineering Change Procedure
6	Characteristics of product	Professional and Production competence for relevant train system
7	Customer's Option	ISO 26000 Guidance on social responsibility
8	Characteristics of product	ISO 14001 Environmental management systems

7. RICCL Rules

1 All commodities that are purchased to support railway operations must be included.

2 Each class consists of all of its subclasses. These could be termed its 'children'. Each subclass is a constituent of its class. This could be termed its parent. This important principle holds true for physical products and more intangible services.

3 Each class or sub-class may occur only once. An apparent anomaly may exist where one commodity is the bridge between two subsystems (eg Cab Radios are physically part of the train but they are also part of the signalling system). This is dealt with by forming a hybrid link between two parts for the structure. Users can thus find the correct classification no matter what perspective they use.

4 A class may not be identical to any of its subclasses.

5 Only Latin upper case letters from A to Z excluding "I" and "O" are permitted as alphabetical data positions. For numerical data positions, Arabic numerals are used.

6 The number of subdivisions for each class should be limited to improve user comprehension and consistency. A maximum of ten subclasses is generally considered optimum.

7 The use of a "miscellaneous" class or sub-class is not permitted. However, commodities that are truly generic and part of two or more subsystems are listed as transverse.

8 If a supplier has been approved for the parent then approval is automatically given for all of the children and subsequent descendants. (This does not work in reverse; approval for all of the children does not automatically confer approval for the parent because there may be special requirements for the assembly of the sub components.)

9 Any service that is carried out on Network Rail controlled infrastructure will require a track safety 'bolt on' qualification.

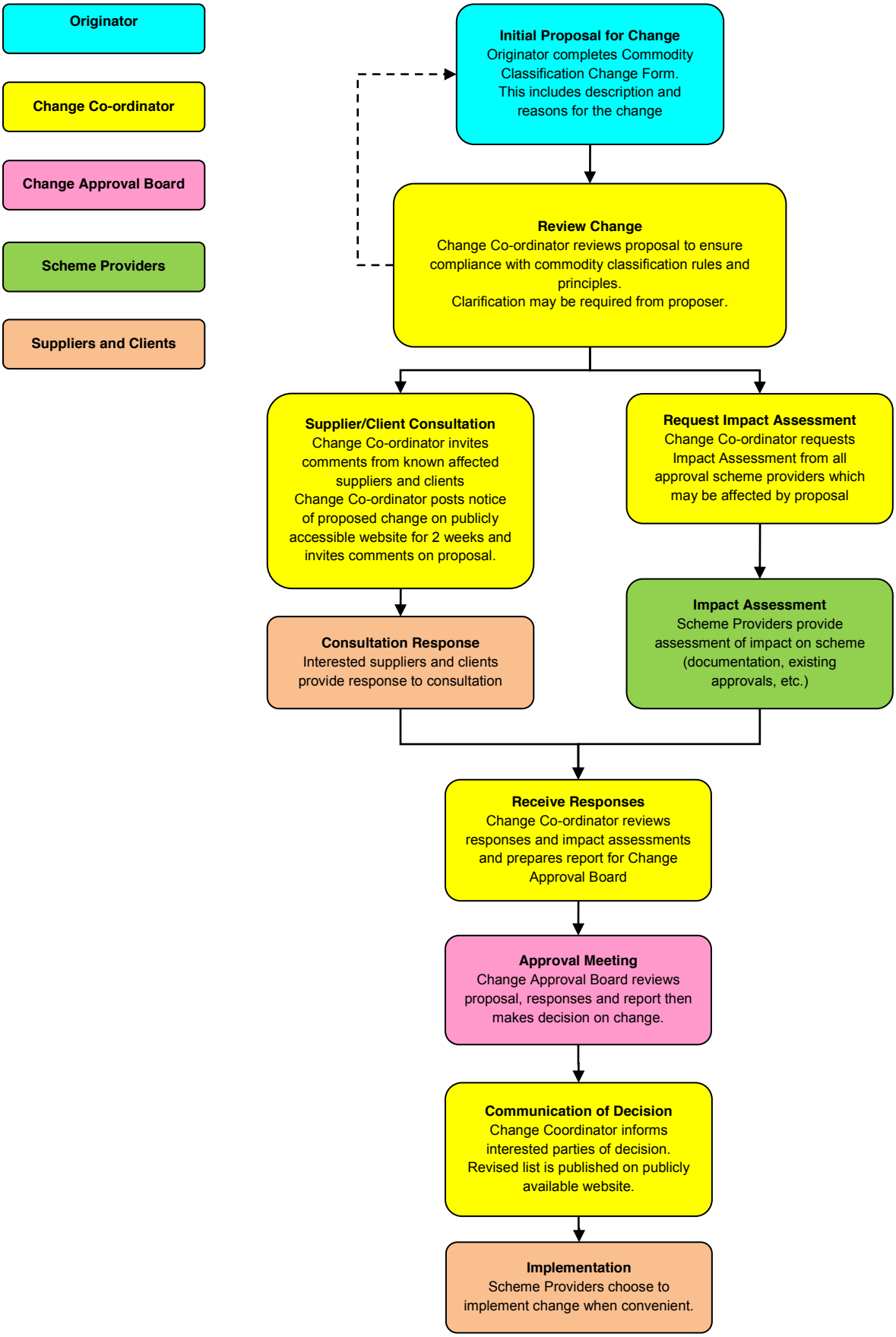
10 Where possible category titles should align with CPV headings.

NOTE Whilst it is generally agreed amongst procurement professionals that the term 'Product' should be understood to include both products and services it is subject to misunderstanding. The term "commodity" has been used in relation to the list and includes all items and services that are purchased.

8. RICCL Sub-Systems

A	**Transverse Railway Services and Supplies**
	In accordance with the rules and principles of ISO 81346 this is not a 'miscellaneous' group but is for services and supplies that genuinely fit into two or more categories.
B	**Control Command and Signalling**
	All the equipment necessary to ensure safety and to command and control movements of trains that are authorised to travel on the network. This includes operations related to communications (cab radios, voice and data communications with infrastructure and ERTMS, ECTS, etc.) Other equipment such as hot axle box detection is also included here.
C	**Infrastructure**
	The track points, engineering structures (bridges, tunnels, etc.), associated station infrastructure (platforms, zones of access, including the needs of persons with reduced mobility, etc.), safety and protective equipment. Line side security and environmental conditions (managing the risk from vegetation, weather and water) Those structures used to support signalling, telecommunications, electrification, lighting and other equipment (for example, gantries).
D	**Plant**
	Fixed and Mobile Plant including fixed equipment (for example lighting), fixed machinery (for example escalators) and power supplies; mobile equipment and machinery used on and off the rails.
E	**Rail Vehicles**
	Diesel and electric locomotives, passenger carriages, multiple units and high speed trains (including non passenger trains). The structure, command and control system for all train equipment, traction and energy conversion units, braking, coupling and running gear (bogies, axles, etc.) and suspension, doors, man/machine interfaces (driver, on-board staff and passengers, including the needs of persons with reduced mobility), passive or active safety devices and requisites for the health of passengers and on-board staff.
F	**Energy**
	The electrification system, overhead lines third rail and current collectors. (This does not include electricity supplies for buildings or the signalling system.)
G	**Operations and Traffic Management**
	The procedures and related equipment enabling a coherent operation of the different structural subsystems, both during normal and degraded operation, including in particular train driving, traffic planning and management including managing and investigating accidents, incidents and emergencies. Also includes information exchange on: timetables, ticketing etc (Telematics)
H	**General Business Supplies & Services**
	Services and supplies not specific to the operation of the railway. (e.g. stationery, graffiti removal, etc.)

9. Change Procedure



GB Railway Supplier Assurance
Commodity Classification Change Proposal

Proposer:- Company, Name Position Contact details	**Title of Proposed Change:**
Proposer's Reference:	Date:

Type of Change: (Tick One)

1. Merge two or more branches		2. Merge two or more commodities	
3. Delete one or more branches		4. Delete one or more commodities	
5. Create new branch		6. Create new commodity	
7. Change parent-child relationships			

Description of Change:

For additional branches or commodities include a full description with all known alternative names. Explain where it fits in the parent child structure

Justification for change:

Examples:

1. A new type of product has been introduced to the railway and none of the existing classifications are appropriate. (Type 6)
2. A service that was only used on rail vehicles has migrated to the signalling systems and the classification must be opened up for both branches .(Type 7)
3. Two products are similar in terms of risk to the railway, value, client base and suppliers. They should be merged to simplify the system. (Type 2)

Initial Risk Assessment for commodity(ies) affected by proposal:

Describe the most significant potential results if the commodity fails to perform its intended purpose? Consider safety, service performance, environment, etc.

Could a failure of this commodity lead to a catastrophe (multiple fatalities or severe injuries or major damage to the environment)?
Could a failure of this commodity lead to a critical incident (single fatality or serious injuries or significant damage to the environment)?

Potentially affected companies (where known):

Suppliers:

Clients: