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Company Standard

Telecoms Assurance and Compliance

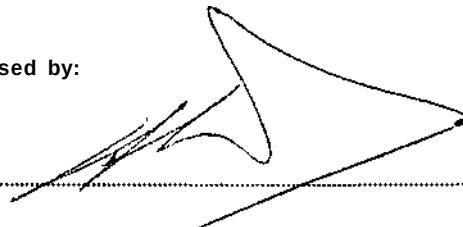
Endorsement & Authorisation

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Issue record

Issue	Date	Comments
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Implementation

This Company standard shall be implemented from 4th February 2006

Compliance

This Network Rail Company Standard is mandatory and must be complied with by Network Rail staff and Contractors from 1st April 2006.

When this Company Standard is implemented, it is permissible for all projects, which have formally completed GRIP Level 4, to continue to comply with the Issue of any relevant Network Rail Standards current when GRIP Level 4 was reached and not to comply with requirements contained herein unless the Head of Telecoms Engineering has stipulated otherwise in the accompanying Briefing Note.

Where the Head of Telecoms Engineering has specified that all projects will comply with the requirements, specific authority not to comply can be sought in the usual manner using the appropriate non-compliance authority processes described in Network Rail Standard, [NR/SP/STP/045](#) Managing the Process for Non-compliance Authority (formerly RT/LS/P/045).

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Supply

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Ref:	NR/CS/TEL/30101
Issue:	I
Date:	February 2006

Contents

1	Purpose	4
2	Scope	4
3	Reference documentation	4
4	Definitions	5
5	Assurance	6
6	Systems and Equipment	6
7	Competence	8
8	Methods of checking compliance of a contractor	8
	Appendix A	10

Ref:	NR/CS/TEL/30101
Issue:	I
Date:	February 2006

I Purpose

This Company Standard sets out the process which Network Rail shall use to ensure compliance of telecoms assets with regulations and the requirements of the service and that staff working on the assets are competent to do so.

The telecoms section of the Network Rail Standards Framework consists of six work streams. This Standard mandates the Assurance and Compliance work stream. It is supported by a number of Business Process Documents describing how the process will be undertaken.

It should be read in conjunction with the Telecoms Engineering Policy RT/ENGP/04.

2 Scope

This Standard is mandatory and applies to all Network Rail staff and contractors managing or working on Network Rail's telecoms assets.

The Engineering Asset Responsibility Matrices are published on the Network Rail Intranet; Connect. Those assets which are the responsibility of the Head of Telecoms Engineering and are covered by the requirements of this Company Standard are shown in these matrices.

3 Reference documentation

GK/RT0101	Competence Standards for S&T Staff
GO/RC3560	Code of Practice – Competence Assessment
GO/RT3260	Competence Management for Safety Critical Work
NR/GN/TEL/10117	Competence Management Systems for Work on Control & Communications Systems
(RT/E/C/10117)	
NR/SP/TEL/30033	Inspection and Surveillance of Telecommunications Engineering Activities
(RT/E/S/30033)	
NR/CS/OHS/017	Competence Management and Assurance
(RT/LS/P/017)	
NR/CS/CTM/001	Competence Management
NRSP/ASR/032	Line Managers Self Assurance
/(RT/LS/P/032)	
NR/SP/ASR/036	Network Rail Audit Manual
(RT/LS/P/036)	
NR/SP/OHS/008	Network Rail Contract Requirements - Safety
(RT/LS/S/008)	
TSI-HS-CCI	High Speed Technical Specifications for Interoperability - Control Command

Ref:	NR/CS/TEL/30101
Issue:	I
Date:	February 2006

4 Definitions

Assurance

The ability to say with certainty.

Competence

The ability to perform activities to the standard expected within employment. In the context of this Standard, it includes the practical and theoretical knowledge, experience and skill required to carry out the work.

Competence Management System

A documented system by which an employer ensures so far as is reasonably practical that its employees achieve consistently the standards of competence required for their work.

ROTS

Railways and Other Transport Systems (Approval of Works, Plant and Equipment)
Regulations 1994

Safety Critical Work

Health & Safety Executive guidance on the definition of activities regarded as safety critical under the Railways (Safety Critical Work) Regulations 1994 defines Safety Critical Work for Telecommunications Systems as

- Maintaining, repairing or altering any operational telecommunication system that could affect or control the movement of vehicles.
- Maintaining, repairing or altering any telecommunication system that controls the traction supply.
- Maintaining, repairing or altering any telecommunication system that is used to call the emergency services.
- Leading, supervising or managing a person or persons carrying out any of the above activities.

Technical Specifications for Interoperability (TSI)

European Commission decisions, which comprise technical specifications for interoperability, issued pursuant to either:

- a) Council directive 1996/48/EC of 23 July 1996 on the interoperability of the trans-European high speed rail system;
- b) Directive 2001/16/EC of the European Parliament and of the Council of 19 March 2001 on the interoperability of the trans-European conventional rail system; or
- c) Any other Directives adopted by either the Council or the European Parliament and the Council which relate to technical specifications for interoperability of trans-European rail systems.

5 Assurance

The Head of Telecoms Engineering requires to be assured that:-

1. The telecoms assets for which he has responsibility
2. The telecoms contracts for which he has responsibility
3. The telecoms staff for which he has responsibility

are working in accordance with all relevant European and National legislation and directives, Railway Group Standards and Network Rail Standards.

This shall be achieved by monitoring compliance with the legislation, directives and standards.

6 Systems and Equipment

Where work is being carried out on Network Rail telecoms assets a compliance regime will be put in place to ensure that legal requirements, European and National railway standards are complied with when required. This compliance regime may be by self assurance in accordance with [NR/SP/ASR/P032](#) Line Managers Self Assurance.

When the work is carried out by contractors on behalf of Network Rail compliance can be measured by various methods including, Progress Reports, Stewardship Reports, Asset Condition Reports, Audit and Surveillance Checking.

6.1 TSIs

TSIs are European wide specifications to improve the competitive position of rail by harmonising technical and safety rules. They set out on a technical level how the essential requirements of each subsystem are to be achieved and ensure the interoperability of the trans-European rail system. It is illegal for Member States to create barriers to interoperability by mandating additional technical or safety requirements for interoperable constituents.

Designers and maintainers shall be aware that requirements for NRN and CSR radio systems are mandated in [TSI-HS-CCI](#): High Speed Technical Specifications for Interoperability - Control Command.

Any Network Rail staff or contractors carrying out work on the NRN or CSR systems shall ensure that the systems remain within the requirements of [TSI-HS-CCI](#)