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Guidance Note

Control and testing with rolling stock using Special Operating Instructions

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Reference documentation

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1 Purpose

This Guidance Note provides guidance for controlling, so far as reasonably practicable, the hazards and risks arising from the testing using rolling stock without taking an absolute possession of the line in accordance with the Rule Book Module T3.

The Infrastructure Manager (Head of Acceptance Services) should agree to the testing on Network Rail Managed Infrastructure.

2 Scope

Certain hazards and risks arising during testing with rolling stock can be controlled by Special Operating Instructions. This Guidance Note describes a process by which such Special Operating Instructions may be authorised.

The scope of this guidance specifically excludes testing that takes place in a T3 possession and is therefore catered for under the provisions of the Rule Book.

A flow chart is provided as Figure 1.

3 Roles and responsibilities

Project

A Project comprises:

- a) the Duty Holder who is carrying out testing under its Safety Management System. The Duty Holder might or might not be the ultimate operator of the rolling stock in question;
- b) the Manufacturer or Supplier of the rolling stock taking part in the testing;
- c) the Owner of the rolling stock.

The Project is responsible for identifying the hazards and risks arising from testing, and for compliance of the testing methodology with the System Safety Case/compatibility requirements for the vehicle concerned. The Project is also responsible for developing, and agreeing with Network Rail, controls to reduce the risks associated with testing so far as reasonably practicable.

Route

The Route(s) in which testing is to take place is responsible for developing, in conjunction with the Project, any Special Operating Instructions that are required and for implementing them. (As a general principle, such Special Operating Instructions should separate the test train(s) from the operational railway.)

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Network Rail SRP

The appropriate Network Rail SRP is responsible, on behalf of NRAP, for determining if the Special Operating Instructions are consistent with the requirements of the Testing System Safety Case for the vehicle(s) concerned.

Infrastructure Manager

The Infrastructure Manager is responsible for determining the limits of Signal Protection Zones as associated Buffer Zones, and for writing the special operating instructions which cover the scope of the test.

Person In Charge of Testing

(also known as Technical Officer)

The Person In Charge of Testing Person is appointed under the approved System Safety Case as the person with the overall authority for “go/no go” criteria.

Railway Undertaking

The Railway Undertaking is responsible for safe operation of the train on all occasions when testing with rolling stock on Network Rail managed Infrastructure under an NRAP Certificate of Authority for Test Operation

4 Definitions

For the purposes of this standard, the following definitions apply.

Buffer Zone

zone, surrounding the Testing Area, containing sufficient capacity to mitigate any hazards arising from the use of rolling stock

Special Operating Instructions

instructions prepared by the relevant Route(s) in conjunction with the Project to control certain risks associated with test train operation on the operational railway

System Safety Case

(also known as Compatibility File under ROGS)

document that has been accepted by the NRAP and which demonstrates that the risks associated with train movements over a specified route(s) have been reduced to ALARP

Testing

Activity which requires special operating instructions to deliver pre-planned and pre-approved measurements on either equipment or the operation of a train / railway.