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Level 1

EMC Strategy for Network Rail (formerly NR/L1/SIG/30040)

CHANGE OF OWNERSHIP

This temporary front sheet facilitates change of ownership.

The reference above will be formally allocated to this standard when it is next changed. In the meantime the contents, date and issue number of this Network Rail Standard are **UNCHANGED**.

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Level 1

EMC Strategy for Network Rail

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Issue record

Issue	Date	Comments
1	26 August 2008	New Issue

Compliance

This Network Rail standard is mandatory and shall be complied with by Network Rail and its contractors if applicable from 1 December 2008.

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

Reference documentation

References in the text are made to latest editions unless specific editions are cited. Where references are made to other corporate engineering documents which are not yet published, existing documents shall be followed until new documents have been authorised for use.

Legislative

Directive 2004/108/EC of the European Parliament and the Council on the Approximation of the Laws of Member States relating to Electromagnetic Compatibility, 15 December 2004, OJEU L/390, 24-37.

SI 2006 No. 3418 Electromagnetic Compatibility: The Electromagnetic Compatibility Regulations 2006

Other

Network Rail Health & Safety Management System (H&SMS)

The Yellow Book, Engineering Safety Management, Issue 3, RSSB

NR/CS/ACC/029, *Product and Plant Acceptance*

NR/SP/SIG/11201: *Signalling Design Production*

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1 Purpose

This document defines the strategy and responsibilities for the management of Electromagnetic Compatibility (EMC) related issues for Network Rail.

Adherence to this document will enable Network Rail to demonstrate compliance to the 'essential protection' requirements of the European Union Directive on EMC 2004/108/EC ("the New EMC Directive"). This Directive has been incorporated into UK legislation by Statutory Instrument 2006 No. 3418 The Electromagnetic Compatibility Regulations (2006), hereafter referred to as the EMC Regulations (2006). The management responsibilities identified in this standard address Network Rail's legal obligations arising in relation to the EMC Directive 2004/108/EC, as transposed into UK legislation by SI 2006 No.3418.

2 Scope

This document constitutes Network Rail's policy with respect to Electromagnetic Compatibility and is applicable to all Network Rail's projects implementing changes to the infrastructure (enhancements and renewals) that affect the electromagnetic properties of the infrastructure.

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3 Roles and Responsibilities

EMC Responsible Person

The person within a company or organisation who has been identified as the Responsible Person as defined in Interpretation 3(h) of the EMC Regs (2006).

NOTE Within Network Rail, this is the Chief Engineer. The management of these responsibilities are then delegated to the appropriate appointments as specified in this standard. In service responsibility is discharged via the Maintenance Support Group (MSG). Any requests from enforcement authorities shall be referred by the Chief Engineer as deemed appropriate.

Designated Project Engineer

For the purposes of this standard, the Designated Project Engineer acts as the EMC Responsible Person under delegated authority from the Chief Engineer during time of alterations to the infrastructure unless an alternative appointment is made and recorded.

Maintenance Engineer

For the purposes of this standard and for compliance with the EMC Regs (2006), the Maintenance Engineer, or his delegated representative is responsible for maintaining the equipment and/or installation as identified in the relevant Operations & Maintenance Manual (O&MM).

Within Network Rail, the Maintenance Engineer is the individual with the formally delegated responsibility for the management of an asset in a geographical area or at a specific location.

Notified Body

NoBo

A Notified Body is a body appointed by an EEC member government to review Declarations of Conformity submissions, etc. The involvement of a Notified Body is *not* a requirement of the new EMC Directive but is an option for manufacturers and suppliers who wish to seek third party endorsements of their DoCs.

NOTE There are different NoBos dealing with different Directives.

Project Manager

The Project Manager is responsible and accountable for the completed Project, and will check that the completed Project is acceptable to the Sponsor and Maintenance Engineer responsible for managing the asset.

Within Network rail, the Project Manager is the person appointed by Network Rail with overall responsibility for the management of a Project to deliver the Remit.

The EMC National Specialist Team

EMC NST

The EMC NST is the centre of technical expertise within Network Rail. It exists to advise on matters concerning EMC and to assist Projects and Area Delivery Units, to meet Network Rail's legal obligations under the EMC Regs (2006) and to help minimise operational difficulties caused by potential EMC phenomena and to close out EMC mitigation issues.