Ref:	NR/L2/NDS/203
Issue:	3
Date:	03 March 2012
Compliance date:	03 March 2012

Level 2

Loading and securing of infrastructure traffic

Endorsement and Authorisation

Endorsed by:

.....

Paul Phillips, Working Group Chair

Authorised by:

.....

Martin Elwood, Steering Group Chair

Accepted for issue by:

.....

Mick McManus, National Standards Manager

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User information

This Network Rail standard may contain requirements that are colour-coded according to the following Red–Amber–Green classification.

Red requirements – *No deviations, could stop the railway*

- **Red requirements shall** always be complied with and achieved.
- Red requirements shall be presented in a red box with the word "shall" or expressed as a direct instruction.
- Accountability for the efficacy of red requirements lies with the Professional Head/Standard Owner.
- Red requirements are monitored for compliance.
- Corrective actions shall be enforced if deviations are discovered through functional checks (e.g. engineering verification visits, audit or Operations Self-Assurance).

Amber requirements – *Controlled deviations, approved risk analysis and mitigation*

- **Amber requirements shall** be complied with unless deviation has been approved in advance.
- Amber requirements shall be presented with an amber sidebar and with the word "shall" or expressed as a direct instruction.
- Accountability for the efficacy of these requirements lies with the Professional Head/Standard Owner, or their nominated Delegated Authority.
- Amber requirements are monitored for compliance.
- Deviations **may** be permitted. Deviations are approved by the Standard Owner or through existing Delegated Authority arrangements.
- Corrective actions shall be enforced if **non-approved** deviations are discovered through functional checks (e.g. engineering verification visits, audit or Operations Self-Assurance).

Green – *Guidance*

- Guidance is based on good practice. Guidance represents supporting information to help achieve Red and Amber requirements.
- Guidance shall be presented with a dotted green sidebar and with the word "should" (usually in notes) or as a direct instruction.
- Guidance is **not mandatory** and is not monitored for compliance.
- Alternative solutions may be used. Alternative solutions do not need to be formally approved.
- Decisions made by a competent person to use alternative solutions should be backed up by appropriate evidence or documentation.

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Issue record

Issue	Date	Comments
2	June 2007	New Issue
3	March 2012	Updated to incorporate NR/L3/NDS/308 into the company standards framework

Compliance

This Network Rail standard is mandatory and shall be complied with by Network Rail and its contractors if applicable from 3 March 2012.

When this standard is implemented, it is permissible for all projects that have formally completed GRIP Stage 3 (Option Selection) to continue to comply with the issue of any relevant Network Rail standards current when GRIP Stage 3 was completed and not to comply with requirements contained herein, unless stipulated otherwise in the scope of this standard.

Reference documentation

GO/GN3653, *Guidance for Safe Freight Train Operation.*

GO/RM3056, *Working Manual for Rail Staff: Freight Train Operations*.

NR/L2/CTM/022, *Specification For Competence & Training In Loading/Examining of Infrastructure Wagons.*

NR/L3/NDS/308, *Loading Manual for Infrastructure Traffic.*

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