

Ref:	NR/L2/RSE/100/01
Issue:	2
Date:	05 December 2015
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Level 2

Network Rail Assurance Panel

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1 Purpose

Network Rail Assurance Panel (NRAP) governs a number of Network Rail processes on behalf of Network Rail's Executive through the STE Business Performance Management Group (STE BPMG).

These processes help Network Rail comply with its statutory responsibilities and Health and Safety Management System when a change is introduced that could change the risk profile of Network Rail Infrastructure.

This module sets out how NRAP carries out these responsibilities and delegates authority to bodies and individuals within Network Rail.

The module helps applicants to identify the correct process for their proposal.

NRAP governs a number of processes that provide appropriate review prior to projects, products and vehicles being brought into service.

They are:

NR/L2/RSE/100/02 *Application of the Common Safety Method for Risk Evaluation and Assessment*

NR/L2/RSE/100/03 *The application of the interoperability regulations for infrastructure projects*

NR/L2/RSE/100/04 *Introduction of new or modified vehicles*

NR/L2/RSE/100/05 *Product introduction and change to Network rail operational infrastructure*

NR/L2/RSE/100/06 *How to decide what needs product acceptance via NR/L2/RSE/100/05*

NR/L2/RSE/100/07 *System Review Panels*

2 Scope

This module specifies NRAP's accountabilities and the processes it follows in order to fulfil them.

It applies to anyone making an application:

- a) to introduce new or changed vehicles on Network Rail Infrastructure, or change where they operate (as defined by the authorised routes); or
- b) that could affect the compatibility between vehicles and Network Rail infrastructure; or
- c) that is a change to Network Rail infrastructure; or the way it is operated

NOTE The scope of NRAP does not normally include maintenance of equipment, or equipment replaced due to failure. This applies if approved equipment in pre-existing applications is used, that no designs are produced and the configuration of NR infrastructure is unchanged.

- d) to introduce new or changed products as part of Network Rail Infrastructure.

This applies even if the application will not be controlled or carried out by Network Rail.

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3 Definitions

For the purpose of this standard, the following terms and definitions apply.

Applicant

The organisation or Network Rail function intending to carry out and introduce a change under the categories listed in the scope of this standard

Change

Any new or amended railway vehicle or any change to the geographical area over which a railway vehicle may operate. Any alteration, addition to or removal of an asset from Network Rail Infrastructure.

Note: Includes any renewal in modern equivalent form using new or modified products, or with the potential to change the capability of the transportation system, but excludes changing of equipment due to faults and failures, and other similar activities for which its has not been necessary to produce a design.

Competent Authority

The UK body recognised in the UK for making formal decisions on the requirement for projects or programmes to seek authorisation under the Railways Interoperability Regulations. This body also progresses any derogations necessary from the Technical Specifications for Interoperability with the European Commission's Article 21 committee. In England, Scotland and Wales at the present time, this is the Department for Transport (DfT).

Contracting Entity

The organisation that is funding and/or building a project on its own account, or is paying another organisation to design or build a project on its behalf, and where an authorisation under RIR is required for that project.

Controlled product

Products whose engineering attributes Network Rail needs to control for the purposes of safety and/or fitness for purpose.

Commission / commissioning

Delivery to specification and testing to confirm operation in accordance with design. This can involve equipment that is functional but not in use by passenger or freight services (for example energising a new electrification system for testing purposes prior to being put into use).

NOTE See definition of 'put into use'.

Common Safety Method (CSM) on risk evaluation and assessment

This refers to European Commission Regulation (EU) No 402/2013 on the adoption of a common safety method on risk evaluation and assessment as referred to in Article 6(3)(a) of Directive 2004/49/EC of the European Parliament and of the Council.