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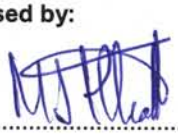
Level 2

Maintenance, Operation and Use of Rail Vehicles and On-Track Plant

Endorsement and Authorisation

Endorsed by:



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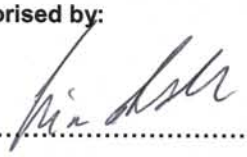

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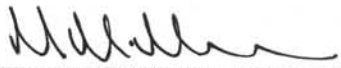

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M McManus, National Standards Manager

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Issue record

Issue	Date	Comments
~~1~~	~~December 2007~~	~~Original Issue~~
~~2~~	~~January 2009~~	~~Revised following 2a re-organisation~~
1	December 2010	Revised (by strikethrough) to show the Policy requirements that have now been incorporated in the new Level 1 RMVP standard - NR/L1/RMVP/0001 – NR's Plant and T&RS Policy. This standard has been re-numbered to a Level 2 standard to reflect that it now contains only lower requirements which remain in force until they are superseded by new Level 2 or 3 Standards.

Compliance

This Network Rail standard is mandatory and shall be complied with by Network Rail and its contractors if applicable from 05 March 2011.

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.

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Key to Changes

Text struck through in red font is superseded by NR/L1/RMVP/0001

Text struck through in green font is no longer required (as it is no longer a requirement or is adequately addressed by the Health & Safety Management System).

Text struck through in blue font is superseded by NR/L2/RMVP/0090.

Text in plum font has been amended to reflect the organisational or document changes made since November 2009.

Reference documentation

See Company Standard NR/L~~1~~2/RVE/0001 - *"Design, Acquisition and Engineering Change of Rail Vehicles"* for full details.

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1 Purpose

Many of the requirements of this standard have been migrated to a new Level 1 standard NR/L1/RMVP/0001 – "*Network Rail's Plant and T&RS Policy*" which details only the high level requirements (e.g. the "What" needs to be done) for Network Rail Plant and Traction and Rolling Stock (T&RS).

However, there are many lower level requirements (*the Who, When Where and How elements*) that still need to remain in force until they are incorporated into a lower RMVP standards. This amended standard underpins the new Level 1 Policy and highlights (*by strikethrough, see Key to Changes on page 2*) which high level requirements have been transferred or are no longer required and which lower level requirements still remain in force for the management of Network Rail, Rail Mounted Vehicles and Plant.

This Company Standard describes the processes for the maintenance, operation and use of Network Rail owned or hired Vehicles and is supported by NR/L2/RMVP/0090 – Management of Maintenance for T&RS, OTMs and OTP.

~~This standard supersedes the Train Operations Manual chapters detailed in Appendix A. Compliance with the arrangements described in this Company Standard helps verify that:-~~

- ~~Network Rail owned Rail Vehicles and Rail Vehicle safety critical engineering systems, products, facilities and services remain compliant with Statutory Legislation, the Network Rail Safety Management System (including Railways and other Guided Transport Systems Regulations 2006 (ROGS) and Railway Interoperability Regulations (RIR) Transition Supplement(s)), Railway Group Standards, Technical Specifications for Interoperability (TSIs), Euro Norms (ENs) and other mandatory requirements.~~
- ~~Appropriate organisational arrangements, including the skills and experience for key personnel, required within Network Rail for the engineering management and maintenance of Rail Vehicles are specified and put into place within maintaining and using departments or those specifying such services and facilities.~~
- ~~The requirements and detailed responsibilities for the qualification, management and audit of suppliers of safety critical engineering systems, products, facilities and services for use on Rail Vehicles and associated equipment, owned, leased or hired in by Network Rail such that the arrangements in place and compliant with Company and Industry requirements.~~
- ~~An adequate competency management, training and assessment regime is in place to control and monitor the competence of both maintainers and users.~~
- ~~The requirements for the reporting and monitoring of technical performance issues relating to the engineering management, maintenance and use of Rail Vehicles and associated equipment is put in place.~~

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- Technical and assurance requirements underpinning the above are defined and discharged through various engineering requirements and specifications within this and related Company Standards NR/L1/RVE/0001 - *"Design, Acquisition and Engineering Change of Rail Vehicles"* and NR/L1/RVE/0003 - "*Assurance, Performance and Monitoring of Rail Vehicles*".
- Management of Rail Vehicle acquisition and/or engineering change is controlled in accordance with the principles for whole life asset management of Rail Vehicles document RT/ENGP/07 - *"Chief Engineer's Rail Fleet Asset Engineering Policy"* , and as prescribed by the Engineering Specifications list in the 'Reference Documentation' of Company Standard NR/L1/RVE/0001 and this Company Standard.

2 Scope

This Company Standard is applicable to Rail Vehicles and associated Rail Vehicle Safety Critical Engineering Systems, Products, Facilities and Services under the engineering management and control of Network Rail that:-

- Network Rail owns (including finance lease arrangements)
- Has an engineering responsibility for
- Hires-in from 3rd parties (and has engineering responsibility for) – see Network Rail document RF/ENG/P/07 *"Chief Engineer's Rail Fleet Asset Engineering Policy".*

This Company Standard is applicable to all Network Rail staff (including agents acting on behalf of Network Rail) involved in, or actively considering:-

- Maintenance of Rail Vehicles
- Use of Rail Vehicles
- Operation of Rail Vehicles

It is also applicable to the post delivery elements of new Rail Vehicles or rail vehicle projects, including warranty attention defects, strategic spares and retrospective work arising from deficiencies in original build activities.

The Professional Head is supported by a Rail Vehicle, National Specialist Team (RV NST) who may exercise duties assigned to the role of Professional Head detailed in this standard, through delegation of authority to other roles within these teams. It is the responsibility of the Professional Head to describe the arrangements of delegated authority within each Rail Vehicle (RV) NST in Work Instructions (WI's).

It is the responsibility of each Network Rail department using Rail Vehicles (known as a Delivery Unit) to demonstrate compliance with this and related Company Standards through their respective Delivery Unit Handbooks.

Where Rail Vehicles are being used in service and managed by a Project Engineer (or Assigned Person see Company Standard NR/L1/RVE/0001 for full details) then the Project Engineer shall assume the responsibilities of the Delivery Unit Rail Vehicle Fleet Manager.

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~~3 Roles and Responsibilities~~

NOTE The Professional Head responsibilities defined in this standard are now the responsibility of the Professional Head [Plant and T&RS].

4 Definitions

General definitions that are applicable to the Rail Vehicle standards referenced in this Company Standard are contained within section 3 of Company Standard NR/L~~1~~2/RVE/0001.

~~**Maintenance**~~

~~**On-track machine (OTM)**~~

~~**On-track plant (OTP)**~~

Rail Vehicle "Operation"
is determined as the activities required to move Rail Vehicles along the railway outside of possessions.

Rail Vehicle "Use"
is determined as the activities required to:-

- move a Rail Vehicle along the railway, within a possession

or

- make the Rail Vehicle perform its intended function

~~**Traction and Rolling Stock**~~

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5 Maintenance, Operation and Use of Rail Vehicles

5.1 Background

~~Network Rail owns a wide variety of Rail Vehicles to support its day-to-day business as owner and operator of most of Britain's railway network. For operational reasons all Rail Vehicles (and most Rail Vehicles principal attachments) are categorised into one of the following asset groups:~~

- ~~Materials delivery~~
- ~~Infrastructure monitoring~~
- ~~Railhead conditioning~~
- ~~Multi-purpose Vehicles~~
- ~~Infrastructure maintenance and renewal~~
- ~~Incident management~~
- ~~Snow clearance~~
- ~~Locomotives~~
- ~~Load Units~~
- ~~In-possession Rail Vehicles~~

~~Further details relating to each of the above asset groups are contained in engineering specification RT/CES/3/01352 - "*Process for Supplier Accreditation and Review*".~~

Within each Rail Vehicles group, Network Rail carries out the following engineering related activities. The processes employed within Network Rail to control these activities are laid down in three Company Standards as shown:-

- ~~Design~~
- Acquisition
- ~~Build~~
- ~~Testing & Comissioning~~
- Engineering Change

} ~~NR/L1/RVE/0001~~

- Operation
- Use
- ~~Maintenance~~

} NR/L2/RVE/0002 (this Company Standard)

- Assurance
- Performance
- Monitoring

} NR/L2/RVE/0003

This Company Standard concentrates on operation, use ~~and maintenance~~ of Rail Vehicles, but also sets the overall documentation structure for other engineering activities within Company Standards NR/L~~1~~2/RVE/0001 and NR/L~~1~~2/RVE/0003. Further information as to how these Company Standards fit into the overall documentation hierarchy for Rail Vehicles is shown in Figure 2.

~~5.2 Governing Documentation~~

NOTE The requirements in this section are no longer required or they are adequately addressed by the Health & Safety Management System.

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~~5.3 The Network Rail Safety Management System (SMS)~~

NOTE The requirements in this section are no longer required or they are adequately addressed by the Health & Safety Management System.

~~5.4 Network Rail Company Standards~~

NOTE All the requirements of this section have been superseded by NR/L1/RMVP/0001 - "Network Rail's Plant and T&RS Policy".

5.5 Engineering Specifications and Supporting Documents

~~The requirements of each Network Rail Company Standard are discharged through a suite of mandatory Engineering Specifications (and other supporting documentation (incl. drawings - herein after collectively referred to as "engineering specifications").~~

~~Engineering Specifications mandate the Network Rail minimum engineering requirements for all technical and engineering activities related to Rail Vehicles where Network Rail has an engineering responsibility. These are the pivotal documents which seek to fulfil four key objectives as follows:-~~

- ~~Provide clear, but practical processes on how to achieve the requirements for the safe operation and use of Rail Vehicles from an engineering perspective through their intended working life as required by the Network Rail Safety Management System (SMS) and Company Standards.~~
- ~~Support the Company ethos of "one Network Rail way" of working.~~
- ~~Give a Railway Undertaking and other Rail Vehicle operators the confidence and assurance through a clearly controlled structure which demonstrates that Network Rails' Rail Vehicles are safe to operate and use.~~
- ~~Reflect Network Rail's experience as asset operator, user, maintainer and owner (as applicable).~~

~~The existence of the above documentation does not preclude Railway Undertakings [acting as Contractors to Network Rail] from using their own documentation processes provided:-~~

- ~~These are clearly stated in the contract by document number.~~
- ~~Have been accepted in advance by the Professional Head through the engineering change process laid down in engineering specification RT/CES/3/01314 – "*Engineering Change and Non-compliances*".~~
- ~~Are clearly identified in the Delivery Unit Handbook.~~
- ~~Are not such that transfer back to the Network Rail process is unreasonably expensive or impracticable at the end of the Contract.~~
- ~~They provide a continuing level of asset protection acceptable to Network Rail~~

~~Other contractors should be encouraged to use the Network Rail process(es) unless there are extremely sound commercial or safety reasons for not doing so. Where this is proven to be the case it is preferred that the Network Rail engineering~~

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