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Level 2

Assurance, Performance and Monitoring of Rail Vehicles and On-Track Plant

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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 stike through) 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to a Level 2 standard to reflect that it now contains only lower requirements which remain in force until they are superseded by new Level 2 or 3 Standards.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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Supply

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Reference documentation

GM/RT2450	Qualification of Suppliers of Safety Critical Engineering Products and Services
GE/RT8047	Reporting of Safety Related Information
GE/RT8250	Reporting High Risk Defects
NR/L3/RVE/1006	Technical Audit Procedure for Rail Vehicles & On-Track Plant
NR/SP/ARS/052	Supplier Assurance Framework

Ref:	NR/L2/RVE/0003
Issue:	1
Date:	04/12/2010
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Key to strike through changes

Text struck through in red font is superdeded 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 in plum font has been amended to reflect the organisational or document changes made since November 2009.

Text struck through in blue font is superseded by NR/L2/RMVP/0090

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Ref:	NR/L2/RVE/0003
Issue:	1
Date:	04/12/2010
Compliance date:	05/03/2011

Contents

1 Purpose	6
2 Scope	7
3 Roles and Responsibilities	8
4 Definitions	8
5 Organisation for the Engineering Management and Maintenance of Rail Vehicles	9
5.1 General	9
5.2 Organisation for the Engineering Management and Maintenance of Rail Vehicles in Network Rail	9
5.3 Rail Vehicle National Specialist Teams (RV-NSTs)	9
5.4 Traction and Rolling (T&RS) National Specialist Team	9
5.5 Rail Plant National Specialist Team	9
5.6 Rail Vehicle Vehicle Conformance Group (VCG) National Specialist Team	9
5.7 Delivery Unit	9
5.8 Roles, Qualifications and Competencies for the Engineering Management of Rail Vehicles	10
5.9 Professional Head (Key Roles, Qualifications and Responsibilities)	11
5.10 Principal Rail Vehicle Conformance Engineer (PRVCE)	11
5.11 Head of Delivery Unit	11
5.12 Delivery Unit – Rail Vehicle Fleet Manager	11
5.13 Verification Process for the Delivery Unit	11
5.14 Delivery Unit – Safety Briefing and Communication	12
6 Qualification and Audit of Suppliers	12
6.1 General	12
6.2 Supplier Qualification and Accreditation Processes	12
6.3 Rail Vehicle Safety Critical Engineering Products	12
6.4 Rail Vehicle Product Supplier Qualification and Accreditation	13
6.5 Rail Vehicle, Rail Vehicle Product, On-Track Plant and Equipment Supplier Qualification & Review Audits	13
6.6 Rail Vehicle Extra Ordinary Qualification Review Audits	13
6.7 Continued Use of an Established Supplier who has Failed a Proof Audit	14
6.8 Supplier Accreditation Records	14
7 Management of Suppliers of Rail Vehicle Safety Critical Engineering Systems, Products, Facilities and Services	15

Ref:	NR/L2/RVE/0003
Issue:	1
Date:	04/12/2010
Compliance date:	05/03/2011

7.1 General	15
7.2 Ongoing Management of Qualified Suppliers	15
8 Rail Vehicle, On-Track Plant & Safety Critical Systems, Engineering Products & Services Assurance (General)	16
8.1 Responsibilities	16
9 Performance Monitoring	16
9.1 Management & Responsibilities	16
9.2 Rail Vehicle Safety Performance	16
9.3 Monitoring and Reporting Performance	17
9.4 Service Performance	18
9.5 Component (Supplier) Performance	18
9.6 Service (Supplier) Performance	19
9.7 Performance Reporting	19
9.8 'Urgent Safety Related Defect Reports'	20
10 Rail Vehicle Competence Requirements	21
10.1 Management & Responsibilities	21
10.2 Competency Management	21
10.3 Training for Competence	22
10.4 Assessment	22
11 Rail Vehicle and On-Track Plant Mandatory Records	22
11.1 Management & Responsibilities	22
Appendix A – List of Rail Vehicle and OTP Safety Critical Engineering Systems, Products, Facilities and Services	22
Appendix B – Qualification and Audit Criteria for Hired-in Rail Vehicles & OTP	23
Appendix C Assurance, Performance & Monitoring Process for Rail Vehicles, OTP & Safety Critical Products & Services	25
Appendix D Superseded Train Operations Manual Chapters	26

Ref:	NR/L2/RVE/0003
Issue:	1
Date:	04/12/2010
Compliance date:	05/03/2011

1 Purpose

Many of the requirements of this standard have been migrated to a new Level 1 standard NR/L1/RMVP/0001 – “*Network Rail 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 lower Level 2 or 3 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~~ supports the technical requirements for Assurance, Performance and Monitoring processes associated with Rail Vehicles and On-track Plant (OTP) described in NR/L1/RMVP/0001 - “*Network Rail’s Plant and T&RS Policy*” . ~~This standard supersedes the Train Operations Manual chapters detailed in Appendix D.~~

~~Compliance with the requirements described in this Company Standard will 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 Railways Interoperability Regulations (RIR) Transition Supplement(s)), and Railway Group Standards and other mandatory requirements.~~
- ~~• Any engineering change associated with Network Rail’s Rail Vehicles is managed in such a way that meets Network Rail Engineering or Technical requirements, such that the safety of the vehicle is not compromised, that attendant risks are ‘As Low as Reasonably Practicable’ (ALARP), engineering best practice is applied and where applicable any “re-certification” that may be required is identified at an early date and sought before change is implemented.~~
- ~~• 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 developed and put into place and are compliant with the Railways and other Guided Transport Systems Regulations 2006 (ROGS) and Railways Interoperability Regulations (RIR).~~
- ~~• 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 are compliant with company and industry requirements (such as Railway Group Standards GM/RT 2450 – “Qualification of Suppliers~~

Ref:	NR/L2/RVE/0003
Issue:	1
Date:	04/12/2010
Compliance date:	05/03/2011

~~of Safety Critical Engineering Products and Services” and GM/RT 2466—
“Railway Wheelsets”). Also, that an adequate assessment regime is in place
to monitor safety critical engineering systems, products, facilities and services
for Rail Vehicles for conformance to both mandatory and Network Rail’s
engineering requirements.~~

- ~~• The requirements for the Reporting and Monitoring of Technical Performance
issues relating to the Engineering Management and Maintenance of Rail
Vehicles and associated equipment, owned, leased or hired by Network Rail
are put in place.~~

~~Technical requirements underpinning the above are defined and discharged through
various engineering requirements and specifications within this and related Company
Standards NR/L2/RVE/0001—“Design, Acquisition and Engineering change of Rail
Vehicles” and NR/L2/RVE/0002—“Maintenance, Operation and Use 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/ENG/P/07—“Chief Engineer’s Rail Fleet Asset Engineering Policy”,
and as prescribed by the engineering specifications list in section 3 of Company
Standard NR/L2/RVE/0001 and this Company Standard.~~

2 Scope

This Company Standard is applicable to Rail Vehicles, On-track Plant 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)
- It has an Engineering responsibility for
- It hires-in from 3rd Parties ~~—see also Network Rail document
RT/ENG/P/07.~~

This Company Standard is applicable to all Network Rail staff [including agents
acting on behalf of Network Rail] involved in, or actively considering;

- Design and Build
- Acquisition
- Testing and Commissioning
- Engineering Change
- Maintenance
- Use
- Monitoring
- Audit

of Rail Vehicles.

It is also applicable to:

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Ref:	NR/L2/RVE/0003
Issue:	1
Date:	04/12/2010
Compliance date:	05/03/2011

- The post delivery elements of new Rail Vehicles/Rail Vehicle projects, including warranty attention defects, strategic spares and retrospective work arising from deficiencies in original build activities.
- All Network Rail staff [including contractors and those acting as agents on behalf of Network Rail] involved in the management of Suppliers and procurement of safety critical engineering systems, products, facilities and services for use on Rail Vehicles or associated equipment

~~Each Professional Head is supported by a National Specialist Team (NSTs) 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 put in place arrangements of delegated authority that are described in Working Instructions (WI's) within each NST.~~

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

NOTE: The organisational arrangements for the engineering management of the Private Wagon Registration Agreement (PWRA) are covered in Company Standard NR/L2/RVE/0004 – "Management of PWRA Holders and Vehicles".

~~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 applicable to Rail Vehicle company standards and specifications are contained within Company Standard NR/L2/RVE/0001.

~~On-track machine (OTM)~~

~~On-track plant (OTP)~~

~~Rail Plant~~

~~Rail Mounted Maintenance Machine (RMMM)~~

~~Rail Vehicle~~

~~Traction and Rolling Stock~~

Ref:	NR/L2/RVE/0003
Issue:	1
Date:	04/12/2010
Compliance date:	05/03/2011

~~5 Organisation for the Engineering Management and Maintenance of Rail Vehicles~~

~~5.1 General~~

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

~~5.2 Organisation for the Engineering Management and Maintenance of Rail Vehicles in Network Rail~~

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

~~5.3 Rail Vehicle National Specialist Teams (RV NSTs)~~

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

~~5.3.1 Engineering management roles~~

~~5.3.2 Engineering teams~~

~~5.4 Traction and Rolling (T&RS) National Specialist Team~~

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

~~5.4.1 Key Rail Vehicle management roles within the T&RS NST~~

~~5.5 Rail Plant National Specialist Team~~

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

~~5.5.1 Key management roles within this team~~

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

~~5.6 Rail Vehicle Vehicle Conformance Group (VCG) National Specialist Team~~

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

~~5.6.1 Rail Vehicle Management Roles within the VCG team~~

5.7 Delivery Unit

~~The Delivery Unit is the end user of Rail Vehicles. It facilitates one or more of the following:~~

- ~~a) Conditioning of the infrastructure (infrastructure availability)~~
- ~~b) Infrastructure maintenance and renewal (materials delivery & replacement).~~
- ~~c) Monitoring of the infrastructure~~
- ~~d) Licence obligation fulfilling and business critical activities such as network availability.~~
- ~~e) Special operations.~~