

Ref:	NR/L2/SIG/10047
Issue:	15
Date:	1 June 2012
Compliance date:	16 September 2012

Level 2

Management Of Safety Related Reports For Signalling & Telecoms Failures

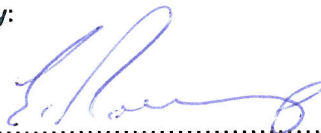
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User information

This Network Rail standard contains colour-coding 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
1	February 1998	
2	October 1999	Appendix B Telecommunications entries re-written
3	April 2000	Appendix B Telecommunications entries updated
4	June 2000	Appendix B AWS entries amended
5	December 2000	Appendix B Telecommunications entries revised
6	October 2001	Appendix B ATP entries revised, TPWS introduced
7	December 2001	Appendix B Minor corrections
8	April 2002	Appendix B Minor corrections
9	February 2004	Deletion of Telecommunications and Appendix B Minor corrections
10	February 2006	SMIS entries defined and Appendix B minor corrections.
11	June 2008	Revised to reflect Phase 2A / Engineering reorganisation responsibility change, Introduction of 2-tier SINCS, SMIS entries deleted and Appendix B minor corrections.
12	December 2009	Changes to most parts of the document which include: Change in role responsibilities of SINCS stage 1. Updated to reflect issue of GE/RT8106. Addition of new equipment. Typographical and grammatical amendments.
13	March 2011	Update of References to reflect other standard changes. Additional definition re-introducing Negligible Non Operational risk. Minor changes to Appendix B and Appendix C.
14	September 2011	Minor changes to Appendix B and Appendix C
15	June 2012	Merge of NR/L2/SIG/10047 Issue 14 and NR/L2/TEL/30047 Issue 5. Transfer of NR/L2/SIG/10047 Issue 14 appendix "B" & "C" to NR/L3/SIG/20047 Issue 1. Transfer of NR/L2/TEL/30047 Issue 5 Appendix "A" and L3 requirements to NR/L3/TEL/40047 Issue 1.

Compliance

This Network Rail standard is mandatory and shall be complied with by Network Rail and its contractors if applicable from 16 September 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

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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

Reference	Title
GE/RT8047	Reporting of Safety Related Information
GK/RT0210	Asset Management for the Safety of Signalling and Operational Telecommunication Systems and Equipment
NR/GN/TEL/10117	Competence Management Systems for work on Control & Communication Systems
GE/RT8106	Management of Safety Related Control, Command and Signalling (CCS) System Failures
NR/L3/SIG/10046	SINCS for Network Rail Management
NR/GN/TEL/30065	Guidance Note for the Management of Safety Related Reports for Telecoms Failures
NR/L3/TEL/0023	Management of SINCS Records for Telecoms Assets
NR/L2/INV/002	Accident and Incident Reporting and Investigation
NR/L3/TRK/1202	S&C systems-Flat bottom full depth switches-Management of fixed stretcher bar assemblies, lock stretcher bar assemblies, fastenings and associated defects
NR/L2/SIG/19811	FMS for Network Rail Fault Management
RSPG-2E-Levxngs	Railway Safety Principles & Guidance part 2 section E O.R.R. Guidance on level crossings
NR/L2/SIG/10157	Signal Sighting
NR/SP/SIG/11231	Signal Maintenance Testing Handbook
NR/L3/TRK/7002	Reporting of Permanent Way Failures And Incidents
NR/L2/TEL/31001	Telecommunications Maintenance Testing & Failure Investigation
NR/L3/SIG/20047	Management Of Safety Related Reports For Signalling Failures-Appendix
NR/L3/TEL/40047	Management Of Safety Related Reports For Telecoms Failures-Appendix

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