

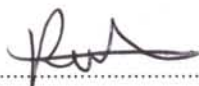
Ref:	NR/L2/TRK/2500
Issue:	3
Date:	4 th June 2011
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Level 2

Engineering Assurance Arrangements for Track Engineering Projects

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Issue record

Issue	Date	Comments
1	June 2005	First issue
2	August 2008	Updated to reflect Phase 2 A reorganisation
3	June 2011	Updated to align with the Process Led Organisation and provide clearer accountabilities for stages of the project lifecycle.

Compliance

This Network Rail standard is mandatory and shall be complied with by Network Rail and its contractors if applicable from 3rd September 2011.

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

NR/L2/TRK/3201	Management of Tight Clearance and Track Position
NR/L2/INI/PM/GRIP/101	Governance for Railway Investment Project (GRIP) – Project Management
NR/L2/INI/02009	Engineering Management for Projects
NR/L2/INI/CP0069	Route Requirement Management and Engineering Remit Production
NR/L2/TRK/6001	Renewals Workbank Management
NR/L3/TRK/6001	Management of a Problem Statement
NR/L3/TRK/6002	Specification and Design of Plain Line Renewals
TEF 3220	Form A: Approval in Principle
TEF 3221	Form B: Approval of Detailed Design and Checking
TEF 3222	Form C: Approval of Manufacturing Drawings

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1 Purpose

This document describes the engineering assurance processes for changes to Track Infrastructure.

2 Scope

This procedure applies to:

- the Track engineering content of all projects proposed to be implemented for which Network Rail is the Infrastructure Manager including feasibility studies, concept, Approval in Principle (Form A) and detailed (Form B) designs, construction, entry into service and completion
- proposals for temporary works (including stage-works) associated with such projects
- These procedures do not apply for the following circumstances:
- normal Day to Day Maintenance work within Category 0 except longitudinal timbers
- work carried out under emergency conditions

3 Responsibilities

3.1 Contractor's Responsible Engineer (CRE, Track)

Responsible for confirming that the engineering deliverables for Track Engineering satisfy the requirements of the specific Contract and follow the processes specified in this standard.

3.2 Project Engineer (Track)

Responsible for implementing the provisions of this procedure, and accepting the Engineering Deliverables.

3.3 Route Asset Manager (Track)

Responsible for specifying Track engineering requirements and providing Approval in Principle of the Single Option Selection.

3.4 Senior Gauging Engineer

The person responsible for interpreting the standards relating to Gauging and providing Approval in Principle of the Single Option Selection from a gauging perspective.

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4 Definitions

4.1 Approval in Principle of Single Option Selection

Approval in Principle signifies that the Route Asset Manager (Track) or their representative is satisfied that the option chosen to bring about the change to the infrastructure is the most suitable option to achieve the project objectives, and the Track requirements of the Project Requirements Specification (PRS).

4.2 Checker

A person nominated in accordance with NR/L2/INI/02009 who is authorised to sign Form A: Approval in Principle (TEF 3220).

4.3 Contract Requirements – Technical for implementation

Contract Requirements –Technical are the technical requirements for implementation contracts and for activities to be delivered in house. The level of technical detail is determined by the contracting strategy. To support the contracting strategy it may be necessary to produce additional engineering deliverables for inclusion in the Contract Requirements –Technical for Implementation.

4.4 Day to Day Maintenance

Activities involving volumes of work that are less than the minimum required for a Problem Statement to be produced as detailed in NR/L2/TRK/6001.

4.5 Design Organisation

Any organisation that prepares or modifies a design or arranges for or instructs any person under their control to do so. It includes: -

- Contractors – Single or Multi-Discipline
- Internal or External Design Groups – Single or Multi-Discipline;

4.6 Detailed Design

Documentation that provides sufficient design detail to enable construction to be carried out.

4.7 Designated Project Engineer

Person appointed in accordance with NR/L2/INI/02009 accountable for the co-ordination and integration of technical and engineering aspects of a specific project.

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4.8 Engineering Deliverables

The designs, specifications, reports, certificates, data and other information, that fulfil the requirements of the PRS.

4.9 Exceptional Design Values

Where the speed requirements cannot be met by using maximum design values, exceptional design values may be used as detailed in NR/L2/TRK/2049. Exceptional Design Values shall only be used after an assessment of the risks including implications for maintenance have been undertaken and consideration given to the amelioration of those risks. Such assessment shall accompany the design for approval.

4.10 Implementation

The detailed design, construction, entry into service and final completion stages of a project.

4.11 Preliminary Design

The drawings, calculations, reports and other engineering deliverables supporting the single option that is chosen to be developed further. The chosen option shall meet the requirements of the PRS.

4.12 Problem Statement

The document which highlights that a renewal may be the most cost effective form of maintaining track asset integrity.

4.13 Project Requirements Specification (PRS)

A technical specification of engineering requirements approved by Asset Management and issued to the delivery organisation by the Sponsor as part of the Sponsors Instruction (reference NR/L2/INI/CP0069) or as detailed in the Track Asset 'End to End' Process.

4.14 Sponsors Instruction

The formal document from the Sponsor describing the objectives for each project stage and detailing services to be provided by the Project Manager (reference NR/L2/INI/PM/GRIP/101).

4.15 Technical Acceptance of Engineering Deliverables

Technical acceptance signifies that the Project Engineer (Track) is satisfied that: