

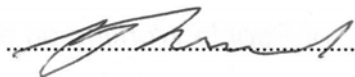
Ref:	NR/L3/MTC/MG0229
Issue:	2
Date:	4 September 2010
Compliance date:	5 March 2011

Level 3

Infrastructure Maintenance Restructure – Cross Boundary Working for S&T Response

Endorsement and Authorisation

Endorsed by:



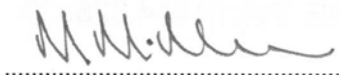
Mark Inwood, Working Group Chair

Authorised by:



Nigel Edwards, Steering Group Chair

Accepted for issue by:



Mick McManus, National Standards Manager

This document is the property of Network Rail. It shall not be reproduced in whole or part nor disclosed to a third party without the written permission of Network Rail.

© Copyright 2010 Network Rail.

Uncontrolled copy once printed from its electronic source.

Published and Issued by Network Rail, Kings Place, 90 York Way, London. N1 9AG.



Ref:	NR/L3/MTC/MG0229
Issue:	2
Date:	4 September 2010
Compliance date:	5 March 2011

Issue record

Issue	Date	Comments
1	June 2010	First issue, not formally issued
2	September 2010	Issue 2 includes minor updates based on changes in working practices.

Compliance

This Network Rail standard is mandatory and shall be complied with by Network Rail and its contractors if applicable from 5 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.

Reference documentation

NR/L2/OHS/019, *Safety of People Working on or Near the Line*.

Disclaimer

In issuing this document for its stated purpose, Network Rail makes no warranties, express or implied, that compliance with all or any documents it issues is sufficient on its own to ensure safe systems of work or operation. Users are reminded of their own duties under health and safety legislation.

Supply

Copies of documents are available electronically, within Network Rail's organisation. Hard copies of this document may be available to Network Rail people on request to the relevant controlled publication distributor. Other organisations may obtain copies of this document from IHS. Tel: 01344 328039.

Ref:	NR/L3/MTC/MG0229
Issue:	2
Date:	4 September 2010
Compliance date:	5 March 2011

Contents

1 Purpose	4
2 Scope	4
3 Requirements for cross boundary working	4
4 Utilising cross boundary working	8
5 Escalation arrangements	10
6 Failure handover, forms and supporting documentation	11
7 Supplying findings and test results to local manager and S&T maintenance engineer who owns the asset	11
8 Recording details in Ellipse	12
9 Records	12

Ref:	NR/L3/MTC/MG0229
Issue:	2
Date:	4 September 2010
Compliance date:	5 March 2011

1 Purpose

The Maintenance function restructuring (Phase 2BC) included a review and optimisation of the national signalling maintenance response organisation. Signalling maintenance response teams are now be required to respond to failures on areas where they might not be currently familiar.

2 Scope

This Network Rail standard specifies the process to prepare and utilise cross boundary working for S&T response, safely, effectively and efficiently.

It is applicable to Infrastructure Maintenance Delivery Managers, Infrastructure Maintenance Engineers, Signalling & Telecoms Maintenance Engineers (S&TME), Route Control Managers, Incident Controllers, Section Manager [Signalling], Section Supervisor [Signalling], and Signalling Maintenance Response Team Leaders.

3 Requirements for cross boundary working

3.1 General

Signal maintenance response teams shall be familiar with the geographical area and equipment to which they may be required to attend.

NOTE 1 This is necessary to enable a safe system of work to be created and implemented and to provide an effective response to asset failures.

Where cross boundary S&T response arrangements existed before the publication of this standard, then individuals undertaking such cross boundary working need not undertake further familiarisation as defined in clauses 3.2 and 3.3.

NOTE 2 This is on the basis that the individuals' line manager is satisfied that their level of familiarity is suitable for the purpose of specific cross boundary working, as defined in clauses 3.2 and 3.3.

This process of accepting existing familiarisation is known as 'grandfather rights'; any grandfather rights agreed with individuals shall be recorded in the individuals' work experience log books prior to any cross boundary work being undertaken. The on going review of grandfather rights shall be undertaken in accordance with clause 3.4.

3.2 Controller of Site Safety (COSS) familiarisation

Response teams shall comply with NR/L2/OHS/019, *Safety of People Working on or Near the Line*.

Within each cross boundary working response team, there shall be at least one competent COSS who is familiar with the cross boundary area where the fault has occurred and who has access to key information.

The Delivery Unit S&TME (asset owner) shall define and maintain the list of key access points, key or complicated locations, key signal boxes and key relay rooms that cross boundary working teams require to be familiar with. This information shall be provided to the Delivery Unit Signal and Telecoms Maintenance Engineers whose