

Defective OTM equipment	Ref:	NR/L3/NSC/313/SP-2.05
	Issue:	1
	Date:	05 December 2015
	Compliance date:	01 April 2016

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1 Purpose

To define how Network Rail meet the requirements of GO/RT3437 Issue 7, GO/RC3637 issue 1 and GE/RT8000 – Defective On Train Equipment (DOTE). Its purpose is to manage the risk arising from hazards caused by defective equipment on-OTM safety equipment.

2 Scope

This module specifies the responsibilities and requirements for managing defective OTM equipment. It applies to all Network Rail operated OTM on Network Rail Controlled Infrastructure.

It applies to:

- a) OTM drivers;
- b) people involved in permitting OTMs into transit; and
- c) people involved in responding to defects on OTMs.

3 Definition

Term	Explanation
Contingency plan	A plan produced by Network Rail Transport Undertaking and agreed by Network Rail Infrastructure Manager, which sets out the actions to be taken when OTM equipment becomes defective on any OTM operated by Network Rail. The plan is produced in order to comply with GO/RT3437, GO/RC3637 and Rule Book requirements.
Defective OTM equipment	OTM equipment which is not performing its intended safety function, either fully or in part, or is isolated or missing with the result that risks to safe interworking or to the safety of passengers and the railway workforce are increased.

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OTM driver	Any person who has achieved driver competence and is currently maintaining and being assessed to that competence, and has the required route knowledge.
HOOB	High Output Operating Base.
Transit	A journey taken by the OTM on Network Rail Controlled Infrastructure.
Next Available Location	the location nearest to the OTM with the defect, where it is possible to carry out the requirements of the Rule Book, see NR/L3/NSC/313/SP-2.05/AA.

4 Roles and responsibilities

4.1 OTM driver

The OTM driver shall:

- be familiar with the requirements of this procedure and the requirements of the rule book TW5; and
- report any defects in line with this process as soon as possible.

4.2 Operations Standards Manager

The Operations Standards Manager shall monitor the requirements of this process from the control log.

5 Procedure

5.1 Requirements for OTMs entering transit from a maintenance depot or HOOB

All on-train equipment, as detailed in GE/RT 8000 TW5, shall be able to fulfill its intended safety function before an OTM or vehicle fitted with that equipment can enter transit from a Maintenance Depot or HOOB. The following exceptions shall apply:

- an item of equipment which will not be used because the route over which the OTM will be working is not fitted with the corresponding infrastructure equipment; or
- the driving cab with the defective equipment will not be used.

5.2 Requirements for OTMs entering transit from other than a maintenance depot or HOOB

NOTE Network Rail has procedures in place to replace or repair defective on-OTM equipment prior to the OTM entering transit.

If it is not possible to replace or repair the defective equipment before it enters transit, an OTM may enter transit provided one of the following criteria applies: