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## 1 Purpose

This module enables Network Rail to confirm that staff who are required to repair, service, maintain or clean traction and rolling stock are suitably protected from on-track machine (OTM) and train movements.

## 2 Scope

This module applies to all Network Rail staff or contractors who are involved in, manage or supervise the maintenance, repairs, or servicing activities of traction and rolling stock at depots, and sidings on behalf of Network Rail outside of possessions.

It applies to engineering staff who might be required to attend OTM failures on Network Rail controlled infrastructure.

## 3 Definition

| Term | Explanation |
|---|---|
| Maintenance | Planned or scheduled activities designed to confirm OTM safety and performance that take place at specified locations only. |
| Servicing | Activities that require staff to work on the OTM at track level. This work might involve the use of shore supplies (fuel, water, electrical) or access to traction / control equipment. |
| Designated person | A person who has been trained and is competent to apply the protection arrangements at a specific location is also competent in personal track safety (PTS). |
| Dynamic risk assessment | A risk assessment carried out under circumstances that might never be repeated. |
| HOOB | High Output Operating Base. |




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## 4 Roles and responsibilities

### 4.1 The Fleet Manager:

a) the Fleet Manager shall:identify locations where they have responsibility for staff or contractors involved in activities within the scope of this procedure or at which such activities might be carried out by other Network Rail operatives on traction and rolling stock;

b) confirm that suitable local protection arrangements are devised in conjunction with the requirements of GE/RT8000 module T10 for all of the identified locations;

c) confirm that a trained trainer delivers instruction and training to those who are expected to apply or work within the protection arrangements ;

*NOTE The trainer should understand the protection arrangement and be competent to apply them.*

d) identify and train suitable staff to enable them to apply local protection arrangements; (Designated Person)

e) confirm that staff who are expected to work within local protection arrangements are trained, briefed and aware of their responsibilities;

f) confirm that certification is issued and records of competence and training are maintained;

g) confirm that a responsible manager routinely monitors the correct application of the arrangements.

### 4.2 The designated person

**The designated person shall:**

a) be fully conversant with the local instructions at the specific location where they would be expected to apply them;

b) be a competent designated person's and be competent in PTS;

c) confirm that the local instructions or protection arrangements are activated before work commences.

## 5 Procedure

### 5.1 General

Work shall not commence on a vehicle unless the protection arrangements have been initiated.

The Rule Book mandates that staff whose duties involve maintenance, repairs, servicing or cleaning activities on traction and rolling stock are suitably protected from unauthorised vehicle movements. Module T10 explains that a Designated Person is responsible for applying the protection defined in the local instructions.

Network Rail will identify locations where local instructions are required and confirm that arrangements are in place to confirm that the local instructions are correctly applied.



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