

NATIONAL CONTROL INSTRUCTIONS

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Date: 04 June 2011

RESPONSE TO REMOTE CONDITION MONITORING ALARMS

1 PURPOSE

- 1.1 In order for Route Controls to have a robust process to manage requests for access from maintenance / engineering staff are required to respond to Remote Condition Monitoring equipment (RCM) alarms in such a way that potential future delay is mitigated or avoided.
- 1.2 To enable Route Controllers to have a robust process to authorise Signallers to grant such access that has been agreed.

2 REFERENCE DOCUMENTATION

- Rule Book GE/RT8000/T1A Work on Signalling Equipment
- Rule Book GE/RT8000/Module TS1, Handbook 8 General Signalling Regulations
- NR/L2/OHS/019 Safety of People Working On or Near the Line
- NR/L2/NDS/202 Engineering Access & NDS Supplied Resource Planning
- NR/L3/II0219/04 Level 3 Module: Management of Alerts and Alarms from Remote Condition Monitoring (Infrastructure Maintenance Standard)

3 DEFINITIONS

Alarm	An indication provided by the Remote Condition Monitoring system that a failure of the asset is imminent. An alarm may also indicate the actual failure of an asset.
Alert	An indication provided by the Remote Condition Monitoring system which notifies reduced operational performance of the asset but that does not suggest an imminent failure.
Control Centre Technician	Individual assigned to the management of response to Alarms and Alerts from the RCM system. Box TO or Technician nominated by the STME. The STME must advise Route Control who shall fulfil this role.
'In Hand'	A facility within the Intelligent Infrastructure Control Centre system that allows users to indicate that an alarm is being dealt with.
'Acknowledge'	A facility within the Intelligent Infrastructure Control Centre system that is used to close alarms once they have been dealt with.

4 SCOPE

- 4.1 This process applies to all emergency or exceptional circumstance requests for access in order for staff to respond to RCM alarms under the standards listed above. It shall apply to Network Rail employees and contractors.
- 4.2 RCM alerts are dealt with under normal work planning processes and are therefore outside the scope of this process. In addition, the provisions of this process do not apply when it is agreed that the response to an RCM alarm can be dealt with under normal work planning processes.

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- 4.3 This process shall apply to Control Office response to RCM alarms generated by various systems. RCM alarms may be received:
- 4.4 Direct to the Control Office via the Intelligent Infrastructure Control Centre system (or an implemented Legacy system).
- 4.5 To a nominated Control Centre Technician.

5 PROCESS

- 5.1 When a Controller receives an RCM alarm, the details must be discussed with the nominated Control Centre Technician.
- 5.2 When a Control Centre Technician receives an RCM alarm, they will contact the relevant Route Control to agree the required course of action.
- 5.3 The Route Controller dealing with the nominated Control Centre Technician shall first determine the nature of the alarm including the equipment affected, the nature of the problem, the potential impact upon train services and whether access is required to deal with the problem.
- 5.4 If it is agreed that no immediate action is required and the RCM Alarm can be dealt with under normal work planning processes (as if it was an alert), no further action is required by the Control.
- 5.5 In these cases (and when the alarm has been received via the Intelligent Infrastructure system) the Controller shall place the alarm 'in hand' and then 'acknowledge' it within the Intelligent Infrastructure Control Centre system.
- 5.6 When an RCM Alarm requires immediate action, the Controller shall create an FMS log entry and place the Alarm 'in hand' in the Intelligent Infrastructure system.
- 5.7 When the nature of the failure is such that immediate access for response staff is not required because alternative arrangements can be put in place (for example a set of points can be maintained in normal without causing disruption to trains) or where the likely impact of granting access will be at least as great as that caused by the potential failure which the access is trying to avoid, the Controller and Control Centre Technician must reach agreement as to how the equipment is to be treated in the mean time to mitigate the risk of the equipment failing. They shall also agree what arrangements are to be made to investigate and respond to the alarm.
- 5.8 If Signaller action is required in these circumstances, the Controller must arrange for the relevant Signaller to be advised of the problem and what has been agreed with the Control Centre Technician.
- 5.9 When the nature of the alarm is such that access for response staff is required immediately to investigate and rectify or mitigate the potential problem, the Controller and Control Centre Technician must reach agreement as to the access required.
- 5.10 The access must be planned to avoid or minimise delay to train services and a balance must be struck between delays caused by granting access and avoidance of potential disruption in the future.
- 5.11 Once the access arrangements have been agreed, the Controller shall advise the relevant Signaller of the agreement reached and the arrangements that will apply. This shall constitute authorisation to the Signaller to grant access in these exceptional circumstances despite the possibility of delay arising.