Ref:	NR/L3/OCS/043/5.14
Issue:	1
Date:	01 March 2008
Compliance date:	01 June 2008

National Control Instructions

and

Approved Code of Practice

Section 5.14

Incidents on Infrastructure not operated by Network Rail

This section contains:

5.14	Incidents on Infrastructure not operated by Network Rail	Issue	Dated
5.14.1	Route Control response to non NR incidents		

Documents
Document Sharing Hub

Copyright Network Rail
Provided by IHS under license with Network Rail
No reproduction or networking permitted without license from IHS
Full document details: NR NR-L3-OCS-043-5.14 ISSUE 2008

Licensee=Weston Williamson/5989497001, User=sam, albett
Not for Resale, 03/28/2016 00:00:43 MDT

5.14 Incidents on Infrastructure not operated by Network Rail

National Control Instruction

Network Rail Route Control upon advice of an incident not on Network Rail infrastructure but which may possibly result in having an impact on at some time on our infrastructure will arrange for Response staff to attend on behalf of Network Rail.

Approved Code of Practice

Controllers shall ensure that, in all incidents, priority is given to ensuring that the correct response is provided to the incident.
This instruction deals with the following issues:

- Close liaison with the Train Operating Company concerned
- Assisting with the process to obtain any possessions
- The provision of a Network Rail RIO
- Assisting in requests for the procurement of plant and machinery

5.14.1 Route Control response to non NR incidents

The response staff will ensure that correct working practises are in place and ensure the safety of the Network Rail Infrastructure. They will also provide regular updates on any matter that will affect network Rail.

Network Rail Route Control will advise the Maintainer for the area so that they can ensure the correct procedures are followed for repairs. The maintainer can also advise on any boundary disputes or clarify on the owner of any part of the infrastructure.

A vehicle damaged in a private siding must not be allowed onto Network Rail infrastructure till examined and passed fit for traffic.

Network Rail Route Control must also consider the impact any incident that may affect other trains affected by the incident that may be late coming onto Network Rail infrastructure and have an adverse effect on performance due to late running and cancellations

The incident, although not on Network Rail infrastructure may require engineering possessions to effect repairs that require blockages of Network Rail infrastructure and effect liaison with the companies affected should bemaintained to effect best times for repairs to be made, the best plans for the work to be done safely and minimal impact on performance.

The incident may have to escalate to Senior Managers from all companies involved to ensure agreement has been reached to the plans being arranged.

The Network Rail Route control may appoint a RIO even though the incident is off our infrastructure. This will enable effective communication between all parties where

Documents
Document Sharing Hub
Copyright Network Rail
Provided by IHS under license with Network Rail
No reproduction or networking permitted without license from IHS
Licensee=Weston Williamson/5989497001, User=sam, albett
Not for Resale, 03/28/2016 00:00:43 MDT
Full document details: NR NR-L3-OCS-043-5.14 ISSUE 2008