

Ref:	NR/L3/TRK1016
Issue:	1
Date:	4 December 2010
Compliance date:	5 March 2011

Level 3

Managing the raising/removing of track speed restrictions and inspecting the line after track engineering work

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



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Issue record

Issue	Date	Comments
1	4 December 2010	New procedure incorporating the requirements removed from NR/L2/TRK/001 issue 4 in December 2009.

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

GE/RT 8000	<i>Rule Book (Modules SP and SP ERTMS)</i>
NR/L2/TRK/001/A01	<i>Inspection and maintenance of permanent way - Inspection</i>
NR/L2/CTM/011	<i>Competence & Training in Track Engineering</i>
NR/L2/INI/02009	<i>Engineering management for projects</i>
NR/L2/SIG/30021	<i>Alterations to Authorised Line Speeds</i>
NR/L3/TRK/1017	<i>Inspection for raising /removing speed restrictions and inspecting the line after track renewal work</i>
NR/L3/TRK/1018	<i>Inspection for raising/removing speed restrictions and inspecting the line after track maintenance and refurbishment work</i>
TEF 3202	<i>Level 1 Speed Raising Certificate</i>
TEF 3203	<i>Infrastructure Conformance Certificate</i>

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1 Purpose

This document details the requirements for the management of competence, including training and certification, for persons who will be inspecting the track for the purpose of raising / removing speed restrictions and inspecting the line after renewal, maintenance and refurbishment work.

2 Scope

These requirements apply to those who are required to inspect the line in order to:

- a) decide when track engineering work carried out under traffic is completed
- b) decide when track engineering work carried out when the line is blocked is completed and the line is fit for traffic
- c) raise or remove a speed restriction
- d) permanently raise the line speed.

NOTE When the line speed is to be permanently changed the requirements of NR/L2/SIG/30021 shall also be applied.

The requirements of this document apply to Network Rail and its Contractors personnel who are required to inspect the permanent way for the purpose of raising / removing speed restrictions and following engineering work as described in NR/L2/TRK/001/A01.

It does not apply to TSRs/ESRs or giving up blockages of the line in the following circumstances:

- A TSR/ESR or line blockage imposed:
 - solely to protect staff
 - in connection with restricted sighting at a level crossing
 - in connection with overhead line or signalling equipment
- A precautions TSR / ESR or line blockage where no remedial work is necessary (for example):
 - following a bridge strike
 - following a flood warning
 - when the Critical Rail Temperature (CRT) is exceeded.

3 Roles and responsibilities

3.1 Training organisation

Responsible for:

- initial training of potential new Authorised Persons
- issuing the 'Statement of Achievement' on successful course completion to Authorised Persons
- recording the details in the individuals training records

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3.2 Speed Raising Mentor

Responsible for:

- site training and mentoring Authorised Persons to raise or remove a ESR, TSR or PSR
- recording the results of successful mentoring and passing these to the appropriate Engineering Manager

3.3 Authorised Persons

Responsible for:

- carrying out ongoing inspections of work being undertaken under traffic to decide when the job is completed
- completing a diligent inspection of the line prior to authorising the opening to traffic or raising or removing of an ESR, TSR or PSR
- completing the necessary TEF 3202 *Level 1 Speed Raising Certificate* or TEF 3203 *Track Conformance Certificate*

3.4 Professional Head [Track] (PH[T])

Responsible for creating and maintaining a list of Network Rail engineers who are under their management control and senior engineers (for example Route Asset Managers and engineers based at HQ) who are competent and certificated to Level 2, 3 and 4 with details of:

- their training, mentoring and experience that qualifies them to undertake these activities as part of the Assessment in The Line (AiTL) process (for example with reference to NR/L2/CTM/011)
- the activities and scope of work for which it is limited
- the level of authorisation including the maximum linespeed

NOTE The authority levels for various activities are given in NR/L2/TRK/001/A01

They shall also retain copies of the certificates for the Authorised Persons.

Under normal circumstances the PH[T] is not required to retain completed and signed Track Conformance Certificates (TEF 3203) which will be returned to those responsible for allocating competent and certificated Authorised Persons to specific work items.

3.5 Infrastructure Maintenance Engineer (IME)

Responsible for creating and maintaining a list of persons who are under their management control and senior engineers (for example TMEs within their Routes) who are competent and certificated to Level 2, 3 and 4 with details of:

- their training, mentoring and experience that qualifies them to undertake these activities as part of the Assessment in The Line (AiTL) process (for example with reference to NR/L2/CTM/011)
- the activities and scope of work for which it is limited
- the level of authorisation including the maximum linespeed

NOTE The authority levels for various activities are given in NR/L2/TRK/001/A01

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They shall also retain copies of the certificates for the Authorised Persons.

Under normal circumstances the IME is not required to retain completed and signed TEF 3203 Infrastructure Conformance Certificates which will be returned to those responsible for allocating competent and certificated Authorised Persons to specific work items.

3.6 TME or Contractors Responsible Engineer (Track)

Responsible for creating and maintaining a list of persons who are under their management control and who are competent and certificated to Level 2, 3 and 4 with details of:

- their training, mentoring and experience that qualifies them to undertake these activities as part of the Assessment in The Line (AiTL) process (for example with reference to NR/L2/CTM/011)
- the activities and scope of work for which it is limited
- the level of authorisation including the maximum linespeed

NOTE The authority levels for various activities are given in NR/L2/TRK/001/A01

They shall also retain:

- copies of the certificates for the Authorised Persons
- completed and signed TEF 3203 Infrastructure Conformance Certificates

Responsible for allocating competent and certificated Authorised Persons when required

3.7 SM[T] or Site Manager (SM)

Responsible for creating and maintaining a list of persons who are under their management control and who are competent and certificated to Level 1 with details of:

- their training, mentoring and experience that qualifies them to undertake these activities as part of the Assessment in The Line (AiTL) process (for example with reference to NR/L2/CTM/011)
- the activities and scope of work for which it is limited
- the level of authorisation including the maximum linespeed if appropriate

They shall also retain:

- copies of the certificates for the Authorised Persons
- completed and signed TEF 3202 Level 1 Speed Raising Certificates
- completed and signed TEF 3203 Infrastructure Conformance Certificates

Responsible for allocating competent and certificated Authorised Persons when required