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[NRS-SRB001 ISSUE 98 v.2](#)

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Excel Document

- [Briefing Report Issue 98 v.2](#)

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IHS Additional Content Page



Network Rail

Standards Briefing

for December 2015

User Information

Electronic Format

The format of the Standards Briefing has changed to provide you with a flexible tool for onward briefing. This spreadsheet is to be used in combination with the briefing notes.

The Standards Briefing is now Microsoft Excel format so that you may add or delete columns and information to suit your team's briefing requirements. Suggested briefing tool columns have been added to the right hand side of each worksheet to assist with cascade briefings.

Hardcopy Format

This document prints in a combination of A4 and A3 paper size therefore the printer you select must have A4 and A3 capabilities. To print select 'file', 'print', then in the option Print what select 'entire workbook'.

23 November 2015
Issue 98 v.2

*Please note the Issue number of the Standards Briefing Report has been aligned with the Network Rail Standards Publications Catalogue

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The Business Critical Rules Programme and Standards Moratorium

In mid-2012 we introduced a standards moratorium and suspended the quarterly publication of Network Rail standards, in order to provide a stable baseline and free up resource for the development of Business Critical Rules. Business Critical Rules will be developed in collaboration with business owners to support the effective management of controls that directly mitigate key business risks.

In June 2013, we removed specifications from the moratorium. This allowed us to meet increasing demand from the business to be able to develop specifications to support innovation and major projects.

We have now decided to release some standards from the moratorium to allow us to develop and update specific standards to support ongoing business needs through the Company Standards Group (CSG), whilst minimising any impact on the Business Critical Rules programme.

All changes to the Network Rail standards portfolio will be communicated in the normal fashion i.e. through quarterly updates via your subscription services provider.

Standards Briefing and Outline Impact Assessment

Standards Briefing Issue 98

Standard Briefing Process

1. This national process requires Managers to deliver an awareness briefing to their teams. Detailed technical briefings to those who have a role or responsibility for applying the standard are planned and delivered by the working group that developed the standard.
2. This document is the awareness briefing for the <insert team name> teams.
3. The <insert manager/team responsible for briefing> initiates a briefing cascade through the <insert team name> team who will cascade the briefing through their team briefings structure to everyone in the organisation.
4. Where standards are of a particular interest to a team/person they may seek further information by referring to the standard or its briefing note at the back of the standard.
5. Where a person/manager identifies the need to be briefed technically (because a team member is required to undertake a specific role as defined by the standard) and this is not planned a technical briefing will be requested by the line manager through the person identified as the Working Group Chair on the front cover of the standard.

NOTE: This workbook does not contain any Railway Group Standards changes; these are communicated through a separate report issued from the RSSB. More detailed information on Railway Group Standards can be obtained by visiting the RSSB website at www.rssb.co.uk. All user enquiries should be directed to the Rail Safety & Standards Board Enquiry Desk on 020 3142 5409.



Summary of Requirements and Standard Owners View on Applicability									Summary of Requirements from <Insert Name/Team> Perspective		
Briefing Ref	Prefix	Document Number	Title	Issue	Replaces	Issue Date	Compliance Date	Summary of purpose, significant changes and benefits (for full summary please see briefing note)	<team> recommended brief		Impact on <insert relevant area>
									Awareness Brief	Technical Brief	
1	CTM	NR/L3/CTM/306	Skills Assessment Scheme	2	ISSUE 1	05/12/2015	11/10/2016	Skills Assessment Scheme activated in May 2015. Standard updated to define the requirements of the new scheme. Replaces all references to AITL and articulates the roles and responsibilities of the new Competence Assurance Process for Network Rail.			
2	CIV	NR/L2/CIV/072	Wind loading of overhead line equipment and structures	1	NR/GN/ELP/27039 ISSUE 2	05/12/2015	05/03/2016	NR/L3/CIV/072 enables NR to: 1. Manage the risk of dewaterments more efficiently 2. Manage the risk to structures as a result of wind actions more efficiently			
3	CIV	NR/L2/CIV/073	Design of overhead line structures	1	RTIE/S/27215 ISSUE 1	05/12/2015	05/03/2016	Defines the requirements for structural design of Overhead Line Equipment, to achieve economy, safety and performance.			
4	ELP	NR/GN/ELP/27415	Calculation and Analysis of Overhead Contact System Geometry	1	NEW	05/12/2015	NA	Provide OLE maintenance staff with the necessary overhead contact system geometry calculations that are required to demonstrate compliance to company standard NR/L2/ELP/21087 Specification of Maintenance of 25kV Overhead Line Electrification Equipment.			
5	ELP	NR/L2/ELP/21088	General Maintenance Parameters for Overhead Line Electrification Equipment	3	ISSUE 2	05/12/2015	01/03/2016	Updated in accordance with current maintenance parameters. New modules produced defining the maintenance parameters of all OLE systems used within the UK.			
6	ELP	NR/SPEC/1007	Specification for 25kV Disconnectors, Earthing Switches and Switches	1	NEW	05/12/2015	01/04/2016	Defines the specific requirements for Network Rail's 25 kV AC single-pole and two-pole disconnectors, earthing switches and switches for on-load applications, following as closely as possible those identified within the applicable British Standard BS EN 50152-2:2012 Railway applications - Fixed installations - Particular requirements for alternating current switchgear – Part 2: Disconnectors, earthing switches and switches with nominal voltage above 1 kV.			
7	NSC	NR/L3/NSC/313	On-track machines (OTMs) driver and operations standards manual	1	NEW	05/12/2015	01/04/2016	Network Rail are taking direct control for the delivery of its national high output track renewals by insourcing its principal contractor team when the existing contract expires in March 2015. High output track renewals allow Network Rail to replace more and more track while allowing trains to run safely on adjacent lines, minimising disruption to services.			
8	OHS	NR/L1/OHS/051	Drugs and alcohol policy	6	ISSUE 5	05/12/2015	05/03/2016	Those with a key safety role (those whose work, activities and decisions can affect health and safety) and Safety Critical Staff and PTS/Sentinel card holders will be included in random D&A testing.			
9	OHS	NR/L2/OHS/00120	Testing for drugs and alcohol	5	ISSUE 4	05/12/2015	05/03/2016	Content of NR/L2/OHS/00118 and NR/L2/OHS/00119 has been revised and incorporated into NR/L2/OHS/00120. Updated with process flow charts: for cause and post incident D&A testing, random / unannounced D&A testing and testing pool.			
10	PLANT	NR/PLANT/0200	Infrastructure Plant Manual	7	ISSUE 6	05/12/2015	05/03/2016	New module P521 on the Plant Operator Scheme. Specifying controls for the provision and operation of on-track plant (OTP). Introduction of the Plant Operator Scheme (POS) forms part Network Rail workforce Safety Improvement Strategy.			
11	RSE	NR/L2/RSE/100	Network Rail Assurance Panel processes	3	ISSUE 2	05/12/2015	05/03/2016	Updated to ensure they fully accommodate Devolution, recent changes in the approach to Risk Evaluation Assessments and Business Critical Rules Programme. Reviewed in line with European Legislation.			
12	RSK	NR/L1/RSK/001	Network Rail Risk Policy	1	NEW	05/12/2015	05/12/2015	New. Previously the 'risk statement' provided the mandatory requirement now replaced by the Network Rail Risk Management Policy			
13	SIG	NR/L2/SIG/10027	Surveillance of Signal Engineering Activities	4	ISSUE 3	05/12/2015	05/03/2016	Updated to include the works delivery organisation and reflect devolution. IME has been removed from the process and approval of the surveillance plan now rests solely with the RAM.			
14	SIG	NR/L2/SIG/10028	Supervisors Inspection of Signalling Assets	7	ISSUE 6	05/12/2015	05/03/2016	Updated to enable engineers to focus more on high risk assets in poor condition and less on low risk assets in good condition. Includes details from the power supplies project.			
15	SIGELP	NR/L2/SIGELP/27417	Signalling Power Distribution Diagrams	1	NA	05/12/2015	05/03/2016	Covers the production and management of signalling power supply network drawings and associated documentation for the lifetime of the infrastructure. Technical content of drawings and associated documentation. Drawing symbols. Arrangement and			

Standards Briefing and Outline Impact Assessment

Standards Briefing Issue 98

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Summary of Requirements and Standard Owners View on Applicability									Summary of Requirements from <Insert Name/Team> Perspective		
Briefing Ref	Profile	Document Number	Title	Issue	Replaces	Issue Date	Compliance Date	Summary of purpose, significant changes and benefits (for full summary please see briefing note)	<team> recommended brief		Impact on <insert relevant area>
									Awareness Brief	Technical Brief	
16	SIG	NRL3/SIG/11761	Handbook for EBI Track 200 Audio Frequency Track Circuit	4	ISSUE 3	05/12/2015	05/03/2016	The key technical changes are: • Restructuring of the existing information plus Requirements for the 30m cross bonding for Single Rail tracks • Low Power Plus (LP+) application/configuration added • Revised Set Up Procedure to allow for different ballast conditions and the removal of the +10 to +30 temperature constraint at Set-up.			
17	TRK	NR/GN/TRK/7001	Index of Track Work Information Sheets (TWI)	7	ISSUE 6	05/12/2015	NA	New TWIs: 3S108 issue 1 "Use of HP rail within S&C" & 3S109 issue 1 "Use of TGP8 and Protractor Gauges" Revised TWI: 2P003 issue 5 "How to lubricate fishplates"			
18	TRK	NRL2/TRK/030	Concrete Sleepers and Bearers	3	ISSUE 2	05/12/2015	05/03/2016	Updates to Annex H with additional sleeper designations. Updates to BS EN references throughout the document. Increase in cementitious replacement from 20% (current) to 30% as an upper limit (of material compliant with relevant BS ENs).			
19	TRK	NRL2/TRK/2048	Track Design Handbook	12	ISSUE 12	05/12/2015	05/03/2016	~~The standard has been updated to:~~ • Bring it up to date (remove superfluous information and include new requirements.) • Remove ambiguity (where clauses are vague or could be misinterpreted.) • Remove conflicts with other standards • Structure the document so that it is easier to apply/follow The standard has been changed into 7 modules. NO LONGER ISSUED AT THE REQUEST OF THE STANDARD OWNER			
20	TRK	NRL2/TRK/2102	Design and construction of track	7	ISSUE 6	05/12/2015	01/05/2016	Fundamental review and update of its structure, contents.			
21	TRK	NRL2/TRK/4239	Track bed Investigation, Design and Installation	1	NR/SP/TRK/9039 ISSUE 1	05/12/2015	05/03/2016	Primarily a replacement of NR/SP/TRK/9039, re-written and reordered with additional guidance provided to cover developments and improved understanding of the investigation and treatment of the track formation.			
22	TRK	NRL3/TRK/003	Index of Track Engineering Forms	19	ISSUE 18	05/12/2015	05/03/2016	New TEF: TEF 3258 issue 1 Revised TEFs: TEF 3032 issue 3, TEF 3050 issue 3, TEF 3246 issue 2			

Withdrawn Network Rail Company Standards

list of the Network Rail Standards being withdrawn in this publication



Summary of Requirements and Standard Owners View on Applicability								Summary of Requirements from <Insert Name/Team> Perspective		
Briefing Ref	Prefix	Document Number	Title	Issue	Replaced By	Compliance Date	Reasons for withdrawal (for full summary please see briefing note)	<team> recommended brief		Impact on <insert relevant area>
								Awareness Brief	Technical Brief	
1	ELP	NR/GN/ELP/27039	Wind Loading on OHLE and Structures	2	NR/L2/CIV/072 ISSUE 1	05/03/2016	Replaced by NR/L2/CIV/072 ISSUE 1			
2	ELP	RT/E/S/27215	Instruction for Design of Overhead Line Stru	1	NR/L2/CIV/073 ISSUE 1	05/03/2016	NR/L2/CIV/073 defines the requirements for structural design of Overhead Line Equipment, to achieve economy, safety and performance and supersedes the previous guidance provided in NR/SP/ELP/27215.			
3	OHS	NR/L2/OHS/00118	Random testing for Drugs and Alcohol	4	NR/L2/OHS/00120 ISSUE 5	05/03/2016	Content of NR/L2/OHS/00118 and NR/L2/OHS/00119 has been revised and incorporated into NR/L2/OHS/00120.			
4	OHS	NR/L2/OHS/00119	For cause' testing for Drugs and Alcohol	4	NR/L2/OHS/00120 ISSUE 5	05/03/2016	Content of NR/L2/OHS/00118 and NR/L2/OHS/00119 has been revised and incorporated into NR/L2/OHS/00120.			
5	RSK	NR/L2/RSK/00001	Integrated Risk Management	5	Withdrawn	16/10/2015	Replaced with a new ERM standard.			
6	SIG	NR/L3/SIG/0010	Signal Asset Inspection	3	NR/L2/SIG/10028	05/03/2016	Replaced by NR/L2/SIG/10028 Issue 7			
7	TRK	NR/SP/TRK/9039	Formation Treatments	1	NR/L2/TRK/4239 ISSUE 1	05/03/2016	Replaced by NR/L2/TRK/4239 ISSUE 1			

Standards Briefing Note

Ref: NR/L2/CIV/072	Issue: 1
Title: Wind loading of overhead line equipment and structures	
Publication Date: 05/12/2015	Compliance Date: 05/03/2016
Standard Owner: Head of Structures	
Non-Compliance rep (NRNC): Rob Anderson, Senior Engineer [Buildings and Civils]	
Further information contact: Vaneshen K.S. Mootoosamy	Tel: 02079049985
Purpose: This standard enables Network Rail to achieve economy, safety and performance in the design of overhead line equipment, structures and foundations. Guidance is provided on the application of design to the structural Eurocodes, as well as supplementary information to the application of BS EN 50119:2009. The relevant national standard transposing a European standard is BS EN 50119:2009. NR/L2/CIV/072 has the following relationship with BS EN 50119:2009: - the scope corresponds with BS EN 50119:2009 sections 6.2.4, 6.2.5 and 6.2.6 for wind loads, ice loads, and combined wind and ice loads respectively; - NR/L2/CIV/072 provides supplementary information which is required to apply BS EN 50119:2009 sections 6.2.4, 6.2.5 and 6.2.6 to Network Rail infrastructure. Therefore NR/L2/CIV/072 takes precedence over BS EN 50119:2009 sections 6.2.4, 6.2.5 and 6.2.6; - the purchaser specification referred to in BS EN 50119:2009 should be taken as NR/L2/CIV/072, supplemented by project specific contract requirements; - as permitted by BS EN 50119:2009, NR/L2/CIV/072 provides these decisions: - values where alternative values or informative values only are given in BS EN 50119: 2009, including values which may be provided in the purchaser specification; - country specific data including detail of ice and wind loads; - procedures to be used where alternative procedures are given in BS EN50119:2009; - non-contradictory complementary information to assist the user to apply the standard; NR/L2/CIV/072 can be used without direct reference to BS EN 50119:2009. The purchaser specification referred to in BS EN 50119 should be taken as NR/L2/CIV/072. This standard is one of a suite of Civil Engineering Electrification standards for overhead line equipment: - NR/L2/CIV/072 Wind Loading of Overhead Line Equipment and Structures - NR/L2/CIV/073 Design of Overhead Line Structures These standards implement the structural Eurocodes EN 1990 to EN 1999 for structural design of overhead line equipment structures including foundations. <i>NOTE Where figures and tables are reproduced from the structural Eurocodes, they are repeated for information only. They are:</i> <i>BS EN 1991-1-4: Figures 1, 2, and 3</i> <i>UK NA to BS EN 1991-1-4: Figures A.1, A.2, A.3, A.4, A.5, A.6 and Table 2.</i> <i>BS EN 50119: Figures 5 and 6.</i>	Scope: This standard defines the requirements for wind and ice loads for the design of overhead line equipment, structures, and foundations. The wind loading from this standard applies to the design and assessment of structures and foundations for overhead line equipment. This includes ranges of standard designs, allocation of standard designs and bespoke designs. This standard should be used in particular by Designers, Assessment Engineers, Allocation Designers and Project Engineers.

What's New/ What's Changed and Why:

This standard implements wind loading for overhead line equipment, to current European standards including BS EN 1991-1-4. It thereby supersedes the previous guidance provided in PAN/E&P-E/CD/PRO/0097 ISSUE 1.

The requirements provided in this standard in general follows the guidance provided in PAN/E&P-E/CD/PRO/0097 ISSUE 1. However, there are some changes in the detail of the requirements.

The Eurocode BS EN 1991-1-4 allows a more accurate determination of wind loading for specific sites, therefore this standard is expected to be beneficial for the assessment of wind loading on existing structures. This standard shall be applied for all new designs.

NR/L2/CIV/072 has incorporated relevant provisions from BS EN 50119:2009 such that it can be used without direct reference to BS EN 50119:2009.

This standard is one of a suite of Civil Engineering Electrification standards for Overhead Line Equipment as follows:

- NR/L2/CIV/072 Wind Loading of Overhead Line Electrification and Structures
- NR/L2/CIV/073 Design of Overhead Line Electrification Structures

NR/L3/CIV/072 enables NR to:

1. Manage the risk of dewirements more efficiently
2. Manage the risk to structures as a result of wind actions more efficiently

There will be no financial implications and no new training requirements.

Affected documents:

Reference	Impact
NR/L2/CIV/072 ISSUE 1	New Issue
NR/GN/ELP/27039 ISSUE 2	Withdrawn

Briefing requirements: Where Technical briefing (T) is required, the specific Post title is indicated. These posts have specific responsibilities within this standard and receive briefing as part of the Implementation Programme. For Awareness briefing (A) the Post title is not mandatory.

Please see <http://ccms2.hiav.networkrail.co.uk/webtop/drl/objectId/09013b5b804504da> for guidance.

Briefing (A-Awareness/ T-Technical)	Post	Team	Function
A	Route Asset Manager [Structures]	Route	Network Operations
A	Route Asset Manager [Civils]	Route	Network Operations
A	Route Asset Manager [Geotechnics]	Route	Network Operations
A	Route Asset Manager [Buildings]	Route	Network Operations
A	Route Asset Manager [Electrical Power]	Route	Network Operations
T	Senior Asset Engineer [Structures]	Route	Network Operations
A	Senior Asset Engineer [Geotechnical]	Route	Network Operations
A	Senior Asset Engineer [Electrical Power]	Route	Network Operations
A	Asset Engineer [Structures]	Route	Network Operations
A	Asset Engineer [Geotechnical]	Route	Network Operations
A	Asset Engineer [Electrical Power]	Route	Network Operations
A	Head of Structures		STE
A	Head of Contact Systems AC/DC		STE
A	Head of Geotechnical		STE
A	Programme Manager		Infrastructure Projects
A	Senior Project Engineer	Buildings and civils/Electrification and Plant	Infrastructure Projects
A	Senior Programme Engineer	Buildings and civils/Electrification and Plant	Infrastructure Projects
T	Senior Design Engineer	Buildings and	Infrastructure Projects

A	Programme Engineering Manager	Buildings and civils/Electrification and Plant	Infrastructure Projects
A	Programme Engineer	Buildings and civils/Electrification and Plant	Infrastructure Projects
A	Project Engineer	Buildings and civils/Electrification and Plant	Infrastructure Projects
T	Principal Design Engineer	Buildings and civils/Electrification and Plant	Infrastructure Projects
T	Design Engineer	Buildings and civils/Electrification and Plant	Infrastructure Projects
T	Assistant Design Engineer	Buildings and civils/Electrification and Plant	Infrastructure Projects
A	Assistant Project Engineer	Buildings and civils/Electrification and Plant	Infrastructure Projects
A	Principal Project Engineer	FTN	Infrastructure Projects
A	Principal Design Engineer [structures]	Crossrail	Infrastructure Projects

*NOTE: Contractors are responsible for arranging and undertaking their own Technical and Awareness Briefings in accordance with their own processes and procedure

Standards Briefing Note

Ref: NR/L2/CIV/073	Issue: 1
Title: Design of overhead line structures	
Publication Date: 05/12/2015	Compliance Date: 05/03/2016
Standard Owner: Head of Structures	
Non-Compliance rep (NRNC): Rob Anderson, Senior Engineer [Buildings and Civils]	
Further information contact: Vaneshen K.S. Mootoosamy	Tel: 02079049985
Purpose: This standard enables Network Rail to achieve economy, safety and performance in the design of overhead line equipment. Guidance is provided to the application of design to the structural Eurocodes, as well as supplementary information to the application of BS EN 50119: 2009. The relevant national standard transposing a European standard is BS EN 50119:2009. NR/L2/CIV/073 has the following relationship with BS EN 50119:2009: - the scope of NR/L2/CIV/073 corresponds with BS EN 50119 section 6; - NR/L2/CIV/073 provides supplementary information which is required to apply BS EN 50119 section 6 to Network Rail infrastructure; therefore NR/L2/CIV/073 takes precedence over BS EN 50119 Section 6; - the purchaser specification referred to in BS EN 50119 should be taken as NR/L2/CIV/073, supplemented by project-specific contract requirements; - as permitted by BS EN 50119, NR/L2/CIV/073 provides the following decisions (listed for completeness in Appendix C): - values where alternative values or informative values only are given in BS EN 50119, including values which may be provided in the purchaser specification; - country specific data including detail of ice and wind loads; - procedures to be used where alternative procedures are given in BS EN 50119; - non-contradictory complementary information to assist the user to apply the standard; NR/L2/CIV/073 has incorporated relevant provisions from BS EN 50119:2009 such that it can be used without direct reference to BS EN 50119:2009. This standard is one of a suite of Civil Engineering Electrification standards for overhead line equipment as follows: - NR/L2/CIV/072 Wind Loading of Overhead Line Equipment and Structures - NR/L2/CIV/073 Design of Overhead Line Structures These standards implement the structural Eurocodes EN 1990 to EN 1999 for structural design of overhead line equipment structures including foundations.	Scope: This standard defines the requirements for structural design of overhead line equipment. It applies to the design and assessment of structures and foundations for overhead line equipment, including ranges of standard designs, allocation of standard designs and bespoke designs. This standard should be used by Detail Designers, Assessment Engineers, Allocation Designers, and Project Engineers.
What's New/ What's Changed and Why: This standard defines the requirements for structural design of Overhead Line Equipment, to achieve economy, safety and performance and supersedes the previous guidance provided In NR/SP/ELP/27215. This standard has incorporated relevant provisions from BS EN 50119:2009 such that it can be used without direct reference to BS EN 50119:2009. This standard is one of a suite of Civil Engineering Electrification standards for Overhead Line Equipment as follows: - NR/L2/CIV/072 Wind Loading of Overhead Line Electrification and Structures - NR/L2/CIV/073 Design of Overhead Line Electrification Structures The above suite of standards implements the structural Eurocodes EN 1990 to EN 1999 for structural design of Overhead Line Equipment structures including foundations.	

Affected documents:

Reference

Impact

NR/L2/CIV/073 ISSUE 1

New Issue

RT/E/S/27215 ISSUE 1

Withdrawn

Briefing requirements: Where Technical briefing (T) is required, the specific Post title is indicated. These posts have specific responsibilities within this standard and receive briefing as part of the Implementation Programme. For Awareness briefing (A) the Post title is not mandatory.

Please see <http://ccms2.hiav.networkrail.co.uk/webtop/drl/objectId/09013b5b804504da> for guidance.

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A	Asset Engineer [Electrical Power]	Route	Network Operations
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A	Head of Contact Systems AC/DC		STE
A	Head of Geotechnical		STE
A	Programme Manager		Infrastructure Projects
A	Senior Project Engineer	Buildings and civils/Electrification and Plant	Infrastructure Projects
A	Senior Programme Engineer	Buildings and civils/Electrification and Plant	Infrastructure Projects
A	Programme Engineering Manager	Buildings and civils/Electrification and Plant	Infrastructure Projects
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A	Project Engineer	Buildings and civils/Electrification and Plant	Infrastructure Projects
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Standards Briefing Note

Ref: NR/L3/CTM/306		Issue: 2
Title: Skills Assessment Scheme		
Publication Date: 05/12/2015		Compliance Date: 11/10/2016
Standard Owner: Head of Professional Development and Training		
Non-Compliance rep (NRNC): Simon Goodland		
Further information contact: Natalie Hopkins & Simon Goodland		Tel: 07795688579
Purpose: The Skills Assessment Scheme is a competence assurance process based on risk. It applies a methodology to attain, maintain and renew competence based on the activity being performed by an individual.		Scope: This standard and its modules set out the requirements of the Skills Assessment Scheme. It defines the processes to be followed in order to attain competences within its scope. This standard and its modules define the processes to be followed to attain a competence. They set the standards to be achieved when completing competence assurance activities within the scope of the Skills Assessment Scheme. This standard applies to people who undertake competence assurance activities that fall within the scope of the Skills Assessment Scheme.

What's New/ What's Changed and Why:

The Skills Assessment Scheme activated in May 2015. This standard has been updated to define the requirements of the new scheme. It replaces all references to AiTL and articulates the roles and responsibilities of the new Competence Assurance Process for Network Rail.

Affected documents:

Reference	Impact
NR/L3/CTM/306 ISSUE 1	Superseded
NR/L3/CTM/306/01 ISSUE 1	New
NR/L3/CTM/306/02 ISSUE 1	New
NR/L3/CTM/306/03 ISSUE 1	New

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Please see <http://ccms2.hiav.networkrail.co.uk/webtop/dri/objectId/09013b5b804504da> for guidance.

Briefing (A-Awareness/ T-Technical)	Post	Team	Function
A	Head of PD&T	PD&T	Human Resources
T	Director, S&SD Risk & Assurance	Safety & Sustainable Development	Safety, Technical and Engineering
T	Programme Director, Business Critical Rules	Safety & Sustainable Development	Safety, Technical and Engineering
A	Head of Safety & Sustainable Development		Infrastructure Projects
T	Safety Promotion Manager		Infrastructure Projects
T	Competence Manager (Network Operations)		Network Operations
T	Infrastructure Maintenance Competence & Assessment Manager		Network Operations
T	Competency Manager		National Supply Chain
A	Director, NSC Technical Services		National Supply Chain
A	Trackside Safety Specialist		Safety & Sustainable Development
A	Principal Fire Safety Specialist		Safety, Technical and Engineering
T	Head of Workforce Safety		Safety & Sustainable Development
A	Head of S&SD		National Supply Chain
T	Principal Engineer [Plant & T&RS]	Plant & T&RS	Safety, Technical and Engineering

A	Head of Plant	Plant & T&RS	Safety, Technical and Engineering
T	Principle Engineer	Electrical Power	Safety, Technical and Engineering
T	Reliability Improvement Manager (E&P)		Safety, Technical and Engineering
A	Head of Contact Systems AC/DC	Mechanical and Electrical	Safety, Technical and Engineering
A	Head of Power Distribution HV/LV	Mechanical and Electrical	Safety, Technical and Engineering
A	Senior Engineer	Control, command and signalling	Safety, Technical and Engineering
A	Professional Head [Telecoms]		Digital Railway
T	Principal Engineer [Telecoms]	Telecoms	Infrastructure Projects
A	Discipline Manager		Infrastructure Projects
A	Senior Test & Commissioning Engineer		Infrastructure Projects
A	Head of Switches & Crossings	Switches and crossings	Safety, Technical and Engineering
A	Head of signalling	Control, command and signalling	Safety, Technical and Engineering
A	Senior Engineer	Track and lineside	Safety, Technical and Engineering
T	Principal Engineer [Track & Civils]	Track and lineside	Safety, Technical and Engineering
T	Principal Engineer [Track and lineside]	Track and lineside	Safety, Technical and Engineering
T	Principal Engineer [Track and lineside]	Building and civils	Safety, Technical and Engineering
A	Head of Track	Track and lineside	Safety, Technical and Engineering
T	Training Evaluation Manager	PD&T	Human Resources
T	Training Evaluation & Assurance Team Leaders	PD&T	Human Resources
A	Apprentice Development Manager	PD&T	Human Resources
A	Head of Leadership Development	PD&T	Human Resources
A	National Training Manager – Training Solutions	PD&T	Human Resources
A	Head of Skills Training	PD&T	Human Resources
T	Workforce Development Managers	PD&T	Human Resources
T	Learning & Development Programmes Manager	PD&T	Human Resources
T	Project Manager (Change)	PD&T	Human Resources
T	Special Project Manager		Network Operations
T	Line Managers	All	All
T	Competence Delivery Specialist		Network Operations

*NOTE: Contractors are responsible for arranging and undertaking their own Technical and Awareness Briefings in accordance with their own processes and procedure

Standards Briefing Note

Ref: NR/GN/ELP/27415		Issue: 1	
Title: Calculation and Analysis of Overhead Contact System Geometry			
Publication Date: 05/12/2015		Compliance Date: N/A	
Standard Owner: Head Of Contact Systems AC/DC			
Non-Compliance rep (NRNC): Head Of Contact Systems AC/DC			
Further information contact: Mark Boland		Tel: 07917177917	
Purpose: This document describes the basic Overhead Contact System geometry calculations that are required to demonstrate compliance to the Company Standard NR/L2/ELP/21087 <i>Specification of Maintenance of 25kV Overhead Line Electrification Equipment</i> .		Scope: This Guidance Note covers the following aspects of Overhead Contact System geometry analysis: When analysis is required, parameters required to perform analysis, format and sign convention for Height and Stagger analysis, parameters that require calculation and the procedure for analysis. This Guidance Note applies to all persons responsible for undertaking analysis of Overhead Contact System Geometry on Overhead Line Equipment. The calculations and principles contained within this document are applicable to all Overhead Contact System designs currently in use on Network Rail controlled infrastructure.	
What's New/ What's Changed and Why: This guidance note has been produced to provide OLE maintenance staff with the necessary overhead contact system geometry calculations that are required to demonstrate compliance to company standard NR/L2/ELP/21087 <i>Specification of Maintenance of 25kV Overhead Line Electrification Equipment</i> .			
Affected documents: N/A			
Briefing requirements: Where Technical briefing (T) is required, the specific Post title is indicated. These posts have specific responsibilities within this standard and receive briefing as part of the Implementation Programme. For Awareness briefing (A) the Post title is not mandatory. Please see http://ccms2.hiav.networkrail.co.uk/webtop/drl/objectId/09013b5b804504da for guidance.			
Briefing (A-Awareness/ T-Technical)	Post	Team	Function
T	RAM [E&P]	Route	Network Operations
T	EPME	Delivery Unit	Network Operations
T	SM [OLE]	Delivery Unit	Network Operations
A	ASM	Delivery Unit	Network Operations
A	Technical Staff	Delivery Unit	Network Operations

*NOTE: Contractors are responsible for arranging and undertaking their own Technical and Awareness Briefings in accordance with their own processes and procedures.

Standards Briefing Note

Ref: NR/L2/ELP/21088	Issue: 3
Title: General Maintenance Parameters for Overhead Line Electrification Equipment	
Publication Date: 05/12/2015	Compliance Date: 01/03/2016
Standard Owner: Head Of Contact Systems AC/DC	
Non-Compliance rep (NRNC): Head Of Contact Systems AC/DC	
Further information contact: Mark Boland	Tel: 07917177917

Purpose: This standard defines the general maintenance parameters for all OLE systems currently in use on Network Rail controlled infrastructure. The maintenance parameters for each OLE system are detailed within the modules which support this standard.

Scope: This standard applies to all Overhead Line Electrification equipment installed on Network Rail controlled electrified lines. This standard is not applicable to OLE systems which are maintained by Network Rail under a contract arrangement, i.e. High Speed 1 and SCLÉ.

What's New/ What's Changed and Why:

Amendment to main standard and issue of new modules defining maintenance parameters:

Standard updated in accordance with current maintenance parameters.

New modules produced defining the maintenance parameters of all OLE systems used within the UK.

Why:

This is required to enable OLE maintenance staff to maintain the various OLE systems in accordance with the required maintenance parameters.

Affected documents:

<i>Reference</i>	<i>Impact</i>
NR/SP/ELP/21088 ISSUE 2	Superseded
NR/BS/LI/358 ISSUE 1	Withdrawn
NR/L2/ELP/21088/01 ISSUE 1	New
NR/L2/ELP/21088/02 ISSUE 1	New
NR/L2/ELP/21088/03 ISSUE 1	New
NR/L2/ELP/21088/04 ISSUE 1	New
NR/L2/ELP/21088/05 ISSUE 1	New
NR/L2/ELP/21088/06 ISSUE 1	New
NR/L2/ELP/21088/07 ISSUE 1	New
NR/L2/ELP/21088/08 ISSUE 1	New
NR/L2/ELP/21088/09 ISSUE 1	New
NR/L2/ELP/21088/10 ISSUE 1	New
NR/L2/ELP/21088/11 ISSUE 1	New
NR/L2/ELP/21088/12 ISSUE 1	New
NR/L2/ELP/21088/13 ISSUE 1	New

NR/L2/ELP/21088/14 ISSUE 1	New
NR/L2/ELP/21088/15 ISSUE 1	New
NR/L2/ELP/21088/16 ISSUE 1	New
NR/L2/ELP/21088/17 ISSUE 2	Superseded. Issue 1 was attached to NR/BS/LI/358 ISSUE 1

Briefing requirements: Where Technical briefing (T) is required, the specific Post title is indicated. These posts have specific responsibilities within this standard and receive briefing as part of the Implementation Programme. For Awareness briefing (A) the Post title is not mandatory.

Please see <http://ccms2.hiav.networkrail.co.uk/webtop/drl/objectId/09013b5b804504da> for guidance.

Briefing (A- Awareness/ T- Technical)	Post	Team	Function
T	RAM [E&P]	Route	Network Operations
T	EPME	Delivery Unit	Network Operations
T	SM [OLE]	Delivery Unit	Network Operations
A	ASM	Delivery Unit	Network Operations
A	Technical Staff	Delivery Unit	Network Operations

*NOTE: Contractors are responsible for arranging and undertaking their own Technical and Awareness Briefings in accordance with their own processes and procedure

Standards Briefing Note

Ref: NR/SPEC/1007		Issue: 1
Title: Specification for 25kV Disconnectors, Earthing Switches and Switches		
Publication Date: 05/12/2015		Compliance Date: 01/04/2016
Standard Owner: Head Of Power Distribution(Hv/Lv)		
Non-Compliance rep (NRNC): Head Of Power Distribution(Hv/Lv)		
Further information contact: Mark Worwood		Tel: 07920155895
Purpose: This document defines the specific requirements for Network Rail's 25 kV AC single-pole and two-pole disconnectors, earthing switches and switches for on-load applications, following as closely as possible those identified within the applicable British Standard BS EN 50152-2:2012 Railway applications - Fixed installations - Particular requirements for alternating current switchgear – Part 2: Disconnectors, earthing switches and switches with nominal voltage above 1 kV.		Scope: These specific requirements, in addition to the general requirements of BS EN 50152-2:2012, cover the following configurations of single-pole and two-pole indoor (open terminal and metal enclosed – GIS and AIS) and outdoor structure mounted switching devices that are used by Network Rail as part of their 25 kV AC overhead contact systems and associated distribution switchgear: a) Two position disconnector; b) Two position earthing switch; c) Three position, combined disconnector and earthing switch; d) Fault make, load break, two position switch; e) Three position, combined fault make, load break switch and earthing switch.

What's New / What's Changed and Why:

The key drivers behind the issue of this specification are:

- a) Compliance with Electricity at Work Regulations
- b) Alignment with EN requirements
- c) Rationalisation of NR specific requirements
- c) Compliance with EP environmental policy
- d) Compliance with EP E&P Asset Policy

New requirements include:

- a) Restrictions on the use of SF6
- b) Prohibition of the use of vacuum interrupters for point of isolation applications
- c) Fault level ratings aligned with TSI requirements
- d) Reliable switch position indication requirements

Affected documents:

Reference	Impact
	New issue

Briefing requirements: Where Technical briefing (T) is required, the specific Post title is indicated. These posts have specific responsibilities within this standard and receive briefing as part of the Implementation Programme. For Awareness briefing (A) the Post title is not mandatory.

Please see <http://ccms2.hiav.networkrail.co.uk/webtop/dri/objectId/09013b5b804504da> for guidance.

Briefing (A-Awareness/ T-Technical)	Post	Team	Function
T	Route Asset Managers (E&P)	All Routes	Network Operations
T	Heads of Engineering (E&P)	E&P	Infrastructure Projects

Standards Briefing Note



Ref: NR/L3/NSC/313		Issue: 1																																																																																																																																																																																																																																																				
Title: On-track machines (OTMs) driver and operations standards manual																																																																																																																																																																																																																																																						
Publication Date: 05/12/2015		Compliance Date: 01/04/2016																																																																																																																																																																																																																																																				
Standard Owner: Director, NSC Technical Services																																																																																																																																																																																																																																																						
Non-Compliance rep (NRNC): Operations Standards Manager (NSC)																																																																																																																																																																																																																																																						
Further information contact: Claire Bartlett		Tel: 07786 310580																																																																																																																																																																																																																																																				
Purpose: Network Rail has an established Health and Safety Management System for meeting the legal requirements of Infrastructure Manager under Railways and Other Guided Transport Systems (Miscellaneous Amendments) Regulation (ROGS). However, not all of these processes support the requirements of a Transport Undertaking. A Transport Undertaking is the legal term under ROGS for those organisations that operate trains or rail vehicles (excluding those who operate rail vehicles wholly within engineering possessions). This standard provides a central reference point of: a) Safety Management System (Transport Undertaking) and the supporting safety procedures to support the Mainline Certificate; and b) information, operational and procedural requirements for the operation of OTMs.		Scope: This standard defines the arrangements for the National Supply Chain relating to the operation of On-Track Machines (extent and type as described in the Network Rail Mainline Certificate). It is applicable to the NSC team responsible for the operation and management of OTMs. This standard provides the index and version control of each individual that supports the SMS (TU).																																																																																																																																																																																																																																																				
What's New/ What's Changed and Why: In May 2014, Network Rail announced it will not be re-tendering the contract for the delivery of its national high output track renewals programme. Instead, it will be taking direct control by insourcing its principal contractor team when the existing contract expires in March 2015. High output track renewals allow Network Rail to replace more and more track while allowing trains to run safely on adjacent lines, minimising disruption to services. High output track renewals involves large, automated 'factory trains' which are owned by Network Rail and typically each work five nights a week on the network. The renewals are completed overnight with regular trains passing on adjacent lines. Network Rail's operation comprises five ballast cleaning systems; two track relaying systems, seven tampers and five regulators, all of which are owned by Network Rail. Although the 'factory trains' are self-powered when working, they are hauled by two locomotives to get to and from work sites. The seven tampers and five regulators are driven to site and as such will require Network Rail to obtain a ROGS mainline safety certificate to operate these On-Track Machines. Network Rail applied to the Office of Rail Regulation for mainline safety certification on 22nd April 2015, planning to conclude the insourcing process before the end of the year. This will complete the insourcing of the high output team currently employed by AmeyColas. Network Rail has an established Health & Safety Management System for meeting the legal requirements of Infrastructure Manager under ROGS. However, not all of these processes support the requirements of a Transport Undertaking. A Transport Undertaking is the legal term under ROGS for those organisations that operate trains or rail vehicles (excluding those who operate rail vehicles wholly within engineering possessions). Therefore this manual will detail the SMS TU and the supporting safety procedures to support the Mainline Certificate.																																																																																																																																																																																																																																																						
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issue	NR/L3/NSC/313/SP-1.06	New issue	NR/L3/NSC/313/SP-1.07	New issue	NR/L3/NSC/313/SP-1.07/FA1	New issue	NR/L3/NSC/313/SP-1.07/FA2	New issue	NR/L3/NSC/313/SP-1.08	New issue	NR/L3/NSC/313/SP-1.08/AA	New issue	NR/L3/NSC/313/SP-1.08/AB	New issue	NR/L3/NSC/313/SP-1.08/AC	New issue	NR/L3/NSC/313/SP-1.08/FA	New issue	NR/L3/NSC/313/SP-1.08/FA1	New issue	NR/L3/NSC/313/SP-1.08/FA2	New issue	NR/L3/NSC/313/SP-1.08/FA3	New issue	NR/L3/NSC/313/SP-1.08/FA4	New issue	NR/L3/NSC/313/SP-1.08/FA5	New issue	NR/L3/NSC/313/SP-1.08/FA6	New issue	NR/L3/NSC/313/SP-1.08/FA7	New issue	NR/L3/NSC/313/SP-1.08/FA8	New issue	NR/L3/NSC/313/SP-1.08/FA9	New issue	NR/L3/NSC/313/SP-1.08/FA10	New issue	NR/L3/NSC/313/SP-1.08/FA11	New issue	NR/L3/NSC/313/SP-1.08/FA12	New issue	NR/L3/NSC/313/SP-1.08/FA13	New issue	NR/L3/NSC/313/SP-1.08/FA14	New issue	NR/L3/NSC/313/SP-1.08/FA15	New issue	NR/L3/NSC/313/SP-1.08/FA16	New issue	NR/L3/NSC/313/SP-1.08/FA17	New issue	NR/L3/NSC/313/SP-1.08/FA18	New 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Standards Briefing Note



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NR/L3/NSC/313/SP-2.01/AC	New issue
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NR/L3/NSC/313/SP-3.06/A4	New issue
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NR/L3/NSC/313/SP-3.06/C1	New issue



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NR/L3/NSC/313/SP-3.06/G1	New issue
NR/L3/NSC/313/SP-4.05	New issue
NR/L3/NSC/313/SP-4.11	New issue

Briefing requirements: Where Technical briefing (T) is required, the specific Post title is indicated. These posts have specific responsibilities within this standard and receive briefing as part of the Implementation Programme. For Awareness briefing (A) the Post title is not mandatory.

Please see <http://ccms2.hiav.networkrail.co.uk/webtop/drl/objectId/09013b5b804504da> for guidance.

Briefing (A-Awareness/ T-Technical)	Post	Team	Function
T	Business Support Manager	National Supply Chain	National Supply Chain
T	Competence Manager	Human Resources	National Supply Chain
T	Director, NSC Technical Services	Technical Services	National Supply Chain
T	Fleet Engineer	Technical Services	National Supply Chain
T	Fleet Engineering Manager	Technical Services	National Supply Chain
T	Fleet Manager	Technical Services	National Supply Chain
T	Human Resources Manager	Human Resources	National Supply Chain
T	Human Resources Recruitment Manager	Human Resources	National Supply Chain
T	Maintenance Team Leaders	Technical Services	National Supply Chain
T	NSC 24/7 Duty Control Manager	Operations	National Supply Chain
T	Operations Performance Manager	Technical Services	National Supply Chain
T	Operations Standards Manager	Technical Services	National Supply Chain
T	Operations Team Leader	Technical Services	National Supply Chain
T	OTM Driver Operator	Technical Services	National Supply Chain
T	OTM Fleet Assessor	Technical Services	National Supply Chain
T	OTM Fleet Trainer	Technical Services	National Supply Chain
T	OTM Operations Assessor	Technical Services	National Supply Chain
T	OTM Operations Trainer	Technical Services	National Supply Chain
T	Planning Manager	Technical Services	National Supply Chain

*NOTE: Contractors are responsible for arranging and undertaking their own Technical and Awareness Briefings in accordance with their own processes and procedure

Standards Briefing Note

Ref: NR/L1/OHS/051		Issue: 6					
Title: Drugs and alcohol policy							
Publication Date: 05/12/2015		Compliance Date: 05/03/2016					
Standard Owner: Director of Risk Analysis & Assurance							
Non-Compliance rep (NRNC): Brian Tomlinson Director of Risk Analysis & Assurance							
Further information contact: Jane Manders		Tel: 07710 964324					
Purpose: Drugs and alcohol affect people's ability to work safely, which is a risk to individuals as well as to the organisation. Implementation of this policy contributes to controlling the risk of Network Rail employees and contractors working while under the influence of drugs and alcohol. It also helps achieve compliance with the requirements of the Transport and Works Act 1992, Network Rail's Health and Safety Management System, and Railway Group Standard GE/RT8070, Drugs and Alcohol.		Scope: This policy: a. sets out the drugs and alcohol principles for all employees and contractors working on Network Rail infrastructure; b. includes requirements and guidance for drug and alcohol testing and breaches of the policy. Suppliers of domestic services (such as office cleaning) are exempt from the policy, but are encouraged to apply similar standards in respect of their employees.					
What's New/ What's Changed and Why: Purpose of change: 1. To ensure that we are better able to protect our workforce by identifying individuals potentially under the influence of drugs and/or alcohol; 2. To make compliance with testing procedures easier; and 3. To reduce the workload stress on our workforce by reducing the number of individuals required to be away from worksites. What has changed? Those with a key safety role (those whose work, activities and decisions can affect health and safety) and Safety Critical Staff and PTS/Sentinel card holders will be included in random D&A testing. The standard has been revised to provide more clarity and RAG status has been applied to all content. Appendix A has been included, to provide some examples of common street names for drugs. Section 6.7 has been included from the Sentinel Scheme Rules to provide more information on the appeals process.							
Affected documents: <table><tr><td>Reference</td><td>Impact</td></tr><tr><td>NR/L1/OHS/051 ISSUE 5</td><td>Superseded</td></tr></table>				Reference	Impact	NR/L1/OHS/051 ISSUE 5	Superseded
Reference	Impact						
NR/L1/OHS/051 ISSUE 5	Superseded						
Briefing requirements: Where Technical briefing (T) is required, the specific Post title is indicated. These posts have specific responsibilities within this standard and receive briefing as part of the Implementation Programme. For Awareness briefing (A) the Post title is not mandatory. Please see http://ccms2.hiav.networkrail.co.uk/webtop/drl/objectid/09013b5b804504da for guidance.							
Briefing (A-Awareness/ T-Technical)	Post	Team	Function				
A	All line managers, with people management responsibilities, including key safety posts	All	All functions				
T	Human Resources Business Partners (including leads, seniors and HRBP support) – also Daphne Guiste and Kathy Simmons	Human Resources	All				
T	Occupational Health and Wellbeing Managers		Network Operations				
T	HoRSHE/Heads of S&SD (incl. NSC/IP)		Network Operations				
T	Head of Occupational Safety Strategy	STE Leadership	STE				
A	ISLG Chairman for Rail Industry Association of Contractors	Rail Industry Contractors	Rail Industry Contractors				

*NOTE: Contractors are responsible for arranging and undertaking their own Technical and Awareness Briefings in accordance with their own processes and procedure