

Railway Group Standard

GO/RT3350

Issue Five

Date December 2011

Communication of Urgent Operating Advice

Synopsis

This document defines the requirements for reporting and disseminating urgent operating safety information arising from operating incidents, equipment defects and misunderstanding of operating rules, regulations or instructions.

This document contains requirements that are amended under the Railway Group Standards Code (Issue Three) as a small scale change. Reference to the amended requirements is made in the 'Issue record'. All other parts of the document are unchanged from the previous issue.

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Railway Group Standard**GO/RT3350****Issue** Five**Date** December 2011**Communication of Urgent Operating Advice****Issue record**

Issue	Date	Comments
One	October 2000	Original document
Two	February 2007	Replaces issue one
Three	February 2009	Replaces issue two
Four	June 2010	Replaces issue three (small scale change to administrative parts of the document in relation to references to NIR3350 – previously GO/RT3350/1 form)
Five	December 2011	Replaces issue four (small scale change: addition of non-mandatory Appendix A to provide guidance on section 2.2.1 of the standard)

Amended or additional parts of revised pages have been marked by a vertical black line in the adjacent margin.

Superseded documents

The following Railway Group documents are superseded, either in whole or in part as indicated:

Superseded documents	Sections superseded	Date when sections are superseded
GO/RT3350 Communication of Urgent Operating Advice, issue four	All sections	03 March 2012

Supply

The authoritative version of this document is available at www.rgsonline.co.uk. Uncontrolled copies of this document can be obtained from Communications, RSSB, Block 2, Angel Square, 1 Torrens Street, London EC1V 1NY, telephone 020 3142 5400 or e-mail enquirydesk@rssb.co.uk. Other Standards and associated documents can also be viewed at www.rgsonline.co.uk.

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Railway Group Standard**GO/RT3350****Issue** Five**Date** December 2011**Communication of Urgent Operating Advice****Part 1 Purpose and Introduction****1.1 Purpose**

- 1.1.1 This document mandates requirements for the reporting and dissemination of urgent operating safety information.

1.2 Introduction**1.2.1 Background**

- 1.2.1.1 This standard recognises the need for the infrastructure managers (IM) and railway undertakings (RU) to have a common system for disseminating matters of an urgent nature concerning operational incidents or irregularities, and certain types of equipment defect, to each other. The advice may relate to circumstances where other industry parties need to take immediate action, and where other means of communication may not be sufficiently rapid or reach the intended audience.

1.2.2 Principles

- 1.2.2.1 The requirements of this document are based on the principle that Network Rail, as infrastructure manager of the GB rail network, provides the means through the National Operations Centre to process urgent operating advices initiated internally or by a railway undertaking or other infrastructure manager. Allocating a national incident report (NIR) number, the advice is then sent to a designated recipient in each railway undertaking and/or other infrastructure manager, which will make an informed judgement on the applicability of the urgent operating advice to its sphere of operations and take necessary actions to control the risk.
- 1.2.2.2 Details of the arrangements for this process, and the means by which to raise an Urgent Operating Advice, are available on the www.railnotices.net website.

1.2.3 Related requirements in other documents

- 1.2.3.1 Note exclusions listed in Definitions under 'Equipment', where application of GE/RT8250 and GK/RT0106 applies.

1.2.4 Supporting documents

- 1.2.4.1 There are no Railway Group documents supporting this Railway Group Standard.
- 1.2.4.2 The following Network Rail document supports this Railway Group Standard: Urgent Operating Advice report form (NIR3350) available on the www.railnotices.net website.

1.3 Approval and authorisation of this document

- 1.3.1 The content of this document was approved by Traffic Operation and Management Standards Committee on 13 September 2011.
- 1.3.2 This document was authorised by RSSB on 28 October 2011.