RPA Standards-Legislation Update

Standards, Regulations and Legislation as detailed in RPA Standards and Legislation Register- are checked for any new issues, withdrawals, derogations etc. RGS can be found electronically at www.rssb.co.uk and Business Standards at Network Rail Standards Portal (msappproxy.net) the new standard are reviewed to determine its effect on RPA Members. The summary notes are used for this purpose before reading the complete standard to see if is applicable to RPA Members.

Below is a list of the changes to NWR Standard, Legislation/HS, Code of Practice, Rule Books and Posters that are new issues have been amended since the last update or require compliance before the next standards review.

Changes in line with Standards Review – Dec 24

Review Date 15th Dec 24

NWR Standard:		Title	Issue
1,	NR-CAT-STP-001	Catalogue of Network Rail Standards	134
2,	NRS - SBR001	Standards and Controls Change Summary Report.	134
3,		Sentinel Scheme Rules	5
4,	NR-L3-MTC-RCS0216	Risk Control Manual.	30

Legislation/HSE	Title	Issue
1, None		

Code of Practice	Title	Issue
1, COP0012	Code of Practice for Defect Reporting for OTP, Plant and Equipment	8
2, COP0038	Code of Practice for Defective OTP Safety Critical Equipment	4

Rule Book		Title	Issue
1,	GERT8000	Master Manual.	14.1
2,	GERT8000-RBBL	Briefing Leaflet.	40.1
3,	GERT8000-HB9	IWA or COSS setting up safe systems of work within possessions	8.1
4,	RT 3170	PTS Handbook	11
5,	RS 524	List of Dangerous Goods and their United Nations Numbers	1.2

Posters	Title	Issue
1, None		

Additional Information

RSSB	Title	Issue
1, GEGN8646	Guidance on the Common Safety	01.1

Safety Advice

NRA24-13   The Use of Prescribed Medicinal Cannabis

Technical Bulletin

GKD TB2024-013 - GKD Rail software, v11.x.x, has been updated to v11.12.0
GKD TB2024-014 - GKD Rail software, v11.x.x, has been updated to v11.13.0

RailPPs Share with Pain, Share with Pride

1,   Share with Pain Rail MAX RRV, Fleet No. RTEM003 hydraulic oil leak – A.P. Webb
2,   Share with Pride BSP Hammer Testing Rig – Readypower

NWR Standard

1,   NR-CAT-STP-001 Catalogue of Network Rail Standards Issue: 134

This document is intended as a guide to current Network Rail Standards, as of the date of publication (Note: The format of this catalogue is an Excel document temporarily).

It does not include historic records, although a simple 15-month archive listing of withdrawals and supersessions is maintained for your convenience.

Whilst we endeavour to keep this content up to date from the information provided to us by Network Rail, Accuris cannot be held responsible for any errors or omissions.

Related Documents: NRS - SBR001   Standards and Controls Change Summary Report

2,   NRS - SBR001   Standards and Controls Change Summary Report. Issue 134

This workbook contains information on all new and changed Network Rail Standards and Controls due to be published on the 9th December 2024. It is to be used to support the standards and controls briefing process undertaken within Network Rail. The Standards and Controls Briefing is now in PowerPoint format so that you may add or delete slides and information to suit your team's briefing requirements.

3,   Sentinel Scheme Rules V5

Purpose and Scope:

1.1   The purpose of the document is to detail the Sentinel Scheme Rules and define procedures for compliance to these rules. This document is not designed to detail the operational administration of the scheme.
1.2   Network Rail Technical Authority (TA) are the custodians of the Sentinel Scheme Rules and are responsible, in partnership with the organisations listed in Appendix A 'Managed Infrastructures', for keeping them up to date and available to the industry, sponsors and individuals.
1.3   The rules detailed in this document are mandatory for all parties involved in putting people to work safely on the following Managed Infrastructures (MI) as listed in Appendix A.
1.4   This document applies to all organisations undertaking the role of sponsor and to all individuals with a current profile in the Sentinel system.
1.5   The process for investigating suspected breaches of the Sentinel Scheme Rules.

NOTE: This document does not cover the rules associated with the delivery of track safety training and associated competence interventions. All activities and roles associated with railway training are detailed within the relevant competence management standards. This document does not cover the rules associated with medical and drugs and alcohol (D&A) providers as they fall under the Infrastructure Manager (IM) own policies.
NOTE: Trainers, Assessors and Drug & Alcohol (D&A) Collection Officers who are required to hold a current profile on the Sentinel system are treated as individuals within the Sentinel Scheme. Training and assessment providers acting as Sponsors are covered by this document.

What's new, what's changed and why: The Sentinel Scheme Rules have been updated to Version 5 with a compliance date of March 2025 and are now available on the Sentinel website. The industry has come together to produce a set of rules that are easier to understand and provide a

greater level of security and assurance, supporting both Sponsors and sponsored individuals in being safe at work on the managed rail infrastructure.

Some key changes include:

- The rules being set out in a clear, chronological, order. Enabling easier understanding of requirements and accountabilities.
- Clarity on the requirements and responsibilities for training, Personal Protection Equipment (PPE) and equipment provision.
- Introducing the ability for Sponsors to undertake English language assessment during pre-sponsorship checks.
- Mandating the 'swipe in' process, supporting competence and fatigue management on site.
- Clearer requirements for supporting Sentinel Investigations and collaboration with the Formal Review Panel.
- A simpler process and timescales for formal review of breaches, appeals, and responses.

This revision of the Sentinel Scheme Rules will promote greater rigor in compliance, oversight, and proactive risk management.

4,   NR-L3-MTC-RCS0216 Risk Control Manual.   Issue 30

Purpose: This standard provides the index and version control of risk control sheets that mitigate risks associated with general activities, general hazards, small plant, mobile plant, live working and functional activities (track/signalling etc) within Maintenance.

Each risk control sheet provides a summary of the key hazards and controls identified within a standard work activity risk assessment. Risk control sheets standardise safe working arrangements across Network Rail's Maintenance function.

Scope: This standard applies to any Infrastructure Maintenance staff from any discipline when carrying out routine or non-routine tasks identified within the index.

What's new, what's changed and why:

TK42
This TRCS has been updated after an accident earlier in the year involving Enerpac RP70A stressing equipment. The updates to this Task Risk Control Sheet have been developed in conjunction with significant Trade Union input, Technical Authority Plant and Equipment Engineering team, Technical Authority Corporate Workforce Safety, and Eastern Region Engineering Team. It has also incorporated lessons learnt from live failure testing of Enerpac RP70A stressing equipment.

The changes reflect existing requirements found in the relevant upskilling materials and associated Product Acceptance certificates.
The section on 'Use of Stressing Equipment' has been updated to provide a clearer list of 'Controls' associated with stressing activities.

SP07, SP08 and SP21
The TRCSs have been reviewed and updated as part of a periodic review requested by the Network Technical Head for Plant.
The TRCS changes will allow the latest information to be provided in relation to the standards identified within the title of the remit.
This will give clarity and update out of date information.
Where applicable identified exclusion zones have been added or a reference to NR/L3/MTC/RCS0216/MP01 – Use & Control of OTP included (TRCS MP01 contains exclusion zone requirements).

MP16
This TRCS is to be withdrawn and archived as Flash Butt Welding Machines are now obsolete.

MP21

This TRCS is to be withdrawn and archived as it has been included in MP07 - Use of OTP with Attachments.

Detail of change

TK42 Stressing (CWR) & Stress Monitoring (Not CWR)
Instruction that stressing equipment shall be operated in accordance with manufacturer's instructions and associated training.
Clearly identifying the requirements for establishing an exclusion zone and when this is required.
The need for those setting up the equipment shall be trained and competent in doing so.
Identifying the need to refer to the TRCS 'NR/L3/MTC/RCS0216/SP13 - Use of Permaquip/Geismar THR542 Stressing Equipment'.

Aligning the TRCS to the product acceptance certificate for Enerpac equipment in Identifying that it cannot be used on curves with a radius of less than 250m.

SP07 – Use of Manually Propelled Rail Handlers (MPRH)
Title changed from 'Use of Iron Men' to "Use of Manually Propelled Rail Handlers (MPRH)".
Added reference to LOLER and Manually Propelled Rail Handler Work Plan – F026 to Pre-Use checks.
Added key risk 'Run away' to TRCS.
Changed some 'key risk' titles.
Referenced TRCS descriptions amended throughout.
Implemented by updated throughout.
All sections have been updated to give greater clarity.
All sections have been updated to bring the TRCS into line with latest task and equipment requirements.

SP08 Use of Manually Propelled Trolleys / Rail Skate / Scooter
Added reference to P514 - Hand controlled trolleys and NR/L2/RMVP/0200_F013 Trolley inspection to Pre-Use Checks – Trolleys.
Manual Handling section updated with the help of Corporate Workforce Safety
Added 'Trolleys shall only be used in isolated DC rail equipment areas' to key risk 'Electrocution'.
Referenced TRCS descriptions amended throughout.
Changed some 'key risk' titles. Implemented by updated throughout.
All sections have been updated to give greater clarity.
All sections have been updated to bring the TRCS into line with latest task and equipment requirements.

SP21 Use of Brush Cutter / Strimmer / Hedge Trimmer / Mechanised Pole Saw
Key risk 'PPE (generic))' changed to 'Personnel Injury (generic)'
Key risk 'Noise and HAVS (generic)' removed bullet point 'Th e noise level at the operator's ear is 103dB'.

Key risk 'Environmental' changed to 'Environmental Risks' and 'controls' updated.
Key risk 'Brush Cutter / Strimmer (specific)' to 'Personnel Injury - Brush Cutter / Strimmer (specific)'
Referenced TRCS descriptions amended throughout.

Implemented by updated throughout.
All sections have been updated to give greater clarity.
All sections have been updated to bring the TRCS into line with latest task and equipment requirements.

Affected documents:

Reference	Issue	Impact	Document type
NR/L3/MTC/RCS0216	29	Superseded	Standard
NR/L3/MTC/RCS0216/SP07.	2	Superseded	Module
NR/L3/MTC/RCS0216/SP08	3	Superseded	Module
NR/L3/MTC/RCS0216/SP21	5	Superseded	Module
NR/L3/MTC/RCS0216/MP21	2	Withdrawn	Module
NR/L3/MTC/RCS0216/MP16	3	Withdrawn	Module
NR/L3/MTC/RCS0216/TK42	2	Superseded	Module

Legislation/HSE

1,   None

Code of Practice

1,   COP0012 Code of Practice: Defect Reporting for OTP, Plant and Equipment. Issue 8

Purpose: This Code of Practice details the systems to have in place so that all safety related defects are reported and that other reported defects are checked in accordance with RIS-8250-RST.

RIS-8250-RST advises that the national reporting system should be used for plant and equipment.

Scope: This Code of Practice concerns all safety related defects on OTP and plant & equipment that could be used on any railway infrastructure.

Changes: New format minor changes to table with title of RIS-8250-RST changed.

2,   COP0038 Code of Practice: For Defective OTP Safety Critical Equipment. Issue 4

Purpose: This code of practice has been developed to describe the actions to be taken by Plant Lead, Machine/Crane controllers and machine operators in the event of safety critical equipment becoming defective, or where it is isolated on any OTP prior to or during use on the railway infrastructure.

Scope: This Code of Practice details what actions should be undertake when On-Track Plant (OTP) is discovered to have defective safety critical equipment prior to, or during use on any UK Railway Infrastructure.

Changes: New 1.4 added and minor wording changed; some duplication removed.

Rule Book

1,   GERT8000   Master Manual. Issue 14.1

RSSB has produced this manual to provide end-users with access to the content of GERT8000 (The Rule Book) that is relevant to all roles as defined in the Rule Book Matrix published by RSSB.

The manual is intended to be read electronically and on a device of your choice. To facilitate navigation, the manual includes bookmarks, and the contents page includes links enabling you to find the information you require quickly. The content can also be searched using keywords or phrases, for example, Single Line Working. It is not intended for printing.

If you require individual copies of the modules or handbooks contained within this manual, then these can be downloaded from the Standards Catalogue or ordered in hardcopy from Willsons Printers: Newark.

Any party wishing to apply for a deviation or to propose a change should apply referencing the individual handbook(s) and/or module(s) and not this manual. The manual will be updated and re-issued as individual handbooks and modules are revised.

Any party wishing to access the impact assessments or briefing notes associated with the individual modules and handbooks can do so by referring to the specific module or handbook on the Standards Catalogue

2,   GERT8000-RBBL   Briefing Leaflet. Issue 40.1

The following modules and handbooks will be reissued and come into force on 07 December 2024:
Handbook 1 General duties and track safety for track workers
Handbook 6 General duties of an individual working alone (IWA)
Handbook 7 General duties of a controller of site safety (COSS)
Handbook 8 IWA, COSS or PC blocking a line
Handbook 11 Duties of the person in charge of the possession (PICOP)
Handbook 12 Duties of the engineering supervisor (ES) in a possession *(This handbook has been renamed)*
Handbook 15 Duties of the machine controller (MC) and the on-track plant operator
Module OTM Working of on-track machines (OTM)
Module S5 Passing a signal at danger or an end of authority (EoA) without a movement authority (MA)
Module SP Speeds
Module SS2 Shunting
Module T3 Possession of a running line for engineering work
Module TS1 General signalling regulations
Module TS9 Level crossings - signaller's regulations
Module TS11 Failure of, or work on, signalling equipment - signallers' regulations
Module TW1 Preparation and movement of trains
Module TW5 Preparation and movement of trains: Defective or isolated vehicles and on-train equipment
Module TW7 Wrong-direction movements
Module TW8 Level crossings - drivers' instructions
RS521 Signals, Handsignals, Indicators and Signs handbook

The following module and handbooks will be re-issued in electronic form only and will come into force on 07 December 2024:
Handbook 9 IWA or COSS setting up safe systems of work within possessions
Module TS1 General signalling regulations
RS524 List of Dangerous Goods and their United Nations Numbers

3,   GERT8000-HB9   IWA or COSS setting up safe systems of work within possessions. Issue 8.1

Key Changes: As a result of the reissue of handbooks 6 and 7, some cross-references in this handbook have been changed.

Detail Of Changes
Section headings in bold relate to issue 8 of Handbook 9.

3 Working within a work site

3.3 Safe system of work where all lines are blocked (safeguarded)
The cross-references in this section to handbooks 6 and 7 have been changed as a result of the re-issue of those handbooks.

3.4 Safe system of work using a safety barrier (fenced)

The cross-references in this section to handbooks 6 and 7 have been changed as a result of the re-issue of those handbooks.

3.5 Safe system of work (separated)
The cross-reference in this section to handbook 7 has been changed as a result of the re-issue of that handbook.

4,   RT 3170   PTS Handbook   Issue 11

Key Changes: New Issue

5,   RS 524   List of Dangerous Goods and their United Nations Numbers Issue 1.2

Key Changes:
The 2023 RID regulations include a number of changes to the details of UN numbers which are as shown below:
• UN1169 This number ceases to be valid after 30 June 2023 and has been deleted.
• UN1197 and UN1345 The substance name has been amended
• UN1345 The packing group has been changed
• UN1872 The subsidiary hazard has been deleted
• UN1891 The dangerous goods class has been changed and a subsidiary hazard introduced
• UN2015 The description of the substance has been changed
• UN3550 A new UN number has been introduced.

The 2025 RID regulations include a number of further changes to the details of UN numbers which are as shown below:
• UN1835 The substance name has been changed
• UN2870 The substance name and packing group have been changed
• UN3165 The substance name and packing group have been changed
• UN3292 The substance name has been changed
• UN3423 The dangerous goods class has been changed, a subsidiary hazard has been added and the packing group has been changed
• UN3551 to 3560 New UN numbers have been introduced

DETAIL OF CHANGES
Section headings in bold relate to issue 1 of handbook RS524.

List of UN numbers
The details shown against certain UN numbers have been changed.

Posters

None

Additional Information

RSSB

1,   GEGN8646   Guidance on the Common Safety Issue 1.1

Purpose: This document gives guidance on applications of the principles outlined in The Common Safety Method for Risk Evaluation and Assessment (CSM REA). Each part of the document contains an overview which gives a summary of key points and principles.

Note: The abbreviation CSM RA has been used in the past and is considered equivalent to CSM REA. Both terms have been extensively adopted within the railway industry and are considered to be equivalent.

This document is intended to be used to support industry members in understanding obligations, and suitably and efficiently applying the risk assessment process to manage change under the CSM REA.

Further related guidance material and examples and templates are provided on the RSSB website.

Changes: Updated to reference new legislation following the UK's withdrawal from the EU. Minor amendments have been made to align with the latest RSSB standard editorial guidelines.

1, NWR

Safety Advice

NRA24-13 The Use of Prescribed Medicinal Cannabis

Overview

This safety bulletin clarifies the position of Network Rail on the use of prescribed medicinal cannabis.

It applies to use by all individuals employed or contractually undertaking work activity for and or on behalf of Network Rail.

Sponsors in the Network Rail Supply Chain are expected to establish their own processes to meet these requirements.

Prescribed Medicinal Cannabis use:
Network Rail considers the use of prescribed medicinal cannabis to be unacceptable other than for treating a medical condition listed in the National Institute for Care and Excellence guidance (NICE guidelines).
Acceptable use include:
- Rare forms of epilepsy.
- Vomiting or nausea caused by cytotoxic chemotherapy.
- Muscle stiffness and spasms due to multiple sclerosis.

Where an individual is using prescribed medicinal cannabis to manage a condition listed above Network Rail will arrange a case-by-case assessment to consider reasonable adjustments.

Safety Bulletin

None

Shared Learning

None

Technical Bulletin

GKD TB2024-013 - GKD Rail software, v11.x.x, has been updated to v11.12.0

Detail: The changes in version 11.12.0 are as follows:

1. On the Speed Calibration screen, we are now allowing the unlocking of the Axles as well as allowing travel. This covers all configurations of axles.
2. If the 'I5 Engine Off' message is shown, we are now not showing any other Info or Warning

messages.

3. If there are more than 1 error present in the system, we are simply showing the first error on the Operator Screen.

4. The CAN Alarm error messages have been changed to info messages, therefore not affecting the operation of the machine.

5. Muting of the Overload Alarm is now only maintained until the system is restart. Then it is automatically unmuted.

6. A button has been implemented on the Data Mode screen called 'Piling Duty'. This allows the operator to turn on or off the 'Negative Load On Hook' displayed on the Operator screen.

7. The T Log files were being saved in the GKD folder instead of the GKDRCILOG folder. This meant that they were not offloaded correctly. *See note below.

8. When configured for Z-Boom, the boom slowdowns were only turned off when at a limit, not when you entered the slow zone.

GKD TB2024-014 - GKD Rail software, v11.x.x, has been updated to v11.13.0

Detail:　　　The changes in version 11.13.0 are as follows:

1.Separate filtering is now available for Main and Safety Angle Sensors. This is to allow compensation of the Gravity V sensors without reducing the performance of the Signal Quest sensors.

RailPPs Share with Pain, Share with Pride

1,　　Share With Pain Rail MAX RRV, Fleet No. RTEM003 hydraulic oil leak – A.P. Webb

SRSA, Cemmaes Road, 17th Feb 2024
A hydraulic leak was identified by the operator and the machine was shut down immediately to avoid any further oil spill. The on-site fitter found the leak to be coming from the union of a steel pipe connecting to the valve block. The pipe was released to find that the seal between the flat face of the pipe and the valve block had failed.

A new seal was fitted, pipe reconnected, and the machine restarted and checked for further leaks. None were detected and the machine was returned to service.

Lessons learned - Close examination of the faces to be undertaken to determine any defects to the steel pipe and valve block. If found, these components must be replaced.

We do not believe that any further form of maintenance could have detected or prevented this issue occurring, due to the lack of symptoms prior to the failure and the infrequency of such an event.

2,　　Share with Pride BSP Hammer Testing Rig – Readypower

BSP Hammer Inspections/Testing
Whilst inspecting/testing our BSP Hammer attachments, difficulties were highlighted around being able to carry out an effective operational test as part of the required inspection without damaging the surrounding environment in both our depots and out on site.

As per manufacturers maintenance regime, the BSP Hammer must be function tested daily (or every 10-12 hours use) to check the full operation and integrity of the hammer.

Due to the weight of the hammer and the force produced it was often destructive to the surrounding environment and produced a lot of noise/vibration.

To combat this several mobile testing rigs have been manufactured to enable us to carry out a full operational testing and inspections both in the depot and any location out on site. This also removes the risks of damaging the environment and surrounding areas. The rig consists of a tubular pile with a thick shock absorbing rubber base.