

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.

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Requirement for Communication of Urgent Operating Advice

Issue record

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One	October 2000	Original document
Two	February 2007	Replaces issue one

Revisions have not been marked by a vertical black line in this issue because the document has been revised throughout.

Superseded documents

The following Railway Group documents are superseded, either in whole or in part as indicated:

Superseded documents	Sections superseded	Date when sections are superseded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 1	All sections	07 April 2007

Supply

Controlled and uncontrolled copies of this Railway Group Standard may be obtained from the Corporate Communications Department, Rail Safety and Standards Board, Evergreen House, 160 Euston Road, London NW1 2DX, telephone 020 7904 7518 or e-mail enquiries@rssb.co.uk. Railway Group Standards and associated documents can also be viewed at www.rgsonline.co.uk.

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Requirement for 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 manager (IM) and all railway undertakings, including infrastructure managers (SO), 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 (IM) 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/IMSO. Allocating a national incident report (NIR) number, the **advice** is then sent to a designated recipient in each railway undertaking/IMSO, 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 a copy of the **urgent operating advice** report form, are available on the RSSB website www.rssb.co.uk.

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 The following Railway Group document supports this Railway Group Standard: **Urgent Operating Advice** report form (GO/RT3350/1) available on the RSSB website.

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Part 2 Requirements for Communication of Urgent Operating Advice

2.1 Responsibilities of the infrastructure manager (IM)

- 2.1.1 The infrastructure manager (IM) shall publish its arrangements for receiving **urgent operating advice** to all railway undertakings and infrastructure managers (SO).
- 2.1.2 The infrastructure manager (IM), on receiving **urgent operating advice**, shall distribute it to all railway undertakings/IMSOs.

2.2 Responsibilities of all railway undertakings and infrastructure managers (SO)

- 2.2.1 Railway undertakings/IMSOs shall identify the need for an **urgent operating advice** to be sent to the infrastructure manager (IM) and other railway undertakings/IMSOs.
- 2.2.2 Railway undertakings/IMSOs shall send the **urgent operating advice** to the infrastructure manager (IM) according to the infrastructure manager's (IM) published arrangements.
- 2.2.3 Railway undertakings/IMSOs shall record delivery of **urgent operating advice** to the infrastructure manager (IM).

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Part 3 Application of this document

3.1 Application - infrastructure manager (IM)

3.1.1 Scope

- 3.1.1.1 This document relates to high risk **operating** incidents or irregularities that could recur at any time or location, where railway undertakings/IMSOs urgently need to be informed.
- 3.1.1.2 The document also applies to high risk defects in equipment, but not vehicle, plant and machinery defects covered by GE/RT8250, and defective signalling and telecommunications equipment included in the scope of GK/RT0106.
- 3.1.1.3 The safety reporting requirements in this document are additional to those described in GE/RT8000 and GE/RT8047.
- 3.1.1.4 Measures in this document support the requirements in GO/RT3473 for the **urgent** dissemination of information arising from formal investigations, following incidents or accidents.

3.1.2 Exclusions from scope

- 3.1.2.1 There are no exclusions from the scope specified in clause 3.1.1 for the infrastructure manager (IM).

3.1.3 General compliance date for the infrastructure manager (IM)

- 3.1.3.1 This Railway Group Standard comes into force and is to be complied with from 07 April 2007, except as specified in section 3.1.4.

3.1.4 Exceptions to general compliance date

- 3.1.4.1 There are no exceptions to the general compliance date specified in clause 3.1.3 for the infrastructure manager (IM).

3.2 Application - railway undertakings and infrastructure managers (SO)

3.2.1 Scope

- 3.2.1.1 This document relates to high risk **operating** incidents or irregularities that could recur at any time or location, where other railway undertakings/IMSOs and/or the infrastructure manager (IM) urgently need to be informed.
- 3.2.1.2 The document also applies to high risk defects in equipment, but not vehicle, plant and machinery defects covered by GE/RT8250, and defective signalling and telecommunications equipment included in the scope of GK/RT0106.
- 3.2.1.3 The safety reporting requirements in this document are additional to those described in GE/RT8000 and GE/RT8047.
- 3.2.1.4 Measures in this document support the requirements in GO/RT3473 for the **urgent** dissemination of information arising from formal investigations, following incidents or accidents.

3.2.2 Exclusions from scope

- 3.2.2.1 There are no exclusions from the scope specified in clause 3.2.1 for railway undertakings/IMSOs.

3.2.3 General compliance date for railway undertakings

- 3.2.3.1 This Railway Group Standard comes into force and is to be complied with from 07 April 2007, except as specified in section 3.2.4.

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3.2.4 Exceptions to general compliance date

- 3.2.4.1 There are no exceptions to the general compliance date specified in clause 3.2.3 for railway undertakings.

3.3 Health and safety responsibilities

- 3.3.1 Users of documents published by RSSB are reminded of the need to consider their own responsibilities to ensure health and safety at work and their own duties under health and safety legislation. RSSB does not warrant that compliance with all or any documents published by RSSB is sufficient in itself to ensure safe systems of work or operation or to satisfy such responsibilities or duties.

Requirement for Communication of Urgent Operating Advice

Definitions

Defined term

Equipment

In this document means equipment used for:

- Preparing trains for movement
- Securing loads on rail vehicles
- Providing oral or visual communication necessary for the control of train movements
- Protecting persons working on or near the line, passengers or members of the public from trains or electric traction current

but excluding equipment within the scope of GE/RT8250 and GK/RT0106.

High risk defect

In this document means a defect that has caused, or could have had a high likelihood of causing:

- Death, ill health or major injury to persons, or
- Derailment or collision of trains.

High risk **operating** incident or irregularity

In this document, means an unplanned, uncontrolled high risk event during train operations (including an irregular working practice) that has or could have had a high likelihood of causing:

- Death, ill health or major injury to persons, or
- Derailment or collision of trains.

Train

As defined in the Railways Act 1993

Urgent Operating Advice

Information relating to a high risk **operating** incident, irregularity or equipment defect that could recur at any time or location, where other railway undertakings and/or the infrastructure manager urgently need to be informed.

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References

The Catalogue of Railway Group Standards and the Railway Group Standards CD-ROM give the current issue number and status of documents published by RSSB. This information is also available from www.rgsonline.co.uk.

Documents referenced in the text

RGSC 01 The Railway Group Standards Code

Railway Group Standards

GE/RT8000 Rule Book

GE/RT8047 Reporting of Safety Related Information

GE/RT8250 Safety Performance Monitoring and Defect Reporting of Rail Vehicles, Plant and Machinery

GK/RT0106 Management of Safety Related Failures of Signalling and Operational Telecommunications Systems

GO/RT3473 Accident and Incident Investigation

Network Rail-maintained document

GO/RT3350/1 **Urgent Operating Advice** report form (available on RSSB website)