# 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 that have been amended since the last update or require compliance before the next standards review.

**Changes in line with Standards Review – Mar 25**

**Review Date 10th Mar 25**

| NWR Standard: | | Title | Issue |
|---|---|---|---|
| 1, | NR-CAT-STP-001 | Catalogue of Network Rail Standards | 135 |
| 2, | RIS-1530-PLT | Rail Industry Standard for Technical Requirements for On-Track Plant and their Associated Equipment and Trolleys | 7.2 |
| 3, | RIS-3783-TOM | Medical Fitness Assessment | 1 |
| 4, | NR NR-L2-RMVP-0200 | Infrastructure Plant Manual | 15 |
| | NR NR-L2-RMVP-0200-Module P521 | On-Track Plant Operations Scheme | 4 |
| 5, | NR-L2-OHS-00120 | Drugs, alcohol and substance misuse in the workplace | 8 |
| 6, | NR-L3-MTC-RCS0216 | Risk Control Manual. | 31 |
| | NR-L3-MTC-RCS0216-MP06 | Lifting and Thimbling Operations | 3 |
| | NR-L3-MTC-RCS0216-MP08 | Use of OTP for Excavation | 3 |

| Legislation/HSE | Title | Issue |
|---|---|---|
| 1, None | | |

| Code of Practice | Title | Issue |
|---|---|---|
| 1, None | | |

| Rule Book | | Title | Issue |
|---|---|---|---|
| 1, | GERT8000 | Master Manual. | 15 |
| 2, | GERT8000-RBBL | Briefing Leaflet. | 41 |
| 3, | GERT8000-AC | AC Electrified Lines | 8 |
| 4, | GERT8000-DC | DC Electrified Lines | 6 |
| 5, | RS521 | Signals, hand signals, Indicators and signs Handbook | 8 |
| 6, | Handbook 16 | AC Electrified Lines | 6 |
| 7, | Handbook 17 | DC Electrified Lines | 5 |

| Posters | Title | Issue |
|---|---|---|
| 1, None | | |

**Additional Information**

| | Title | Issue |
|---|---|---|
| 1, | | |

**Safety Advice**

NRA24-15    Incident-caused-by-incorrect-location-awareness

NRA25-02    Geofencing-–-Addition-to-NRA24-10

**Technical Bulletin**

None

**RailPPs Share with Pain, Share with Pride**

1,      Share With Pride Readypower MOVAX Module
2,      Share With Pride Sunbelt Safety improvements on new Rail HGV Fleet

**Additional Information**

None

**NWR Standard**

**1,     NR-CAT-STP-001 Catalogue of Network Rail Standards Issue: 135**

Standards catalogue published March 2025 which includes the complete list of current company standards.

Note: The format of this catalogue is an Excel document temporarily.

**2,     RIS-1530-PLT Rail Industry Standard for Technical Requirements for On-Track Plant and their Associated Equipment and Trolleys Issue 7.2**

**Purpose:**

This document is the industry agreed standard on the technical requirements for on-track plant (OTP), trolleys and associated equipment to be used on infrastructure managed by Network Rail and other infrastructure managers (IMs). Conformity with the requirements in this document can be used by IMs in discharging their responsibilities under the Railways and other Guided Transport Systems (Safety) Regulations (2006) (as amended) (ROGS).

This document is complementary to RIS-1710-PLT, which sets out requirements for the certification of rail-borne plant and the assessment of non-rail-borne plant.

This document can be adopted by railway undertakings, infrastructure maintainers and manufacturers under their respective safety or quality management system, or when specifying products and services.

**Scope:**

This document applies to all on-track plant (OTP), trolleys and associated equipment, all of which are referred to as 'machines'.

The engineering requirements set out in Parts 5 to 10 of this document refer to the machine in rail mode only, unless explicitly stated otherwise.

The clauses in this document contain requirements that relate to, and could be mandated by, an IM, to be complied with by the following industry parties:

a) Manufacturers of OTP and trolleys.
b) Plant assessment bodies (PABs).
c) Owners of OTP and trolleys.
d) Operators of OTP and trolleys; and
e) Maintainers of OTP and trolleys.

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

Minor amendments and corrections:
- References to EN 280 updated to 2022 versions; these are now Designated against the Supply of Machinery Regulations.
- Removed requirement for RA; RL only applies where IM requires it.
- References to CE marking included due to change in UK legislation.
- Added template ECC for trolleys.

**Detail of change:**

Material revisions have been marked by a vertical black line in this issue; changes simply to clause numbering are not marked. Definitions and references may also have been updated but these are not marked by a vertical black line.

**Affected documents:**

| Reference | Issue | Impact | Document type |
|---|---|---|---|
| RIS-1530-PLT 7.1 | 7.1 | Superseded | Rail Industry Standard |

### 3,    RIS-3783-TOM Medical Fitness Assessment Issue 1

**Purpose:**

RIS-3789-TOM is the industry-agreed standard for assessing and managing fitness for working on the GB mainline railway through medical fitness assessments. The standard sets out requirements and guidance to support transport operators in the implementation and oversight of medical fitness assessments and managing the risks arising from the effect of an individual's health on their work.

**Scope:**

This document sets out requirements and guidance for the management of medical fitness assessment for safety-critical workers on the GB mainline railway.

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

New Document

**Detail of change:**

New Document

**Affected Standards:**

| Reference | Issue | Impact | Standards type |
|---|---|---|---|
| RIS-3451-TOM Train Drivers - Suitability and Medical Fitness Requirements | 01 | Superseded | Rail Industry Standard |

| RIS-3452-TOM Train Movement - Medical Fitness Requirements | 01 | Superseded | Rail Industry Standard |
|---|---|---|---|
| GOGN3655 Guidance on Medical Fitness for Railway Safety Critical Workers | 02 | Superseded | Rail Industry Standard |

**4,      NR NR-L2-RMVP-0200 Infrastructure Plant Manual Issue 15**
**NR NR-L2-RMVP-0200-Module P521 On-Track Plant Operations Scheme Issue 4**

**Purpose:**

This manual details requirements and guidance when using plant for the installation, renewal and maintenance of Network Rail's managed infrastructure.

Application of this manual will support a safe working environment, compliance with statutory legislation and Network Rail's Health and Safety Management System.

**Scope:**

This manual applies to all Network Rail functions and its contractors when using plant described as:
        a) on-track machines.
        b) on-track plant.
        c) portable and transportable plant; and
        d) mobile plant and road vehicles
for infrastructure related activities, including but not limited to the Installation, renewal, maintenance, inspection and measurement of the infrastructure and its components

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

Module NR/L2/RMVP/0200/P521 (On Track Plant Operations Scheme) has been updated. The module had not been revisited since 2018/9, and the purpose of the review was to look at current industry working practices and refresh the document to address good and bad practice.

**Detail of change:**

A new section with associated flow chart has been added to manage the application process, various sections have been amended to control operating practices, and a new and comprehensive appendix (Appendix E) has been added that describes and clarifies the role of the Plant Operations Scheme (POS) representative.

**Affected documents:**

| Reference | Issue | Impact | Document type |
|---|---|---|---|
| NR/L2/RMVP/0200 | 14 | Supersede | Standard |
| NR/L2/RMVP/0200/P521 | 3 | Supersede | Module |

**5,     NR-L2-OHS-00120 Drugs, alcohol and substance misuse in the workplace Issue 8**

**Purpose:**

The purpose of this standard is to:
        a) demonstrate a means by which Network Rail complies with the legal duties specified in the Transport and Works Act (1992) (Part 2, Chapter 1), Railways and Other Guided Transport Systems (Safety) Regulations (2006) (Section 24) and Health and Safety at Work Act (1974)

(Part 1; Section 2 and Section 7) in relation to managing the risks associated with a worker attending work whilst unfit through drugs or alcohol; and

b) specify the measures Network Rail put in place to control risk of harm caused to any worker or passenger on the railway due to a worker attending work whilst unfit through drugs or alcohol.

**Scope:**

The scope of this standard includes:
    a) the requirements for testing under the following circumstances:
        I. unannounced (random) testing
        II. for-cause and post-incident/accident testing
        III. pre-placement and pre-sponsorship testing
        IV. periodic testing (within the medical process)
        V. active monitoring testing
    b) testing methodology and analysis
    c) prescription or over the counter medications and non-licensed drugs, including prescribed medicinal cannabis
    d) consequences of breaching this standard
    e) positive test appeals process
    f) drugs and alcohol misuse or dependency support

The standard applies to:
    a) Network Rail workers and prospective candidates of Network Rail.
    b) Contractor and contract workers in the Network Rail Supply Chain.
    c) where stated, approved medical and testing providers who undertake the collection, analysis and reporting of drugs and alcohol tests.

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

The standard has been updated for the following reasons:

1. Mandatory suspension from all duties caused a significant impact on operational and individual wellbeing. Implementation of the risk assessment intends to permit the employee to continue working but where required under restricted or alternative duties until laboratory results are reported (max' 7 working days). Suspension is a last resort.

2. Safety Critical, Key Safety and Safety Impact Post holders are subject to a pre-placement and/or pre-employment medical assessment which incorporates D&A Testing.

An increase to the volume of mandated random D&A testing of the identified workforce was implemented in September 2022 taking the requirement from 5% to 20%.

In addition, the requirement of Network Rail employees to undertake a competence specific health, safety and wellbeing Medical Assessment, which incorporates a Drug and Alcohol (D&A) test has been improved in frequency from 10 yearly to 3 yearly (pending clinical indications).

3. The legal basis for processing personal sensitive data for purpose of random D&A testing has been reviewed following updated guidance from Information Commissioners Office (ICO). The guidance states that a lawful basis is only likely to be provided to carry out random D&A testing for safety critical workers. The requirement within the NR D&A standard states that all NR colleagues are eligible for random D&A testing. Following the review, it is agreed by Network Rail Board to change the scope of random and pre-employment / pre-placement testing. Both are only to be applied to specific employees/prospective Network Rail candidates in roles which are identified as making safety decisions and /or there is an impact on safety of our workforce, in a safety critical, key safety post or holding Personal Track Safety (PTS) competence.

4. Per above in relation for pre-placement and employment testing

5. There are a growing number of individuals using prescribed medicinal cannabis obtained via private prescription clinics. The side effects of cannabis are well document. This section outlines the business processes for any employee who uses prescribed medicinal cannabis.

6. Clarification on the process of an appeal against a positive D&A test and arranging Sample B testing.

**Detail of change:**

1. In line with temporary variation TR103393: to apply the non-negative risk assessment process following a non-negative POCT drugs test through a random test.
2. In line with temporary variation TR103951: removal of the requirement for Network Rail employees to have passed a D&A test 3 months prior to attending PTS training. This has also been updated in the PTS training guidance.
3. In line with temporary variation TR103393: update the scope of eligible roles within the random testing programme.
4. Update and clarification of the external candidate groups who require a pre-employment D&A test – removing the requirement for non-safety critical roles/posts.
5. Clarify the position and requirements for employees who use prescribed or over the counter medicine, including prescribed medicinal cannabis.

Improved robustness of the criteria for a drugs and alcohol appeal and Sample B testing.

**Affected documents:**

| Reference | Issue | Impact | Document type |
|---|---|---|---|
| NR/L2/OHS/00120 | 7 | Superseded | Standard |

6, **NR-L3-MTC-RCS0216 Risk Control Manual Issue31**
   **NR_L3_MTC_RCS0216_MP06 Lifting and Thimbling Operations Issue 3**
   **NR_L3_MTC_RCS0216_MP08 Use of OTP for Excavation Issue 3**

**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 acro ss 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:**

These standards are to be reviewed and updated as part of a periodic review requested by the Network Technical Head for Plant.

The TRCS change will allow the latest information to be given in relation to the standards identified within the title of this remit.

This will give clarity and update out of date information. Where applicable identified exclusion zones will be added or a reference to NR/L3/MTC/RCS0216/MP01 – Use & Control of OTP included; this TRCS contains exclusion zone requirements.

**Detail of change:**

**MP06 – Lifting & Thimbling Operations**
Added reference to NR/L3/MTC/RCS0216/MP01 - Use and Control of OTP
Tools/equipment & Plant sections amended.

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.

**MP08 Use of OTP for Excavation**
Tools/equipment & Plant sections amended.
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 | 30 | Superseded | Standard |
| NR/L3/MTC/RCS0216/MP06 | 2 | Superseded | Module |
| NR/L3/MTC/RCS0216/MP09 | 2 | Superseded | Module |

**Legislation/HSE**

1,      None

**Code of Practice**

1.      None

**Rule Book**

1,      **GERM8000 Master Manual Issue 15**

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-AC AC Electrified Lines Issue 8**

**KEY CHANGES**

New rules were introduced in this module some years ago to refer to the operation of bi-mode trains which could either provide their own traction power, or take this from the electrification system on AC electrified lines. With greater experience of the operation of trains of this type, the rules have now been updated and they are now referred to as multi-mode trains. The definitions have been changed and some wording has been changed to use terms consistently.

New signs have been introduced where electric trains coast with lowered pantographs, or a multi-mode train changes to self-powered mode. These will now be black and yellow in colour so that they can easily be distinguished from permanent power changeover locations.

New instructions have been introduced concerning defective balises which would prevent automatic power changeover being carried out. Before treating these as defective, the signaller must ask the driver of the next train intended to carry out a power changeover (PCO) whether any problem is experienced, and if not normal working can be resumed as the problem is not related to the balise. There is a similar instruction concerning signage that is reported as difficult to see or missing.

A new section 19 has been introduced concerning PCO between ac electrification and other forms of traction power. It describes the signs that can be provided, but as the type of changeover can vary, as well as the on-board and trackside equipment, section 19.1 explains that the actions that a driver has to take will be those in train operating company instructions.

**3,      GERT8000-DC DC Electrified Lines Issue 6**

**KEY CHANGES**

New rules were introduced in module AC some years ago to refer to the operation of bi-mode trains which could either provide their own traction power, or take this from the electrification system on AC electrified lines. With greater experience of the operation of trains of this type, they are now referred to as multi-mode trains.

Corresponding instructions have now been included in this module for multi-mode trains which can operate over dc electrified lines. New definitions have been included.

Section 12 concerning movement of electric trains between live and isolated sections has been expanded to include multi-mode trains. There is a new instruction concerning a multi-mode train entering or leaving a section where an emergency switch-off is in place, in which case the collector shoes must be retracted to prevent that section being livened up.

There is a new section 13 concerning the movement of multi-mode trains to or from non-electrified lines. These rules are similar to those published in module AC.

A new section 14 has been introduced concerning PCO between dc electrification and other forms of traction power. It describes the signs that can be provided, but as the type of changeover can vary, as well as the on-board and trackside equipment, section 14.1 explains that the actions that a driver has to take will be those in train operating company instructions**.**

**4,      RS521 Signals, hand signals, Indicators and signs Handbook Issue 8**

**KEY CHANGES**

The title of section 9 has been changed as the range of signs now applies to lines other than AC electrified lines.

There is a new section 9.2 which shows all signs associated with power changeover.

The previous section 9.2 has been renumbered 9.3 and renamed 'Temporary PCO signs' as the signs are also used in situations where multi-mode trains change to self-powered mode, rather than coasting. The signs have been changed to distinguish them from signs at permanent power changeover locations.

The competency of safe work leader (SWL) is no longer a recognised one and all reference to this obsolete competency has been removed.

## DETAIL OF CHANGE

**Section headings in bold relate to issue 8 of handbook RS521.**

### 5 Other signals and indicators
5.4 Work-site marker boards
The section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

### 9 Electrified lines and power changeover (PCO) signs
9.2 PCO signs
The title of section 9 has been changed because of the introduction of a new section 9.2.
This is a new section which includes all the signs concerned.
9.3 Temporary PCO signs
The section has been renumbered from 9.2 and renamed as the signs are used in situations apart from coasting.

The new designs of signs are shown.

**5,      Handbook 16 AC Electrified Lines Issue 6**

**KEY CHANGES**

New rules were introduced in this handbook some years ago to refer to the operation of bi-mode trains which could either provide their own traction power, or take this from the electrification system on AC electrified lines. With greater experience of the operation of trains of this type, the rules have now been updated and they are now referred to as multi-mode trains. Some wording has been changed to use terms consistently.

New signs have been introduced where electric trains coast with lowered pantographs, or a multi-mode train changes to self-powered mode. These will now be black and yellow in colour so that they can easily be distinguished from permanent power changeover locations.

The instructions concerning defective balises which would prevent automatic power changeover (APCo) being carried out have been changed to refer to a balise that will prevent APCo taking place and not to the 'zero balise' that only operates if changeover has not already been completed.

The competency of a safe work leader (SWL) is no longer a recognised one. All references to a safe work leader have been removed from the handbook.

**DETAIL OF CHANGES**

Section headings in bold relate to issue 6 of Handbook 16.

**1 Definitions**

**Overhead line permit**
This section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

**3 Dangers of the system**
3.1 Treating the OLE, pantographs and associated roof-mounted electrical equipment as being live
The section has been changed to remove reference to the obsolete competency of safe work leader (SWL).
3.4 Reporting defects to the signaller
The section has been changed to explain that the balises referred to are those which would prevent APCo taking place automatically.
The term 'APCO' has been changed to 'APCo' for consistency.

**4 Personal safety**
4.2 Working on vehicles
The section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

**9 Overhead line permits**
9.1 Issuing an overhead line permit
The section has been changed to remove reference to the obsolete competency of safe work leader (SWL).
9.2 During the work
The section has been changed to remove reference to the obsolete competency of safe work leader (SWL).
9.3 Changes of personnel within the work group
The section has been changed to remove reference to the obsolete competency of safe work leader (SWL).
9.4 When the work is suspended or completed
The section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

**10 Arranging coasting under the OLE**
The term 'bi-mode' has been changed to 'multi-mode' for consistency.
The illustrations of the boards have been changed to show the new design.

**6,      Handbook 17 DC Electrified Lines Issue 5**

**KEY CHANGES**

New rules were introduced in module AC some years ago to refer to the operation of bi-mode trains which could either provide their own traction power, or take this from the electrification system on ac electrified lines. With greater experience of the operation of trains of this type, they are now referred to as multi-mode trains.

Corresponding instructions have now been included in this handbook for multi-mode trains which can operate over dc electrified lines.

Section 12 concerning movement of electric trains between live and isolated sections has been expanded to include multi-mode trains. There is a new instruction concerning a multi-mode train entering or leaving a section where an emergency switch-off is in place, in which case the collector shoes must be retracted to prevent that section being livened up.

The competency of safe work leader (SWL) is no longer a recognised one and all reference to this obsolete competency has been removed.

**DETAIL OF CHANGES**

**Section headings in bold relate to issue 5 of Handbook 17.**

## 1 Definitions

Conductor rail permit

The section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

## 3 Dangers of the system

3.1 Treating the CRE, shoe gear and associated exposed live train-mounted electrical equipment as being live

The section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

## 8 Types of isolation

8.1 Planned isolation

The section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

## 12 Moving electric and multi-mode trains between live and isolated sections

The title has been changed to include multi-mode trains.

A new instruction has been introduced to state that a multi-mode train must have the collector shoes retracted before entering or leaving a section of line where an emergency switch-off is in place. This is to prevent the section being livened up.

## Posters

1,     None

## Additional Information

## NWR Latest Safety Bulletins

## Safety Advice

## NRA24-15     Incident-caused-by-incorrect-location-awareness

**Overview**

Due to the continuing high number of incidents where incorrect location awareness has been a contributory factor Network Rail has developed the Access Point APP with On-Trac. Network Rail recommends the use of the Access Point APP (Access Points App - Safety Central) to support the information provided in your safe work pack.

## NRA25-02     Geofencing-–-Addition-to-NRA24-10

**Overview**

This Safety Advice supports Safety Advice NRA24-10 and relates to the withdrawal of NR/L2/OHS W4:

The updated Product Acceptance (PA05/07418 Issue 7 Onwave and PA05/07419 Issue 7 Tended) removed the option to use this as a warning device.
Network Rail Standard; NR/L2/OHS/501/W4 was subsequently no longer relevant and has been withdrawn.

Clarification – The withdrawal of the standard does not impact the ability for the technology to be used in line with the current Product Acceptance. Therefore, Geofencing systems are approved for use as described below where there is a suitable Safe System of Work in place (as defined within Network Rail Standard NR/L2/OHS/019)**.**

**RailPPs Share with Pain, Share with Pride**

**1,    Share With Pride Readypower MOVAX Module**

As part of our continuous improvements, Readypower have identified processes within the MOVAX maintenance procedure programme that are not as efficient as they could be. Depending on client requirements of pile types and sizes, the Engineering department were having to change the MOVAX Arms, Clamps and Pads to account for a variety of different jobs and conditions.

This process was deemed inefficient, time consuming and could often exceeded a day's work. Historically this work would have been carried out in the yard, but with this improvement, the process can now be carried out on site.

**2,    Share With Pride Sunbelt Safety improvements on new Rail HGV Flee**t

**Background**
Within Sunbelt rentals and the industry there are many different types of delivery vehicle for plant.
• Historically, we have used multi-purpose vehicles with the ability to swap between depots so in peak times vehicles could be utilized where needed.
• This involved a standard vehicle order so each Hiab HGV had a beavertail, winch, extending side steps so it could be used for wheeled plant which we have in other divisions if required.
• We took the decision to come away from the norm and design a vehicle that was specific for our needs as a rail division.