

Zero Harm, Auckland

## Cancellation

Bulletin No. **744** (Semi-permanent) dated *06 October* 2015 re National Rail System Standards is **cancelled at 00:01hrs on Sat 31<sup>st</sup> October, 2015**.

## National Rail System Standards Register of NRS Standards and Amendments

**Note:** Where a paragraph is marked with a vertical line and the print is italic this indicates either it is a new instruction or if it was a previous change, a further change has been made.

Commencing **at 00:01hrs on Sat 31<sup>st</sup> October, 2015** and continuing until further advised the following instructions will apply:

Register of Current NRS Standards			
Standard	Description	Current Issue Number	Effective Date
NRSS 1	Definitions	Three	20 November 2011
NRSS 2	Safety Management	Three	20 November 2011
<i>NRSS 3</i>	<i>Reserved for future use</i>	-	-
NRSS 4	Risk Management	Two	11 June 2007
NRSS 5	Occurrence Management	Four	26 April 2012
NRSS 6	Engineering Interoperability	<i>Four</i>	19 April 2013
NRSS 7	Rail Operations Operability	Two	11 June 2007
NRSS 8	Guidelines for Document Control	Four	16 August 2013
NRSS 9	Audit	Three	20 November 2011
NRSS 10	Crisis Management	Four	26 April 2012
NRSS 11	Heritage Vehicle and Train Management	One	11 June 2007

## **NRSS/ 1 Definitions**

**Rail Personnel:** (amended definition)

means employees, agents, contractors or volunteers engaged for the purpose of carrying out rail activities.

**Rail Safety Regulator:** (new definition)

The Crown entity responsible for administering New Zealand's rail safety legislation, licencing organisations that control and use rail networks and monitoring accidents and incidents.

## **NRSS/ 2 Safety Management**

Replace “**NZ Transport Agency**” with “**Rail Safety Regulator**”

***Section.5 (c) NRSS/ 3 – Health Assessment of Rail Safety Workers***

*This standard will be withdrawn on 31<sup>st</sup> October 2015 and replaced by 'National Standard for Health Assessment of Rail Safety Workers' (National Transport Commission, October 2012).*

## **NRSS/ 5 Occurrence Management**

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OR	STL	Train Stalling
OR	NTCC	NTCC Outages
OR	RVM	Rail Vehicle Mechanical Fault

### SPAD CLASSIFICATIONS (new instruction)

References to SPAD A, B, C and D in NRSS5 should be replaced with the appropriate new classifications as shown below:

#### CLASSIFICATION A1–4:

- the train interface / operation of the train.

Classification:	Description:
<b>A</b>	<p><b>A1</b></p> <p>When a SPAD has occurred, and according to available evidence, a stop aspect, indication or end of movement authority<sup>1</sup> was displayed or given correctly and in sufficient time for the train<sup>2</sup> to be stopped safely at it.</p>
	<p><b>A2</b></p> <p>When a SPAD has occurred, and according to available evidence, the stop aspect, indication or end of movement authority concerned was not displayed or given correctly, but was preceded by the correct aspects or indications.</p>
	<p><b>A3</b></p> <p>When a SPAD has occurred, and according to available evidence, verbal permission / or a hand signal pass a signal at danger was given by a hand-signaller or other authorised person without the authority of the signaller / train controller.</p>
	<p><b>A4</b></p> <p>When a SPAD has occurred, and according to available evidence, a stop aspect, indication or end of movement authority was displayed or given correctly and in sufficient time for the train to be stopped safely at it, but the operator was unable to stop the train owing to circumstances beyond their control. (e.g. poor rail head adhesion, train braking equipment failure or malfunction etc).</p>

<sup>1</sup> end of train movement authority includes in-cab, signalled, paper and / or computer based occupancy authority.

<sup>2</sup> for SPAD reporting, “Train” includes an “MTMV”.

## CLASSIFICATION B1–4:

- the operating interface / signalling / network and network integrity.

Classification:	Description:
<b>B</b>	<b>B1</b> When a SPAD has occurred because a stop aspect, indication or end of movement authority <sup>1</sup> , (that previously showed a proceed indication), was displayed because of infrastructure failure (e.g. signalling or level crossing equipment failure or malfunction, track circuit bridged or interrupted).
	<b>B2</b> When a SPAD has occurred because a stop aspect, indication or end of movement authority, (that previously showed a proceed indication), was displayed because it was returned to danger or displayed in error.
	<b>B3</b> When a SPAD has occurred because a stop aspect, indication or end of movement authority was not displayed in sufficient time for the train <sup>2</sup> to be stopped safely at the signal, indication or end of in-cab signalled movement authority as it had been returned to danger automatically or in an emergency in accordance with the Network Controllers Emergency Plans.
	<b>B4</b> When a SPAD has occurred because vehicles without any traction unit attached, or a train which is unattended, has run away past a signal at danger, or without an in-cab movement authority.

<sup>1</sup> end of train movement authority includes in-cab, signalled, paper and / or computer based occupancy authority.

<sup>2</sup> for SPAD reporting, “Train” includes an “MTMV”.

## NRSS/ 7 Rail Operations Operability

### 5.2 Speed Restrictions (clarification of instruction)

A Heritage Operator must be able to access speed restriction information either by arrangement with KiwiRail operating personnel supplying it or by other means i.e. Train Control faxing it to a heritage operator’s depot.

G.J Hutchins

**Professional Head (Rail Operations)**