

# ROGS IMPLEMENTATION BRIEFING 2006

## **Railways and other Guided Transport Systems (Safety) Regulations 2006 (ROGS)**

### **Implementation Briefing September/October 2006**

Supported by:

ATOC, C2C Rail, Chiltern Railways, EWS, First Engineering, First Group, Freightliner, Grantrail on behalf of ISLG, LUL, National Express, Network Rail, ORR, Porterbrook, South West Trains, RIA, and RSSB

## **SUMMARY OF OTHER CHANGES**

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## You've heard about the principal changes .....

- SMS development including consultation and scrutiny
- Interoperability and Safety Verification approval regimes
- Infrastructure and rolling stock compatibility
- Control of contractors in engineering possessions

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- Safety Critical work
- System safety and Duty of Cooperation
- Accident investigation and recommendations management
- Annual safety reporting

## What are the other changes in relation to mainline railway?

1. Internal approvals regime - each company to define management procedures for approval of new or amended assets which do not require approval under Interoperability or Safety Verification
2. SMS change process – each company needs to define internal control regime for review and approval of changes to SMS that do not require ORR authorisation

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3. Emergency planning – each company responsible for development, review and update of their emergency plans. However, these plans will require a formal review with the Infrastructure Manager. IM is responsible for ensuring all plans fit together.

4. Future of Interface Standards – future approach to standards management must be reflected in the new SMS. TSIs, Notified National Technical Rules, National Safety Rules, and common safety processes. Start point is RSSB strategy for standards management.

5. Scope and boundary of network – Companies need to understand the limit of their responsibility and relationship with neighbouring Transport Operators who may or may not require an authorised SMS.