



Certificate of Temporary Non-compliance with a Railway Group Standard

(in accordance with part 6 of the Railway Group Standards Code)

1. Type of deviation

Deviation Number: **13/036/TNC**

Temporary non-compliance

2. Details of applicant:

Head of Safety & Standards, DB Schenker, Lakeside Business Park, Carolina Way,
Doncaster DN4 5PN

3. Your reference number:

N/A

4. Status of applicant:

Railway Undertaking, RSSB Member

5. Title of certificate:

Enhanced Air Brake Continuity Test

6a. Details of Railway Group Standard (RGS):

RGS Number:	Issue No:	Issue Date:	Title:
GO/RT3056/E	Two	December 2003	Movement of Freight Trains

6b. RGS clause(s):

E5.4

6c. RGS clause requirements:

"E5.4 A further enhanced air brake continuity test must be carried out and a new test slip issued to the driver when:

- (a) the train locomotive is changed
- (b) the formation of the train is altered in any way
- (c) a period of 24 hours has expired since the previous enhanced test
- (d) when a run-round movement is required to be done at an unauthorised location. In this case the provisions of the Module TW3 of the Rule Book must be applied, and a new test carried out."

7. Scope of deviation:

All Network Rail managed infrastructure.

8. Impacts of complying with the current RGS requirement:

The requirement to carry out a further enhanced air brake continuity test when a period of 24 hours has elapsed since the last test.

It is considered that the requirement to carry out further enhanced air brake continuity tests when the formation of the train is altered in any way provides sufficient control of the risk of a train having reduced actual brake force during a journey.

The current temporary non-compliance (certificates 10/011/TNC, 11/021/TNC and 12/047/TNC) has been in place since 10/03/2010 and there have been no incidents attributed by the non-compliance to the 'rule'.

9. Proposed alternative actions:

This application is made on the basis that withdrawal of the measure has no detrimental impact on safety because control of the risk is provided by other measures.

10. Impacts of the alternative actions:

There are no impacts anticipated from the proposed change.

11. What other options have been considered?

No other options have been considered because the alternative existing controls are deemed to be reasonably practicable.

12. Consultation with affected parties

This application is made by DB Schenker on behalf of all members of Rail Freight Operations Group. The members of this group represent all the freight railway undertakings.

13. Additional actions/observations:

Upon receipt, the applicant is required to identify affected, interfacing parties and copy this certificate, together with supporting information, to those parties.

This deviation follows temporary non-compliances 10/011/TNC, 11/021/TNC and 12/047/TNC.

14. Method of elimination:

The companies concerned will not become compliant but the requirement to repeat the enhanced Brake test after 24 hours will be removed from the Working Manual for Rail Staff during its current revision.

During 2011, the Rail Freight Operation Group (RFOG) have taken a key role in the review of the 'Working Manual for Staff: Freight Train Operations' (WMFRS) White Pages, GO/RM3056. The next issue of the White Pages will be in force on 01/06/2013.

15. Start and end date:

From 14/03/2013 to 13/06/2013

16. Signature of applicant:

Head of Safety & Standards
Operations Standards Manager

Date of application:

08/03/2012
12/03/2013

17. Status in respect of National Technical Rules:

GO/RT3056/E Issue 2 is not on the list of the proposed NNTRs under the Conventional or High Speed Rail TSIs.

18. Status in respect of National Safety Rules:

GO/RT3056/E Issue 2 (all clauses) is on the list of the proposed National Safety Rules.

19. Lead Standards Committee details:

Name of Committee:

Traffic Operation and Management

Date of meeting

N/A

Minute reference:

Agreed by the Principal Operation Specialist outside of Standards Committee, to be noted at the next Standards Committee meeting.

Authorised by:

Signed by Ann Mills for Steve Roberts on 15/03/2013

Date of Authorisation:

15/03/2013

Steve Roberts
Head of Delivery, Traffic Operation and Management