



CRR-G-034-B Guideline for the Safety Assessment of New Infrastructure Works on Isolated Heritage Railways

1. Introduction

The Railway Safety Act 2005 in conjunction with S.I. 444 of 2013 obliges railway organisations to submit a 'Safety assessment of new works' to the Railway Safety Commission (RSC) before the bringing into use of same (Section 42). The name of the Railway Safety Commission was changed to Commission for Railway Regulation (CRR) with effect from Monday 29th February 2016 (the day appointed by Ministerial Order under S.I. No.69 of 18th February 2016). These Guidelines describe what should be contained in an assessment, the process for making a submission and the assessment process.

These Guidelines are applicable to Isolated Heritage Railways. They are also applicable to third parties that interface with these railways.

2. What Should Be Contained in Such Safety Assessments?

Stage of Project

a) Stage 1 - Preliminary Design

- i. Type and purpose of the new infrastructure. This is a comprehensive description of the proposed new infrastructure;
- ii. Enabling Works. This is a comprehensive description of the enabling works. Details should be provided as to how the operational railway will be protected during these works;

b) Stage 2 - Detailed Design

- i. Design specifications. A high level performance specification for significant components. More detailed specifications may be required. This should be accompanied by General Arrangement drawings;
- ii. Applicable Standards covering such infrastructure. A list of the standards to which the new infrastructure will be designed/constructed. Any non-compliances should also be included with reasons for same;
- iii. Details of the safety management systems governing the design, construction, operation, maintenance and disposal of such infrastructure, including a risk assessment;
- iv. A declaration of the intended life cycle of the project and identification of safety requirements in order to achieve this;
- v. Compliance with any relevant principles and guidelines adopted by the CRR and relevant legislation, including a description of the compliance;
- vi. A statement from the railway accepting the proposed designs should be included in the submission.
- vii. Design and Check Certificates should be included also.

c) Stage 3 - Prior to Operation

- i. Compatibility of the new infrastructure with the existing infrastructure, rolling stock and railway operations;
- ii. Confirmation that the commissioning and bringing into operation of the new infrastructure is consistent with the operation of the railway and the duty of the railway undertaking under the legislation.
- iii. A list of the proposed changes to the heritage railway's accepted Safety Management System and supporting documents;

3. How to Make a Submission

The Heritage Railways should ensure the timely submission of assessments. The time required for consideration of any proposal will depend on its complexity. Where novel technology or systems are proposed, the scheme should be discussed at an early stage with the CRR.

Development of Submission

To prevent issues arising at an untimely stage of the project, which could lead to increased cost and delays for the railway undertaking, submissions should be made at the earliest possible stage.

4. On Site Inspections by CRR

Site inspections may be carried out as deemed necessary by the CRR. The CRR is to be kept informed of the projects progress and is to be notified in advance of significant milestones, as an inspector may choose to carry out an inspection.

5. Approval

At each stage of the project the CRR will issue a letter of acceptance provided it is satisfied with the information provided. The letter of acceptance will be issued to allow the undertaking proceed to the next stage of the project; it may include conditions.

6. Reduced Submissions

For alterations to infrastructure or rolling stock already in use by the undertaking a reduced submission may be issued provided the content is agreed in advance with the CRR. The content will depend on the safety implications of the project.

7. Further Clarification

Further clarification on these guidelines can be sought from the CRR.