Introducing new vehicles or changes to vehicles

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1. Introduction – vehicle compatibility

Please read this section if you're introducing new vehicles or making changes to vehicles that currently operate on the network.

2. The process

Railway Group Standard GE/RT8270 Issue 2 – Assessment of Compatibility of Rolling Stock and Infrastructure details the requirements and responsibilities the operator (proposer of the change) must meet before vehicles are accepted for operation on our infrastructure.

You'll need to refer to the standard whenever you wish to:

- Introduce new rolling stock
- Cascade existing rolling stock so that it operates over new routes
- Introduce de-registered rolling stock
- Modify rolling stock (where alterations may affect the vehicle's compatibility with our infrastructure, or other vehicles operating over it).

Next, you'll need to identify and get in touch with the parties who'll be affected by that change, and compile a compatibility matrix to share with them.

3. Links to other key/related sections

You can get a copy of the Railway Group Standard GE/RT8270 Issue 2 from the Railway Safety and Standards Board website at www.rssb.co.uk

For new or modified vehicles you may need formal authorisation (under Interoperability or Safety Verification). To find out more visit the Office of Rail and Road's website at http://www.orr.gov.uk/

4. How Network Rail can help stakeholders

Please feel free to give our vehicle compatibility manager (Andrew McKenzie-Orr) a ring on 07713 301051. Based on a brief outline of your proposals, we can guide you on the process and assist in identifying the areas of compatibility with our infrastructure that would be affected by the change.

5. How it works in practice

You'll need to provide our compatibility team with a matrix detailing how the change has affected the vehicle's compatibility with our infrastructure. If the compatibility has changed then the proposer of the change needs to demonstrate that no additional risks will be imported onto the infrastructure. The matrix should at least consider the following areas of compatibility:

- Gauging
- Structures (bridge resonance, aerodynamics)
- Electro-magnetic compatibility (telecoms/radio systems, signalling/train detection systems)
- Selective door operation
- Train-infrastructure systems (automatic warning systems, train protection and warning systems; automatic power control, automatic train protection, European train control system)
- Power (network capacity, overhead line equipment/pantographs, conductor rail/shoegear)
- Wheel/rail Interface (contact patch energy, vehicle/track impact)

- Operational issues (signal sighting, ability to platform the train, stepping distances, train dispatch etc)

- Coupling compatibility with existing trains and assistance arrangements

- Adverse weather performance

- Braking curves (full service and emergency applications) and acceleration curves (attainable speed)

- Interface with depot facilities (fuelling, controlled emission toilet/tank) emptying facilities, shore supply requirements, electric and water)

This is a generic list only, and we can advise if you need to cover additional areas for your project. You should also state how and where you'd like us to co-operate in order to establish compatibility.

Depending on how complex your proposal is, you may need to submit it to our panel for review (which you may attend), or it will be reviewed by delegated authority.

If we have no objections to your proposals, we'll issue a Rolling Stock Infrastructure Certificate of Compatibility. We ask you to note that this doesn't confirm compatibility for the vehicle and other operators' undertakings, or for the operation of plant or machinery 'fitness for purpose'.

Note that testing on Network Rail-managed infrastructure is not covered by GE/RT8270 Issue 2 and may only be undertaken if you have a Rolling Stock Infrastructure Certificate of Compatibility for Test Operations. You'll need to prepare a test specification for us to review, including an overview of the testing, the hazards and the appropriate mitigation/control measures, and details of possessions/signal protection zones.

6. How we can help

We can help with confidential, friendly advice on how to take your project forward, and provide asset information to help you compile your compatibility matrix.

7. Who do I contact?

Email our compatibility team at: RouteA@networkrail.co.uk

Alternatively call Andrew McKenzie-Orr: 07713 301051

If you have a general query however, or need to contact us for any other reason, please call our 24 hour National Helpline on 08457 11 11 41.

8. Introduction – track access contracts changes: vehicle change process

This section of the code is relevant if your track access contract needs to reflect any changes arising from:

- New rolling stock to be brought into service
- Changes to the physical characteristics of vehicles currently operated.

If you're proposing such changes, you may need to go through the vehicle change process. 'Vehicle Change' addresses contractual track access requirements and is separate to the 'vehicle compatibility' requirements referred to above.

Put simply, vehicle change is a consultation process. It's designed to allow both you as the train operator and us at Network Rail to determine whether the rolling stock changes you're proposing will materially affect the way we maintain or operate the network, or the way train operators run their trains.

The vehicle change process forms part of the network code, which is incorporated into every train operator's track-access contract). It is set out in [Part F of the Network Code](#).

9. What is vehicle change?

The process can change according to circumstances, so this is a subjective question. Used in the context of vehicle change, the word 'materially' is designed to exclude minimal effects, but doesn't mean effects are necessarily substantial.

Examples of types of activity where you'll need to go through the vehicle change process are:

- Introducing a new type of vehicle onto the network

- Changing the physical characteristics of an existing piece of rolling stock. This could include increasing train length, or making alterations that may affect the vehicles compatibility with our infrastructure (eg installing a new braking system)

- Cascading existing rolling stock so that it operates over new routes.

10. How do I progress vehicle change?

Once you've established the need for vehicle change you'll need to submit your proposal to us at Network Rail. We will then manage the consultation process on your behalf.

We'll also assess the impact of the proposal and consult other train operators to check whether the running of their trains will be affected by your proposal.

So that we can process your vehicle change proposal we need some detailed information from you. Please help us by filling in the standard [vehicle change form (a)](#).

Once you've sent back this form, we'll begin the vehicle change consultation process.

11. What happens next?

As long as there are no objections we cannot resolve, the process shouldn't take longer than 60 days – but this can be extended if you wish.

The process will be facilitated by one of our network and vehicle change co-ordinators. If you're unsure who your network and vehicle change co-ordinator is please check the contacts list below. Alternatively you can send your completed 'standard form (a)' to your customer relationship executive, who will pass it on to the relevant person here.

12. Can I speed things up?

The process may well be very straightforward. An example of a straightforward vehicle change proposal might be one in which you're trying to introduce a class of rolling stock that's already being used by another train operator on exactly the same route. In circumstances like this you may want to use our expedited vehicle change procedure.

The expedited vehicle change procedure can allow your change to be effective within 14 days of you sending your proposal, provided you have sent the proposal to all the affected parties and, neither Network Rail or the affected parties, object to this process being used. If you require any further information on this process then please contact Peter Craig whose details are in section 13.

13. Who do I contact?

If you have a general query however, or need to contact us for any other reason, please call our 24 hour National Helpline on 08457 11 11 41.

Route	Name	Contact	Location
Anglia Kent Sussex Wessex	Puri Perez	0207 922 2211	Waterloo
London North Eastern	Edward Dunn	0881 160 1869	York
Western	Angela Bradley	0179 338 9827	Swindon
London North Western	Julie Shilton (WCML South)	07740 783445	Birmingham
	Byron Kerr-Dando (WCML North, North West)	07710 95928	Manchester
	Sam Wheelan (Lancs & Cumbria, Liverpool area)	07710 960223	Manchester
	Chris Cole (West Midlands)	07710 960185	Birmingham
	Phill Brown (Chilterns)	07710 958974	Birmingham
Scotland	Emma Watson	0141 555 4051	Glasgow
General contact	Peter Craig	07917 577940	Milton Keynes
For existing customers	Existing customer team		