



Management standard

Guide to interpretation of organisational role and process references in RailCorp standards

Version 1.0

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Important Warning

This document is one of a set of standards developed solely and specifically for use on the rail network owned or managed by the NSW Government and its agencies. It is not suitable for any other purpose. You must not use or adapt it or rely upon it in any way unless you are authorised in writing to do so by a relevant NSW Government agency.

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This document may not be current. Current standards are available for download from the Asset Standards Authority website at www.asa.transport.nsw.gov.au.

Standard Approval

Owner: Principal Manager (Systems Engineering)
Authorised by: Establishment Project Committee
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Document Control

Version	Summary of Change
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Preface

The Asset Standards Authority (ASA) owns, develops, controls, maintains and publishes standards and documentation for transport assets for New South Wales, using expertise from the engineering functions of the ASA and industry.

At the onset, the Asset Standards Authority publications will include RailCorp engineering standards that were applicable to the TfNSW rail assets as at 30 June 2013. This document aims to provide guidance and clarity regarding the interpretation of those RailCorp documents on and after 1 July 2013.

This is a guidance document only. Although due diligence on standards has been performed, the interpretations to RailCorp organisational role and process references provided herein do not cover all eventualities.

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1. Introduction

From 1 July 2013, the Asset Standards Authority (ASA) becomes the authority to set, own and maintain standards. At the onset, ASA will own heavy rail standards transferred from RailCorp to ASA. Those standards will form part of the ASA's suite of standards and will continue to be used until the ASA reviews and updates or replaces them with new standards or decides that they are no longer applicable.

RailCorp standards that form part of ASA suite of standards contain references to organisational processes and positions that no longer exist. Although those references will not be valid, technical requirements in those standards will still be valid for the TfNSW heavy rail environment.

2. Purpose

Purpose of this document is to provide an overview of how the organisational process and functional roles or positions referenced in current RailCorp engineering standards may be interpreted in the new organisational context.

2.1 Scope

This document provides interpretation of the most commonly used organisational process and functional role or position references in RailCorp standards only.

2.2 Application

This document provides guidance to contractors entering in to contracts with TfNSW post 30 June 2013 who are required to use RailCorp standards published on the ASA website.

This document is effective from 1 July 2013. The interpretations provided herein when applied even in a single document environment may not always fit the context or situation. Users must seek necessary guidance where ambiguities or uncertainties exist. Any obvious omissions or discrepancies are to be notified to ASA by emailing to standards@asa.transport.nsw.gov.au

3. Reference documents

RailCorp engineering standards current on 30 June 2013

The Asset Standards Authority Charter

4. Terms and definitions

The following terms and definitions are used in this document.

AEO Authorised Engineering Organisation

ASA Asset Standards Authority

C&CS control and communications

CCB configuration control board

CMC configuration management committee

TfNSW Transport for New South Wales

5. Interpretations of references

Interpretations are provided for the following positional and procedural references:

- Chief Engineer
 - references to Chief Engineer within the body of a RailCorp standard should generally be read as the Lead Engineer of the relevant discipline in the ASA except in the situations below
 - where the reference relates to a design-related requirement such as design approval or design acceptance, that reference will apply to a position within an AEO
 - where the reference relates to type approval of a design or equipment for the heavy rail network it must be read as the ASA
- Configuration Control Board (CCB)
 - reference to a configuration control board (CCB) in a RailCorp standard should now be read as a configuration control board set up by an AEO except where the reference relates to the approval of a standard, in which case it should be read as the ASA CCB
- Configuration Management Committee (CMC)
 - references to RailCorp Configuration Management Committee (CMC) shall be read as TfNSW Configuration Management Committee (CMC)
- Control & Communications (C&CS)
 - references to Control & Communications (C&CS) in relation to design must be read as design AEO
 - where the references relate to asset ownership they should be read as TfNSW

- where the references are to the Chief Engineer, controls and communications they should be read as either Lead Telecommunications Engineer ASA or Lead Signals and Control Systems Engineer ASA where appropriate

- Design Acceptance
 - a reference to Design Acceptance generally refers to design acceptance by a configuration control board (CCB) established by an AEO for a particular project or service which has TfNSW representation

- Design Approval
 - a reference to Design Approval by a RailCorp role will generally be interpreted as Design Approval by a person in an AEO using authorised processes for a design to be released, following an AEO quality design production and verification process

- Engineering Authority
 - the ASA does not authorise individuals to undertake engineering work on TfNSW assets, hence does not allocate engineering authority. Allocation of engineering authority or equivalent to competent individuals is managed within an AEO in accordance with its authorisation and project or service arrangements and competency management system. The ASA instead authorises engineering organisations that have demonstrated, under assessment and audit, that they are capable of delivering works and services at various stages of the asset life cycle. Approval to carry out work is given through contract based on the tenderer's ability to show that they have sufficient competent resources to undertake all contracted works including assurance

- Manager, Communications Network and Field Operations
 - references to Manager, Communications Network and Field Operations must be read as Principal Engineer Telecommunications Network Standards, ASA.

- Principal Engineer
 - references to Principal Engineer positions within a discipline should generally be read as the lead engineer within that particular discipline in the ASA unless the reference relates to a design-related matter where it usually applies to a position within an AEO

- RailCorp
 - references to RailCorp within the body of a standard where it refers to the ownership of an asset should be read as Transport for NSW (TfNSW). Where the reference is in relation to a process or a position, clarification should be sought from the relevant TfNSW contract representative
- RailCorp Engineering Design Procedures
 - railcorp engineering design procedures are not applicable to projects commencing post 1 July 2013. These standards have been superseded by various AEO documents and guidelines which will form an integral part of an AEO's management system
- RailCorp Representative
 - references to RailCorp Representative shall in the main be read as Principal's Representative or as otherwise determined by the TfNSW contract
- RailCorp safety management system
 - references to RailCorp's safety management system within a standard would generally be read as the TfNSW safety management system. However, where the references relate to matters concerning operations, both the TfNSW safety management system and the accredited rail operator's (eg. Sydney Trains) safety management system applies
- RailCorp Signal Design
 - references to RailCorp Signal Design in organisational context shall be read as the ASA Signal Discipline.

6. Document based interpretations

Standards that have been identified from a project delivery perspective as critical will be provided with detailed interpretations of RailCorp terms in the new organisational context and will be published as appendices to this document. The appendices will be progressively added and published as separate documents.

Appendix A - Document based interpretation of organisational role and process references in RailCorp standards