

MEETING: Control command & signalling committee
DATE: 28 July 2022
SUBJECT: five-year review of GKRT0028, Infrastructure Based Train Detection Interface Requirements, Issue 3.
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1. Purpose of the paper

- 1.1 This paper sets out the assessment of five-year review of GKRT0028, Infrastructure Based Train Detection Interface Requirements, Issue 3. It seeks Standards Committee approval on the recommendation and way forward.

2. Background

- 2.1 GKRT0028 was amended in December 2016 to ensure that the requirements were within the scope of NTRs and that the standard is correctly aligned with the CCS TSI. It continued to be supported by guidance note GKG0628. to mandate the requirements formerly in GKRT0028 which were outwith the scope of NTRs.. RIS-0728-CCS Issue 1.1 was published in June 2019 to make a dimensional correction in Issue 1.
- 2.2 This document has been amended to clarify the applicability of the requirements of the CCS NTSN relating to the minimum length of a train detection section. References to the CCS TSI have been updated to the CCS NTSN. This amendment was published in December 2022 as GKRT0028, Issue 3.1.
- 2.3 RIS-0728-CCS Issue 1.1 was published in June 2019 to make a dimensional correction in Issue 1.

3 Impacts of the document(s) following publication/entering into force

- 3.1 Consideration has been given to the following during the assessment:
- a Business case for change – The objectives of the changes were achieved: - The maximum distance of 5000 mm between the end of a train and first axle on new high-speed lines is now as set out in clause 3.1.2.5 of ERA/ERTMS/033281 and the maximum distance of 4200 mm between the end of a train and first axle on other lines (that is, not new high-speed lines), is now as set out in clause 3.1.2.6 of ERA/ERTMS/033281.
 - b Deviations - None.
 - c Current projects or proposals being processed – None identified; the limited change release noted in d (under) has already been issued.

- d Limited change release – Please refer to para.2.2 above.
- e Amendments and clarifications – Please refer to para.2.2 above.
- f Enquiries – There have been five technical enquiries against GKRT0028.
 - Three were from CAF and involved TC 'bobbing' issues and use of the TC Risk Analysis Tool (TC RAT) for Aster track circuits in respect of the (then) new Mk5 loco hauled stock for TPE,
 - One concerned a query relating to reporting of track circuit failures in the daily NIR log,
 - One asked if the TC RAT included consideration of Vaughan-Harmon predictor track circuits.

None of the above required any change to this document.

- g Research projects – none identified
- h Changes in technology – None identified.
- i Changes in regulations – please refer to clause k (under)
- j National Technical Specification Notices (NTSNs) and European standards – the dimensions for clearance now align with the NTR.
- kl Published list of NTRs – The dimensions for clearance now align with the NTR.
- l Any other observations - There was one response (not amounting to a comment) from consultation. This was from Nexus:
 - Should (or can) this document consider clearances where jointless track circuits are in use? This was dealt with separately, giving reasons why jointless track circuits are unsuitable for defining precise clearances.

4 Discussion

4.1 Review assessment

- 4.1.1 The up issue (paragraph 2.2 above) has identified additional advice to that in Issue 3.1; apart from that there is no urgency to up-issue GERT0028 in the near future.

5 Recommendations

- 5.1 The CCS standards committee is asked to:
 - a DISCUSS the assessment of the 60-month review and the following proposed recommendation:
 - i No further action is required –the dimensions for clearance now align with the NTR.
 - b APPROVE the recommendation including consultation with industry. [The next review date \(Lead SC approval only\).](#)

RSSB completion: [\[do not delete\]](#)

<i>Lead Standards Committee</i>	<i>Meeting date</i>	<i>Recommendation approved</i>	<i>Minute numbers</i>		<i>Next review date</i>
			<i>Pre-consultation review</i>	<i>Post-consultation review</i>	
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Appendix A Disposition table for document(s) recommended for withdrawal

A.1 Document number, title, issue [\[one table per document\]](#)

Clause number	Clause title	Way forward	Comments
		Withdraw	Why the clause is no longer needed

Appendix B Associated information to support the review

The information in this appendix is provided by the industry groups information manager to assist with the review. This appendix should be deleted prior to submitting the review form to the SCs.

Deviations	Current deviations: Nil	Deviations in progress: Nil
Request for Help	Outcome of resolved Requests for Help: Nil	
Proposals	Approved proposals: Nil	Proposals not yet approved by the standards committee: Nil
7. RSSB Standards Programme	This document is currently not on the RSP.	
Amendments or clarifications	Nil	
Limited change releases	The requirements and guidance on the infrastructure based train detection system contained in this document are within the scope of National Technical Rules (NTRs) and the standard is now correctly aligned with the CCS TSI. 12 month review - No further action required.	
Enquiries	There are currently no enquiries recorded against this document in the CRM. Please confirm with all Technical Specialists.	
Business case for change	16 IA09	
Information from RMDB Note: update RMDB to reflect action/decision	The 'Considerations for revisions' file is missing, please confirm with the TS/PM. If nothing, this can be marked Nil.	

Related documents:

Process procedure for the 12 month and five-year review of Railway Group Standards and other documents