

**Colin Brading**  
**Head of Infrastructure & Asset Management**  
Telephone 020 7282 2114  
Fax 020 7282 2042  
E-mail colin.brading@orr.gsi.gov.uk



OFFICE OF RAIL REGULATION

7 February 2007

Paul Plummer Esq  
Director, Planning & Regulation  
Network Rail Infrastructure Limited  
40 Melton Street  
London  
NW1 2EE

Dear Paul

**Development of the asset register - October 2006 and January 2007 progress reports**

1. This letter provides ORR's response to Network Rail's October 2006 and January 2007 reports on the development of the asset register.
2. Please accept my apology for the delay in providing a formal response to the October report. However, we have previously provided verbal feedback through our routine dialogue. Part of this letter is therefore just to confirm what we have already said.
3. Dealing first with the October submission, the report shows satisfactory progress on the broader asset information strategy. We have a few detailed comments:
  - (a) page 15 - one of the tasks of Task 4 (the provision of data access to users, customers and funders) is given as "establish user-access requirements". However, it would appear from a presentation by your staff, to the vehicle/traction supply system interface committee (V/TS) on 16 August 2006, that not all key consultees were aware of Network Rail's consultation or that more information was needed. This related particularly to knowledge of the electrical capability of electrified routes. It is important that Network Rail communicates its objectives as fully as possible to its customers and funders so that they can prepare their plans accordingly. We can foresee that there could be similar problems with other disciplines (such as gauging and signalling) if consultation is limited. Network Rail must consult fully in these areas if it wishes to avoid a recurrence of this problem;
  - (b) the improvement to GEOGIS' data is welcomed. However, there are still some concerns that the required information for track renewed in the late 1980s and early 1990s was not recorded comprehensively. We understand that for rail renewals, data is treated on the basis that if the recorded life exceeds the service life by more than 130%, the track is deemed to have an incorrect installation date. A clarification of these rules would be helpful. As an aside, we would like to know how GEOGIS



INVESTOR IN PEOPLE



handles the recording of life extension activities such as ballast cleaning, and spot sleeper replacement;

- (c) for Task 3b, the report states that unit costs for track activities are complete (pages 6 and 7). For many maintenance activities, we believe this to be incorrect. Task 3c also appears to omit dates for completing track condition data, but we believe this must be an oversight - please let us know otherwise;
- (d) we note that CARRS has been implemented and would welcome a teach-in to be given to our Infrastructure Team. We would also wish to see the new bridge book when this is published. The latter was due for completion in January 2007 and we would welcome your assurance that this was the case; and
- (e) we note that you have developed the final terms of reference relating to asset condition for E&P assets and would welcome a copy. Can you please advise when there will be sufficient data from the Southern Measurement Train to affect decision making on 3rd rail contact systems.

4. Your January 2007 progress report provides further evidence of your progress with the outstanding gap filling within Task 3c. There are a number of issues to discuss. In particular:

- (a) we have received your latest proposal for defining total tonnage capability. It would help in our review of the definition if you could provide the figures resulting from the sample population of track to which you referred; and
- (b) you refer to the commissioning of new measurement systems on the Southern Measurement Train. At a suitable time, we would welcome the opportunity to see this train in action.

5. In the forthcoming April 2007 progress submission, we will require a report on the progress with the population of Atrium as this is a key input to the periodic review. We will continue to discuss other ongoing issues through our regular liaison meetings.

Yours sincerely

PP *David Brading*

**Colin Brading**