

## **ROGS Criteria to aid assessment of 'functionally separate'**

The Railways and Other Guided Transport Systems (Safety) Regulations 2006 (ROGS) include the concept of 'functionally separate'.

The Office of Rail Regulation and the railway industry have worked together to produce the following guidance to help determine whether an operation is likely to be 'functionally separate' and so be excluded from the mainline requirements of ROGS.

The guidance contains criteria that infrastructure managers and train operators can use if there is uncertainty about the status of the system in operation.

Before applying the criteria there are two over-riding principles that infrastructure managers and train operators need to bear in mind:

- if a railway undertaking runs a service that crosses the main running line they will require a certificate to do so, unless they establish arrangements with an appropriately certified third party to carry out this task on their behalf; and
- arrangements should already be in place to effectively control the safe movement between systems, irrespective if they are 'functionally separate' or not

### **Operations that are likely to be functionally separate:**

1. can have a connection to the main running line;
- 2a. the main functions of the operation are distinct from a mainline; or
- 2b. are intended for only local, urban or suburban passenger services; or
- 2c. use an exchange siding as a means of transporting goods or materials to and from a harbour, harbour area, factory, mine, quarry, or a site used solely for the purposes of building, construction etc, goods or maintenance depot; or
- 2d. the infrastructure is used solely for the purpose of the testing of rolling stock and/or traction vehicles.