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Engineering Recommendation G56

Issue 2 2013

Arrangements for Access by ENA Member
Company Staff to Network Rail Infrastructure

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Amendments since publication

Issue	Date	Amendment
Issue 2	May, 2013	<p>Major revision of Issue 1 to reflect changes to access/work arrangements implemented by Network Rail. Converted into the new ENA Engineering Recommendation (EREC) template and updated in accordance with Engineering Recommendation G0 Issue 1 2012 <i>Rules for structure, drafting and presentation of ENA engineering documents</i>.</p> <p>This issue includes the following principal technical changes:</p> <p>Clause 3 Terms and definitions: Added new term and definition for COSS, Conductor Rail Equipment, Operational Railway, Overhead Line Equipment and Track Visitor Permit.</p> <p>Clause 4 General requirements: Replaced reference to GO/RT 3278 Requirements for access to Railtrack Infrastructure and associated requirements with Rule Book GE/RT8000/HB1. Added new general requirements relating to TVPs, Sentinel competency cards and PPE. Added new paragraph on alcohol and drug limits and special alcohol and drugs testing requirements for PTS and TVP holders.</p> <p>Clause 5 Training, information and instruction: Changed title of clause from "Training". Major update of clause to reflect new training, competency and PTS requirements of Network Rail. Added requirement that ENA Member Company non PTS holders must be Accompanied by a COSS at all times.</p>

	<p>Clause 7 Medical fitness: Fully updated requirements for PTS holders in accordance with Network Rail Standard, NR/L2/OHS/00124 and self-declaration requirements for Track Visitor Permits.</p> <p>Clause 8 Planned Works: New "General" clause added. Moved relevant requirements from "New Works" clause. Added new requirements relating to Network Rail Asset Protection process and Asset Protection Agreements.</p> <p>Clause 9.3 Track Visitor Permit: Replaced requirements for previous Access Permit process with those for new Track Visitor Permits.</p> <p>Clause 10.1 Duty holders: New clause defining Network Rail track safety duty holders.</p> <p>Clause 10.2 Site Specific Briefing: Added additional requirements from COSS Handbook including requirement for ENA Member Company staff to sign the COSS Record of Arrangements and Briefing Form (RT9909).</p> <p>Clause 11 Emergency situations: Changed title from "Emergency works". Amended requirements for liaison between ENA Member Company and Network Rail Route Control Centres. Added examples of emergency situations. Added requirements relating to "non electrical emergencies" and the Network Rail emergency hotline. Clarified permission and safety arrangements for gaining access to the Line in an emergency. Added recommendation to set-up agreements with Network Rail Asset Protection Project Managers for emergency access.</p> <p>Annex A Access matrix: Updated matrix with new TVP requirements, change from PICOW to COSS, and changes to PTS medical certification. Moved column title information for "Green Zone" and "On the Lineside" to Note (5) and (6). Details of all other technical, general and editorial amendments are included in the associated Document Amendment Summary for this Issue (available on request from the Operations Directorate of ENA).</p>
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Foreword

This Engineering Recommendation (EREC) is published by the Energy Networks Association (ENA) and comes into effect from date of publication. It has been prepared under the authority of the ENA Engineering Policy and Standards Manager and has been approved for publication by the ENA Electricity Networks and Futures Group (ENFG). The approved abbreviated title of this engineering document is “EREC G56”, which replaces the previously used abbreviation “ER G56”.

This EREC replaces and supersedes ER G56 Issue 1 1996.

ER G56 Issue 1 set out the recommendations and procedures, agreed between Railtrack and Member Companies of the Electricity Association (EA), by which Member Companies' staff may enter Railtrack Infrastructure.

Since the publication of ER G56 Issue 1 there have been significant changes to the organisation of the railway industry that impact on requirements in the document. The most significant has been the renaming and reconstitution of Railtrack plc as Network Rail Infrastructure Ltd in 2002. In addition, the Electricity Association was dissolved in 2003, and this document is now the responsibility of the Energy Networks Association (ENA).

The management and revision of Railway Group Standards (RGS) documents and the Track Safety Handbook on which information in ER G56 is based has significantly changed. RGS documents are now managed by the Railway Safety and Standards Board (RSSB) and a significant number have now either been withdrawn, superseded or integrated within Network Rail Standards, including RGS document GO/RT 3278 *Requirements for Access to Railtrack Infrastructure* on which ER G56 Issue 1 was based.

A number of significant changes to access/work arrangements have been implemented by Network Rail that impact on ENA Member Company and contractor staff, who are required to access/work on the Operational Railway.

Consequently, ER G56 has been significantly revised to reflect these changes.

Where a requirement relates to ENA Member Company staff, the requirement also equally applies to staff of contractors working on behalf of ENA Member Companies unless stated otherwise.

Where the term “shall” or “must” is used in this document it means the provision is mandatory. The term “should” means the provision is a recommendation. The term “may” is used to express permission.

NOTE: Commentary, explanation and general informative material is presented in smaller type, and does not constitute a normative element.

Introduction

Access to Network Rail Infrastructure at various locations is permitted by statute and by the Master and Supplemental Wayleave Agreements (see Annex D). However, in light of subsequent Health and Safety legislation, the provisions in this EREC are more restrictive. The guidance contained in this EREC is intended to assist ENA Member Companies, who hold statutory rights of access, to comply with their separate statutory duties to ensure the safety of their staff in a dangerous environment not under their direct control.

To allow maximum operational flexibility for ENA Member Companies, it is recommended that staff, who require frequent access to the Operational Railway, are specifically trained to recognise and avoid the associated dangers and to follow the procedures detailed in this document. Where only infrequent access is required, specific training may not be appropriate. In this case, ENA Member Companies shall ensure that equivalent safety measures are put in place to ensure the safety of staff, for example, Accompaniment.

1 Scope

This EREC sets out the procedures and training requirements for staff of ENA Member Companies and their contractors for safe access onto Network Rail Infrastructure in the UK. This includes access for inspections, meter reading, planned Work or in the event of an emergency.

Different access arrangements apply depending on the Network Rail defined Zone of activity being "Red Zone", "Green Zone", "On the Lineside" and "Other Locations". Details of these various Zones are given in the Access Matrix (see Annex A). Access arrangements for vehicles, plant or equipment are subject to more detailed consideration with the local Network Rail contact.

This EREC is only applicable to Network Rail Infrastructure. It does not cover operational land belonging to other infrastructure controllers¹. Where such access is required, this EREC could form the basis of arrangements with the appropriate infrastructure controller.

2 Normative references

The following referenced documents, in whole or part, are indispensable for the application of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

Other publications

[N1] Railway Group Standard, GO/RT 3279, *High Visibility Clothing*

[N2] Rail Safety and Standards Board, GE/RT8000/HB1, Rule Book, Handbook 1, *General duties and track safety for track workers*

[N3] ENA ER G38, Issue 1 1985: *Operational procedure associated with electricity supplies for traction purposes on AC and DC electrified lines* (under review)

[N4] Code of Practice for the Co-ordination of Street Works and Works for Road Purposes and Related Matters (Appendix C) - *Guidelines for works at or near Network Rail level crossings*

¹ Other infrastructure controllers include Tyneside Metro, Midland Metro, London Underground, Docklands Light Railway, HS 1 etc.

NOTE: Current copies of Railway Group Standards mentioned in this Recommendation can be obtained from the Railway Standards and Safety Board (RSSB), <http://www.rgsonline.co.uk/default.aspx>.

3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

3.1

Accompaniment

supervision of ENA Member Company staff, so as to ensure their safety, by a person who is competent in managing the hazards in the Zone concerned

NOTE: Accompaniment will normally be provided by Network Rail staff due to the detailed local railway knowledge required.

3.2

Conductor Rail Equipment (CRE)

trackside conductors and associated equipment that provide 750 V d.c. electrical supplies to power trains

3.3

Controller of Site Safety (COSS)

competent person authorised by Network Rail to ensure a safe system of Work and a safe means of access exists for a group of persons going On or Near the Line

3.4

High Visibility Clothing

tabard, vest or jerkin coloured orange and having reflective stripes complying with Railway Group Standard GO/RT 3279 [N1]

3.5

Local Manager

Network Rail manager with specific knowledge of the site concerned, of risks present, and the activity being undertaken, who can, if required, arrange for or carry out the necessary Site Specific Briefing

3.6

Lookout

competent person authorised by Network Rail to warn others of approaching trains and who has experience of working about the track

3.7

Operational Railway

zone designated as On or Near the Line or On the Lineside

3.8

Other Locations

Network Rail property outside the Operational Railway

NOTE: This will generally be non-operational buildings and offices.

3.9

Overhead Line Equipment (OLE)

overhead conductors and associated equipment that provide 25 kV a.c. electrical supplies to power trains