

# Guidance for Managing Plant working next to lines open to traffic.

Version: 4

Standard superseded: Guidance for Managing Plant working next to lines open to traffic, version 3.

Replacement Standard: **COP0032, Issue 1, July 2015, Code of Practice for Any Line Open (ALO) Working.**

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## 1 Reason for issue

The purpose of this letter is to alert Network Rail employees and contractors to the change of document for controlling risk involved in Any Line Open (ALO) Working. This is in direct response to demand from the industry and ORR actions to streamline the superseded document into a set of guiding principles. The superseded document is currently referred to in the Infrastructure Plant Manual, NR/PLANT/0200 Module P501 – Systems of work.

## 2 Scope

This Letter of Instruction applies to all Network Rail employees and contractors' employees when planning and managing ALO Work on Network Rail managed infrastructure.

The document replaced is currently referred to via link in NR/PLANT/0200 Module P501 Issue 1 – Systems of work, in section 3.5.1 Industry Guidance Document.

## 3 Background

An ORR Inspection took place 2013/2014 with the purpose of ensuring that Network Rail and its contractors have effective systems in place so that the workforce can safely access the railway to maintain and renew it, and also to ensure that the public using the railway are not put at risk as a consequence of access methods or construction work on Network Rail Infrastructure. The outcome of this inspection was published in the ORR's INS-328 Safe and Efficient Access national Report, where 5 actions were raised in relation to Any Line Open (ALO) Working. One of the actions brought about production of the standard elevated in this notice.

### **Action**

*3.10 Network Rail should consider the purpose and scope of the ALO guidance. Given that it cannot address all potential scenarios it may be better to streamline this document into a set of 'guiding principles'.*

To address this, the Infrastructure Safety Liaison Group (ISLG) was asked to chair and manage a cross industry working group to determine the way forward for ALO working. The working group included representatives from major contractors and plant operators as well as a number of Network Rail individuals.

The working group set out a strategy of reviewing the existing interim guidance, associated toolkit and checklist set over a six month period. The first piece of work focused on the redrafting and simplification of the interim guidance, incorporating aspects of the ALO toolkit document. The ALO interim guidance (Guidance for Managing Plant Working Next to Lines Open to Traffic V2) was replaced by the refreshed documentation (now referred to as V3) and issued to the industry in August 2014.

The working group was also tasked to consider the longer term outlook, and, in August 2014 concluded that the most appropriate way to provide the industry with a set of guiding principles for ALO would be to publish, with the Mechanical and Electrical Engineers Networking Group, a Code of Practice for railway which will be contained within the Network Rail Infrastructure Plant Manual.

From August 2014 to present, the group worked collaboratively to overhaul Module P501 of the Infrastructure Plant Manual, as well as creating a new Code of Practice for ALO and simplifying the associated checklists.

The benefits of this approach is that a large amount of prescription is removed from the ALO documentation as Principal Contractors are given the flexibility to manage ALO in the same way that they manage any other safety element of their works (assuming they comply with the Infrastructure Plant Manual requirements).