

SAI (a.c.) Newsletter

June 2019 - Issue 1



Introduction

Welcome to the 1st newsletter from Single Approach to Isolation (SAI) a.c.

The SAI (a.c.) Project is part of the wider Electrical Safety Delivery (ESD) Programme formed to increase workforce safety, deliver performance improvements for passengers, and increase Network Rail's (NR) compliance with the Electricity at Work Regulations (EaWR) 1989.

Over the last 10 years; electrical safety incidents involving Network Rail employees have led to 2 fatalities, 35 incidents of life changing injuries and a disproportionately high number of 'close calls' involving electricity.

This number is too high and we must be safer when we are working near electricity.

Key Standards

Only the identified personnel working within the agreed trial area (Ashton to Hillmorton) will be using the new standard.

NR/L3/ELP/29987 v5.0 (aka. Green Book) will be superseded by NR/L3/ELP/25000 during this trial.

Single Approach to Isolation (SAI) a.c. Project

Aiming to answer your questions! The '5Ws' What, Why, Where, When and Who?

With the help of, and in consultation with our colleagues across the rail industry; the SAI (a.c.) Project has been able to develop new a.c. procedures to replace the existing standard. This is split into several areas.

- * **Project** - planning & executing the alignment of the components below, through to product delivery
- * **Demarcation** - developing new & improved tools for marking out safe working limits & highlighting residual electrical hazards
- * **Education & Competence (E&C)** - Understanding & developing the training requirements
- * **Standard 25000** - Developing the new standard & supporting forms / documentation

The project will update, trial and implement the operating procedures we use when working on or near overhead lines.

For 25kV Overhead Line Equipment (OLE), these procedures are set out in a new standard called "Electrical Safety Measures for Working on the Operational Railway with Overhead Electrification" (NR/L3/ELP/25000) which replaces the existing standard used "Working On or About 25 kV a.c. Electrified Lines" (NR/L3/ELP/29987 v5.0) also known as 'the Green Book'.

Following a successful trial on the agreed area, the new Standard will be implemented nationally, subject to review and consultation with the Trade Unions.

25000 Standard (NR/L3/ELP/25000)

- Replaces the existing standard for isolation NR/L3/ELP/29987 v5.0
- Has been endorsed for trial by the Electrical Power Standards Steering Group (EP SSG)
- Endorsement by the Electrical Safety Review Panel (ESRP) & NW&C Route Safety Review Panel (RSRP) is expected in Summer 2019
- NR/L3/ELP/25000 is due for formal publication in September 2019



North West & Central (NW&C) Region Trial

The trial will take place in the former LNW South Route part of the Region, within the Rugby DU area.

LNW South Route was selected by the ESD Programme Board as the location best suited to trial the new a.c. procedure and its aligning training material.

Demarcation devices will be utilised in line with the new procedure. The a.c. trial will take place between Ashton and Hillmorton on the West Coast Main Line (WCML).

It is expected that the isolation planning process will start in Autumn 2019, with the first earthed isolation taking place in January 2020.

LNW South Route will be taking part in the trial for the ESD Programme, and subsequently the SAI (a.c.) Project and we would like to thank all representatives from Rugby DU for their participation in:-

- *Hazard Identification Workshops
- *Working Groups
- *Stakeholder reviews of the Standard
- *Pilots & stakeholder reviews of training materials & procedures



Education & Competence (E&C)

In order to successfully implement the SAI (a.c.) trial, the E&C workstream identified 7 existing competencies which would require up-skilling, & 3 new competencies which would require development.

Following activities to identify gaps between the current Business as Usual (BAU) competencies & NR/L3/ELP/25000; training materials were developed to bridge this gap.

With help from our colleagues in NR Training, LNW Route & Safety, Technical & Engineering (STE), the SAI (a.c.) training materials are expected to be finalised in July 2019.

Following this, NR trainers will be trained in time for the LNW Route trial training to commence in Summer 2019.

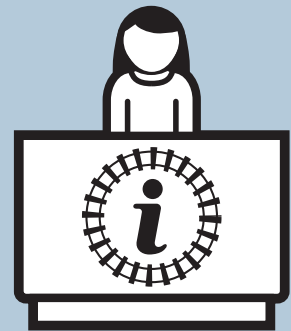
Support

Throughout the trial there will be several methods of support available.

We expect to share information via Safety Central, dedicated email addresses for larger queries and there will be floor walkers on hand to deal with any day to day items. FAQs are also being developed.

We will also share a full contact list and provide the ability to put 'Faces to Names' in future issues of the newsletter.

Submit your questions/feedback to:
AC-SAI@networkrail.co.uk



Demarcation

The project has designed, developed & trialled devices with assistance of various stakeholders across the railway industry. Trials were held in Bedford, Scotland and Stonebridge Park, resulting in 5 devices achieving product acceptance.

Devices are available for purchase (all Regions) through our supply chain colleagues. For more information, please contact Alison Heazell.
(alison.heazell@networkrail.co.uk)

More detailed information on the devices will be shared in due course. The Project will cover demarcation costs for the SAI (a.c.) trial.

