SECTION 220 PERMANENT WAY INCIDENT MANAGEMENT

Incident management generally

1 For any incident listed in this Section of the Specification, actions shall be taken to protect trains, including if necessary the application of absolute possessions or imposition of speed restrictions.

Where the track is handed over to Railtrack's track renewals or bridge contractor, responsibility for the initial incident response throughout the length of the renewals Site shall remain with the Contractor, and rectification shall be carried out by the Contractor unless the incident is caused by Railtrack's track renewals or bridge contractor, in which case Railtrack's track renewals or bridge contractor shall be given the opportunity to rectify unless directed otherwise by Railtrack.

Except where specified in a particular Clause, incidents shall be reported to the following:

(INSERT)

Full details of the Contractor's incident management system including emergency response procedures, names and telephone numbers of Contractor's personnel on call shall be provided with the Tender.

(220.001)

Broken and defective rails

2 When a broken or defective rolled rail in a running line is discovered or reported to the Contractor, actions including reporting shall be taken in accordance with Railtrack Line Standard RT/CE/S103 applicable to the defect. The defect shall be removed within the period specified in RT/CE/S103.

(220.002)

Derailments

3 Derailments shall be advised to the Railtrack personnel listed in Table 220/1.

Table 220/1

Line(s) Blocked	To be Informed
Minor incident in a yard	**(INSERT)**
Serious incident in a yard	**(INSERT)**
Running line incident	**(INSERT)**

Competent Contractor's personnel shall attend the site of the derailment as soon as is possible and shall ensure that any marks on the rails at the point of derailment are not obscured until a survey has been completed or the cause agreed. The apparent point of derailment on the nearest sleeper shall be noted. An initial cross level and twist check in the derailment area, and check for obvious top and/or line defects shall be carried out.

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No fettling of the track shall be undertaken before the condition of the track has been recorded and permission to undertake repair work has been granted by the Employer's Representative.

The site of the derailment shall be surveyed as necessary, and information shall be provided to the Employer's Representative as required for inputting into Railtrack's 'Safety Management Information System' data base.

All objects found in the vicinity of the derailment shall be left undisturbed and shall not be removed.

Where necessary arrangements shall be made for the following:

(i) protection of the line,

(ii) a derailment survey for analysis by the RYTOFF programme,

(iii) provision of personnel, materials, plant and equipment to undertake remedial work.

The Employer's Representative shall be notified of the initial assessment of damage and repairs necessary. When agreed by the Employer's Representative, repairs to the tracks shall be carried out to permit rail traffic to pass at line speed. Progress reports shall be provided at agreed intervals until the tracks are operational.

An estimate of the time of handing back the tracks including if necessary one at a time and with the imposition of temporary speed restrictions shall be made, and regularly reviewed and if necessary revised until such time as the tracks are operational.

In the case of serious derailments, the requirements of the Incident Manual, Major Mishap or Mishap Manual issued by the Railtrack Production Directorate shall be instituted.

(220.003)

Bridge strikes by road vehicles (bridge bashing)

4 When the Contractor is advised that the Permanent Way has been affected by a bridge strike, the Permanent Way at the location shall be inspected within **(INSERT)** minutes of the advice being received by the Contractor to determine if the track is fit for the passage of rail traffic.

The Employer's Representative shall be notified of the initial assessment of damage and repairs necessary. When agreed by the Employer's Representative, repairs to the tracks shall be carried out to permit rail traffic to pass at line speed. Progress reports shall be provided at agreed intervals until the tracks are operational.

An estimate of the time of handing back the tracks including if necessary one at a time and with the imposition of temporary speed restrictions shall be made, and regularly reviewed and if necessary revised until such time as the tracks are operational.

(220.004)

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Underground fires 5

Where an underground fire is suspected by elevated ground temperatures, steam or smoke emanating from fissures, an acrid sulphurous smell, ground subsidence, or by scorched or dying vegetation such as trees withering in the wrong season, the extremities of the affected area shall be determined and fenced off as soon as is possible. Where there is any risk that the fire is under the track, action shall be taken to protect the line.

The extent and progress of the fire shall be monitored, and if necessary the position of the protective fencing adjusted.

When instructed by the Employer's Representative, the fire shall be extinguished using one of the methods specified in Railway Group Standard GC/RT5153 appropriate to the burning material.

(220.005)

Floods, high tides and gales 6

When reports of flood, gale warnings or high tides are received by the Contractor, the following actions shall be carried out:

Floods generally

Flood warnings shall be issued via Railtrack's Control Centre(s). Typical warnings given are:

Standby Warning
General alert or cautionary warning indicating that a river catchment is susceptible to flooding.

Alarm Level 1 Warning
An indication of the probability of flooding in certain areas.

Alarm Levels 2 Warning
An indication of the probability of flooding in specified localities.

Stand Down
No further danger of flooding is anticipated.

When the track is flooded, the requirements of the Rule Book Appendix headed "FLOODS" shall be implemented.

Rivers

An action plan shall be determined and reviewed in accordance with Railway Group Standard GC/RT5143 detailing the specific actions to be taken following a flood warning for those structures listed in Appendix 220A.

When a flood warning is issued the action plan shall be implemented for all structures situated within the catchment area covered by the flood warning.

Any local instructions issued by the Employer's Representative shall be followed.

From receipt of the flood warning and during periods of flooding, the structures defined as being at risk from scour as listed in Appendix 220A shall be inspected by competent Contractor's personnel to assess the situation and to verify that any monitoring systems installed are correctly functioning.

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