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GE/GN8540 Guidance on Low Adhesion between the Wheel and the Rail – Managing the Risk

Issue Two: June 2015
Rail Industry Guidance Note for GE/RT8040

Guidance on Low Adhesion between the Wheel and the Rail – Managing the Risk

Issue record

Issue	Date	Comments
One	February 2009	Original document
Two	June 2015	Supersedes issue one. Includes additional guidance concerning driving in poor railhead conditions on an ERTMS Signalled Railway (clause G 2.1.23)

Amended or additional parts of revised pages have been marked by a vertical black line in the adjacent margin.

Superseded documents

The following Rail Industry Guidance Note is superseded, either in whole or in part as indicated:

Superseded documents	Sections superseded	Date when sections are superseded
GE/GN8540 issue one Guidance on Low Adhesion between the Wheel and the Rail – Managing the Risk	All	05 September 2015

GE/GN8540 issue one Guidance on Low Adhesion between the Wheel and the Rail – Managing the Risk, ceases to be in force and is withdrawn as of 05 September 2015.

Supply

The authoritative version of this document is available at www.rgsonline.co.uk. Enquiries on this document can be forwarded to enquirydesk@rssb.co.uk.

Guidance on Low Adhesion between the Wheel and the Rail – Managing the Risk

Contents

Section	Description	Page
Part 1	Introduction	4
G 1.1	Purpose of this document	4
G 1.2	The structure of this document	4
G 1.3	Copyright	4
G 1.4	Approval and authorisation of this document	4
Part 2	Guidance on Low Adhesion between the Wheel and the Rail – Managing the Risk	5
G 2.1	Joint requirements for infrastructure managers and railway undertakings	5
G 2.2	Requirements for infrastructure managers	10
G 2.3	Requirements for railway undertakings	12
Definitions		13
References		14

Guidance on Low Adhesion between the Wheel and the Rail – Managing the Risk

Part 1 Introduction

G 1.1 Purpose of this document

- G 1.1.1 This document gives guidance on interpreting the requirements of Railway Group Standard GE/RT8040 issue two Low Adhesion between the Wheel and the Rail – Managing the Risk. It does not constitute a recommended method of meeting any set of mandatory requirements.

G 1.2 The structure of this document

- G 1.2.1 All requirements from Railway Group Standard GE/RT8040 are reproduced with a grey background in this document.
- G 1.2.2 Guidance is provided as a series of sequentially numbered clauses prefixed 'G' immediately below the greyed text to which it relates.
- G 1.2.3 Specific responsibilities and compliance requirements are laid down in the Railway Group Standard itself.

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G 1.4 Approval and authorisation of this document

- G 1.4.1 The content of this document was approved by Traffic Operation and Management Standards Committee on 03 March 2015.
- G 1.4.2 This document was authorised by RSSB on 01 May 2015.

Guidance on Low Adhesion between the Wheel and the Rail – Managing the Risk

Part 2 Guidance on Low Adhesion between the Wheel and the Rail – Managing the Risk

G 2.1 Joint requirements for infrastructure managers and railway undertakings

2.1 Joint requirements for infrastructure managers and railway undertakings

2.1.1 General requirements

2.1.1.1 Infrastructure managers and railway undertakings shall jointly implement measures to reduce the risks generated by low adhesion between the wheel and the rail that cannot be eliminated by local treatment at specific sites.

- G 2.1.1 Railway Group Standard GE/RT8040 requires duty holders to work together in a process of co-operation to create site specific action plans to eliminate, or reduce the risks from low adhesion.
- G 2.1.2 Infrastructure managers and railway undertakings should develop and maintain a close liaison so that information is shared on sites known or anticipated to be affected by low rail adhesion. Information can include, but not be limited to:
- a) Historical records, including incidents and accidents.
 - b) Feedback from train crews.
 - c) Feedback from infrastructure maintenance staff.
 - d) Knowledge of local conditions.
 - e) Commissioned research.
 - f) Information from analysis of data recorders or other technical means.
 - g) Sandite sites from previous years.
- G 2.1.3 The provision and sharing of information regarding predicted and encountered low adhesion enables planning of resources and the implementation of measures to mitigate the risks.
- G 2.1.4 Infrastructure managers are provided with weather and leaf fall forecasts by external suppliers who use a number of criteria, including leaf fall rate and wind speed forecasts to predict the risk of low adhesion. Reports of weather conditions may also be received from other local sources as they occur.
- G 2.1.5 Prior warning of low adhesion conditions enables the pro-active deployment of staff and the planning of railhead treatment activities, service levels, timetable changes and the provision of advice to drivers.
- G 2.1.6 The infrastructure manager should carry out a risk assessment of the network. Network Rail are currently using a risk assessment model detailed within their Standards Operations Procedure NR/L2/OCS/095, which is designed to factor route information and historical data into a spreadsheet and, by a process of scoring, identify high risk sites requiring site specific action plans .
- G 2.1.7 Assessment teams organised by the infrastructure manager will meet to decide on the most appropriate measures to put in place to control the risks identified at each site.
- G 2.1.8 Where measures are already in place, the assessment team should consider whether such measures remain effective.