

Standards, Regulations and Legislation as detailed in RPA Standards and Legislation Register- are checked for any new issues, withdrawals, derogations etc. RGS can be found electronically at www.rssb.co.uk and Business Standards at www.ihc.co.uk the new standard or changed standard are reviewed to determine its effect on RPA Members. The summary notes are used for this purpose before reading the complete standard to see if is applicable to RPA Members.

Below is a list of the changes to NWR Standard, Legislation/HS, Code of Practice, Rule Books and Posters that are new issue have been amended since the last update or require compliance before the next standards review.

Changes in line with Standards Review – Dec 22

Review Date 6th December 2022

NWR Standard:

- 1, NR-CAT-STP-001 - Catalogue of Network Rail Standards 03 December 2022 to 03 March 2023
- 2, NR-L2-OHS-021 - Personal Protective Equipment (PPE)
- 3, NR-L3-ELP-27720 - Test Before Touch for Overhead Line Equipment (not included in September's update)
- 4, **Emergency change: NR/BS/LI/490 - Standard/control document affected: NR/L3/ELP/27720 Test Before Touch for Overhead Line Equipment**

Legislation/HSE

- 1, None

Code of Practice

- 1, COP0032 Code of Practice for Plant Any Line Open (ALO) Working

Rule Book

- 1, GERT8000-Rule Book Briefing Leaflet
- 2, Handbook 5 Hand signalling duties
- 3, Handbook 10 Duties of the COSS or SWL and person in charge when using a hand trolley

Posters

- 1, Poster L1 RCI Motion Cut
- 2, Poster L2 OTP Tandem Lifting and Indication
- 3, Poster L3 Crane Controller Competence for Twin Jib Cranes
- 4, Poster L4 Lift and Carry Using OTP In Road Mode
- 5, Poster L5 Using Outriggers / Stabilisers on Plant
- 6, Poster L6 Lifting Accessories Misuse
- 7, Poster P6 Points run throughs

Additional NWR Standard that may affect RPA Members

NWR Standard

1, NR-CAT-STP-001 - Catalogue of Network Rail Standards 03 December 2022 to 03 March 2023 Issue 126

This document is intended as a guide to Network Rail Standards, current, as of the date of publication.

2, NR-L2-OHS-021 - Personal Protective Equipment (PPE) Issue 4

Purpose: This standard sets out how Network Rail Infrastructure Limited (NRIL) confirms the correct PPE is used for tasks in order to protect employees against health and safety risks at work.

Scope: This standard defines the provision of PPE worn when working on NRIL’s infrastructure and designated depot areas. It applies to all Network Rail employees, and contractors/suppliers working on NRIL’s behalf.

***NOTE 1:** The requirements identified in this document are minimum requirements only. Where the ‘Construction (Design and Management) Regulations’ apply to a project then the Principal Contractor may as part of their site rules set additional PPE requirements.*

This standard does not apply to emergency services personnel, British Transport Police, Office of Rail and Road, Rail Accident Investigation Branch, or to employees or contractors of transport undertakings (other than those working on contract to NRIL).

***NOTE 2:** A list of items of PPE not approved or permitted for use on NRIL.*

What’s new, what’s changed and why:

The standard has been updated due to the current issue being out of date and not compliant with current HSE regulation and changes to British and European Standards. The update is aligned with the revision of the HSE’s PPE regulations.

The standard has been revised in its entirety and new wording and sections have been added from the scope through to an appendix for PPE that is not permitted upon the infrastructure.

The standard reflects changes to HSE regulation, the withdrawal of many EU standards and creation of British standards that supersede them. The document also provides a wearer guide for those going on or near the lineside.

Affected documents:

Reference	Impact
NR/L2/OHS/021 ISSUE 3	Superseded

3, NR-L2-OHS-CP0070 - Principal Contractor Licensing Assurance (formerly NR-L2-INI-CP0070) Issue 6

Purpose: The implementation of this standard enables Network Rail to:

- a) verify that organisations/internal duty holders have the capability to discharge Principal Contractor (PC) duties when undertaking construction work where Network Rail is the client; and

- b) provide ongoing assurance that the organisations/internal duty holders capabilities and organisational competencies are maintained or improved; and
- c) provide management system and site-based assurance that the organisation has the capability to work in line with applicable Network Rail standards, requirements and working practices, as well as CDM and other legislative requirements.

Scope: This standard:

- a) defines the requirements and processes to identify and manage the Principal Contractor Licensing Scheme within Network Rail;
- b) details the assessment of relevant parts of an organisation’s management system(s) to confirm it has incorporated additional Network Rail requirements over and above legislation, and verifies these requirements are implemented on a work site;
- c) describes how PCs will maintain the validity of their licence, certificate or letter of compliance;
- d) describes the means by which Network Rail obtains assurance that all reasonably practicable steps have been taken to appoint competent and adequately resourced duty holders; and
- e) provides a mechanism for addressing breaches, with the application of the consequence matrix in NR/L2/OHS/CP0070/F01.

This standard applies to all organisations undertaking PC duties on the Network Rail Managed Infrastructure where Network Rail is the client. It is applicable to Stage 1 of the Network Rail Supplier Assurance Framework.

The standard only applies to Trackside Principal Contractors only. NR/L3/OHS/005 provides appropriate governance and assurance measures to mitigate risks during both the design and construction phases of works undertaken in a High Street Environment and should be referenced prior to appointing a PC assured via this standard. Any works being undertaken within the scope of NR/L3/OHS/005 will not be used for assurance purposes for the licensing standard.

Where a Principal Contractor is not working within the scope of NR/L3/OHS/005 they can still utilise NR/L2/OHS/00130 as part of a project.

What’s new, what’s changed and why:

The change to the standard is to confirm it aligns to the current RISQS arrangements, changes the validity and renewal of licences, explains responsibilities and provision for support to route/regions/business/units for under-performing PC’s, and aligns the standard to current processes/practices.

Changes will enable easier access for Principal Contractors and the maintenance of the minimum requirements of Management Systems Accepted Status of a Principal Contractor.

Affected documents:

<i>Reference</i>	<i>Impact</i>
NR/L2/INI/CP0070 ISSUE 5	Superseded

3, NR-L3-ELP-27720 - Test Before Touch for Overhead Line Equipment Issue 1 (not included in September’s update)

Purpose:

This standard documents the requirements for planning and implementing Test Before Touch actions for Overhead Line

Equipment (OLE). It provides information to enable Test Before Touch actions to be identified, implemented, witnessed and recorded in a consistent manner.

It also provides requirements and guidance on when and where Test Before Touch actions are required.

Compliance with this standard will mitigate the risks of electric shock resulting from inadvertent contact with Live OLE.

Scope:

This standard applies to Overhead Line Equipment only.

This standard applies to Network Rail personnel and contractors working on the operational railway with overhead electrification where an Overhead Line Permit to Work is issued as part of an isolation.

It covers planned work, short notice work and emergency scenarios i.e. work required following an Emergency Switch Off.

This standard excludes:

- work covered by an Overhead Line Permit to Work where it is not planned to touch a conductor (as defined in clause 3);
- Test Before Earth;
- when an isolation is being set up such that it can be shortened back later, the initial tests required to prove that the shorter section is de-energised before the initial wider isolation is implemented;
- insulated conductors e.g. high voltage cables;
- aerial earth wires;
- return conductors;
- local (depot) isolations; and
- OLE that is under construction (i.e. not capable of being energised).

To provide a consistent approach for working and managing the interfaces between systems and parties, other Railway Group members may, as best practice, apply this standard to infrastructure they control within or adjacent to Network Rail's own infrastructure.

Summary of what's new and what's changed:

This standard has been introduced to formalise the existing 'Test Before Touch' Lifesaving Rule for Overhead Line Equipment. It introduces four Test Before Touch methods which take account of different operating contexts and build on today's guidance for this Lifesaving Rule. One of these methods shall be used on all occasions when it is planned for persons, tools or items of equipment / plant to go within 600mm of conductors which are defined on an Overhead Line Permit.

The standard introduces a new form to:

- 1) document planned Test Before Touch actions (where required by two of the Test Before Touch methods); and
- 2) record the completed Test Before Touch actions and their witnessing (required by all four Test Before Touch methods).

The standard sets out the rules for when and where a Test Before Touch action is required under each of the four methods.

One of the Test Before Touch methods introduces a risk-based approach where, for certain situations, it might be appropriate to implement a reduced set of Test Before Touch actions, when compared to those required by the other three methods. The risk assessment uses a templated format.

Reasons for change:

The introduction of a more rigorous process and emphasis on the requirements to undertake Test Before Touch actions will reduce the risk of colleagues inadvertently encroaching within 600mm of Live OLE and hence reduce the risk of electric shock injuries and fatalities.

By mandating a more defined process and introducing a new form, the introduction of this new standard will give Network Rail increased traceability, and increased accountability in those individuals responsible for implementing electrical safe systems of work.

The publication and implementation of the standard will help Network Rail close out an ORR Improvement Notice (I/DTHM/20210729/02).

Index of modules

- 1) NR-L3-ELP-27720-01 - Test Before Touch for Overhead Line Equipment - Method 1 - Dynamic Decision-Making for Test Before Touch Actions.
 - 2) NR-L3-ELP-27720-02 - Test Before Touch for Overhead Line Equipment - Method 2- Pre-Planned and Pre-Documented Test Before Touch Actions.
 - 3) NR-L3-ELP-27720-03 - Test Before Touch for Overhead Line Equipment - Method 3 - A Pre-Planned and Pre-Documented Reduced Set of Test Before Touch Actions.
 - 4) NR-L3-ELP-27720-04 - Test Before Touch for Overhead Line Equipment - Method 4 - A Test Before Touch Action Prior to Every Occasion where it is planned to touch a conductor.
- 4, Emergency change: NR/BS/LI/490 - Standard/control document affected: NR/L3/ELP/27720 Test Before Touch for Overhead Line Equipment**

The affected standard/control document will be reviewed and up issued before this emergency change expires on 08/09/2023.

Reason for issue

Following the publication of NR/L3/ELP/27720 – Test Before Touch for Overhead Line Equipment it was identified that the competencies stated to allow an individual to act as an Equipment Competent Person were not comprehensively defined.

Scope

This emergency change is applicable to all Network Rail and its contractors and suppliers who have staff who are to act as an Equipment Competent Person

Manual Test Before Touch for Overhead Line Equipment 3. Definitions

Current wording

Equipment Competent Person (ECP)	In the context of this standard, someone who holds the following competences:
----------------------------------	---

	<p>Network Rail:</p> <ul style="list-style-type: none"> • OLE Maintenance 3 and Authorised Person; or • OLE Maintenance 3 and Nominated Person <p>Supply chain:</p> <ul style="list-style-type: none"> • OLEC 3 and Authorised Person; or • OLEC 3 and Nominated Person. <p>NOTE: See Module 1 for requirements and guidance on how the Equipment Competent Person discharges their responsibilities.</p>
--	---

New Wording

<p>Equipment Competent Person (ECP)</p>	<p>In the context of this standard, someone who holds the following competences:</p> <p>Network Rail:</p> <ul style="list-style-type: none"> • OLE 2 & OLE 4 (via OLE Maintenance 3) and Authorised Person; or • OLE 2 & OLE 4 (via OLE Maintenance 3) and Nominated Person <p>Supply chain:</p> <ul style="list-style-type: none"> • OLEC 3 with the minimum elements 2,3 & 4 and Authorised Person; or • OLEC 3 with the minimum elements 2,3 & 4 and Nominated Person. <p>NOTE: See Module 1 for requirements and guidance on how the Equipment Competent Person discharges their responsibilities.</p>
---	--

Module 1 - 2 Method 1: Dynamic Decision making for Test Before Touch actions - 2.1 General

Current wording

An Equipment Competent Person (ECP) shall be a member of the working party for the duration that the OLP is in place.

The ECP shall determine and direct the implementation of a set of Test Before Touch actions in accordance with the requirements of 2.2.

NOTE 1: *There is no requirement to pre-plan or pre-document Test Before Touch actions under this method.*

The ECP shall not undertake other duties that would cause them to withdraw from or leave the working party while the OLP is in place.

If the ECP has to withdraw from or leave the working party on a temporary basis then the ECP shall first inform the COSS (OLP) and those members of the working party touching a conductor that they shall not touch a different conductor or move to a different line while the ECP is absent.

NOTE 2: *Clause 2.5.4 sets out requirements when an ECP is continuously unavailable.*

Where the person acting as the ECP does not meet the competence requirements defined in clause 3 of NR/L3/ELP/27720 then it is acceptable for the ECP responsibilities to be led by a person holding OLE Maintenance 3 or OLEC 3.

In this circumstance:

- a) the person acting as the ECP shall be assisted by a person holding Authorised Person or Nominated Person competence, who is available to undertake Test Before Touch actions; and
- b) the person responsible for allocating resources to the working party shall first check that the person identified to be the ECP is aware of their responsibilities as set out in this standard

New Wording

An Equipment Competent Person (ECP) shall be a member of the working party for the duration that the OLP is in place.

The ECP shall determine and direct the implementation of a set of Test Before Touch actions in accordance with the requirements of 2.2.

NOTE 1: There is no requirement to pre-plan or pre-document Test Before Touch actions under this method.

The ECP shall not undertake other duties that would cause them to withdraw from or leave the working party while the OLP is in place.

If the ECP has to withdraw from or leave the working party on a temporary basis then the ECP shall first inform the COSS (OLP) and those members of the working party touching a conductor that they shall not touch a different conductor or move to a different line while the ECP is absent.

NOTE 2: Clause 2.5.4 sets out requirements when an ECP is continuously unavailable.

Where the person acting as the ECP does not meet the competence requirements defined in clause 3 of NR/L3/ELP/27720 then it is acceptable for the ECP responsibilities to be led by a person holding OLE2 & OLE4 (via OLE Maintenance 3) or OLEC 3 with the minimum elements 2,3 & 4.

In this circumstance:

- a) the person acting as the ECP shall be assisted by a person holding Authorised Person or Nominated Person competence, who is available to undertake Test Before Touch actions; and
- b) the person responsible for allocating resources to the working party shall first check that the person identified to be the ECP is aware of their responsibilities as set out in this standard.

Legislation/HSE

1, **None**

Code of Practice

1. COP0032 Code of Practice for Plant Any Line Open (ALO) Working Issue 4

Purpose

This Code of Practice provides guidance on how to safely manage Plant working ALO.

Scope

This Code of Practice is for any activities undertaken on the rail infrastructure where plant could foreseeably foul lines open to traffic.

It covers all activities carried out by on track plant (OTP), civil construction plant and on track machines (OTM), repair and maintenance, delivery and collections including those made by road vehicles.

It does not cover working above lines open to traffic, specific approval for this type of work should be obtained from the infrastructure manager.

Working with any lines open to traffic should only be undertaken as a last resort in accordance with the principles of prevention included in the Management of Health and Safety at Work Regulations 1999.

Where work is planned to be undertaken outside the railway boundary the contractor should contact the asset protection department of the relevant infrastructure manager where processes will be implemented to manage a safe system of work.

Rule Book

1, GERT8000 Rule Book Briefing Leaflet Issue 38.1

Summary Of Changes

The following modules and handbooks will be reissued in electronic format only and will come into force on 03 December 2022. Only the new changes referred to in this Briefing Leaflet are shown with 'black lines' in those electronic versions, and not any that were made when the module or handbook was previously reissued.

Handbook 5 Hand signalling duties

Handbook 10 Duties of the COSS or SWL and person in charge when using a hand trolley

Handbook 19 Work on signalling equipment - duties of the signalling technician

2, Handbook 5 Hand signalling duties Issue 2.1

Key Changes

The Rule Book has been reviewed to remove cases of gender-specific language which can be taken as an assumption that only males are involved. This may deter applications for employment or promotion. To overcome this, the term 'pilotman' is being changed to 'pilot' throughout the Rule Book. All references in this handbook have been changed. As there may be a lapse of time before all corresponding changes can be made, it should be noted that the former term 'pilotman' might still be used, but is to be taken as having the same meaning as 'pilot'.

Detail of Changes

Section headings in bold relate to issue 2 of Handbook 5.

4. When a hand signaller can be used

All references in this handbook to 'pilotman' have been changed to 'pilot'.

6. Single line working (SLW)

All references in this handbook to 'pilotman' have been changed to 'pilot'.

3, Handbook 10 Duties of the COSS or SWL and person in charge when using a hand trolley Issue 4.1

Key Changes

The Rule Book has been reviewed to remove cases of gender-specific language which can be taken as an assumption that only males are involved. This may deter applications for employment or promotion. To overcome this changes have been made to remove any references to level crossings as being 'manned' and replace these with the term 'manually-controlled'.

Detail of Changes

Section headings in bold relate to issue 4 of Handbook 10.

2. Duties of the COSS or SWL

2.5. Level crossings

This section has been renamed to refer to these level crossings as 'manually-controlled' rather than 'manned'.

Posters

1. Poster L1 RCI Motion Cut Iss 3

This poster is provided by the M&EE Networking Group to remind the industry that the RCI function automatically stops further movement of the machine to prevent an overload situation that would make the machine unstable.

2, Poster L2 OTP Tandem Lifting and Indication Iss 4

This poster is provided by the M&EE Networking Group to remind planners to use the latest planning information/tools provided by the RCI suppliers for the specific machine and that further information is available in COP0008.

3, Poster L3 Crane Controller Competence for Twin Jib Cranes Iss 3

This poster is provided by the M&EE Networking Group to remind industry that when using a twin jib crane under the control of one operator then there is only the need for one Crane Controller. Where more than one TJC is used to lift a single load this is classified as multiple lifting. Additional training and competence for the operators and Crane Controllers is required.

4, Poster L4 Lift and Carry Using OTP In Road Mode Iss 3

This poster is provided by the M&EE Networking Group to remind the operator of road-rail excavator cranes of the need for caution because lift and carry duty in road mode assumes a flat level surface when often the terrain is not flat or level.

5, Poster L5 Using Outriggers / Stabilisers on Plant Iss 4

This poster is provided by the M&EE Networking Group to reminder planners and users of plant with outriggers that stability can be seriously affected if the ground conditions are not taken into account at the planning stage.

6. Poster L6 Lifting Accessories Misuse Iss 3

This poster is provided by the M&EE Networking Group to remind planners and users of plant about the dangers associated with the misuse of lifting equipment and to ensure correct operation of machines using lifting accessories.

7, Poster P6 Points run throughs Iss 2

This poster is provided by the M&EE Networking Group to remind industry that point run throughs can be avoided by following the rules.

Additional NWR Standard that may affect RPA Members

1, NR-L3-ELP-27720 - Test Before Touch for Overhead Line Equipment Issue 1 (not included in Septembers update)

Purpose:

This standard documents the requirements for planning and implementing Test Before Touch actions for Overhead Line

Equipment (OLE). It provides information to enable Test Before Touch actions to be identified, implemented, witnessed and recorded in a consistent manner.

It also provides requirements and guidance on when and where Test Before Touch actions are required.

Compliance with this standard will mitigate the risks of electric shock resulting from inadvertent contact with Live OLE.

Scope:

This standard applies to Overhead Line Equipment only.

This standard applies to Network Rail personnel and contractors working on the operational railway with overhead electrification where an Overhead Line Permit to Work is issued as part of an isolation.

It covers planned work, short notice work and emergency scenarios i.e. work required following an Emergency Switch Off.

This standard excludes:

- work covered by an Overhead Line Permit to Work where it is not planned to touch a conductor (as defined in clause 3);
- Test Before Earth;
- when an isolation is being set up such that it can be shortened back later, the initial tests required to prove that the shorter section is de-energised before the initial wider isolation is implemented;
- insulated conductors e.g. high voltage cables;

- aerial earth wires;
- return conductors;
- local (depot) isolations; and
- OLE that is under construction (i.e. not capable of being energised).

To provide a consistent approach for working and managing the interfaces between systems and parties, other Railway Group members may, as best practice, apply this standard to infrastructure they control within or adjacent to Network Rail's own infrastructure.

Summary of what's new and what's changed:

This standard has been introduced to formalise the existing 'Test Before Touch' Lifesaving Rule for Overhead Line Equipment. It introduces four Test Before Touch methods which take account of different operating contexts and build on today's guidance for this Lifesaving Rule. One of these methods shall be used on all occasions when it is planned for persons, tools or items of equipment / plant to go within 600mm of conductors which are defined on an Overhead Line Permit.

The standard introduces a new form to:

- 1) document planned Test Before Touch actions (where required by two of the Test Before Touch methods); and
- 2) record the completed Test Before Touch actions and their witnessing (required by all four Test Before Touch methods).

The standard sets out the rules for when and where a Test Before Touch action is required under each of the four methods.

One of the Test Before Touch methods introduces a risk-based approach where, for certain situations, it might be appropriate to implement a reduced set of Test Before Touch actions, when compared to those required by the other three methods. The risk assessment uses a templated format.

Reasons for change:

The introduction of a more rigorous process and emphasis on the requirements to undertake Test Before Touch actions will reduce the risk of colleagues inadvertently encroaching within 600mm of Live OLE and hence reduce the risk of electric shock injuries and fatalities.

By mandating a more defined process and introducing a new form, the introduction of this new standard will give Network Rail increased traceability, and increased accountability in those individuals responsible for implementing electrical safe systems of work.

The publication and implementation of the standard will help Network Rail close out an ORR Improvement Notice (I/DTHM/20210729/02).

Index of modules

- 5) NR-L3-ELP-27720-01 - Test Before Touch for Overhead Line Equipment - Method 1 - Dynamic Decision-Making for Test Before Touch Actions.
- 6) NR-L3-ELP-27720-02 - Test Before Touch for Overhead Line Equipment - Method 2- Pre-Planned and Pre-Documented Test Before Touch Actions.
- 7) NR-L3-ELP-27720-03 - Test Before Touch for Overhead Line Equipment - Method 3 - A Pre-Planned and Pre-Documented Reduced Set of Test Before Touch Actions.

- 8) NR-L3-ELP-27720-04 - Test Before Touch for Overhead Line Equipment - Method 4 - A Test Before Touch Action Prior to Every Occasion where it is planned to touch a conductor.

2, Emergency change: NR/BS/LI/490 - Standard/control document affected: NR/L3/ELP/27720 Test Before Touch for Overhead Line Equipment

The affected standard/control document will be reviewed and up issued before this emergency change expires on 08/09/2023.

Reason for issue

Following the publication of NR/L3/ELP/27720 – Test Before Touch for Overhead Line Equipment it was identified that the competencies stated to allow an individual to act as an Equipment Competent Person were not comprehensively defined.

Scope

This emergency change is applicable to all Network Rail and its contractors and suppliers who have staff who are to act as an Equipment Competent Person

Manual Test Before Touch for Overhead Line Equipment 3. Definitions

Current wording

Equipment Competent Person (ECP)	<p>In the context of this standard, someone who holds the following competences:</p> <p>Network Rail:</p> <ul style="list-style-type: none"> • OLE Maintenance 3 and Authorised Person; or • OLE Maintenance 3 and Nominated Person <p>Supply chain:</p> <ul style="list-style-type: none"> • OLEC 3 and Authorised Person; or • OLEC 3 and Nominated Person. <p><i>NOTE: See Module 1 for requirements and guidance on how the Equipment Competent Person discharges their responsibilities.</i></p>
----------------------------------	---

New Wording

Equipment Competent Person (ECP)	<p>In the context of this standard, someone who holds the following competences:</p> <p>Network Rail:</p> <ul style="list-style-type: none"> • OLE 2 & OLE 4 (via OLE Maintenance 3) and Authorised Person; or • OLE 2 & OLE 4 (via OLE Maintenance 3) and Nominated Person <p>Supply chain:</p> <ul style="list-style-type: none"> • OLEC 3 with the minimum elements 2,3 & 4 and Authorised Person; or • OLEC 3 with the minimum elements 2,3 & 4 and Nominated Person.
----------------------------------	---

	NOTE: See Module 1 for requirements and guidance on how the Equipment Competent Person discharges their responsibilities.
--	---

Module 1 - 2 Method 1: Dynamic Decision making for Test Before Touch actions - 2.1 General

Current wording

An Equipment Competent Person (ECP) shall be a member of the working party for the duration that the OLP is in place.

The ECP shall determine and direct the implementation of a set of Test Before Touch actions in accordance with the requirements of 2.2.

NOTE 1: *There is no requirement to pre-plan or pre-document Test Before Touch actions under this method.*

The ECP shall not undertake other duties that would cause them to withdraw from or leave the working party while the OLP is in place.

If the ECP has to withdraw from or leave the working party on a temporary basis then the ECP shall first inform the COSS (OLP) and those members of the working party touching a conductor that they shall not touch a different conductor or move to a different line while the ECP is absent.

NOTE 2: *Clause 2.5.4 sets out requirements when an ECP is continuously unavailable.*

Where the person acting as the ECP does not meet the competence requirements defined in clause 3 of NR/L3/ELP/27720 then it is acceptable for the ECP responsibilities to be led by a person holding OLE Maintenance 3 or OLEC 3.

In this circumstance:

- a) the person acting as the ECP shall be assisted by a person holding Authorised Person or Nominated Person competence, who is available to undertake Test Before Touch actions; and
- b) the person responsible for allocating resources to the working party shall first check that the person identified to be the ECP is aware of their responsibilities as set out in this standard

New Wording

An Equipment Competent Person (ECP) shall be a member of the working party for the duration that the OLP is in place.

The ECP shall determine and direct the implementation of a set of Test Before Touch actions in accordance with the requirements of 2.2.

NOTE 1: *There is no requirement to pre-plan or pre-document Test Before Touch actions under this method.*

The ECP shall not undertake other duties that would cause them to withdraw from or leave the working party while the OLP is in place.

If the ECP has to withdraw from or leave the working party on a temporary basis then the ECP shall first inform the COSS (OLP) and those members of the working party touching a conductor that they shall not touch a different conductor or move to a different line while the ECP is absent.

NOTE 2: *Clause 2.5.4 sets out requirements when an ECP is continuously unavailable.*

Where the person acting as the ECP does not meet the competence requirements defined in clause 3 of NR/L3/ELP/27720 then it is acceptable for the ECP responsibilities to be led by a person holding OLE2 & OLE4 (via OLE Maintenance 3) or OLEC 3 with the minimum elements 2,3 & 4.

In this circumstance:

- a) the person acting as the ECP shall be assisted by a person holding Authorised Person or Nominated Person competence, who is available to undertake Test Before Touch actions; and
- b) the person responsible for allocating resources to the working party shall first check that the person identified to be the ECP is aware of their responsibilities as set out in this standard.