

## RPA Standards-Legislation Update

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](http://www.rssb.co.uk) and Business Standards at [Network Rail Standards Portal \(msapproxy.net\)](http://Network Rail Standards Portal (msapproxy.net)) the new 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 issues have been amended since the last update or require compliance before the next standards review.

### Changes in line with Standards Review – Sep 24

#### Review Date 7<sup>th</sup> Sep 24

<b>NWR Standard:</b>	<b>Title</b>	<b>Issue</b>
1, NR-CAT-STP-001	Catalogue of Network Rail Standards	133
2, NRS - SBR001	Standards and Controls Change Summary Report.	133
3, NR-L2-RMVP-0200	Infrastructure Plant Manual.	14
NR-L2-RMVP-0200-P301	Road rail access points (RRAP) Module P301.	5
NR-L2-RMVP-0200-P500	Competence, training and fitness for plant operations Module P500.	5
4, NR-L3-MTC-RCS0216	Risk Control Manual.	29
NR-L3-MTC-RCS0216-MP09	Use of mobile elevated work platforms (MEWP).	5
NR-L3-MTC-RCS0216-MP15	Use of OTP for Piling.	3

<b>Legislation/HSE</b>	<b>Title</b>	<b>Issue</b>
1, None		

<b>Code of Practice</b>	<b>Title</b>	<b>Issue</b>
1, COP0034	Code of Practice: For piling using OTP	2
2, COP0035	Code of Practice: For Plant Modules on Rail Wagons and Trailers	3
3, COP0046	Code of Practice: For the Storage and Recommissioning of OTP	2

<b>Rule Book</b>	<b>Title</b>	<b>Issue</b>
1, GERT8000-RBBL	Briefing Leaflet.	40
2, GERT8000-HB1	General duties and track safety for track workers.	8
3, GERT8000-HB6	General duties of an individual working alone (IWA).	8
4, GERT8000-HB7	General duties of a controller of site safety (COSS).	9
5, GERT8000-HB8	IWA, COSS or PC blocking a line	10
6, GERT8000-HB15	Duties of the Machine Controller (MC) and On-Track Plant operator	7

<b>Posters</b>	<b>Title</b>	<b>Issue</b>
1, None		

#### Additional Information

<b>ORR</b>	<b>Title</b>	<b>Issue</b>
1, TN3300	Clarification on drugs and alcohol testing for safety-critical workers	01

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- 2, Managing Rail Staff Fatigue (Guidance for companies in the rail industry) Published: 15 August 2024

### Withdrawn Standards

- | Withdrawn Standards     | Title  |
|-------------------------|--|
| 1, NR-L3-RMVP-047-TMC03 | Booking On and Off Arrangements (Road Rail Vehicles (RRV) and Rail Mounted Maintenance Machines (RMMM) Operators) (formerly NR/L3/OPS/047/TMC03) |

### Safety Alert

- 1, None

### Safety Bulletin

- NRB24-07 Near miss between Road Rail Vehicle and Rail Delivery Train Operative  
 NRB24 10 Always test before applying earths to Overhead Line Equipment (OLE)

### Technical Bulletin

GKD TB2024-011 - The 3RCI+ display software, v9.x.x, has been updated to v9.66.0.

### NWR Standard

#### 1, NR-CAT-STP-001 Catalogue of Network Rail Standards Issue: 133

This document is intended as a guide to current Network Rail Standards, as of the date of publication (Note: The format of this catalogue is an Excel document temporarily).

It does not include historic records, although a simple 15-month archive listing of withdrawals and supersessions is maintained for your convenience.

Whilst we endeavour to keep this content up to date from the information provided to us by Network Rail, Accuris cannot be held responsible for any errors or omissions.

Related Documents: NRS - SBR001 Standards and Controls Change Summary Report

#### 2, NRS - SBR001 Standards and Controls Change Summary Report. Issue 133

This workbook contains information on all new and changed Network Rail Standards and Controls due to be published on the 7<sup>th</sup> September 2024. It is to be used to support the standards and controls briefing process undertaken within Network Rail. The Standards and Controls Briefing is now in PowerPoint format so that you may add or delete slides and information to suit your team's briefing requirements.

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|----|---|---|
| 3, | <b>NR-L2-RMVP-0200</b><br><b>NR-L2-RMVP-0200-P301</b><br><b>NR-L2-RMVP-0200-P500</b><br><b>Module P500. Issue 5</b> | <b>Infrastructure Plant Manual. Issue 14</b><br><b>Road rail access points (RRAP) - Module P301. Issue 5</b><br><b>Competence, training and fitness for plant operations.</b> |
|----|---|---|

**Purpose:** This manual details requirements and guidance when using plant for the installation, renewal and maintenance of Network Rail's managed infrastructure.

Application of this manual will support a safe working environment, compliance with statutory legislation and Network Rail's Health and Safety Management System.

**Scope:** This manual applies to all Network Rail functions and its contractors when using plant described as:

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- a) on-track machines.
- b) on-track plant.
- c) portable and transportable plant; and
- d) mobile plant and road vehicles

for infrastructure related activities, including but not limited to the installation, renewal, maintenance, inspection and measurement of the infrastructure and its components.

**What’s new, what’s changed and why:** The review of the document has been undertaken to incorporate lessons learned from recommendations, incidents, accidents and other safety related events involving plant. This demonstrates continual improvement and the application of new processes and procedures to improve plant safety. The review was also a periodic review requested by the Network Technical Head of Plant.

In this change the Manual has been updated to incorporate the changes made to modules:

**Module P301:** Revised to include additional pictures and improved descriptions of Road Rail Access Point (RRAP) types and classifications, including supported timber decking and ramping. Description given of straight and level track and clearer requirements listed for the placement of RRAPs. Reference re-introduced to NR/L2/RMVP/0198/F0001 – On Track Plant access point work required form.

**Module P500:** Revised to include the control of Any Line Open (ALO) competence and alignment with changes to On Track Plant (OTP) and Portable Transportable and Mobile Plant (PTMP) Core modules. Inclusion of On Track Machine (OTM) crane and Depot plant competencies. Update to Appendix A – example of a competence management matrix.

**Note** *NWR have advised the mandated date for all ALO Planners and Coordinators to hold the OTP04 Control of ALO competence is the 10th of February and not the P500 mandated date is the 7th of December.*

**SMF/PL/0253:** Revised to correct unforeseen problems with the various printers and printer set-ups used in the business. Removal of highlighting colour when entering Cant values. Inclusion of a new tab for Tandem lifting of loads with uneven weights between each Road Rail Vehicle (RRV).

This review has also concentrated on the legislation and references specified in the manual and modules and updated these accordingly.

### Detail of change:

Document Number & Title	Summary of changes
NR/L2/RMVP/0200 - Infrastructure Plant Manual	Definitions and reference documents updated.
NR/L2/RMVP/0200/P301 – Road Rail Access Points (RRAP)	Module P301: revised to include additional pictures and improved descriptions of Road Rail Access Point (RRAP) types and classifications, including supported timber decking and ramping. Description given of straight and level track and clearer requirements listed for the placement of RRAPs. Reference re-introduced to NR/L2/RMVP/0198/F0001 – OTP access point work required form.
NR/L2/RMVP/0200/P500 – Competence, training and fitness for plant operations	Module P500: revised to include the control of Any Line Open (ALO) competence and alignment with changes to On Track Plant (OTP) and Portable Transportable and Mobile Plant (PTMP) Core modules. Inclusion of OTM crane and Depot plant competencies. Update to Appendix A – example of a competence management matrix.

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SMF/PL/0253 OTP Work Plan	Revised to correct unforeseen problems with the various printers and printer setups used in the business. Removal of highlighting colour when entering Cant values. Inclusion of a new tab 4.1 – for Tandem lifting of loads with uneven weights between each RRV.
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### Affected documents:

Reference	Issue	Impact	Document type
NR/L2/RMVP/0200	13	Superseded	Standard
NR/L2/RMVP/0200/P301	4	Superseded	Module
NR/L2/RMVP/0200/P500	4	Superseded	Module
SMF/PL/0253	11	Superseded	Form

- 4, **NR-L3-MTC-RCS0216 Risk Control Manual. Issue 29**  
**NR-L3-MTC-RCS0216-MP09 Use of mobile elevated work platforms (MEWP). Issue 5**  
**NR-L3-MTC-RCS0216-MP15 Use of OTP for Piling. Issue 3**

**Purpose:** This standard provides the index and version control of risk control sheets that mitigate risks associated with general activities, general hazards, small plant, mobile plant, live working and functional activities (track/signalling etc) within Maintenance.

Each risk control sheet provides a summary of the key hazards and controls identified within a standard work activity risk assessment. Risk control sheets standardise safe working arrangements across Network Rail’s Maintenance function.

**NOTE:** *The risk control sheet format is the preferred means to communicate risk controls to work teams.*

**Scope:** This standard applies to any Infrastructure Maintenance staff from any discipline when carrying out routine or non-routine tasks identified within the index.

**What’s new, what’s changed and why:** The Risk Control Manual is updated to reflect the index and version control following updates to MP09/10 & 15.

All sections in NR/L3/MTC/RCS0216/MP15 have been updated to bring them into line with latest task and equipment requirements and the requirements in Warminster Rec 1.

Content formerly included in NR/L3/MTC/RCS0216/MP10 has been included in NR/L3/MTC/RCS0216/MP09.

NR/L3/MTC/RCS0216/MP10 has been withdrawn.

The TRCS changes will allow the latest information to be provided in relation to the standards identified within the title of the remit.

This will give clarity and update out of date information.

### Detail of change

#### MP09 – Use of mobile elevated work platforms

Title changed to “Use of mobile elevated work platforms”.

Added reference to table in P508 describing moderate/strong wind conditions.

Tools/equipment & Plant sections amended.

Referenced TRCS descriptions amended throughout.

Implemented by updated throughout.

All sections have been updated to give greater clarity.

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All sections have been updated to bring the TRCS into line with latest task and equipment requirements.

### MP15 Use of OTP for Piling

Tools/equipment & Plant sections amended.

Referenced TRCS descriptions amended throughout.

Implemented by updated throughout.

All sections have been updated to give greater clarity.

All sections have been updated to bring the TRCS into line with latest task and equipment requirements.

### Affected documents:

Reference	Issue	Impact	Document type
NR/L3/MTC/RCS0216	28	Superseded	Standard
NR/L3/MTC/RCS0216/MP09.	4	Superseded	Module
NR/L3/MTC/RCS0216/MP10	3	Withdrawn	Module
NR/L3/MTC/RCS0216/MP15	2	Superseded	Module

### Legislation/HSE

1, None

### Code of Practice

1, **COP0034 Code of Practice: For piling using OTP. Issue 2**

**Purpose:** This Code of Practice details guidance on the arrangements for controlling the risks when planning and undertaking piling operations on the railway infrastructure. This is provided in addition to any Mandatory requirements specified by the Infrastructure Manager.

**Scope:** This Code of Practice applies to the piling activities covering competence groupings, piling driver vibratory, piling hammer, piling torque head, or auger driver when using OTP.

**Changes:** Moved to new format and minor updates including references to some industry piling documents, new section on soil nailing and photographs added.

2, **COP0035 Code of Practice: For Plant Modules on Rail Wagons and Trailers. Issue 3**

**Purpose:** This Code of Practice identifies the process to be undertaken when plant modules are attached to rail wagons or trailers. This covers the use of plant modules intended to be operated in running, travel and/or work mode whilst mounted, which were not assessed during the original design of the rail wagon or trailer.

**Scope:** This Code of Practice concerns plant modules on rail wagons or trailers when intended to be used on the rail infrastructure.

**Changes:** 1.1.2 amended to include effects of visibility.

3, **COP0046 Code of Practice: For the Storage and Recommissioning of OTP. Issue 2**

**Purpose:** This Code of Practice is to define the actions that should be taken for any OTP designated as Out of Service recommending a minimum level of maintenance is undertaken ensuring engineering integrity and performance is not compromised, that it remains in a fit condition, given appropriate planned preventative maintenance to facilitate its return to service.

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**Scope:** This Code of Practice applies to OTP operating in the railway environment and details the minimum recommended maintenance requirement to be applied when designated as Out of Service.

**Changes:** Removal of watermark only

### Rule Book

#### 1, GERT8000-RBBL Briefing Leaflet. Issue 40

The following modules and handbooks will be reissued and come into force on 07 December 2024:

**Handbook 1** General duties and track safety for track workers

**Handbook 6** General duties of an individual working alone (IWA)

**Handbook 7** General duties of a controller of site safety (COSS)

**Handbook 8** IWA, COSS or PC blocking a line

**Handbook 11** Duties of the person in charge of the possession (PICOP)

**Handbook 12** Duties of the engineering supervisor (ES) in a possession (*This handbook has been renamed*)

**Handbook 15** Duties of the machine controller (MC) and the on-track plant operator

**Module OTM** Working of on-track machines (OTM)

**Module S5** Passing a signal at danger or an end of authority (EoA) without a movement authority (MA)

**Module SP** Speeds

**Module SS2** Shunting

**Module T3** Possession of a running line for engineering work

**Module TS1** General signalling regulations

**Module TS9** Level crossings - signaller's regulations

**Module TS11** Failure of, or work on, signalling equipment - signallers' regulations

**Module TW1** Preparation and movement of trains

**Module TW5** Preparation and movement of trains: Defective or isolated vehicles and on-train equipment

**Module TW7** Wrong-direction movements

**Module TW8** Level crossings - drivers' instructions

**RS521** Signals, Handsignals, Indicators and Signs handbook

#### 2, GERT8000-HB1 General duties and track safety for track workers. Issue 8

**Key Changes:** A new section has been added to this module outlining the actions for staff to take when travelling on a route-proving train. Following recommendations from the Rail Accident Investigation Branch into the Carmont accident, a new standardised approach to route proving has been developed. As part of this project, the Rule Book has been updated with instructions telling staff what to do if they are required to access the track from a route-proving train.

The rules concerning holders of handbooks 1, 6 and 7 going on or near the line, either alone or as part of a group, have historically been very general without taking into account varying degrees of competency. They have been the subject of a complete review and have been extensively revised with the following objectives:

- To provide a clear definition of when walking on or near the line is permitted and for what reasons.
- To define the extent to which walking on or near the line is permitted for varying levels of competency.
- To define the permitted arrangements for crossing lines open to traffic when walking.

This handbook explains that going on or near the line alone is only permitted for a controller of site safety (COSS) or individual working alone (IWA) when carrying out work, or walking to or from a site of work; for someone other than a COSS or IWA who has to join or leave a group, and must do so

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under the instructions of a COSS; or someone other than a COSS or IWA who is allowed to go on or near the line under a method of working shown in company instructions. To go on or near the line with others, a COSS must be present who has given a briefing on the safe system of work that will apply. Instructions are also included on moving round unexpected obstacles and crossing lines open to traffic.

Section 2.3 allows getting off a moving rail vehicle if it is one designed for continuous slow-speed movement. Modifications to some vehicles of this type are being carried out with the intention that they could be boarded whilst moving. This section has been changed to allow staff to get on and off this type of vehicle.

The competency of safe work leader (SWL) is no longer a recognised one and all reference to this obsolete competency has been removed.

### **3, GERT8000-HB6 General duties of an individual working alone (IWA). Issue 8**

**Key Changes:** The rules concerning going on or near the line have historically been very general and have not taken account of varying degrees of competency. This handbook has not contained any rules concerning an IWA when walking to or from a site of work and these have now been included. An IWA is only permitted to walk on or near the line to get to or return from a site of work and then only if:

- The IWA has blocked the open line.
- Someone else has blocked the line and the IWA has agreed a safe system of work with that person.
- The IWA is carrying out an alternative arrangement shown in a safe work pack or company instructions.

An IWA is allowed to place possession protection providing the person in charge of the possession (PICOP) has given an assurance that the protecting signal for the line concerned has been placed to danger. To cater for the corresponding situation on an ERTMS line, a reference has been added to the route being closed.

The competency of safe work leader (SWL) is no longer a recognised one. All references to a safe work leader have been removed from the handbook.

### **4, GERT8000-HB7 General duties of a controller of site safety (COSS). Issue 9**

**Key Changes:** The rules concerning going on or near the line have historically been very general and have not taken account of varying levels of competency. This handbook has not contained any rules concerning a COSS walking alone to or from a site of work and these have now been included. A COSS is only permitted to walk on or near the line alone in order to get to or return from a site of work and then only if:

- The COSS has blocked the line.
- Someone else has blocked the line and the COSS has agreed a safe system of work with that person.
- The COSS is carrying out an alternative arrangement shown in the safe work pack or in company instructions.

A new section 5 has been introduced on walking with a group to or from a site of work, or between sites of work. In this situation the COSS must set up a safe system of work that would apply when walking with a group, or an alternative arrangement shown in the safe work pack. However site wardens cannot be used as a safe system of work, and the use of lookouts requires to be authorised. This section also includes arrangements if anyone has to join, leave or rejoin the group.

Noise from work that is being carried out can prevent any member of a group from hearing any warning that is given when the safe system of work in use is either equipment or lookout warning. A

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new instruction has been included to say that the COSS must not use equipment or lookout warning if this would be the case.

The competency of safe work leader (SWL) is no longer a recognised one. All references to a safe work leader have been removed from the handbook.

### **5, GERT8000-HB8 IWA, COSS or PC blocking a line. Issue 10**

**Key Changes:** A new section has been added to this module outlining the actions of a COSS when travelling on a route-proving train. Following recommendations from the Rail Accident Investigation Branch into the Carmont accident, a new standardised approach to route proving has been developed. As part of this project, the Rule

Book has been updated with instructions telling staff what to do if they are required to access the track from a route-proving train.

As part of an intention to use new technology to better protect staff working on the railway, equipment has been the subject of successful trials which allows a COSS to disconnect signalling equipment remotely as a further means of providing additional protection for a line blockage. The handbook has been changed to

include this as a further permitted means of providing additional protection.

The competency of safe work leader (SWL) is no longer a recognised one and all reference to this obsolete competency has been removed.

### **6, GERT8000-HB15 Duties of the Machine Controller (MC) and On-Track Plant operator. Issue 7**

**Key Changes:** Section 10 of this handbook contains the arrangements when an item of on-track plant (OTP) is working adjacent to an open line. Questions have been raised about the correctness of the present wording and changes have been made.

Section 10.1 defines a need for clearance between the OTP and any open line, and that if the clearance is not available the open line must be blocked. Section 10.2 describes how the adjacent line is to be protected, with section 10.3 describing an alternative method of doing so. The present wording incorrectly describes section 10.3 as being an alternative to section 10.1, whereas the intended meaning is that the method of protection is normally as described in section 10.2, but that section 10.3 can be used in the circumstances described.

The wording has been changed to give the correct intended meaning. Section 10.1 refers to 'enough' clearance being available without defining what this means. As there is no standard distance this section has been changed to say that the required clearance is shown in company instructions.

The competency of a safe work leader (SWL) is no longer a recognised one. All references to a safe work leader have been removed from this handbook.

**None**

**Posters**

**None**

**Additional Information**

**ORR**

### **1, TN3300 Clarification on drugs and alcohol testing for safety-critical workers. Issue01**



Standard the technical note relates to RIS-8070-TOM Drugs and alcohol testing for safety-critical workers.

**This technical note is aimed at:** Railway undertakings and infrastructure managers, referred to collectively in this document as transport operators.

RSSB recognises there is a lack of consistency and confusion within the industry on the processes for drugs and alcohol testing. This technical note aims to provide a greater understanding of testing by providing the rationale for the requirement and the importance of undertaking the tests.

**2, Managing Rail Staff Fatigue (Guidance for companies in the rail industry  
Published: 15 August 2024**

This guidance provides an approach for companies in the rail industry to manage their fatigue risk and provides advice on good practice. However, the approach and content may be relevant to other safety critical industries that do not have industry specific guidance and the document builds on the more general guidance applicable to all industries, including rail, in the Health and Safety Executive's (HSE's) guidance publication HSG256 'Managing shift work – health and safety guidance'.

This guidance supersedes the Office of Rail and Road's (ORR's) guidance on Managing Rail Staff Fatigue published in 2012. The revision has been undertaken in light of the need to update and modernise the previous guidance. The revised guidance does not introduce any new policy positions. However, for simplification, the document integrates what is known as the ROGS 9 stage approach provided in the 2012 guidance to provide an overarching approach to managing rail staff fatigue. It should be noted that the ROGS 9 stage approach is not a specific legal requirement set out by ROGS, nor is it a general ROGS policy principle or an inherent part of ROGS. Furthermore, as HSE has moved away from using the POPMAR (Policy, Organising, Planning, Measuring performance, Auditing and Review) model of managing health and safety to a 'Plan, Do, Check, Act' approach, we have revised this guidance accordingly. Finally, ORR's Fatigue Factors, or good practice guidelines, have been included.

**Withdrawn Standards**

**1, NR/L3/RMVP/047/TMC03 Booking On and Off Arrangements (Road Rail Vehicles (RRV) and Rail Mounted Maintenance Machines (RMMM) Operators) (formerly NR/L3/OPS/047/TMC03)**

This standard is no longer required because it refers to RRV and RMMM which have now been reclassified as On Track Plant (OTP). The standard also requires compliance with Network Rail's Railway Safety Case which is no longer a valid requirement. This standard is the final remaining active document that was transferred to an RMVP standard from the Train Operations Manual (TOM). The content of the standard that remains as a current requirement is now included in standard NR/L2/RMVP/0200/P521 clause 5.13.2.b and clause 5.13.4.b.

**Issue 4      Issue Date 28/04/2006      Withdrawal Date 07/09/2024**

**NWR**

**Safety Alert**

**None**

**Safety Bulletin**

**NRB24-07 Near miss between Road Rail Vehicle and Rail Delivery Train Operative**

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**Overview:** At 02:45 on 29/05/2024, a Road Rail Vehicle (RRV) transited through a possession on an adjacent line to a rail delivery train (RDT) being set up to. An RDT operative had to jump out of the way to avoid being struck by the RRV.

At the time, it was reported that:

- Works in a neighbouring worksite, involving the RRV, had been curtailed.
- The RRV movement took place without prior notification to the RDT team.
- No warning by the RRV operator.
- No Machine Controller accompanying the movement, they followed several minutes later.
- The RRV allegedly travelled at a greater than 5mph.

This event is currently under investigation by Wessex Route.

NR Standard NR/L2/SCO/315 “Controls for the management of long welded rail delivery and recovery” prohibits the operation or stabling of any rail mounted vehicle on the line the rail delivery train is operating or any adjacent line(s) within 4 metres.

This requirement has been in place since two RDT operatives were struck and killed by an RRV at Hednesford in 2004.

### **NRB24 10 Always test before applying earths to Overhead Line Equipment (OLE)**

**Overview:** There has been a recent increase in the number of isolation irregularities where portable earths have been incorrectly applied to live 25kV Overhead Line Equipment (OLE) conductors. This has the potential to cause serious injuries to the working group involved, and damage to the OLE which can disrupt planned train services.

Applying earths without first testing the OLE contradicts Network Rail standards NR/L3/ELP/29987 (and NR/L3/ELP/SAI25 where deployed). These mandate that before portable earths are applied, the OLE must be tested using an approved live line indicator to confirm the OLE conductor is deenergised. It is also a breach of the Life Saving Rule ‘Always test before applying earths or straps.

Only live line indicators that are approved, calibrated and fit for their intended purpose may be used.

If using a capacitive live line indicator e.g. Arthur Flury or Pfisterer, testing must be conducted a minimum of 3 metres along the conductor from OLE structures and/or in line insulation. Where this is not possible, a resistive type live line indicator must be used e.g. COTEC C31.

Only individuals who hold Authorised Person or Nominated Person competence may test and apply portable earths to the OLE.

Where a Nominated Person is using an Authorised Person to assist in implementing an OLE isolation, the Authorised Person must receive a brief on their planned duties and must retain the signed Switching, Testing and Earthing Details (STED) form.

When arriving at a location where portable earths are to be applied, it is imperative that you check the STED form to confirm you are:

- On the correct line
- At the correct OLE structure number
- Testing the correct conductor

In addition, the condition of the OLE infrastructure e.g. the earth attachment point, the structure to rail bond, aerial earth wire, etc. must be checked prior to the application of the portable earths.

### **Shared Learning**

**None**

**Technical Bulletin**

**TB2024-008 - GKD Rail hibernation state malfunction**

**Detail:** It has been reported that the GKD Rail Display could start up in windows administrator screen after booting up after a machine battery failure.

**Findings:** Our investigation concluded that this was due to the machine battery/power malfunction during screen shut down sequence.