

METHOD STATEMENT**REVISIONS**

Rev No	Date	Issue/Revision Record	By	Approved by
1	16/01/2017	New Version	C. Barron	
2	10/12/2018	Minor amendments	C. Barron	
3	14/11/2019	Minor amendments	C. Barron	
4	17/11/2020	Minor amendments	C. Barron	
5	07/02/2023	Amendments made to distribution, 7.2 and 11.1	C. Donovan	
6	07/12/2023	Amendments to distribution, 3.5, 3.11, 6.3, 7.2, 7.3, 7.4, 7.6, and 11.1	B. Seewoo	
7	27/11/2024	Amendments made to distribution 7.2 and 11.1	B. Seewoo	

SECTION**CONTENTS**

1	Scope of works
2	Identification of hazards
3	Railway and public interface arrangements
4	Protection of and from the railway infrastructure
5	Environmental protection arrangements
6	Plant and equipment
7	Personnel involved.
8	Methodology
9	Briefing arrangements
10	Safety of contractors staff
11	Communication
12	Hand-back arrangements
13	Emergency plans
14	Supporting information

APPENDICES

APPENDIX A	GPX Engineering Ltd WELDING/BURNING/GRINDING & INSPECTION METHOD STATEMENT & RISK ASSESSMENTS MS/TM/GPX/01 REV 17
APPENDIX B	Health & Safety Risk Assessments
APPENDIX C	C.O.S.H.H. assessments
APPENDIX D	Additional Emergency Procedures – Emergency contact list + Route to Hospital
APPENDIX E	Signalling MS
APPENDIX F	Permanent Way – Annual maintenance Plan Works

DISTRIBUTION

KAD Designation	Name	KAD Designation	Name
Possession Planning Manager	Dave MacGillivray		
Track Manager	Tom Mann		
Track Delivery Manager	Ray McGuinn		
Track Engineer	Adam Olszewski		
P-Way Team Leader	Paul Wilkinson		
P-Way Team Leader	Chris Lockwood		
PICOW	TBC		

Status

	Name	Sign	Position	Status

As per Formstack

Stakeholder Review

The responsibility for the safety of the contract works rests fully and unreservedly with the contractor. The acceptance of this method statement by Keolis Amey Docklands Ltd or City Greenwich Lewisham Rail Link plc and involvement in Safety studies or audits, does not in any way absolve the contractor from that responsibility, nor is it intended to confirm or suggest that the contractor fully meets the requirements.

Review details are to be entered on the Method Statement Review Sheet, DLR-IMS-WoRM-REV-00001

Name of method statement: Welding / Grinding Network Wide inc. Tunnels

[illegible]

1	Scope of works
1.1	Work to be undertaken. Aluminothermic welding, Manual Metal Arc (MMA) welding, grinding, burning and inspections during engineering hours and planned possessions of the network and depots including all tunnel sections under isolation where permitted. Training whilst under the guidance of a competent assessor. This Method Statement refers to works undertaken during engineering hours and planned possessions of the network and depots under isolation.
1.2	Limits of work This Method Statement covers all the DLR Network including Depots under isolation.
1.3	Completion criteria Upon completion of the works the following certificate(s) will be provided: • Welding Installation and Inspection Forms. The latter may be provided in the days after the installation. • A P-Way Check Certificate will be completed for any works which may affect the operational railway before the site is handed back in line with SOP PC 3.20 – Permanent Way Check Certification.
1.4	LUL References This Method Statement refers throughout to Keolis Amey and GPX Engineering Ltd WELDING/BURNING/GRINDING & INSPECTION METHOD STATEMENT & RISK ASSESSMENTS MS/TM/GPX/01 REV 17. All references in this document to LUL track safety procedures and roles should be ignored and will not apply to these works.
2	Identification of hazards
2.1	State how hazards have been identified. Please refer to Work Risk Assessment(s) (WRA) in the Appendices and risk assessments within the contractor's method statement.
2.2	List significant hazards Hazards include but are not limited to: Plant movements Lifting operations Darkness / poor visibility Cutting rails Welding and any associated works Buried, lineside equipment and live services Noise Manual handling Damage to DLR infrastructure Engineering vehicle (EV) movements Adjacent infrastructure Ground conditions Poor ventilation Risk Assessments are included in the Appendices
3	Railway and public interface arrangements
3.1	Possession, and isolation arrangements As published in the Engineering Supplement to the Traffic Notice. Details will be recorded on the ATW and PICOW briefing form along with briefing details.

Keolis Amey Docklands

Job Site: Network Wide inc. Depots

Method Statement N^o: Job No MS/PW/WELD/2026

Name of method statement: Welding / Grinding Network Wide inc. Tunnels

3.2	Movement of engineers'/ test trains. As agreed with the PPM and Control Centre (CC) and in accordance with the Engineering Supplement to the Traffic Notice. EVs to be operated in line with SOP M 3.07 – Movement of Engineering Vehicles.
3.3	Road/rail machines working adjacent to operational lines Road Rail vehicles (RRV's) will operate in accordance with SOP PC 3.08 – Approval and Use of Rail Mounted Plant on the DLR as part of the Working on the Railway Manual (WoRM).
3.4	Closure or alteration of DLR Operational Services. All works covered by this method statement are to be undertaken during engineering hours and planned possessions of the network under isolation. Details to be recorded on the PICOW briefing form.
3.5	Restricted clearance, particularly at stations As determined on site by the PICOW and according to the safe walking routes. All areas with restricted clearance shall be briefed to the work party prior to work commencing. Restricted clearances could exist throughout the worksite where EV's are operating. Crane controller/ EV PILOT to walk in front of vehicle at all times and ensure that no personnel are trapped between the machine and any area of restricted clearance. Staff to be briefed not to stand within the crush radius of the machine.
3.6	Stations: Passenger interface While these works are predominantly undertaken during engineering hours and / or possessions of the Railway, staff shall be courteous and polite to passengers at all times and consideration must be given to passengers when moving materials, personnel and plant through passenger areas. No tools or equipment shall be left unattended in passenger areas due to the hazards they may pose.
3.7	Arrangements for temporary speed restrictions None of the proposed works are expected to affect the operational line speed of the track. If a Temporary Speed Restriction (TSR) is required, the Handback Engineer will liaise with the PICOW and Control Room Technician (CRT) at the time of handback. A TSR will be raised by any member of staff competent to SOP PC 3.19 – Application and Removal of Temporary Speed Restrictions.
3.8	Signalling implications The PICOW shall ensure that his work party do not obstruct Points Position Indicators (PPI's) or other signalling equipment.
3.9	Temporary fencing adjacent to railway operations Where temporary fencing is required adjacent to railway operations it will be secured and the integrity of the temporary fencing routinely checked in line with its construction to ensure it does not pose a risk to the operational service.
3.10	Work adjacent to signalling and control room staff N/A.
3.11	Temporary lighting Where work is to be undertaken during the hours of darkness or poor visibility, appropriate arrangements shall be made for suitable and sufficient lighting to be provided. The lighting arrangements shall be appropriate for the tasks being undertaken and may include battery operated task lighting, hand lighting, tower lighting or other form of approved power operated site lighting method. Lights will be positioned so that they will not affect any properties, nor cause disruption to the operational railway or have potential to disrupt other infrastructure operations. Temporary lighting will be provided by means of a silenced diesel-powered generator unit(s) and will

	include link lighting or tower lights.
3.12	Road traffic management N/A.
3.13	Security of materials from vandals Where no practical alternatives exist, materials may be stored trackside in accordance with SOP PC 3.10 – Storage of Materials, Plant & Equipment Trackside or on Stations, provided they are sufficiently fastened so as to prevent vandals from tampering with them. Strategic spares may be stored trackside provided they are adequately secured and marked up.
4	Protection of and from railway infrastructure
4.1	Identify hidden services A pre-site inspection may be undertaken to try and identify any services which may be affected by the works.
4.2	Use of cable locating tools Any intrusive works that may for instance require breaking ground, digging out ballast or breaking out concrete etc. will require the areas affected to be cat scanned so any buried services are located. In this instance, please refer to SOP PC 3.16 – Restricted Works.
4.3	Identify infrastructure susceptible to damage The signal cable that controls the automatic running of the trains is located centrally in the 4ft and attached to the foot of the running rails. The signal loop cable located within the four foot will be moved aside prior to the removal of any rail and will be replaced upon completion of p-way works. Any damage to cables to be reported immediately to the Control Centre. At the start and end of each shift, KAD Signalling to reinstate/replace all axle counters, loop cables (where necessary), check worksite and complete all necessary SMTH tests.
4.4	Sketch showing location of services N/A.
4.5	Protection track/signalling : plant movement/demolition N/A.
4.6	Disturbance of track support, structures, etc. Cross level, track gauge and platform/ structural clearances to be recorded pre and post works where applicable.
4.7	Additional fire precautions required, hot work Fire hazards will be created from the following activities: • Cutting rails e.g. disc cutting and flame cutting • Refuelling of plant and equipment • Use of portable and semi-portable generators • Welding activities Appropriate fire precautions will be implemented and suitable fire extinguishers made available on site as required. No intentional fires will be permitted on site. Fuel spillage will be immediately dealt with using the spill kit held on site. Hot Works Permit to be completed in accordance with SOP PC 3.17 – Hot Works Permit by KAD

	prior to works and adhered to throughout for all operations using disc cutters or flame cutting equipment, irrespective of the material to be cut. This will be held on site. A fire watchman will be on site monitoring activities throughout the shift.
4.8	Precautions where work involves disconnection of fire protection systems N/A.
4.9	Disconnection and reconnection of services. See Section 4.3.
4.10	Local Electrical Protection (LEP) All works covered in this Method Statement will require primary protection in the form of traction power being isolated centrally by the Control Centre. Any works on the Conductor Rail, associated Electrical Trackside Equipment (ETE) or within 300mm of an exposed conductor will require secondary protection in the form of Local Electrical Protection (LEP). This may include but is not limited to breaking the continuity of the conductor rail, works on traction cables, minor repairs, visual inspection (should you need to touch the conductor rail or ETE physically or with an instrument), gauging and measurement of the conductor rail etc.
5	Environmental protection arrangements
5.1	Waste and pollution Redundant or waste material that is generated on site will be removed by KAD and disposed of using an authorised and approved waste transfer carrier as agreed prior to works at the earliest opportunity. Waste Carrier License and all Waste Transfer Notes to be provided to KAD lead person. Generic Environmental Controls • No waste shall be burnt on site • No litter shall be left on site • All waste will be disposed of in designated bins • No unnecessary idling/ revving of vehicles shall be permitted on site • Vehicles shall not be parked in an obtrusive manner or cause disturbance to local residents • Storage of oils/ fuels will not be kept on site All accidents / incidents that could have an impact upon the environment shall be reported to the Control Centre and Civil and Track Manager and an IRF completed to report and record events (when appropriate). KAD will if necessary, contact a clean-up contractor and the Environment Agency. Where the spillage is minor, competent personnel shall contain and manage it on site. Waste Any waste materials generated directly by the works must be removed from site prior to, or shortly after completion of the work or the Possession, as appropriate. Bin bags may be available at the work sites for the removal of litter generated by the work group. All waste materials will be considered for re-use or recycling before being disposed of in landfills. Waste shall be segregated on site to ensure that Hazardous Waste is readily identified and is disposed of as such. The KAD Civil and Track Manager must be contacted where there is ambiguity surrounding the waste type. Licensed waste disposal contractors shall be used and the relevant paper work maintained in accordance with law. Any redundant materials which can be recycled should be removed by the approved waste

	contractor. Pollution Due to the nature of plant being used and from previous experience the risk of pollution from fuel is relatively low. Re-fuelling of plant will be carried out using fuel cans and funnels away from existing water courses and any spillages will be treated immediately using a spill kit held on site, and any contaminated soil/ vegetation will be removed as special waste. All plant used on site will either have a vehicle specific spill kit or be within reach of a site spill kit. If there are any major incidents of pollution, the Control Centre must be contacted immediately in addition to the KAD Civil and Track Manager.
5.2	Noise, dust, smoke, vapour Every effort will be made to keep noise and vibration to a minimum and appropriate PPE to be worn at all times Dust Where it is considered that excessive dust is likely to be created, consideration will be given to measures suitable to minimising the generation of dust, such as the spraying of water and providing appropriate PPE. If working during engineering hours and / or possession in a tunnel where a ventilation system exists, the fans can't be used during any welding / grinding and any other associated works as a standard method of clearing dust and / or smoke. They should only be used in the case of an emergency. Should there be an emergency, then contact the Control Room, stating your precise location, to manage the operation of the fans due to build-up of dust and / or smoke. During engineering hours, it is not envisaged that a great amount of dust or smoke will be generated in any of the enclosed locations, due to the duration of works that can be completed in this time because of access / egress, setup and clearance times. Additional appropriate PPE should be used when carrying out any welding / grinding / burning works i.e. dust masks. During longer periods of work, for example during a weekend possession, when works are being carried out in any enclosed locations, consider the additional use of temporary ventilation (considering whether the precise location of the works provide enough ventilation), specialist PPE, and ensure exposure times for site staff are monitored to limit exposure. Noise Care will be taken to keep noise to a minimum. All operatives will be briefed on the necessity to comply particularly when adjacent to residents or business premises. Raised voices will only be permitted in an emergency. Noise suppressed plant will be selected if available and all engines will be turned off when not in use. Evidence will be required from the Plant Contractor that the plant has been regularly maintained and any defects immediately identified and rectified. Automatic vehicle reversing alarms/ warnings must not be switched off unless a full risk assessment has been carried out and approved by the Site Manager. If this is permitted then control measures are to be briefed to the work party. Where works are to commence in close proximity to residential areas, KAD to consider a Local Authority Environmental Officer is informed along with local residents. The application to work will be based around our working requirements and methodology and incorporate mitigation and control measures, bearing in mind best practicable means.

5.3	Protection of 3rd parties and neighbours None of the works are expected to impact 3 rd parties or neighbours. Areas around the railway have been identified as susceptible to complaints. If any proposed works are expected to be noisy, a letter drop may be arranged and / or acoustic barriers will be used. If the works are not safety critical, they are generally left until a weekend possession.
5.4	Liaison arrangements Any liaison with 3 rd parties or neighbours before works may be done in the form of a letter drop or through our Customer Experience team. During the works, if site staff are approached by 3 rd parties or neighbours, they are to direct them to the works supervisor.
5.5	Fuel, Gas and other flammable materials Storage Fuel will be stored in secure containers in a designated area within the site compound; petrol will be stored in flame vaults and diesel in a bunded fuel bowser.
6	Plant and equipment
6.1	Plant and equipment specified Thermit, RailTech, arc welding and rail grinding equipment as defined in GPX Engineering Ltd WELDING/BURNING/GRINDING & INSPECTION METHOD STATEMENT & RISK ASSESSMENTS MS/TM/GPX/01 REV 17. NO PETROL FUELLED PLANT TO BE USED IN BANK TUNNEL, ONLY DIESEL. Plant and equipment shall be utilised in accordance with their specific operation manuals and only by operatives competent in their use. In addition, the following may be used: Engineering Vehicles Light Rail Vehicles (LRV) Note: All plant and numbers are indicative and are based on previous Rail Welding and Grinding activities that have taken place on the DLR network. Dilapidation surveys and site walks may identify greater numbers of tools needed.
6.2	Competence requirements All staff on site will have attended a KAD / DLR Track Awareness course prior to working on DLR infrastructure. There may be a competence gap where those undertaking a training course have allowed their certification to expire or are doing their initial training. In this case they will be accompanied by a competent assessor. All operatives of plant and tools will be appropriately trained and certified. All welding contractors will hold appropriate certification. A stressing engineer will hold appropriate level of certification for method of stressing required. Any PICOW and / or Pilotman / Points Operator will hold appropriate KAD certification. Any Trackside Protection Assistant (TPA) will hold appropriate KAD certification. All operatives shall be subject to the following requirements: • Medical • Drug and Alcohol testing • KAD/ DLR Track Awareness Card or Sentinel Rail Competency training arrangements will comply with KAD/ Network Rail Company Standards.
6.3	Inspection and examination certificates All Road Rail Plant and trailers to have an approved PAN from DLR/ KAD. Supporting documents to be brought to site including duty charts and operations logs. Machine / Crane controller/ Operator to complete and populate pre use checklist.

Keolis Amey Docklands

Job Site: Network Wide inc. Depots

Method Statement N^o: Job No MS/PW/WELD/2026

Name of method statement: Welding / Grinding Network Wide inc. Tunnels

	All electrical equipment to be used during the possession will have a valid Portable Appliance Test (PAT) certificate. All lifting equipment and attachments to be tested and certificates held.
6.4	Detail cranes, lifting machines etc. inc. access Lifting equipment utilised in the course of undertaking tasks covered by this method statement includes: • Depot forklift trucks (Poplar and Beckton Depots) • CT30 Hi-Ab • Battery Loco Hi-Ab • WX170 RRV (and other Road Rail Plant as employed from time to time) • Various hand tools such as rail lifters, ratchet blocks, rail dogs and bars Lifting equipment shall only be used by those trained and competent to do so. All lifting equipment must have valid LOLER certification.
6.5	Arrangements for standby plant N/A.
6.6	Loading and marshalling of rail mounted plant To be undertaken by competent staff only.
7	Personnel involved
7.1	Number of Contractor's and Subcontractor's personnel Works completed under this method statement will be undertaken by KAD staff and welding contractor GPX Engineering Ltd. All contractor's staff will meet the competency requirements for the tasks they undertake.
7.2	Supervision arrangements Tom Mann (Keolis Amey Docklands Civil and Track Manager) 07718 195907 Ray McGinn (Keolis Amey Docklands Track Delivery Manager) 07718 195843 Adam Olszewski (Keolis Amey track Engineer) 07801 840359 Paul Wilkinson (Keolis Amey Docklands Team Leader) 07801 840290 Chris Lockwood Snr (Keolis Amey Docklands Team Leader) 07718 195959 Jason Nolan (Keolis Amey Docklands Leading Technician) 07590 491282 Ken MacGillivray (Keolis Amey Docklands Leading Technician) 07590 491301 Will Osborne (Keolis Amey Docklands Leading Technician) 07718 193154 Gary Wallace (Keolis Amey Docklands Leading Technician) 07590 491283 Chris Overd (Keolis Amey Docklands Leading Technician) 07732 601203 Graham Slater (Keolis Amey Docklands Leading Technician) 07801 840289 James Stanley (Keolis Amey Docklands Leading Technician) 07740 853955 PICOW (TBC) In addition, Technicians will generally act as work supervisors to supervise teams of operatives in completing assigned tasks.
7.3	Competence and training requirements • KAD / DLR Track Awareness • KAD / DLR PICOW(s) • KAD Engineering Vehicle Operator (EVO) and Engineering Vehicle Assistant (EVA) • Track staff – Small tools certificated • A stressing engineer will hold appropriate level of certification for method of stressing required as per requirements set out in NR /L2/TRK/3011 – Continuous Welded Rail (CWR) Track (as required) • Welders competency and certification as per requirements set out in NR/L2/TRK/0032 – Joining of Rails by Aluminothermic welding (as required)

Keolis Amey Docklands

Job Site: Network Wide inc. Depots

Method Statement N^o: Job No MS/PW/WELD/2026

Name of method statement: Welding / Grinding Network Wide inc. Tunnels

	• CPCS certificated Road Rail Operators • Crane Controllers • First aider(s) • KAD Pilot/ Points Operator (as required) There may be a competence gap where those undertaking a training course have allowed their certification to expire or are doing their initial training. In this case they will be accompanied by a competent assessor.
7.4	Working hours Details as per the Closure List and Engineering Supplement. Working hours will be detailed in the site-specific Work Plans. The number of hours worked will be monitored to ensure that the Safe Working Hours limits are not exceeded. KAD / Network Rail Company standards are not to be exceeded as detailed below: • Maximum turns of duty – Maximum number of days/hours worked in any seven-day period (work no more than 6 shifts in any 7 days or 12 in any 14 days) • Maximum hours worked – 12 hours per turn of duty. • Minimum rest period – 12 hours between turns of duty. • Maximum working week – 72 hours
7.5	Shift hand-over arrangements None required.
7.6	Welfare and first aid The Health and Safety (First Aid) Regulations 1981 require employers to provide adequate and appropriate equipment, facilities and personnel to ensure their employees receive immediate attention if they are injured or taken ill at work. These Regulations apply to all workplaces. Arrangements for First Aid and hospital treatment will form part of the pre-work site brief given to all site staff by the PICOW. Electronic Incident Report Forms (eIRF's) can be produced by any member of staff with network access to KAD IT or by contacting the Control Centre. In the event of an accident / incident, all works should be made safe including plant etc. and the Control Centre notified. Direction for proceeding will then be given by the Control Centre. Any accident / incident shall be reported by the PICOW to the Control Centre in the first instance. First aider: To be briefed by the PICOW First-aid kit location: To be briefed by the PICOW
8	Methodology
8.1	State order of work <u>Pre possession</u> • EV (if used) to be loaded up with equipment specific to the work to be completed. • PICOW to book on with the Infrastructure Access Controller (IAC). • KAD and GPX Engineering Ltd personnel to travel to site via engineering vehicle or via road vehicle to nearest station/ access point. • Before accessing site, the PICOW will brief the work party, ensuring the brief is understood via open questions. • Once the CRT contacts the PICOW to confirm the possession has been granted the PICOW is to test for dead and marker boards placed around the worksite. <u>During possession</u> • Workforce enter site via EV / Station / nearest access point towards area of works in the site

Keolis Amey Docklands

Job Site: Network Wide inc. Depots

Method Statement N^o: Job No MS/PW/WELD/2026

Name of method statement: Welding / Grinding Network Wide inc. Tunnels

	• Site lighting setup (if required) • Signal loop cables removed / protected where required • For details on how the actual works will take place please refer to GPX Engineering Ltd WELDING/BURNING/GRINDING & INSPECTION METHOD STATEMENT & RISK ASSESSMENTS MS/TM/GPX/01 REV 17 • Signalling to complete any tests if required • KAD Handback Engineer to check worksite and authorise re-opening the line to traffic (if required) <u>After possession/ works</u> • When the works are completed, ALL staff and materials including scrap and rubbish to be clear of site • PICOW checks site is clear and tidy and nothing has been left which can affect safe running of trains • Site staff to bring redundant materials including scrap and rubbish to Poplar / Beckton depot(s) or a company approved waste transfer facility
8.2	Hold points N/A.
8.3	Standards and procedures • NR/L2/TRK/3011 – Continuous Welded Rail (CWR) Track • NR/L2/TRK/0032 – Joining of Rails by Aluminothermic Welding • NR/L2/TRK/053 – Inspection and Repair to Control the Risk of Derailment at Switches • NR/L2/TRK/1054 – Inspection, Maintenance and Repair Procedures for Cast, Welded and Fabricated Crossings in the Track • NR/L2/TRK/2102 – Design and Construction of Track • DLR-ENG-STD-ES-401 – Permanent Way Engineering Standard • DLR-ENG-STD-ES-709 – Rolling Stock: Permanent Way Interface Engineering Standard
8.4	Drawings and sketches N/A.
8.5	Access/egress arrangements inc. ladders/scaffolds. Access and egress to trackside areas will be from stations or trackside access points. In addition to these EV's or LRV's may be used to access / egress the work site. If any special measures need to be taken, the works planner will need to agree these with the Possession Planning Manager and other relevant parties prior to the works taking place.
8.6	Delivery/disposal of materials Materials will be delivered to site during Eng. Hours prior to the works or may be brought at the time of the works. Any redundant materials will be taken off site and disposed of in the correct manner.
8.7	Detail temporary structures N/A.
8.8	Method of authorising start of work • Work request form to be signed • PICOW to sign in via the Infrastructure Access Controller (IAC) / Duty System Technician (DST) and CRT at Poplar / Norman Road (CGLR) • All staff to be briefed as per the method statement and PICOW briefings to be adhered to at all times. MS and PICOW briefing sheets to be signed by all staff
9	Briefing arrangements
9.1	Who is responsible for briefing the Method Statement Before commencement of work, the work supervisor / PICOW will brief the staff on the type of work to be carried out and the safe method required in completing it. Additional briefs will be undertaken

Keolis Amey Docklands

Job Site: Network Wide inc. Depots

Method Statement N^o: Job No MS/PW/WELD/2026

Name of method statement: Welding / Grinding Network Wide inc. Tunnels

	regarding RRV movements and lifting operations, as directed by other works and by confirmation by the CRT.
9.2	How is understanding confirmed Staff will ensure, by question and answer, that they have understood the method statement brief and sign the briefing sheet.
9.3	How is briefing recorded Staff will ensure, by question and answer, that they have understood the method statement brief and sign the briefing sheet. Copies of the briefing sheet should be retained by the PICOW.
9.4	Who is briefed on the Method Statement All members of the workgroup.
10	Safety of Contractors Staff
10.1	Control methods for specific health hazards All relevant site staff to be trained to operate required tools for the works. The handling of materials / consumables to be as per their COSHH assessments. Risk Assessments are included in the Appendices
10.2	Contractors' Risk Assessments / COSHH /Manual Handling See Section 10.1.
10.3	Permit to work system Approved Work Request Form.
10.4	Personal protective equipment requirements Trackside & Construction Activities mandatory requirements; full orange, safety boots (with hard soles and undamaged rubber covering the steel toe cap), gloves, glasses/ goggles and a hard hat. Trackside & Construction Activities optional requirements (based on a work-place risk assessment); ear protection, face mask and Principle Contractor requirements in Construction sites. Task specific PPE will be required pending the type of rail welding / grinding tasks being undertaken. The first aid kit will be located at the worksite and will be under the control of the appointed first aider.
11	Communication and Liaison
11.1	Specific persons who must be contacted Tom Mann (Keolis Amey Docklands Civil and Track Manager) 07718 195907 Ray McGinn (Keolis Amey Dockland Track Delivery Manager) 07718 195843 Adam Olszewski (Keolis Amey Docklands Track Engineer) 07801 840359 Paul Wilkinson (Keolis Amey Docklands Team Leader) 07801 840290 Jason Nolan (Keolis Amey Docklands Leading Technician) 07590 491282 Ken MacGillivray (Keolis Amey Docklands Leading Technician) 07590 491301 Chris Lockwood Snr (Keolis Amey Docklands Team Leader) 07718 195959 Will Osborne (Keolis Amey Docklands Leading Technician) 07718 193154 Gary Wallace (Keolis Amey Docklands Leading Technician) 07590 491283 Chris Overd (Keolis Amey Docklands Leading Technician) 07732 601203 Graham Slater (Keolis Amey Docklands Leading Technician) 07801 840289 James Stanley (Keolis Amey Docklands Leading Technician) 07740 853955 PICOW (TBC) Control Centre by radio or 020 7363 9955

12	Hand-back arrangements
12.1	Method of confirming each stage has been complied with Upon completion of the works, the contracting team will provide the relevant documentation to certify their work. Should the work site require a Permanent Way Infrastructure Check certificate, this will be completed by a KAD Handback Engineer, signed and copies returned to the IAC / Maintenance Manager(s) prior to hand back to traffic.
12.2	Arrangements additional to hand back strategy, esp. liaison with the maintenance contractor. See Section 12.1.
12.3	Hand back contingency arrangements N/A.
13	Emergency plans
13.1	Please refer to the Appendices or contact the Control Centre.
14	Supporting information
14.1	Drawings of initial, interim and final works N/A.
14.2	Temporary works design, supporting calculations, checking and approval. N/A.
14.3	Quality control arrangements Approved ITP drafted prior to the works if required.

APPENDIX A

GPX ENGINEERING LTD
WELDING/BURNING/GRINDING & INSPECTION

Keolis Amey Docklands

Job Site: Network Wide inc. Depots

Method Statement N°: Job No MS/PW/WELD/2026

Name of method statement: Welding / Grinding Network Wide inc. Tunnels

METHOD STATEMENT & RISK ASSESSMENTS

MS/TM/GPX/01 REV 17

APPENDIX B

HEALTH & SAFETY RISK ASSESSMENTS

Keolis Amey Docklands

Job Site: Network Wide inc. Depots

Method Statement N°: Job No MS/PW/WELD/2026

Name of method statement: Welding / Grinding Network Wide inc. Tunnels

APPENDIX C

COSHH INFORMATION
(PLEASE REFER TO COSHH INFORMATION
CONTAINED WITHIN APPENDIX A)

APPENDIX D

ADDITIONAL EMERGENCY PROCEDURES

Emergency Contacts	
Police	999
Fire	
Ambulance	
CRT (Control Room Technician) Emergency	RED button on ICOM Radio
CRT (Control Room Technician)	020 7363 9955
CRC (Control Room Controller)	020 7363 9951
Depot Controller	020 7363 9994
IAC	07718 195753
Other Emergency Numbers	
Environmental Agency Hotline	0800 80 70 60
Water (Thames Water)	0800 714 614
Electricity (EDF)	0800 028 0247
Gas (Transco)	0800 111 999
BT (Dial before you dig)	0800 917 3993
Newham General 24hr A&E	020 7476 4000
The Royal London Hospital	0207 377 7000
British Transport Police	0800 405 040

ACCIDENT / EMERGENCY PROCEDURES

Any emergency incidents to be reported to the Keolis Amey Docklands Manager responsible for the works and an IRF form to be completed.

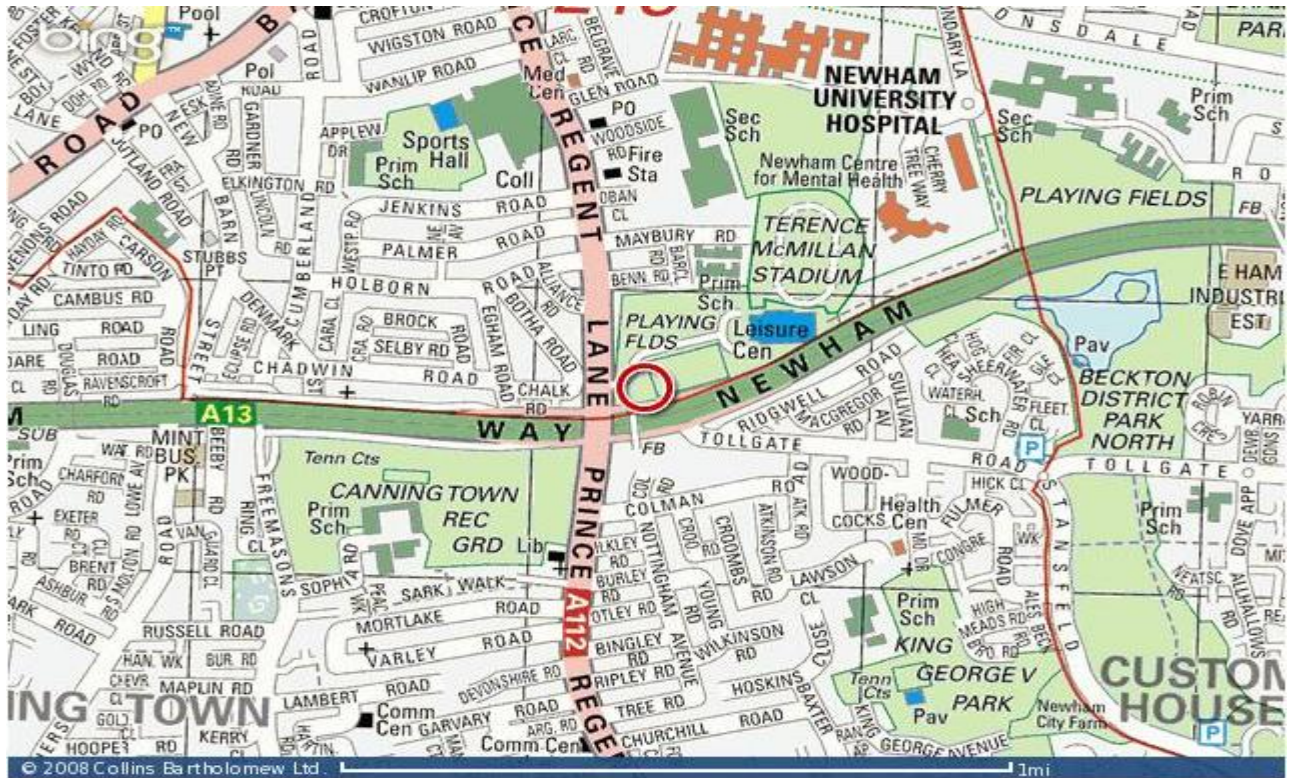
Keolis Amey Docklands

Job Site: [Network Wide inc. Depots](#)

Method Statement N^o: Job No [MS/PW/WELD/2026](#)

Name of method statement: [Welding / Grinding Network Wide inc. Tunnels](#)

For all East Route (Beckton and King George V), North Route (All Saints to Stratford) and SIE Route emergencies use Newham General Hospital:



Newham General Hospital

Tel: 020 7476 4000

Address: Glen Road, Plaistow, London, E13 8SL

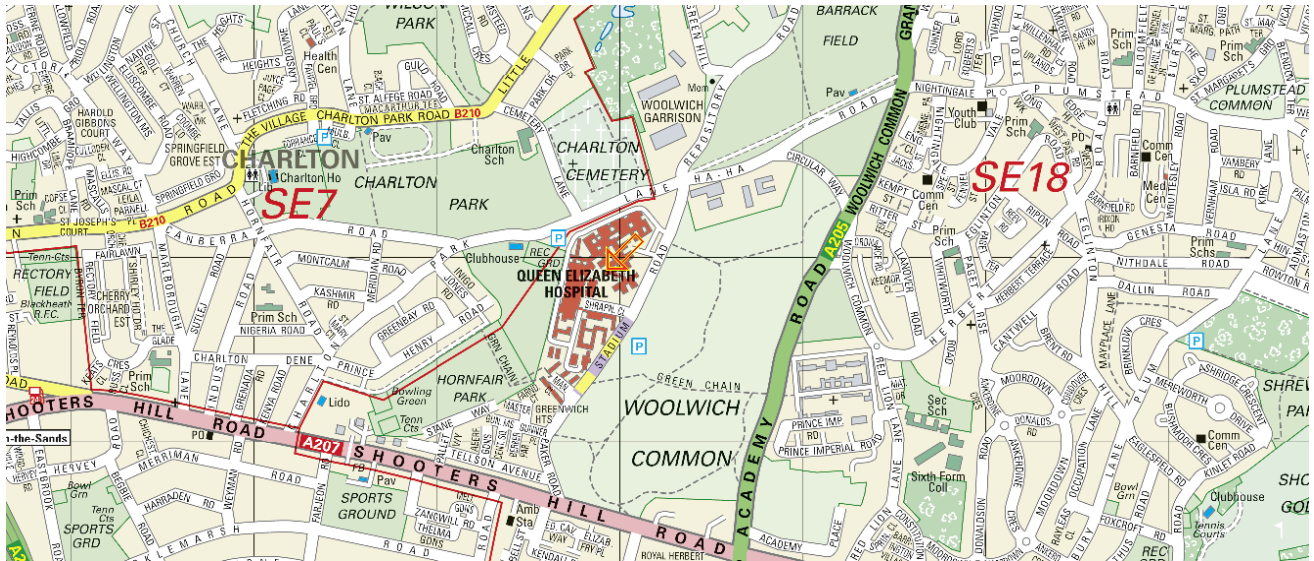
Keolis Amey Docklands

Job Site: Network Wide inc. Depots

Method Statement N^o: Job No MS/PW/WELD/2026

Name of method statement: Welding / Grinding Network Wide inc. Tunnels

For all Woolwich Arsenal emergencies use Queen Elizabeth Hospital:



Queen Elizabeth Hospital

Tel: 020 8836 6000

Address: Stadium Road, London, SE18 4QH

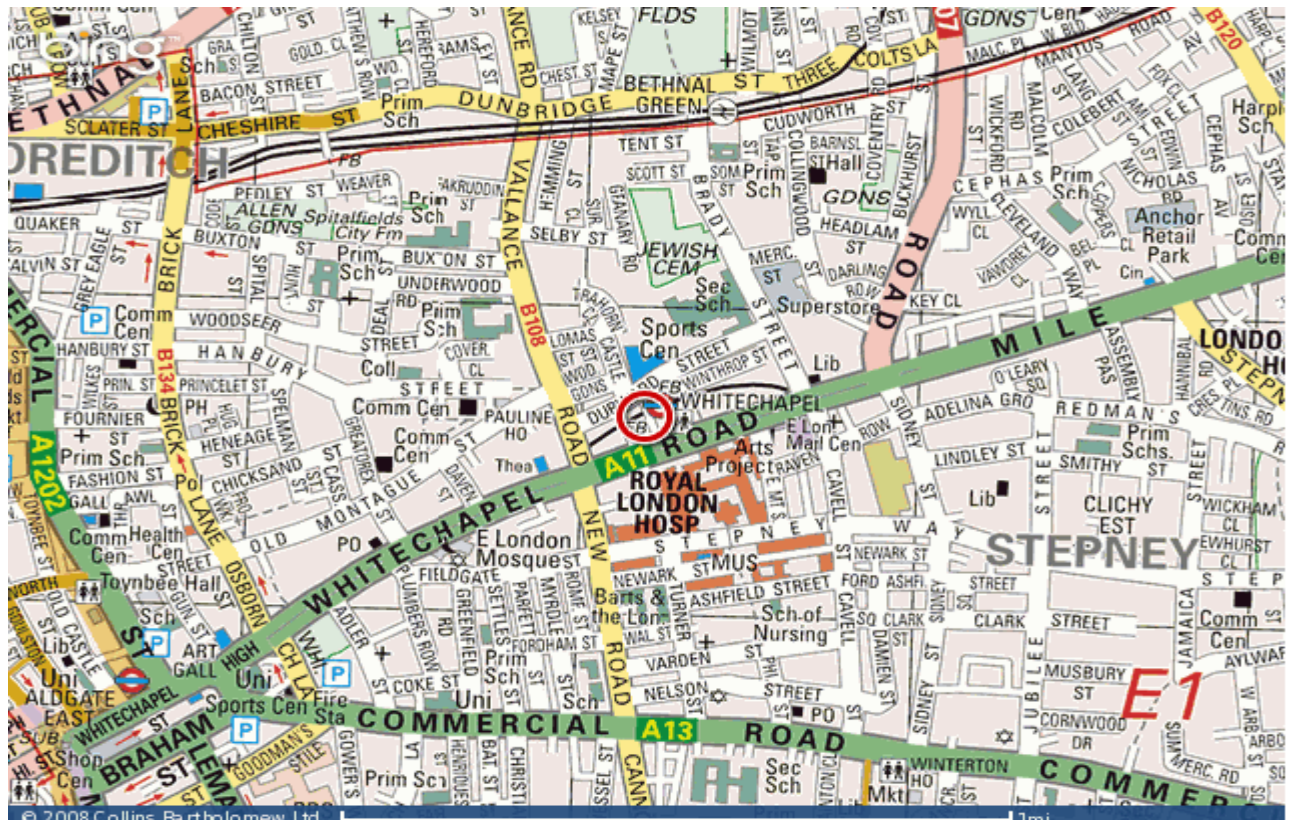
Keolis Amey Docklands

Job Site: Network Wide inc. Depots

Method Statement N°: Job No MS/PW/WELD/2026

Name of method statement: Welding / Grinding Network Wide inc. Tunnels

For all West Route inc. Bank Branch, North Route (Poplar to All Saints) and South Route (Poplar to Island Gardens) use Royal London Hospital in Whitechapel:



The Royal London Hospital

Tel: 020 7377 7000

Address: Whitechapel Road, Whitechapel, London, E1 1BZ

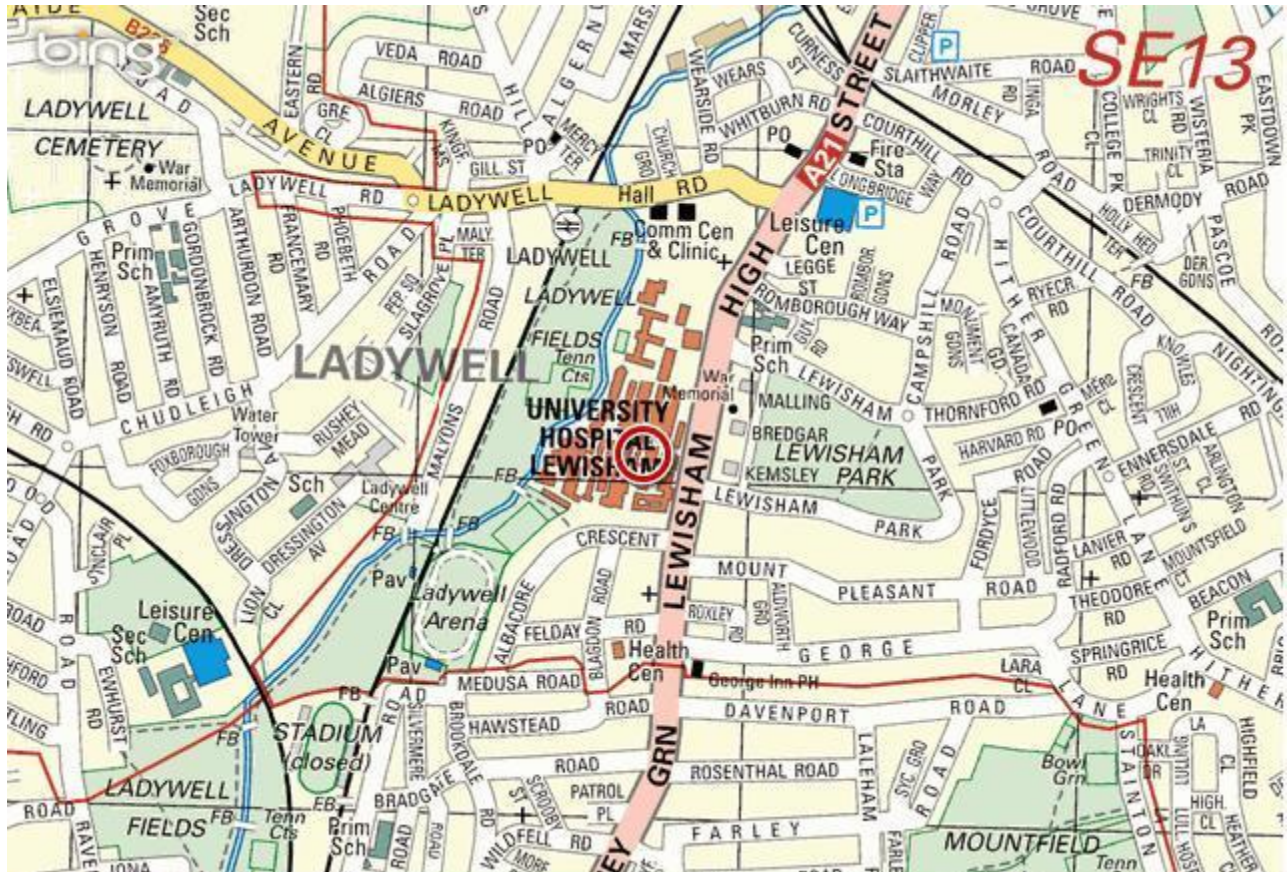
Keolis Amey Docklands

Job Site: Network Wide inc. Depots

Method Statement N°: Job No MS/PW/WELD/2026

Name of method statement: Welding / Grinding Network Wide inc. Tunnels

For CGRL Route (South of Island Gardens) use University Hospital Lewisham:



University Hospital Lewisham

Tel: 020 8333 3000

Address: Lewisham High Street, London, SE13 6LH

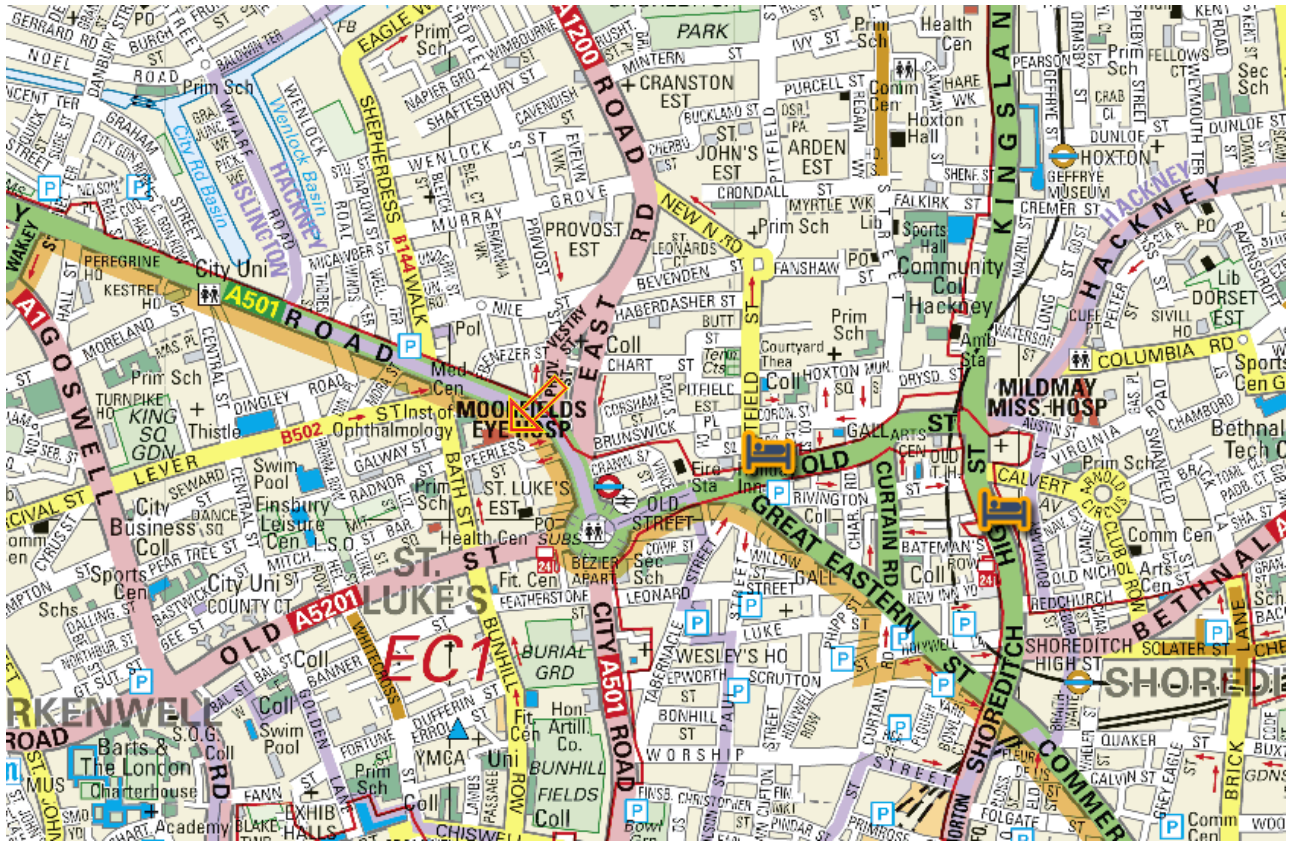
Keolis Amey Docklands

Job Site: Network Wide inc. Depots

Method Statement N^o: Job No MS/PW/WELD/2026

Name of method statement: Welding / Grinding Network Wide inc. Tunnels

For eye related injuries use Moorfields Eye Hospital:



Moorfields Eye Hospital

Tel: 020 7253 3411

Address: 162 City Road, London, EC1V 2PD

Keolis Amey Docklands

Job Site: Network Wide inc. Depots

Method Statement N°: Job No MS/PW/WELD/2026

Name of method statement: Welding / Grinding Network Wide inc. Tunnels

APPENDIX E

SIGNALLING MS

(DUE TO SIZE, AVAILABLE UPON REQUEST)

Keolis Amey Docklands

Job Site: Network Wide inc. Depots

Method Statement N°: Job No MS/PW/WELD/2026

Name of method statement: Welding / Grinding Network Wide inc. Tunnels

APPENDIX F

PERMANENT WAY – ANNUAL MAINTENANCE PLAN
WORKS MS
(DUE TO SIZE, AVAILABLE UPON REQUEST)