

Transport for London
London Underground Limited

BCV Line Upgrades
 PVEC3052 Tunnel Cleaning Train
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Asbestos Control Strategy for the Operation of the New Tunnel Cleaning Train

		Signature	Date
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Approved by LU	John Caves Principal Premises Engineer		23/10/12

Document History

Revision	Date	Summary of changes
P1	16/10/12	First draft
A1	18/10/12	First Issue



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1 Purpose:

This strategy defines the way in which the limitations placed on the operational of the TCT will be established to ensure that the TCT can not disturb asbestos when it operates. Specifically, the signatories to this document agree that:

- Prohibited areas: Certain areas shall not be cleaned by the TCT – these are out of bounds until sufficient remediation has been undertaken
- Operational areas: The rest of the network will be assessed and operation of the TCT will be dependent upon:
 - No asbestos being present in the dust
 - No new asbestos being disturbed by the TCT

2 Tunnel Cleaning Train prohibited areas:

Existing knowledge allows us to define sections of the network that are known to have ACMs of a nature and current condition that will prevent the operation of the TCT in full cleaning mode. The TCT will be prohibited from cleaning these areas, and remain prohibited until such time as the ACMs are encapsulated / risk assessed or removed.

This information is held by duty holders and will be formally captured for the TCT project by accurately describing the type and risk of ACMs, their condition and location, to the best of the current knowledge, summarising these findings on a map of the network which defines prohibited areas for TCT cleaning operation [Map 1].

3 Tunnel Cleaning Train Operational areas:

The operation of the TCT will be based upon findings from various experiments to establish best practice and with no elevated risk. These can be divided into two different areas:

1. There is no asbestos present in the dust to be removed by the TCT. The evidence to support this assertion is available from a number of sources including ballast reports, dust sampling reports and other technical available information. All this information will be collated and the evidence presented on a map of the network, [Map 2].
2. Agreed air flow speeds used by the TCT will not cause the release of asbestos fibres from ACMs present. The evidence to support this assertion will be derived from test work which will establish acceptable maximum air speeds (max blow air speed to disturb dust, and max vacuum air speed to capture dust) that does not cause fibres to be released from ACMs.

4 Conclusion

The above work constitutes a valid technical evidence-based argument for the operation of the TCT which is agreed by all LU and TLL stakeholders and approved by the LU and TLL Duty Holders.

Once the work is complete the results will be captured in a TCT Asbestos Control Management Plan. The TCT Asbestos Control Management Plan will be a document which contains the rationale behind the specification of go/no-go areas and any new evidence (e.g. encapsulation or removal) which allows the classification to be changed.


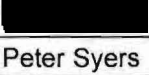
This strategy document has been formed and agreed within the project to introduce the TCT, but the provisions made will survive the project. The Maps and Management Plan referenced above will be formed and owned by those stakeholders who will be Duty Holders during the operation of the train. This must be the case as the Project Team stakeholders who introduce the TCT will move on.

The Safety Case for the operation of the TCT will be held by TransPlant. As such, Asbestos safety and legal compliance is the responsibility of the Tubelines Hazardous Materials Unit (HMU). HMU will own the TCT Asbestos Management Plan and will interface with the LU Asbestos Control Unit in order to gather data for it, and to keep it up to date.

The HMU will also interface with the Tunnel Cleaning Train's management team to ensure that the go / no-go areas are communicated to them and any areas which become available for cleaning (after remediation or risk assessment) are cleaned when it is safe and legal to do so.

5 Consultation

In addition to the stakeholders and duty holders the following were consulted in the production of this strategy.

Table 5-1 – Consultations	
Name	Role
Barbara Johnstone	Asbestos Control Advisor
	Technical Consultant – 4 Rail Services
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Peter Syers	Rolling Stock Delivery Programme Manager – BCV Line Upgrades
Kevin Pughe	Senior Project Manager
Adrian McCrow	Train Systems Sponsor
Iain Flynn	Lead Sponsor Train Systems & Upgrades
Gilbert Rowe	Client Engineer
Robert Taylor	Client Engineer