



CROSSRAIL (ELIZABETH LINE)

Crossrail C610

Scope of works

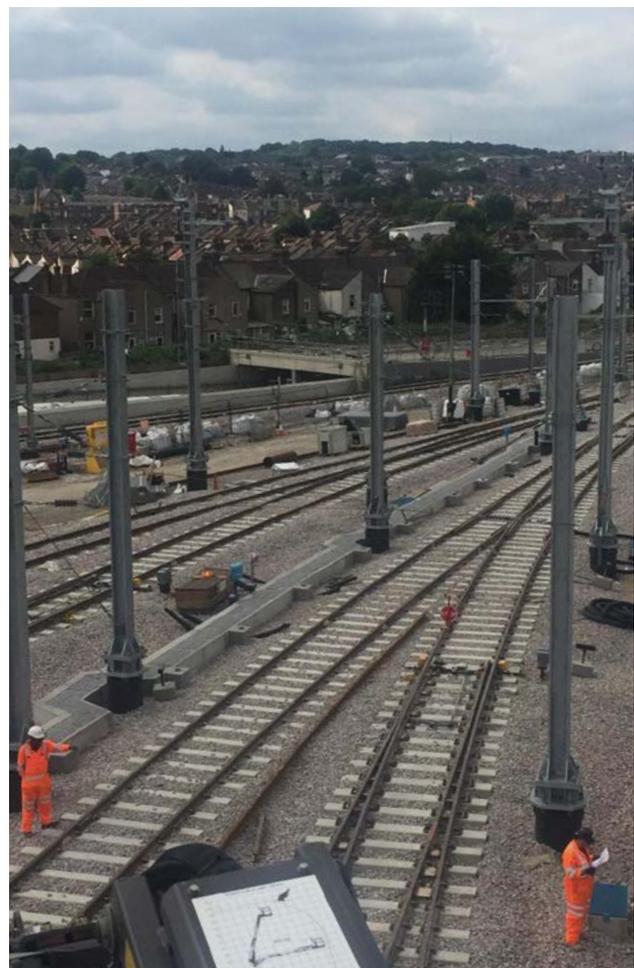
REL was originally engaged by the ATC JV to complete all works associated with the installation of the OLE infrastructure within the Plumstead sidings depot. This included the main steel installation, SPS and associated cantilevers, long track wiring, along with the associated switches, section insulators and supplementary bonding.

REL completed these works safely and ahead of programme. From this, we were engaged to complete further work within the mainline tunnels that had originally been allocated to another contractor. REL installed in excess of 40km of ridged beam catenary equipment, inclusive of supporting brackets, tunnel drilling and wire installation.

Following this success, REL moved onto other workstreams associated with unfinished works across the entire length of the project. These were completed while also closing out third party rectification works to satisfy the client requirements and handover for energisation. We also completed a varied volume of work associated with TQ's and design modifications. On completion of these works post energisation and train testing, REL has been retained as the sole contractor to carry out all works on behalf of Crossrail associated with the systemwide maintenance of the OLE system. This will continue until handover to RFL and possibly beyond.

Client: ATC JV

Dates: May 2019 – March 2021





Services provided

REL's services within this project have grown as the client's requirements have evolved.

Initially, we were engaged as an installation only organisation. Through our exemplary work, we progressed to operating and managing the end-to-end planning, logistics delivery and assurance of all the works associated with the entire OLE route wide system maintenance regime.

REL is currently supporting in the training and handover to the future maintenance organisation. We have supplied all resource required across the organisation from top to bottom to include all blue-collar delivery resource and all the engineering and project management resource, along with specialists such as the commissioning manager and assurance manager. This also includes the supply of all the required on-track plant, including the innovative installation of specialist fire suppression system to reduce risk associated with fire whilst working in tunnels. At the peak of our work, we supplied in excess of 40 directly employed staff into the project.



In excess of 120,000 working hours worked, with no reportable safety related incidents.