

Secondary Works on Access Permit Isolation Point

A major 220kV Bus Zone protection upgrade is in progress, involving 24 stages and 20 outages across a site with 4 bus sections. The project includes modifying all disconnector secondary mechanism boxes. Due to the high risk of switching multiple bus sections for each modification, the following mitigations were planned:

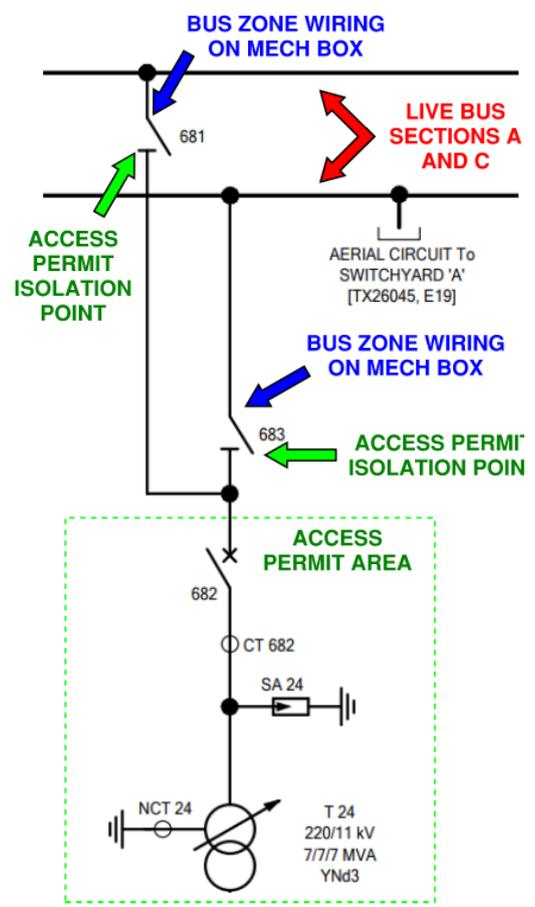
Independent review of detailed Work Method Statements (WMS) for each outage.

Isolation of disconnectors during outages:

- Open, locked, and tagged.
- Drive motor isolated.
- Motor control supply isolated.

Although project access permits were only required for primary injection testing, they were extended to cover the full outage durations to support concurrent maintenance and reduce disruption to the 2024/25 maintenance programme.

On 24 June 2025, during outage 16, an audit found that disconnectors 681 and 683 were listed as isolation points on an access permit while simultaneously being worked on. This breached TP SS 07.59 Section 10(h), which prohibits any work on equipment used as isolation or earthing points **under any circumstance**.



Immediate actions

- ✔ **WMS Review:** The project team reviewed its Work Method Statements and found no changes necessary, confirming the safest overall approach was already in place.
- ✔ **Permit Adjustment:** For the next outage, the project did **not** take out an access permit beyond its own operational requirements, avoiding further conflict with TP SS 07.59 Section 10(h).
- 🔍 **Service Specification Review Initiated:** A review of the wording in **TP SS 07.59 Section 10(h)** has been initiated to address the operational limitations it presents.

The team has subsequently sought and received Regional Service Manager approval to continue using the existing methodology for the remaining project outages, enabling concurrent planned maintenance.

For more information, please contact:

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Incident Date	24 th June 2025