



Civils Examination Framework Agreement (CEFA)

CEFA is a National Framework led by Network Rail to capture condition data for its Civil Engineering assets including buildings.

Overview

The framework is split into geographical areas and different groups of structures. Frankham currently has the contract for all station and operational property assets in the Southern region throughout Kent, Sussex and Wessex, including all the associated London assets under each route.

The aim of the framework is to act as the eyes and ears of the client regarding the condition and safety of their assets. This includes station buildings, M&E assets, car parks, lineside buildings, depots and other sites in the portfolio of the relevant route asset manager. The objectives are to ensure the safety of the assets and also understand the condition to react and plan interventions such as safety measures, maintenance, and renewals.

The outputs are input in the national database system including photographs, condition scoring and commentary and recommendations. This includes building surveying and engineering technical staff to provide the required reporting. We provide and manage track access and all equipment and machines to get access to all areas of structures through our supply chain partner, Cleshar.

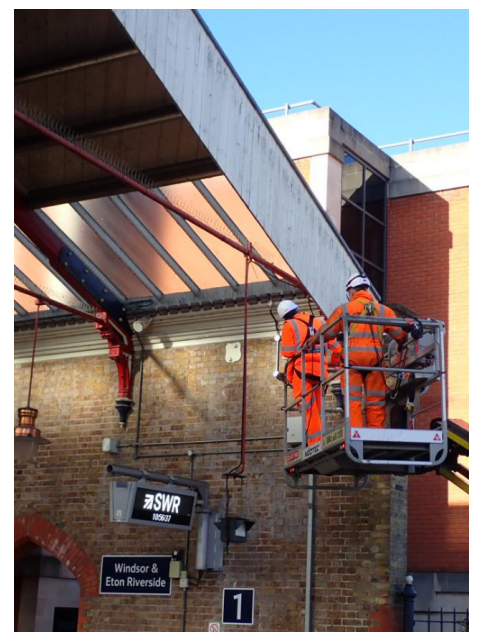
The outputs can be the input into the Operational Property Asset System (OPAS) or providing discrete individual reports. We also undertake structural monitoring of assets that are being managed under special circumstances, such as structural deficiencies or failures of assessments.

Client:
Network Rail

Value:
£10m

Services:
Civil Engineering

Start and End Dates:
June 2021 - April 2025





Our Involvement

We provide technical engineering advice and have done for many years. When the opportunity came along to assist the client with the examination framework they were very keen on us bidding and encouraged us to do so. We also provide design work that comes out of these inspections i.e. we provide an end to end service from the inspection, repair, maintenance, assessment, monitoring, upgrading and strengthening and replacement designs for their assets. A trusted safe pair of hands that they can rely on throughout the lifecycle.

The real benefit is since we know their assets inside out, we can provide solid and experienced technical advice whatever the situation they need help with.

Innovation and Added Value

Innovation is key and we are currently reducing the structures being monitored through traditional engineering advice, saving the client money. That is in the long run but initially we are proposing they reinvest these budgets into remote monitoring so that in the future they have better information available without the need for site measuring visits. This will save money, produce better data and give greater confidence that structures being monitored can continue in service without the need to set foot on track.

We are also providing scanning solutions that offer 3D representations and walkthroughs on site. This allows them to see first hand what we are identifying again without the need to travel to site.

Sustainability

The region is large and spreads along the south coast from Margate to Exeter. This generally would involve a lot of travel from our head office in Sidcup but we have mitigated this in 3 ways:

1. By aiming recruitment at local people.
2. By using suppliers from Wessex to minimise travel and driving.
3. By planning work in an efficient way to stop travel journeys overlapping or being doubled up. This significantly improves our carbon footprint on this contract.



Challenges

One of the major challenges is that the client wanted to cease the contract with the incumbent supplier as soon as possible without major delays to site work. We opted to undertake mobilisation and start work on the yearly visual inspections in close succession, so that while gearing up for the more complicated examinations we had people on site keeping the compliance as good as possible. We have also undertaken recruitment and developed workshops and training programmes. This is to ensure our staff can start working with a full understanding of the contract requirements and help support the client's aspirations.

Another challenge has been access to structures within the track possession arrangements. Where access has been difficult, we have been proposing modern technology, such as drones, to help gain closer vision of the structures in their asset stock.

Continuous Improvement

The contract has been set up by us to continually improve the services we provide and the services we offer. We hold monthly progress meetings and also quarterly review board meetings at senior level to discuss progress and potential areas for development. We also undertake regular workshops to get the team together, including the client's staff to work on improvements and aspects of training and knowledge sharing.

