

Cambrian rail line incident – thank you



everyone
home safe
every day

Dear all

An incident where someone loses their life is the very worst of all the outcomes.

I'd like to take a moment to reflect as we come to the end of what has been an incredibly difficult week for everyone affected by the collision between two passenger trains on the Cambrian line in Wales on Monday evening.

A big effort has been made to get us to the stage where the trains are being removed, the infrastructure is being checked, and we are working towards potentially reopening the line on Monday.



Rob Cairns,
Regional Managing Director

My sincere thanks to everyone involved in this challenging operation. The RAIB have completed their work on site as they try to establish the circumstances and cause of the accident. They have published their [initial findings](#) and the investigation continues. We will keep you updated on the outcome. Our thoughts, of course, remain with the loved ones of the passenger who tragically lost his life, the 15 people who were injured and everyone affected by this accident. Incidents such as these, while rare, are deeply upsetting for everyone and as they rightly should, they leave their mark on each of us.

As ever, we must continue to foster a culture of safety to reduce the risk of accidents. In next week's message, I plan to return to the '4Cs' that form the pillars of our Standard 019 safety campaign, which focuses on much stronger **confirming, checking and challenging**, and making sure we **control and manage changes** to our plans when working trackside.

On a personal note, I travelled to Cardiff on Tuesday afternoon to spend time with our team in Cardiff control. I used the time on the train to re-read our track worker safety standard NR/L2/OHS/019 'Safety of People on or Near The Line'. I wanted to share with you a couple of observations which really struck a chord with me as I did.

1) Although it doesn't say as much in black and white, the standard steers the overall process towards making sure that only the relevant and vital details are documented in the 'safe work pack', and whilst it isn't explicit, it infers that a deliberate move away from generic and excessive documentation is expected.

2) The very obvious 'workarounds', inserting increased levels of flexibility into the system by simply grouping generic work items and locations at a high level, is at its heart precisely the type of practices that 019 seeks to avoid as – by its nature – individual and site specific risks applicable to the work task will be overlooked.

These two points really resonated in terms of being the very essence of what our trackworker safety should be about, and I wanted to let you know that I want to do everything I can to bring these principles to life in Wales and Western.

It's important to say I was feeling a little emotional and reflective, and was thinking about how our teams were feeling, and what perspective they were beginning to take on an impossible set of circumstances.

I wanted to close by recapping on one of the points from last week's message; that being my strong belief that a safe organisation embraces plain speaking – actively tackling and reducing anything that results in people feeling as though they cannot stand up and say the things which the majority of the organisation otherwise knows to be true. This means our safety outcomes are so precious to us that there is nothing worth letting get in the way of them, as there is not a single person in our workforce whose health and wellness is worth taking any risk of complacency on.

As ever, tell me what you are thinking – let me know what's going on. You can [reply directly to me](#) if you wish – I look forward to hearing from you.

Stay safe,

Rob

This update is provided by the Wales and Western Communications team. For any queries, please contact walesandwesterncomms@networkrail.co.uk



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