

# Health and Safety Management System



everyone  
home safe  
every day

Hello everyone,

This week I'd like to talk about the Network Rail Safety Management System (HSMS). So – what is it and why does it matter?

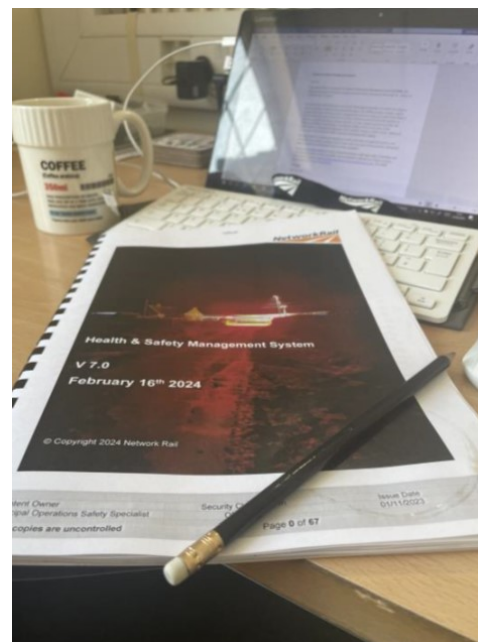
Well first of all, it's pretty much the only document I carry around with me at all times, and always have at the side of my desk. Referring to it is a source of regular guidance to me – it helps me maintain my vision and line of site between leading on safety planning, safety activity and the way we judge decisions, plus how we ensure the decisions are the right ones. It's not always easy – but it is always important. This document is a great framework in which we can think about the many activities we have to juggle each day.

Although keeping our workforce and passengers safe is one of our three regional priorities, it sets itself apart from the others as safety is a qualifying criterion. That means nothing else really matters if we can't get that aspect right. I also firmly believe that, as a foundation, safety shares a number of other key principles that also underpin a positive and sound culture. Examples of that are speaking freely, being open, making sure truth can always be spoken to power, and not obsessing about red tape. If those things are true (which I'm convinced they are) then it's pretty obvious why we would want the most diverse organisation we can achieve, and that's about promoting decency in all that we do.

I also draw some pretty strong links between an environment where people's mental health can be enhanced, and an organisation where safety is likely to be sustained in the long term.



**Rob Cairns,**  
Regional Managing Director



**My copy of HSMS!**

In this regard, I'd view the HSMS document as the overarching framework within which all activity and process sits. It's the mechanism that links the outcomes with the activity, and the process for them.

Our regional [Health & Safety Strategy](#) is a summary of the things we believe we need to be really driven in our region, to arrive at a culture and organisation where we stand the best chance of meeting the health and safety outcomes described by our HSMS. Therefore, I make a link between wanting to promote a culture where the treatment of women is seen as a priority, the greater likelihood of having an environment where people are more likely to do the right things, and act in the right way, when no-one else is looking – those are the ingredients for a strong safety culture.

The HSMS provides a simple, easy to navigate document that sets out the arrangements we have in place to achieve that vision. It shows us the big picture of how our processes, standards and controls work together to deliver our health and safety strategic objective. It's also a legal requirement and forms the basis of our authorisation as infrastructure manager of the mainline railway.

These aspects of the document may appear dull, especially to the non-engineering and non-technical community. However, embedded within these guidelines are many requirements associated with making our infrastructure more energy efficient, and more accessible to people with reduced mobility. Therefore demonstrating the strong link between compliance and an improved, and safer, environment for all. Without it, we wouldn't be permitted by the ORR to operate and maintain the railway.

Starting in [Rail Safety Week](#) this week, Technical Authority is offering a series of briefings and essential information sessions on HSMS. If you would like to attend one of these sessions, please do so [here](#).

Thank you and stay safe

Rob

Did you find this message helpful?



Great



Okay



Poor

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