

Depot Protection

Issued to: **All Network Rail line managers, safety professional and accredited contractors**

Ref: NRB22-11

Date of issue: 27/10/2022

Location: Slateford Depot, Edinburgh

Coleham Depot, Shrewsbury

Contact: Lewis Ash, Senior Assurance Manager,

Supply Chain Operations



Overview

On Wednesday 12 October 2022, during an external audit of the Seasonal Fleet at Slateford Depot in Edinburgh, it was identified that staff who were undertaking maintenance on a Rail Head Treatment Train (RHTT) were doing so with no protection arrangements in place. Works were stopped until protection was applied in accordance with the contracted maintainers Safe System of Work (SSoW) for Slateford (as shown in the photo).

Also on 12 October, the same issue was identified at Coleham Depot in Shrewsbury during a routine level 1 assurance inspection. This involved another RHTT being maintained with inadequate protection arrangements by contracted maintainers from a different company. Again, works were stopped until train protection was applied in accordance with the SSoW.

Both incidents are being investigated as Life Saving Rule breaches, against the rule *'Always be sure the required plans and permits are in place, before you start a job or go on or near the line'*.

There have been other instances over the past two years of depot protection not being applied in accordance with SSoW.

Fortunately none of these incidents resulted in staff injury or asset damage, in a worst-case scenario this could have led to multiple staff injuries or fatalities and infrastructure and vehicle damage.

Staff are reminded of the need to apply protection in accordance with local SSoW, with rule book module T10 providing the minimum requirements for DP protection.

Discussion points

- Have you got a SSoW for the work you are about to do
- Has this been briefed and do you understand how you are protected when undertaking this work?
- Do staff who undertake level 1 assurance activities fully understand the requirements of site SSoW and specifically requirements related to depot protection?
- How are members of staff working on trains warned if there are train movements on open lines?
- Where personal protection (i.e. tags on 'NOT TO BE MOVED' boards) have been left on the vehicle, are there processes in place for ensuring that there are no staff working on the vehicle and the train is free to move?
- Are SSoW regularly reviewed to ensure that they remain sufficient and relevant?