

EVENT LEARNING

Safety & Sustainable Development

015

Incident Date / Time: *29/06/14 18.50hrs*

Location: *Copenhagen Tunnel*

Works Taking Place / Incident Type: *Track Alignment Compliance / Incident Electrical HV*

Issued By: *Ian Grant, Senior Project Manager*

Project Name / Number: *ECML South Gauge Infill / 112706*

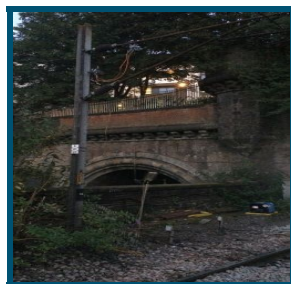
For the attention of: *All Scotland and North East*

DESCRIPTION OF INCIDENT

Whilst “unclipping” in preparation for rail removal, a PWay team removed the Overhead Line (OLE) Structure to Rail Bond which was a designated earthing point. It was many hours later when the site manager recognised that staff were working on site with the OLE isolation compromised. No alternative earthing had been arranged prior to removing the Structure to Rail Bond.

CAUSES

- The requirement for disconnection of OLE bonds was not identified by either the project or P-Way planning teams and did not appear in the Work Package Plan or Task Brief.
- The OLE and P-way teams did not collectively identify / review risks and appropriate mitigation. This was influenced by practical issues arising from the geographical distance between each others’ base and the work site.
- The removal of the bond was not queried on site despite the potential implications.



The reader is required to take action where appropriate to implement and/or facilitate the following:

- How will you maximise opportunities to utilise joint expertise in the planning and delivery of your projects?
- Do you have / use a pre planning checklist to avoid omissions in the overall plan?
- Where Mission Room is available, how is this facility utilised to enhance planning, delivery and related safety conversations?
- “If in doubt, ask”! Is everyone on the project e.g. managers, planners, engineers, operatives encouraged to speak up?

Do you have a Mission Room that is under-utilised?

How might Mission Room positively impact upon the safety and performance of your project?