

Safety Advice

Action required following a serious incident



OTP Travelling Speed and uni directional OTP assets

Issued to: **All Network Rail line managers, safety professionals and RISQS registered contractors**

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Overview

Following investigations into incidents at Watford Junction, Calverley and Tulloch, which involved items of OTP striking other OTP, the underlying causes were identified as incorrect control of OTP movements, excessive travelling speed and poor line of sight when travelling in reverse.

Network Rail, RAIB and the ORR have been investigating, and a number of local actions and formal recommendations have been issued.

Calverley was an incident involving a Ballast Distributing unit and a demountable machine (Kubota RTV900), where a member of staff received life changing injuries.

Tulloch involved a high-speed collision between a demountable machine (Rail Rover) and an excavator crane at Road Rail Access Point (RRAP), with staff receiving minor injuries.

Watford Junction involved two items of OTP working in close proximity that resulted in an RRV excavator reversing into the ballast box of the other machine.

Immediate action required

- When planning the use of OTP, follow the requirements set out in NR/L2/RMVP/0200 – Infrastructure Plant Manual.
- Identify if the type of OTP planned to be used is Uni Directional (i.e. highway-based vehicles with no means of rotating the operator's position and will require to travel in reverse limiting the operators view).
- Consideration should also be given that in some circumstances, rotating OTP can become Uni Directional (such as Tandem Lift, Lift & Carry)
- Identify any limitations of use detailed on the ECC/EAC relating to maximum permitted travelling speed.
- Always apply the requirements set out in GERT8000-HB15 when controlling and/or operating OTP on Network Rail Managed Infrastructure. Identify the correct method of controlling movements of OTP as detailed on the ECC/EAC (such as speed limits in reverse, or requirements to control reverse movements from the ground by machine/crane controllers).
- During the planning stage, take account of the distances to be travelled and the permitted speed in worksites and possessions, extra travelling time may need to be accounted for and built into the work plan.
- Ongoing Level 1 assurance and Safety tours shall be utilised to confirm adherence to the relevant Industry, Group and Company standards.

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