

## Planning and authorising the movement of engineering trains, on-track-machines and on-track-plant in worksites

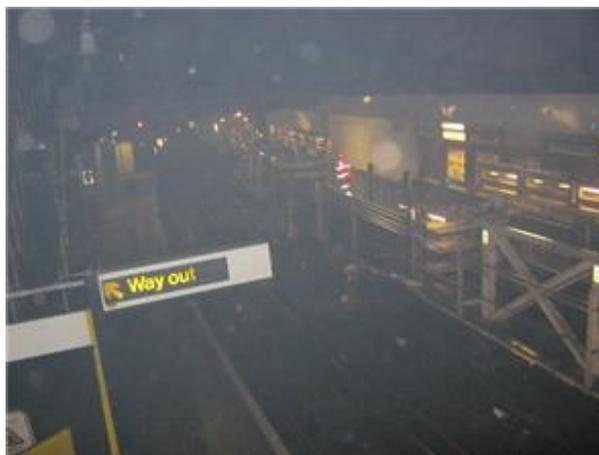
Issued to: **Network Rail line managers, safety professionals and RISQS registered contractors**

Ref: NRB20-03

Date of issue: 04/02/2020

Location: National, all routes

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### Overview

An incident occurred at Adswold Junction on 19/01/2020. Whilst an engineering train was being worked on, an road rail vehicle (RRV) propelled on the adjacent road which could have injured an employee. Reviewing previous similar occurrences, there have been several very high-risk safety incidents which have occurred in recent years. This is due to the incorrect movement of engineering trains, On-Track-Machines (OTMs) and On-Track-Plant (OTPs) when entering, working within, or exiting engineering worksites and possessions. These incidents relate to the movement of trains, OTMs or OTP moving whilst staff are in the vicinity and not aware.

A review has identified a common underlying cause for the incidents is a misunderstanding and/or incorrect interpretation of Railway Group Standard GE/RT8000 (The Rule Book), in particular the controls for issuing each movement authority.

Rule Book Handbook 12 "*Duties of the engineering supervisor (ES) or safe work leader (SWL) in a possession*" allows only the instruction from an ES to be passed to the driver by a competent person. This means a person who holds the ES Competence.

### Only the ES or SWL are permitted to authorise a movement into a worksite or within the worksite.

If a competent person is used to pass on the ES/SWL instructions to the driver, (for OTP, this is the Machine Controller, Crane Controller or Plant Operating Scheme Representative), these instructions are limited to:

- Identifying which train, OTM, or OTP the instruction applies to;
- The exact location the movement is to proceed to;
- The route the movement will take;
- The maximum speed for the movement;

The ES shall make sure that the competent person fully understands the instructions given to them. The competent person shall make sure that the driver fully understands the instructions given to them.

### Discussion Points

- Are your possession and worksite plans and resource allocations aligned with the requirements of the Rule Book where Engineering Trains, OTMs or OTP are involved?
- Are your possessions and worksites planned to be as small as possible to allow ES/SWL to safety control all movements?
- Are your planning team members, suppliers and support organisations sufficiently familiar and competent against the requirements of the Rule Book for their work area in particular Handbook 14, Handbook 15, Module OTM and Module SS2?
- Are you planning enough ES or SWL support to cover the possession, work sites and all moves within them?
- How are you making sure that the movement of multiple vehicles can be properly managed by the ES/SWL?
- If you intend to appoint a competent person on site, when are they designated? i.e. in the planning process.
- How are you managing the risk within the plan relating to the movement of trains and embedding this in the safe system of work pack?
- Are you using safety critical communications when instructing train movements?