

## March 2020 ACS Rail Updates

Welcome to the **March 2020** edition of ACS Rail updates. The following pages contain summaries of updates which may be relevant to you. Please brief and distribute this information to the relevant people as per your internal procedures.

The ACS Team

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### BRIEFING REQUIREMENTS:

**NOTE:** Contractors are responsible for arranging and undertaking and recording their own Safety and Awareness Briefings in accordance with their own processes and procedures.



## Changes to Network Rail Standards

Issue 115: 07<sup>th</sup> March 2020 – 05<sup>th</sup> June 2020

### Making sure you are aware of the relevant standards

Every employee has a duty to comply with any mandatory Network Rail company standards and procedures relevant to their role. It is vital therefore that all employees are aware of which standards are relevant to their area of work, and where to find them. Network Rail Standards can be accessed via:

- For users internal to Network Rail: Network Rail Standards pages on Connect
- For users external to Network Rail: all enquiries should be directed to IHS Customer Care on 01344 328 300 or email [customer.support@ihs.com](mailto:customer.support@ihs.com)

### Other Information

#### Network Rail Standards Subscriptions

IHS Global Ltd  
Phone: 01344 328000

#### Network Rail Standards & Controls Publications Manager

Neil Whitaker  
Phone: 01908 782564

#### Network Rail Standards Hard Copy Document Centre

IHS Retail  
Phone: 01344 328039  
Fax: 01344 328005 or email: [emeastore@ihs.com](mailto:emeastore@ihs.com)

#### Railway Group Standards

Rail Safety & Standards Board Enquiry Desk  
Phone: 020 3142 5400 Website [www.rssb.co.uk](http://www.rssb.co.uk)

#### Network Rail Technical Drawings

National Records Group  
Email: [nrgcivils@networkrail.co.uk](mailto:nrgcivils@networkrail.co.uk)

You must make sure that the team and the activities for which you are responsible comply with the Network Rail company standards and procedures.

By doing this, you will be complying with the Network Rail Health & Safety Management System and relevant legislation.

**The following pages contain summary extracts of the changes / new issue to the Network Rail Company Standards which may be relevant to you.**

# Standards Updates

## New and Up-Issued Standards Issue 115 - 07 March 2020

References	Title	Replaces
NR/GN/SIG/50011 Issue 2	Methodology for the Demonstration of Compatibility with Axle Counters	NR/SP/SIG/50011 Issue 1
NR/GN/SIG/CAT005 Issue 54	Index of Network Rail Documents Relating to Signalling and Communications Equipment	NR/GN/SIG/CAT005 Issue 53
NR/L1/CIV/192 Issue 1	Management of Lift Assets	New at Issue 115
NR/L1/CIV/195 Issue 1	Management of Escalator and Moving Walk Assets	New at Issue 115
NR/L1/TRK/100 Issue 1	Management of Track Assets	New at Issue 115
NR/L1/XNG/100 Issue 2	Level Crossing Asset Policy	NR/L1/XNG/100 Issue 1
NR/L2/CIV/044 Issue 4	Planning, Design and Construction of Undertrack Crossings	NR/L2/CIV/044 Issue 3
NR/L2/CIV/095 Issue 1	Asset Protection and Optimisation Management of Third Party Works on Network Rail Infrastructure	NR/L2/INI/CP0043 Issue 3
NR/L2/CIV/177 Issue 2	Monitoring Track Over or Adjacent to Construction Works	NR/L2/CIV/177 Issue 1
NR/L2/CIV/191 Issue 1	Mining Manual	NR/L3/CIV/037 Issue 3 NR/L3/CIV/038 Issue 1
NR/L2/CIV/250 Issue 1	Landlord's Consent	New at Issue 115
NR/L2/ELP/23003 Issue 1	Technical Requirements for Transformers, Rectifiers, and Oil Containment Systems used in A.C. & D.C. Electrification	NR/L2/ELP/27400 Issue 2 NR/PS/ELP/27185 Issue 2 NR/SP/ELP/21036 Issue 2 NR/SP/ELP/21075 Issue 2 NR/SP/ELP/21019 Issue 2 NR/SP/ELP/21020 Issue 2 NR/SP/ELP/21021 Issue 2
NR/L2/ELP/27801 Issue 1	Portable 25 kV Earths and Earth Continuity Jumpers	New at Issue 115
NR/L2/MTC/10662 Issue 12	Process for the Creation of New or Revised Maintenance Regimes using Reliability Centred Maintenance (RCM)	NR/L2/MTC/10662 Issue 11 NR/GN/SIG/10670 Issue 2
NR/L2/MTC/MG0215 Issue 1	Demarcation of Maintenance Boundaries	New at Issue 115
NR/L2/OHS/022 Issue 2	Working Safely at Height	NR/L2/OHS/022 Issue 1
NR/L2/OPS/253 Issue 1	Specification for Rail Operating Centres	New at Issue 115
NR/L2/OTK/5100 Issue 3	Boundary Measures Manual	NR/L2/OTK/5100 Issue 2
NR/L2/OTK/5201 Issue 4	Lineside Vegetation Management Manual	NR/L2/OTK/5201 Issue 3
NR/L2/RSE/0005 Issue 4	Product Design for Reliability	NR/L2/RSE/0005 Issue 3
NR/L2/SIG/19820 Issue 5	Signalling and Level Crossing Product Specifications	NR/L2/SIG/19820 Issue 4 NR/L3/SIG/10120 Issue 1
NR/L2/SIG/30014 Issue 16	Signalling Works Testing Handbook	NR/L2/SIG/30014 Issue 15
NR/L2/SIG/50030 Issue 1	Management of ERTMS National Identities	New at Issue 115
NR/L2/TEL/013 Issue 3	Competence in Telecommunications Engineering	NR/L2/CTM/013 Issue 2
NR/L2/TEL/30002 Issue 5	Operational Concentrator System (OCS)	NR/SP/TEL/30002 Issue 4 NR/SP/TEL/30031 Issue 2
NR/L2/TRK/001 Issue 15	Inspection and Maintenance of Permanent Way	NR/L2/TRK/001 Issue 14
NR/L2/TRK/053 Issue 9	Inspection and Repair to Control the Risk of Derailment at Switches	NR/L2/TRK/053 Issue 8
NR/L2/TRK/3038 Issue 7	Longitudinal Bearer Systems – Inspection, Maintenance and Design	NR/L2/TRK/3038 Issue 6
NR/L2/TRK/4900 Issue 2	Inspection Gauges for Plain Line Track and S&C	NR/L3/TRK/4900 Issue 1
NR/L2/TRK/9020 Issue 2	Structural Expansion Joints – Design, Installation and Maintenance	NR/L2/TRK/9020 Issue 1
NR/L3/CIV/151/F010 Issue 15	Index of Standard Designs and Details for Building and Civil Engineering Works	NR/L3/CIV/151/F010 Issue 14
NR/L3/ELP/27052 Issue 5	Working Instructions for D.C. Electrified Lines on the Northern City Line	NR/WI/ELP/27052 Issue 4
NR/L3/ELP/27237 Issue 18	Overhead Line Work Instructions	NR/L3/ELP/27237 Issue 17
NR/L3/ELP/27240 Issue 9	Distribution Work Instructions	NR/L3/ELP/27240 Issue 8
NR/L3/MTC/II0219 Issue 3	Intelligent Infrastructure Remote Condition Monitoring Manual	NR/L3/MTC/II0219 Issue 2

# Standards Updates

References	Title	Replaces
NR/L3/MTC/MG0213 Issue 15	Index of Standard Maintenance Forms	NR/L3/MTC/MG0213 Issue 14
NR/L3/MTC/RCS0216 Issue 16	Risk Control Manual	NR/L3/MTC/RCS0216 Issue 15
NR/L3/OPS/021 Issue 4	Weather Management Index	NR/L3/OPS/021 Issue 3
NR/L3/OPS/084 Issue 5	Line Clear Arrangements Following Engineering Works in Axle Counter Areas – Line Clear Verification Process	NR/L3/OPS/084 Issue 4
NR/L3/SIG/10661 Issue 19	Signalling Maintenance Task Intervals	NR/L3/SIG/10661 Issue 18
NR/L3/SIG/10663 Issue 11	Signalling Maintenance Specifications	NR/L3/SIG/10663 Issue 10
NR/L3/SIG/10665 Issue 18	Reliability Centred Maintenance of Signalling Equipment	NR/L3/SIG/10665 Issue 17
NR/L3/SIG/11231 Issue 14	Signalling Maintenance Testing Handbook	NR/L3/SIG/11231 Issue 13
NR/L3/SIG/19808 Issue 4	Hy-Drive Supplementary Point Drive System	NR/L3/SIG/19808 Issue 3
NR/L3/TEL/30175 Issue 1	Ethernet Services Commissioning Tests	New at Issue 115
NR/L3/TRK/003 Issue 33	Index of Track Engineering Forms	NR/L3/TRK/003 Issue 32
NR/L3/TRK/055 Issue 3	Work Instructions for Ultrasonic Rail Testing	NR/L3/TRK/055 Issue 2
NR/L3/TRK/3416 Issue 1	Management of Rails Ultrasonically Tested by the Ultrasonic Test Unit (UTU)	NR/L2/TRK/1120 Issue 2
NR/SIN/184 Issue 1	Control and Documentation of Maintenance Boundaries (Track)	New at Issue 115
NR/SIN/186 Issue 1	Special Inspection of Ring Main Units	New at Issue 115
NR/SIN/191 Issue 1	Inspection of Elevated Housings in Balfour Beatty RT60 S&C Units	New at Issue 115

# Standards Updates

## Withdrawn, Closed and Superseded Documents

References	Title	Replaced by/Status
NR/GN/SIG/10670 Issue 2	ROSE Project – Implementation Guide	NR/L2/MTC/10662 Issue 12
NR/L1/XNG/100 Issue 1	Level Crossing Asset Management Policy	NR/L1/XNG/100 Issue 2
NR/L2/CIV/044 Issue 1	Planning, Design and Construction of Undertrack Crossings	NR/L2/CIV/044 Issue 2
NR/L2/CIV/177 Issue 1	Monitoring Track Over or Adjacent to Building and Civil Engineering Works	NR/L2/CIV/177 Issue 2
NR/L2/CTM/013 Issue 2	Training and Competence in Telecommunication Engineering	NR/L2/TEL/013 Issue 3
NR/L2/ELP/27400 Issue 2	Specification for 25-0-25kV Traction Autotransformers	NR/L3/ELP/23003 Issue 1
NR/L2/INI/CP0043 Issue 3	Management of Third Party Works on Network Rail Infrastructure	NR/L2/CIV/095 Issue 1
NR/L2/MTC/10662 Issue 11	Process for the Implementation of New or Revised Maintenance Regimes Using Reliability Centred Maintenance (RCM)	NR/L2/MTC/10662 Issue 12
NR/L2/OHS/022 Issue 1	Working Safely at Height	NR/L2/OHS/022 Issue 2
NR/L2/OTK/5100 Issue 2	Boundary Measures Manual	NR/L2/OTK/5100 Issue 3
NR/L2/OTK/5201 Issue 3	Lineside Vegetation Management Manual	NR/L2/OTK/5201 Issue 4
NR/L2/SIG/19820 Issue 4	Signalling and Level Crossing Product Specifications	NR/L2/SIG/19820 Issue 5
NR/L2/TRK/001 Issue 14	Inspection and Maintenance of Permanent Way	NR/L2/TRK/001 Issue 15
NR/L2/TRK/053 Issue 8	Inspection and Repair to Control the Risk of Derailment at Switches	NR/L2/TRK/053 Issue 9
NR/L2/TRK/1120 Issue 2	Management of Rail Testing using Train Based Sperry-Equipped Ultrasonic Test Unit (Sperry UTU)	NR/L3/TRK/3416 Issue 1
NR/L2/TRK/3038 Issue 6	Longitudinal Bearer Systems – Inspection, Maintenance and Design	NR/L2/TRK/3038 Issue 7
NR/L2/TRK/3038 Issue 6	Longitudinal Timbers – Design, Installation and Maintenance	NR/L2/TRK/3038 Issue 7
NR/L2/TRK/9020 Issue 1	Structural Expansion Joints – Design, Installation and Maintenance	NR/L2/TRK/9020 Issue 2
NR/L3/CIV/037 Issue 3	Managing the Risk Arising from Mineral Extraction and Landfill Operations	NR/L2/CIV/191 Issue 1
NR/L3/CIV/038 Issue 1	Managing the Potential Effects of Coal Mining Subsidence	NR/L2/CIV/191 Issue 1
NR/L3/CIV/F010 Issue 14	Index of Standard Designs and Details for Building and Civil Engineering Works	NR/L3/CIV/F010 Issue 15
NR/L3/ELP/27237 Issue 17	Overhead Line Work Instructions	NR/L3/ELP/27237 Issue 18
NR/L3/ELP/27240 Issue 8	Distribution Work Instructions	NR/L3/ELP/27240 Issue 9
NR/L3/MTC/II0219 Issue 2	Intelligent Infrastructure Remote Condition Monitoring Manual	NR/L3/MTC/II0219 Issue 3
NR/L3/MTC/MG0213 Issue 14	Index of Standard Maintenance Forms	NR/L3/MTC/MG0213 Issue 15
NR/L3/MTC/RCS0216 Issue 15	Risk Control Manual	NR/L3/MTC/RCS0216 Issue 16
NR/L3/OPS/021 Issue 3	Weather Management Index	NR/L3/OPS/021 Issue 4
NR/L3/OPS/084 Issue 4	Line Clear Arrangements following Engineering Works in Axle Counter Areas – Line Clear Verification Process	NR/L3/OPS/084 Issue 5
NR/L3/SIG/10120 Issue 1	Automated Route Setting Specification	NR/L2/SIG/19820 Issue 5
NR/L3/SIG/10661 Issue 18	Signalling Maintenance Task Intervals	NR/L3/SIG/10661 Issue 19
NR/L3/SIG/10663 Issue 10	Signalling Maintenance Specifications	NR/L3/SIG/10663 Issue 11
NR/L3/SIG/10665 Issue 17	Reliability Centred Maintenance of Signalling Equipment	NR/L3/SIG/10665 Issue 18
NR/L3/SIG/11231 Issue 13	Signalling Maintenance Testing Handbook	NR/L3/SIG/11231 Issue 14
NR/L3/SIG/11231 Issue 13	Signalling Maintenance Testing Handbook	NR/L3/SIG/11231 Issue 14
NR/L3/SIG/19808 Issue 3	Hy-Drive Supplementary Point Drive System	NR/L3/SIG/19808 Issue 4
NR/L3/TRK/055 Issue 2	Work Instructions for Ultrasonic Rail Testing	NR/L3/TRK/055 Issue 3
NR/L3/TRK/4900 Issue 1	Track Gauge Specification	NR/L2/TRK/4900 Issue 2
NR/PS/ELP/27185 Issue 2	25kV Power Transformers and Voltage Regulators for Auxiliary Supplies	NR/L3/ELP/23003 Issue 1
NR/SP/ELP/21019 Issue 2	Specification for Transformer/rectifier Equipments for DC Traction Substation	NR/L3/ELP/23003 Issue 1

## Standards Updates

NR/SP/ELP/21020 Issue 2	Specification for 11, 22, 33 kV Aux. Transformer up to and Including 500kVA for DC Traction Substations	NR/L3/ELP/23003 Issue 1
NR/SP/ELP/21021 Issue 2	Specification for Step-down 3-phase Transformers and Earthing Resistors for Power Distribution in DC Traction Systems	NR/L3/ELP/23003 Issue 1
NR/SP/ELP/21036 Issue 2	Specification for 25kV Booster Transformers for AC Electrified Lines	NR/L3/ELP/23003 Issue 1
NR/SP/ELP/21075 Issue 2	Specification for DC Immune 25kV Single Phase Isolating Transformers for Interfaces Between AC and DC Electrified Lines	NR/L3/ELP/23003 Issue 1
NR/SP/TEL/30002 Issue 4	Signal Post Telephone Concentrator Systems	NR/L2/TEL/30002 Issue 5
NR/SP/TEL/30031 Issue 2	Signal Box Telephone Concentrator System Design and Application Requirements	NR/L2/TEL/30002 Issue 5
NR/WI/ELP/27052 Issue 4	Working Instructions for D.C. Electrified Lines on the Northern City Line	NR/L3/ELP/27052 Issue 5

## Emergency Changes (Previously Known as Letters of Instruction)

To access any active Emergency Change you need to refer to its associated Network Rail Standard. The front page of the standard will provide details of the relevant change. When using the online service there will be an active link to each relevant change.

Historic changes (where text has been crossed out) will be removed next publication. Please note, some changes may stay current after the stated Expiry Date

Reference	Title	Issue	Date
NR/BS/LI/427	Standard affected: NR/L2/ELP/27229 (Issue 2), Specification for remote control equipment for electrical distribution systems	1	13/11/2019
NR/BS/LI/426	Standard/control document affected: NR/L1/CIV/032 (Issue 2), The Management of Structures	1	26/07/2019
NR/BS/LI/425	Standard/control document affected: NR/L2/ELP/27325 Train Borne Monitoring of Traction Power Contact Systems	1	10/05/2019
NR/BS/LI/424	Standard/control document affected: NR/SP/SIG/19812 (issue 1), Cross Track Cable Management	1	18/04/2019
NR/BS/LI/423	Standard/control documents affected: NR/L2/TRK/001/mod07 [ Issue: 8 ] Management of rail defects	1	11/03/2019
NR/BS/LI/422	Standard/control documents affected: NR/L3/TRK/055/U15 (Issue 1), [Ultrasonic testing of rail using the Sperry roller search unit rail testing system including identification & sizing of 37o suspects reported by the UTU]	1	11/03/2019
NR/BS/LI/420	Standard/control document affected: NR/SP/ELP/21060 (Issue 2), Issue of Safety Documentation for Work on 650/750 V dc Apparatus	1	29/04/2019
NR/BS/LI/419	Standard/control document affected: NR/L3/ELP/29987 [Working On or About 25 kV a.c. Electrified Lines] (Issue 5) – SUPERSEDES ISSUE 1	2	13/02/2020
NR/BS/LI/416	Standard/control document affected: NR/L2/CTM/018 Issue 2, Competency & Training in Traction Power Distribution	1	05/02/2019
NR/BS/LI/413	Standard/control document affected: NR/L2/OHS/022 Issue 1, Working Safely at Height.	1	04/01/2019
NR/BS/LI/410	<del>Standard affected: NR/L2/ELP/27229 (Issue 2), Specification for remote control equipment for electrical distribution systems</del> SUPERSEDED BY NR/BS/LI/427 – HISTORIC ON 13 NOVEMBER 2019	1	14/12/2018
NR/BS/LI/397	<del>Standard/control document affected: NR/SP/CTM/016 Issue 1, Competency &amp; Training in Fixed Plant Engineering</del> – HISTORIC ON 29 NOVEMBER 2019 -	1	20/04/2018
NR/BS/LI/389	Standard affected: NR/L2/SIG/30009 (Issue 11), Signalling Principles Handbook	1	13/02/2017
NR/BS/LI/387	Standard/control document affected: NR/L3/ELP/21067 (Issue 5), Instructions for making out, issuing and cancelling high voltage Permits to Work, Sanctions for Test and Circuit State Certificates – HISTORIC ON 29 NOVEMBER 2019	1	26/07/2017
NR/BS/LI/383	Standard affected: NR/L2/CTM/021 (Issue 4). Competence and Training	2	08/12/2016
NR/BS/LI/371	Standard affected: NR/L2/CIV/162 (Issue 2). Platform Extensions. Location of metal structures on Third Rail area Station Platforms	1	02/03/2016
NR/BS/LI/365	<del>Standard affected: NR/L3/TRK/4004 (Issue 2). Switch and Crossing Assemblies</del> SUPERSEDED BY NR/L3/TRK/4004 ISSUE 3 – HISTORIC ON 7TH MARCH 2020	2	16/06/2016
NR/BS/LI/348	Requirements for undertaking the roles of Lead Examiner and Examining Engineer for the examination of Tunnels. Standards affected: NR/L3/CIV/006 Part 4A Issue 1, NR/L3/CIV/006 Part 4B Issue 1 and NR/L3/CIV/006 Part 1D Issue 1. SUPERSEDED BY NR/L3/CIV/006 ISSUE 9 – HISTORIC ON 1 APRIL 2021	1	23/02/2015
NR/BS/LI/347	Standard affected: NR/L2/CTM/028 (Issue 2). Competence and Training	1	16/01/2015
NR/BS/LI/342	Standard affected: NR/SP/ELP/21028 (Issue 3). Specification for ancillary wiring of electrical distribution equipment on A.C. and D.C. electrified lines	1	13/04/2016
NR/BS/LI/340	<del>Standards affected: NR/L3/TRK/4004 (Issue 2). Switch and crossing assemblies</del> SUPERSEDED BY NR/L3/TRK/4004 ISSUE 3 – HISTORIC ON 7 MARCH 2020	1	07/01/2015
NR/BS/LI/331	Requirements for parapet heights on over bridge and footbridge structures spanning overhead line electrification equipment	2	07/08/2015
NR/BS/LI/328	Standard affected: NR/SP/ELP/21104 (ISSUE 2). Design and Installation of Electric Track Equipment for DC Electrified Lines	1	28/03/2014
NR/BS/LI/326	Standard affected: NR/L2/OHS/050 (Issue 4), Sentinel Scheme Rules	1	16/04/2014
NR/BS/LI/306	Standard affected: NR/L1/CIV/032: The Management of Structures [Issue 2]	2	26/09/2014

# Standards Updates



NR/BS/LI/305	Standards Affected: NR/L2/TRK/001 Issue 6. NR/L2/TRK/2102 Issue 6. NR/L2/TRK/3038 Issue 5. NR/L2/TRK/0032 Issue 5. NR/L2/TRK/0132 Issue 6. NR/L3/TRK/3510/A01 Issue 1. NR/L3/TRK/3510/B01 Issue 1. NR/L3/TRK/1015 Issue 2	2	31/01/2014
NR/BS/LI/292	NR/L3/TRK/1010 (Issue 2). Management of responses to extreme weather conditions at structures, earthworks and other key locations	1	18/07/2013
NR/BS/LI/283	Standard affected: NR/L3/TRK/4004 (Issue 2) - Switch and Crossing Assemblies SUPERSEDED BY NR/L3/TRK/4004 ISSUE 3 – HISTORIC ON 7 MARCH 2020	2	14/09/2015
NR/BS/LI/256	Standard affected: NR/SP/ELP/27243 (Issue 1). Specification for Signalling Power Supplies	2	24/10/2016
NR/BS/LI/217	Standards affected: NR/SP/ELP/27224 [Issue: 2] Specification for the installation of cable routes forming part of the traction distribution system	4	25/01/2016
NR/BS/LI/193	Standards affected: NR/L3/CIV/006 Part 11A: Reporting and recording examinations of Structures in CARRS [Issue 2] SUPERSEDED BY NR/L3/CIV/006 – HISTORIC ON 1 APRIL 2020	2	03/09/2014



## RSSB - Standards and the rail industry

Access all current (and many withdrawn) Railway Group Standards, Rail Industry Approved Codes of Practice (RACOPs), Guidance Notes (GNs) and Rail Industry Standards (RISs).

<http://www.rssb.co.uk/railway-group-standards>

Useful links:

- [Catalogues](#)
- [Document structure and type categories](#)
- [Railway Group Standards Help Manual](#)
- [Rule Book module matrix](#)

### Railway Group Standards (RGSs)

Mandatory requirements for the GB mainline railway system are defined in Railway Group Standards (RGSs). They facilitate the management and operation of the mainline railway as a shared system. RGSs set out technical requirements applicable to vehicles or the infrastructure, or processes applicable to transport operators.

<http://www.rssb.co.uk/railway-group-standards>

### Rule Book (GE/RT8000)

The Rule Book (GE/RT8000) and other National Operations Publications are documents that contain direct instructions for railway staff.

The Rule Book is held in printed copy by over 100,000 people, and as such is probably the best known and most widely distributed in the entire RSSB catalogue. Even greater numbers of people are known to use it as a reference and information document both from the United Kingdom and abroad using the online version.

You can still order hard copies of individual standards and Rule Book modules or handbooks from Willsons External link (Tel: 01636 702334) or download them from the Railway Group Standards section of this site.

### Rule Book Briefing Leaflet

[GERT8000-RBBL Iss 33](#)

Issued: 07/09/2019

In Force: 07/12/2019

### GE/RM8000 Master Module Manual

RSSB has produced this manual to provide end-users with access to the content of GE/RT8000 (The Rule Book) that is relevant to all roles as defined in the Rule Book Matrix published by RSSB.

[GERM8000-master-module Iss 7.pdf](#)

Issued: 07/09/2019

In Force: 07/12/2019



## Controlled Document List 07 March 2020

Ref. / Title	Issue No	Issue Date
<b>RAIL MANAGEMENT SYSTEM</b>		
Rail Management System		

Ref. / Title	Issue No	Issue Date
<b>GROUP STANDARDS - <a href="http://www.rssb.co.uk/railway-group-standards">http://www.rssb.co.uk/railway-group-standards</a></b>		
<b>Modular Rulebook GE/RT8000/</b> (See separate page for listed modules and issue dates)	-----	-----
<b>GERM8000-master-module</b> Master Module Manual	7	09/2019
<b>GERM8000</b> Track Workers Manual	6	09/2019
<b>GERM8000</b> Possession Workers Manual	4	09/2019
<b>GLRT1210</b> AC Energy Subsystem and Interfaces to Rolling Stock Subsystem	2	12/2019
<b>GLRT1212</b> DC Conductor Rail Energy Subsystem and Interfaces to Rolling Stock Subsystem	1	09/2015
<b>GOGN3655</b> Guidance on Medical Fitness for Railway Safety Critical Workers	2	06/2014
<b>RIS-1530-PLT</b> Rail Industry Standard for Technical Requirements for On-Track Plant and their Associated Equipment and Trolleys	6	12/2015
<b>RIS-2750-RST</b> Supplier Assurance	1	12/2017
<b>RIS-3118-TOM</b> Incident Response Planning & Management	2	12/2019
<b>RIS-3119-TOM</b> Accident and Incident Investigation	2.2	03/2019
<b>RIS-3279-TOM</b> High Visibility Clothing	2	09/2019
<b>RIS-3701-TOM</b> Confidential Reporting System for Rail Staff	2.1	12/2019
<b>RIS-8046-TOM</b> Spoken Safety Critical Communications	2	12/2016
<b>RIS-8047-TOM</b> Reporting of Safety Related Information	2	03/2018
<b>RIS-8070-TOM</b> Testing Railway Safety Critical Workers for Drugs and Alcohol	1	12/2016

Ref. / Title	Issue No	Issue Date
<b>LONDON UNDERGROUND (LU) STANDARDS</b>		
<b>LUL G1163</b> Stations DLO - Failure Reporting Analysis & Corrective Action System (FRACAS)	A2	11/2015
<b>LUL G1164</b> Making a Referral to the Drug and Alcohol Advisory and Treatment Service	A2	04/2014
<b>LUL G1234</b> Incident recording, investigation and reporting	A4	04/2017
<b>LUL G1241</b> Alcohol and Drugs at Work Guidelines and Information For Managers	6	07/2009
<b>LUL G1242</b> Alcohol and Drugs at Work – Managers For Cause and Post Incident Check List	A3	02/2014
<b>LUL G1249</b> Environmental Incident Categories	A5	07/2018
<b>LUL G557</b> Electronic Incident Reporting Form (eIRF)	A5	03/2014
<b>LUL LF29</b> Incident investigation & reporting or recording What you need to remember	01	n/a
<b>LUL R0350</b> Guidance and advice for the use of personal protective equipment	A1	01/2014
<b>LUL R0403</b> Personal Protective Equipment (PPE) catalogue	1.1	01/2014
<b>LUL S1251</b> Alcohol and Work; includes Written Notice 12/24/2014, 6/16/2015	A2	11/2011
<b>LUL S1257</b> Drugs and Work; Includes Written Notice 01317: 12/24/2014	A2	11/2011
<b>LUL S1552</b> Contract QUENSH Conditions <a href="#">Incorporating written notice: 10/05/2017, 02/05/2019</a>	A18	11/2016
<b>LUL S1601</b> Management Arrangements to Assure Medical Fitness	A5	01/2012
<b>LUL TE-HBS-0017</b> Managing competence and training	A1 Cat 3	02/1995



Ref. / Title	Issue No	Issue Date
<b>NETWORK RAIL STANDARDS</b>		
<b>NR/CAT/STP/001 Catalogue of Network Rail Standards</b>	<b>115</b>	<b>03/2020</b>
<b>PTS Handbook RT 3170</b>	<b>09</b>	<b>06/2013</b>
<b>NR/L2/AMG/1030 Working Safely in the Vicinity of Buried Services</b>	<b>1</b>	<b>12/2008</b>
<b>NR/GN/CIV/208 Ground Investigation</b>	<b>1</b>	<b>12/2018</b>
<b>NR/L2/CIV/003 Engineering and Architectural Assurance of Building and Civil Engineering Works</b>	<b>5</b>	<b>12/2018</b>
<b>NR/L2/CIV/035 Management of Structures</b>	<b>2</b>	<b>06/2019</b>
<b>NR/L2/CIV/086 Management of Earthworks</b>	<b>9</b>	<b>03/2019</b>
<b>NR/L2/CIV/250 Landlord's Consent</b>	<b>1</b>	<b>03/2020</b>
<b>NR/L2/CIV/295 Scour Assessment of Bridges, Culverts and Retaining Walls</b>	<b>2</b>	<b>09/2018</b>
<b>NR/L3/CIV/006 Handbook for the Examination of Structures</b>	<b>9</b>	<b>09/2019</b>
<b>NR/L3/CIV/040 Work Instruction for the use of Protective Coating Systems</b>	<b>2</b>	<b>06/2019</b>
<b>NR/L3/CIV/170 Assessment of Tunnels</b>	<b>1</b>	<b>03/2019</b>
<b>NR/L3/CIV/185 Management of Reports of Safety Related Geotechnical Incidents</b>	<b>1</b>	<b>09/2017</b>
<b>NR/L3/CIV/190 Developing Extreme Weather Plans</b>	<b>1</b>	<b>12/2017</b>
<b>NR/GN/CPR/401 Guidance on Contractual Health and Safety Requirements</b>	<b>1</b>	<b>12/2008</b>
<b>NR/L2/CPR/201 Supplier Qualification</b>	<b>2</b>	<b>12/2011</b>
<b>NR/L2/CPR/302 Supplier Qualification - Core Requirements (For PCL / POL Holders)</b>	<b>2</b>	<b>09/2011</b>
<b>NR/L2/CSG/STP001 Standards and Controls Management Manual</b>	<b>7</b>	<b>03/2018</b>
<b>NR/CS/CTM/001 Competence Management</b>	<b>1</b>	<b>12/2006</b>
<b>NR/L2/CTM/017 Competence and Training in Civil Engineering</b>	<b>1</b>	<b>06/2006</b>
<b>NR/L2/CTM/021 Competence &amp; Training in Track Safety</b>	<b>4</b>	<b>12/2010</b>
<b>NR/L2/CTM/201 Competence Management</b>	<b>2</b>	<b>03/2012</b>
<b>NR/L2/CTM/202 Quality Assurance in Training &amp; Assessment</b>	<b>3</b>	<b>12/2019</b>
<b>NR/L2/CTM/207 Competence &amp; Training in Planning</b>	<b>2</b>	<b>06/2012</b>
<b>NR/L2/CTM/209 Competence &amp; Training in Safe System of Work Planner</b>	<b>1</b>	<b>12/2010</b>
<b>NR/L2/CTM/220 Competence &amp; Training in Portable, Transportable &amp; Mobile Plant Operation</b>	<b>1</b>	<b>06/2012</b>
<b>NR/L2/CTM/223 Competence &amp; Training in Managing Site Safety</b>	<b>1</b>	<b>06/2011</b>
<b>NR/L2/ELP/21087 Risk Based Maintenance for Overhead Line Assets</b>	<b>8</b>	<b>09/2018</b>
<b>NR/L2/ELP/21088 General maintenance parameters for 25 kV overhead line electrification equipment</b>	<b>3</b>	<b>12/2015</b>
<b>NR/L2/ELP/27009 Overhead Line Equipment Campaign Changes</b>	<b>3</b>	<b>03/2017</b>
<b>NR/L2/ELP/27307 Management of M&amp;EE Safety Related Event Reports</b>	<b>4</b>	<b>12/2017</b>
<b>NR/L2/ELP/27402 Specification for protection and control devices for electrical systems</b>	<b>1</b>	<b>12/2009</b>
<b>NR/L2/ELP/27715 Overhead Contact System Design Specification</b>	<b>3</b>	<b>09/2018</b>
<b>NR/L3/ELP/27051 Working Instructions for d.c. Electrified Lines in the Liverpool Area</b>	<b>6</b>	<b>09/2019</b>
<b>NR/L3/ELP/27115 Arrangements for Isolation of the Conductor Rail for Pre-Planned Possessions of the Line</b>	<b>4</b>	<b>09/2018</b>
<b>NR/L3/ELP/27140 Application of Short Circuits for Conductor Rail Isolations</b>	<b>4</b>	<b>03/2019</b>

# Controlled Documents



Ref. / Title	Issue No	Issue Date
<b>NETWORK RAIL STANDARDS</b>		
<a href="#">NR/L3/ELP/27237 Overhead Line Work Instructions</a>	18	03/2020
<a href="#">NR/L3/ELP/27237 Overhead Line Work Instructions</a>	17	12/2019
NR/L3/ELP/3091 DC Electrified Lines Working Instructions	5	09/2019
NR/SP/ELP/29987 Working on or About 25 KV AC Electrified Lines	5	12/2018
NR/L2/ENV/120 Waste Management	1	12/2019
NR/L2/ENV/121 Managing Environmental and Social Impact of Noise and Vibration	1	12/2019
NR/L2/ENV/123 Prevention of Pollution to Land and Water	1	12/2019
NR/L2/ENV/015 Environment and Social Minimum Requirements for Projects – Design and Construction	8	03/2019
NR/L2/ENV/115 Environment and Social Management System Requirements	1	03/2018
NR/L2/INF/02203 Controlled Publications - Issue & Receipt	2	12/2011
NR/L3/INF/02204 Controlled Publications - Process & Accountabilities	3	12/2011
NR/L3/INF/02226 Corporate Records Retention Schedule	3	12/2017
NR/GN/INI/001 Guidance on the Management of Door to Door Work & Travel Time	1	12/2008
NR/L2/INI/CP0070 Principal Contractor Licensing Scheme	5	06/2017
NR/L2/INI/P3M/101 Business Process - Governance of Railway Investment Projects (GRIP) - for Projects	5	09/2017
NR/L2/INI/P3M/104 Network Rail Requirements (formerly NR/L1/INI/CP0095)	2	09/2017
NR/L3/INI/CP0028 Contract Requirements - Quality	3	06/2012
NR/L3/INI/CP0036 Provision of Welfare Facilities	4	08/2008
NR/L3/INI/CP0064 Delivering Work Within Possessions	5	06/2017
NR/L2/INV/002 Accident and Incident Reporting and Investigation	13	12/2011
NR/L3/INV/3001 Reporting and Investigation Manual	5	06/2016
NR/L2/MTC/089 Arrangements for the Exchange of Asset Data and the Continuing Maintenance of Assets Undergoing Change	2	12/2018
NR/L3/MTC/EN0100 Waste Management	3	06/2012
NR/L3/MTC/EN0101 Management of Discharges to Sewers & Controlled Waters	3	06/2012
NR/L3/MTC/EN0225 Environ Management System for Infrastructure Maintenance	1	06/2012
NR/L3/MTC/EP0152 Working on or Adjacent to Conductor Rail	5	12/2011
NR/L3/MTC/MG0173 Monitoring of Spoken Safety Communications	3	06/2019
NR/L3/MTC/MG0210 Management of Maintenance Work within a Worksite to Prevent a Possession Overrun	3	06/2019
<a href="#">NR/L3/MTC/MG0213 Index of Standard Maintenance Forms</a>	15	03/2020
<a href="#">NR/L3/MTC/MG0213 Index of Standard Maintenance Forms</a>	14	12/2019
<a href="#">NR/L3/MTC/RCS0216 Risk Control Manual</a>	16	03/2020
<a href="#">NR/L3/MTC/RCS0216 Risk Control Manual</a>	15	09/2019
NR/L3/MTC/RCS0216/OLE02 Risk Control Manual: Working on Red Bonds/Impedance Bonds	2	03/2012
NR/L3/MTC/SE0115 Confined Spaces Working & Entry Procedure	2	06/2008
NR/L3/MTC/SE0117 Planned Assurance Inspections and Site Surveillance	4	09/2018
NR/CS/OHS/002 Policy on Working Safely	1	02/2007
NR/L1/OHS/051 Drugs and Alcohol	6	12/2015

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Ref. / Title	Issue No	Issue Date
<b>NETWORK RAIL STANDARDS</b>		
NR/L1/OHS/052 Traumatic Incident Management	1	06/2016
NR/L1/OHS/053 Assessing Risk of Stress in the Workplace	1	06/2016
NR/L2/OHS/00110 First Aid at Work	6	09/2017
NR/L2/OHS/00112 Worksafe Procedure	2	12/2009
NR/L2/OHS/00120 Testing for Drugs and Alcohol	5	12/2015
NR/L2/OHS/00124 Competence Specific Medical Fitness Requirements and Occupational Health Provider Requirements for Medical Assessments	3	12/2016
NR/L2/OHS/003 Fatigue Risk Management	9	12/2019
NR/L2/OHS/0044 Planning and Managing Construction Work replaces NR/L3/INI/CP0044 Work Package Planning	5	12/2016
NR/L2/OHS/0047 Managing Health and Safety in Construction (Application of the Construction (Design and Management) Regulations to Network Rail)	7	06/2019
NR/L2/OHS/005 High Street Environment & Conditions for Work outside Network Rail Managed Infrastructure	7	09/2010
NR/L2/OHS/019 Safety of People working on or near the Line	9	03/2017
NR/L2/OHS/020 Track Visitor Permits	5	08/2008
NR/L2/OHS/021 Personal Protective Equipment and Work Wear	3	06/2009
NR/L2/OHS/022 Working Safely at Height	2	03/2020
NR/L2/OHS/022 Working Safely at Height	1	09/2010
NR/L2/OHS/050 Sentinel Scheme Rules	4	03/2011
NR/L2/OHS/157 Health surveillance for silica and asbestos and the management of diagnosed occupational respiratory conditions	1	03/2017
NR/L3/OHS/0046 The Reporting, Investigation and Recording of Safety and Sustainable Development Events and Close Calls within Infrastructure Projects	3	06/2018
NR/L3/OHS/019-IP Planning and Delivering Safe Work – Implementation Principles for Infrastructure Projects	1	06/2018
NR/L2/OPS/033 Recording Spoken Safety Critical Communications between Possession Management and Engineering Trains / On-Track Plant Drivers when Working in Possessions and Worksites.	3	06/2019
NR/L2/OPS/291 Railway Crime Risk Management	1	12/2019
NR/L3/OPS/084 Line Clear Arrangements Following Engineering Works in Axle Counter Areas – Line Clear Verification Process	5	03/2020
NR/L3/OPS/084 Line Clear Arrangements Following Engineering Works in Axle Counter Areas – Line Clear Verification Process (formerly NR/L3/OCS/084)	4	09/2018
NR/L3/OPS/251 Unmanned Aircraft System (Drone/UAS) Operations	3	09/2019
NR/GN/OTK/5000 Issue 1 Index of Off-Track Drawings	1	06/2019
NR/L2/OTK/5201 Lineside Vegetation Management Manual	4	03/2020
NR/L2/OTK/5201 Lineside Vegetation Management Manual	3	09/2019
NR/GN/RMVP/0200 Infrastructure Plant Manual Guidance	1	12/2018
NR/L2/RMVP/0200 Infrastructure Plant Manual	10	12/2018
NR/L3/RMVP/0201 Calibration Work Instruction Manual Replaces NR/L3/MTC/ME0201 This standard provides the index and version control of Calibration Work Instructions for the internal calibration and comparison checking of Inspection, Measuring and Test Equipment (IMTE).	2	09/2011
NR/L2/RSE/070 Engineering Verification	2	12/2011
NR/L2/RSE/100 Network Rail Acceptance Panel processes	5	06/2019
NR/L1/RSK/001 Network Rail Risk Policy	3	09/2019



Ref. / Title	Issue No	Issue Date
<b>NETWORK RAIL STANDARDS</b>		
<b>NR/L3/SCO/313</b> On-Track Machines (OTMs) Driver and Operations Standards Manual	<b>7</b>	<b>09/2019</b>
<b>NR/L3/SCO/314</b> Engineering Assurance for T&RS, OTM and OTP Projects	<b>1</b>	<b>12/2018</b>
<b>NR/SIN/185</b> Identification and Inspection of Plain-Lined S&C	<b>1</b>	<b>06/2019</b>
<b>NR/L2/SIG/11201</b> Signalling Design Handbook	<b>11</b>	<b>06/2018</b>
<b>NR/L2/SIG/14201</b> Signalling Risk Assessment Handbook	<b>4</b>	<b>03/2019</b>
<b>NR/L2/SIG/30009</b> Signalling Principles Handbook	<b>18</b>	<b>12/2019</b>
<b>NR/L2/SIG/30014</b> Signalling Works Testing Handbook	<b>16</b>	<b>03/2020</b>
<b>NR/L2/SIG/30014</b> Signalling Works Testing Handbook	<b>15</b>	<b>12/2019</b>
<b>NR/L3/SIG/10064</b> General Instructions to Staff Working on S&T Equipment	<b>8</b>	<b>06/2019</b>
<b>NR/L3/SIG/10661</b> Signal Maintenance Task Intervals	<b>19</b>	<b>03/2020</b>
<b>NR/L3/SIG/10661</b> Signal Maintenance Task Intervals	<b>18</b>	<b>06/2019</b>
<b>NR/L3/SIG/10663</b> Signal Maintenance Specifications	<b>11</b>	<b>03/2020</b>
<b>NR/L3/SIG/10663</b> Signal Maintenance Specifications	<b>10</b>	<b>06/2019</b>
<b>NR/L3/SIG/11231</b> Signal Maintenance Testing Handbook	<b>14</b>	<b>03/2020</b>
<b>NR/L3/SIG/11231</b> Signal Maintenance Testing Handbook	<b>13</b>	<b>06/2019</b>
<b>NR/L3/SIG/MG0110</b> Imposition & Removal of Temporary Speed Restrictions	<b>3</b>	<b>06/2012</b>
<b>NR/L2/SIGELP/50000</b> Safe working and maintenance on or near Signalling Power Distribution Equipment above 175 volts	<b>3</b>	<b>03/2017</b>
<b>NR/L3/SIGELP/50001</b> Signalling Power Distribution Equipment above 175 Volts	<b>3</b>	<b>03/2017</b>
<b>NR/L3/SIGELP/50002</b> Safe Working Practices When Working on or Near Signalling Power Distribution Equipment Above 175 Volts	<b>1</b>	<b>12/2016</b>
<b>NR/L3/SIGELP/50003</b> Safe Working Practices When Working on or Near Signalling Equipment	<b>1</b>	<b>03/2018</b>
<b>NR/L2/TEL/30067</b> The Transmission of Safety Related Information	<b>2</b>	<b>12/2011</b>
<b>NR/L2/TEL/30156</b> Functional Requirements for Safety Related Communications Equipment for On Track Plant Working	<b>1</b>	<b>12/2011</b>
<b>NR/GN/TRK/7001</b> Index of Track Work Information Sheets (TWI)	<b>16</b>	<b>09/2019</b>
<b>NR/L1/TRK/100</b> Management of Track Assets	<b>1</b>	<b>03/2020</b>
<b>NR/L2/TRK/001</b> Inspection and Maintenance of Permanent Way	<b>15</b>	<b>03/2020</b>
<b>NR/L2/TRK/001</b> Inspection and Maintenance of Permanent Way	<b>14</b>	<b>12/2019</b>
<b>NR/L3/TRK/003</b> Index of Track Engineering Forms	<b>33</b>	<b>03/2020</b>
<b>NR/L3/TRK/003</b> Index of Track Engineering Forms	<b>32</b>	<b>12/2019</b>
<b>NR/L3/TRK/3530</b> Track Lubricants	<b>1</b>	<b>06/2012</b>
<b>NR/L3/TRK/7006</b> Creation and Application of Initial ESR Design	<b>1</b>	<b>03/2019</b>

# Controlled Documents



Ref. / Title	Reference
<b>OTHER STANDARDS &amp; GUIDANCE</b>	
BS EN ISO 14001:2015	2015
BS EN ISO 9001:2015	2015
BS EN ISO 45001:2018	2018
BS OHSAS 18001:2007	2007
Investigating Accidents and Incidents – HS(G)245	ISBN 9780717628278
Management of Health and Safety at Work Regulations 1999 Approved Code of Practice and guidance	ISBN 9780717624881
Managing health and safety in construction Construction (Design and Management) Regulations 2015. Guidance on Regulations	ISBN 9780717666263
Successful Health and Safety Management – HS(G)65	ISBN 9780717612765
Sentinel Scheme Rules <a href="https://info.railsentinel.co.uk/about/rules/">https://info.railsentinel.co.uk/about/rules/</a>	V3 11 June 2018 Compliance Date 9 Jul 2018

Ref. / Title	Reference
<b>LEGISLATION</b>	
Bribery Act 2010	2010 c. 23
Control of Asbestos at Work Regulations 2002	2002 No. 2675
Control of Pollution (Amendment) Act 1989	1989 c. 14
Control of Pollution Act 1974	1974 c. 40
Corporate Manslaughter and Corporate Homicide Act 2007	2007 c. 19
Data Protection Act 2018	2018 c. 12
Environmental Protection Act 1990	1990 c. 43
Health & Safety at Work etc. Act 1974	1974 c. 37
Modern Slavery Act 2015	2015 c. 30
Pollution Prevention and Control Act 1999	1999 c. 24
The Confined Spaces Regulations 1997	1997 No. 1713
The Construction (Design and Management) Regulations 2015	2015 No. 51
The Control of Asbestos at Work (Amendment) Regulations 1992	1992 No. 3068
The Control of Asbestos at Work (Amendment) Regulations 1998	1998 No. 3235
The Control of Asbestos at Work Regulations 1987	1987 No. 2115
The Control of Asbestos in the Air Regulations 1990	1990 No. 556
The Control of Asbestos Regulations 2006	2006 No. 2739
The Control of Asbestos Regulations 2012	2012 No. 632
The Control of Lead at Work Regulations 1980	1980 No. 1248
The Control of Lead at Work Regulations 1998	1998 No. 543
The Control of Lead at Work Regulations 2002	2002 No. 2676
The Control of Noise at Work Regulations 2005	2005 No. 1643
The Control of Substances Hazardous to Health (Amendment) Regulations 2004	2004 No. 3386
The Control of Substances Hazardous to Health Regulations 2002	2002 No. 2677
The Environmental Noise, Site Waste Management Plans and Spreadable Fats etc. (Revocations and Amendments) Regulations 2013	2013 No. 2854

# Controlled Documents



Ref. / Title	Reference
<b>LEGISLATION</b>	
The Fire Precautions (Workplace) Regulations 1997	1997 No. 1840
The Hazardous Waste (England and Wales) (Amendment) Regulations 2009	2009 No. 507
The Hazardous Waste (England and Wales) Regulations 2005	2005 No. 894
The Health and Safety (Consultation with Employees) Regulations 1996	1996 No. 1513
The Health and Safety (Display Screen Equipment) Regulations 1992	1992 No. 2792
The Health and Safety (First-Aid) Regulations 1981	1981 No. 917
The Lifting Operations and Lifting Equipment Regulations 1998	1998 No. 2307
The Manual Handling Operations Regulations 1992	1992 No. 2793
The Personal Protective Equipment (EC Directive) Regulations 1992	1992 No. 3139
The Personal Protective Equipment at Work Regulations 1992	1992 No. 2966
The Personal Protective Equipment Regulations 2002	2002 No. 1144
The Provision and Use of Work Equipment Regulations 1992	1992 No. 2932
The Provision and Use of Work Equipment Regulations 1998	1998 No. 2306
The Railways and Other Guided Transport Systems (Safety) Regulations 2006	2006 No. 599
The Regulatory Reform (Fire Safety) Order 2005	2005 No. 1541
The Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 2013	2013 No. 1471
The Safety Representatives and Safety Committees Regulations 1977	1977 No. 500
The Waste Management (England and Wales) Regulations 2006	2006 No. 937
The Work in Compressed Air Regulations 1996	1996 No. 1656
The Workplace (Health, Safety and Welfare) Regulations 1992	1992 No. 3004
Transport and Works Act 1992	1992 c. 42
Water Resources Act 1991	1991 c. 57
Wildlife and Countryside (Amendment) Act 1991	1991 c. 39
Wildlife and Countryside Act 1981	1981 c. 69



# Controlled Documents



## Modular Rulebook GE/RT8000

### PTS Only

In most cases only PTS handbook is required, unless one of the following applies:

1. Index, amendment module and Module G1 to be issued to the following;

*Supervisors and managers who issue publications  
Staff who operate signal post replacement switches  
Staff who place protection for Line Blockage or T3  
Staff who secure points  
Those who use tents on or near the line*

2. Index and amendment module to be issued to the following;

*Lookouts  
People who take charge of cranes and equipment which could foul an open line  
People who take charge of work on or near points  
People who carry out patrolling/inspecting duties*

### Other competencies (IWA, COSS, PC, ES, MC, CC)

Name & Issue	Issue Date	Title	Synopsis
<a href="#">GERT8000-RBBL Iss 33</a>	Sep 2019	Rule Book Briefing Leaflet	This Leaflet contains details of changes being published in September 2019 and in-force December 2019.
<a href="#">GERT8000-Gloss Iss 5</a>	Sep 2018	Glossary of Railway Terminology	The Glossary has been updated to reflect changes in terminology within TW5 which removes 'entering service' and replaces it with 'starting a journey'.
<a href="#">GERT8000-AC Iss 5</a>	Sep 2018	AC electrified lines	You will need this module if you carry out the duties of a train driver, guard, shunter, designated person (DP), signaller, crossing keeper or person in charge of sidings in AC electrified areas.
<a href="#">GERT8000-DC Iss 4</a>	Sep 2015	DC electrified lines	You will need this module if you carry out the duties of a train driver, guard, shunter, designated person (DP), signaller, crossing keeper and person in charge of sidings in DC electrified areas. This document has been updated as part of the December 2015 Rule Book Programme.
<a href="#">GERT8000-G1 Iss 6</a>	Sep 2015	General safety responsibilities and personal track safety for non-track workers	You will need this module if you carry out the duties of a train driver, guard, shunter, designated person (DP) and a signaller or crossing keeper in General safety responsibilities and personal track safety for non-track workers. This document has been updated as part of the December 2015 Rule Book Programme.
<a href="#">GERT8000-HB1 Iss 4</a>	Sep 2015	General duties and track safety for track workers	This handbook is for those personnel who need to go on the operational railway to carry out their duties, with the exception of a train driver, guard, shunter, signaller, crossing keeper or designated person (DP). This handbook has been updated as part of the December 2015 Rule Book Programme.
<a href="#">GERT8000-HB2 Iss 2</a>	Sep 2015	Instructions for track workers who use emergency protection equipment	This handbook is for those personnel who need to go on the operational railway to carry out their duties and have been trained to carry out emergency protection. It does not apply to: train drivers, guards, shunters, signallers, crossing keepers and those who act as a designated person (DP). This document has been updated as part of the December 2015 Rule Book Programme.
<a href="#">GERT8000-HB3 Iss 3</a>	Sep 2014	Duties of the lookout and site warden	This handbook is for those personnel who have duties of the lookout and site warden. Information on changes to this issue can be found in the Rule Book Briefing Leaflet (GERT8000-RBBL Iss 27).
<a href="#">GERT8000-HB4 Iss 2</a>	Sep 2014	Duties of a points operator and route-setting agent - moving and securing points by hand	This handbook is for those personnel who has duties of a points operator and route-setting agent - moving and securing points by hand. Information on changes to this issue can be found in the Rule Book Briefing Leaflet (GERT8000-RBBL Iss 27).

# Controlled Documents



Name & Issue	Issue Date	Title	Synopsis
<a href="#">GERT8000-HB5 Iss 2</a>	Sep 2011	Handsignalling duties	This handbook is for those who carry out handsignalling duties.
<a href="#">GERT8000-HB6 Iss 5</a>	Sep 2015	General duties of an individual working alone	This handbook is for those personnel with general duties of an individual working alone (IWA). This handbook has been updated as part of the December 2015 Rule Book Programme.
<a href="#">GERT8000-HB7 Iss 6</a>	Sep 2019	General duties of a controller of site safety (COSS)	This handbook is for those personnel who have the general duties of a controller of site safety (COSS).
<a href="#">GERT8000-HB8 Iss 7</a>	Sep 2017	IWA, COSS or PC blocking a line	You will need this handbook if you carry out the duties of a IWA, COSS or PC blocking a line.
<a href="#">GERT8000-HB9 Iss 7</a>	Sep 2019	IWA or COSS setting up safe systems of work within possessions	You will need this handbook if you carry out the duties of an IWA or COSS setting up safe systems of work within possessions.
<a href="#">GERT8000-HB10 Iss 4</a>	Sep 2015	Duties of the COSS or SWL and person in charge when using a hand trolley	You will need this handbook if you are the COSS or SWL and person in charge when using a hand trolley. This document has been updated as part of the December 2015 Rule Book Programme.
<a href="#">GERT8000-HB11 Iss 7</a>	Sep 2019	Duties of the person in charge of a possession (PICOP)	You will need this handbook if you carry out the duties of the PICOP.
<a href="#">GERT8000-HB12 Iss 7</a>	Sep 2019	Duties of the engineering supervisor (ES) or safe work leader (SWL) in a possession	You will need this handbook if you carry out the duties of the ES or SWL in a possession.
<a href="#">GERT8000-HB13 Iss 2</a>	Sep 2014	Duties of the person in charge of the siding possession (PICOS)	You will need this handbook if you carry out the duties of a PICOS. Information on changes to this issue can be found in the Rule Book Briefing Leaflet (GERT8000-RBBL Iss 27)
<a href="#">GERT8000-HB14 Iss 2</a>	Mar 2014	Duties of the person in charge of loading and unloading rail vehicles during engineering work	You will need this handbook if you carry out the duties of the person in charge of loading and unloading rail vehicles during engineering work.
<a href="#">GERT8000-HB15 Iss 5</a>	Sep 2017	Duties of the machine controller (MC) and on-track plant operator	You will need this handbook if you carry out the duties of the machine controller (MC) and on-track plant operator. This document has been updated as part of the December 2015 Rule Book Programme.
<a href="#">GERT8000-HB16 Iss 4</a>	Sep 2018	AC electrified lines	This handbook is for those personnel who need to go on the operational railway in an AC electrified area to carry out their duties.
<a href="#">GERT8000-HB17 Iss 3</a>	Sep 2015	DC electrified lines	This handbook is for those personnel who need to go on the operational railway in a DC electrified area to carry out their duties. This document has been updated as part of the December 2015 Rule Book Programme.
<a href="#">GERT8000-HB18 Iss 4</a>	Sep 2015	Duties of a Level Crossing Attendant	You will need this handbook if you carry out the duties of a level crossing attendant. This document has been updated as part of the December 2015 Rule Book Programme.
<a href="#">GERT8000-HB19 Iss 3</a>	Sep 2015	Work on signalling equipment - duties of the signalling technician	You will need this handbook if you carry out the duties of a signalling technician. This document has been updated as part of the December 2015 Rule Book Programme
<a href="#">GERT8000-HB20 Iss 2</a>	Sep 2015	General duties of a safe work leader (SWL) working outside a possession	You will need this handbook if you have the general duties of a safe work leader working outside a possession. This document has been updated as part of the December 2015 Rule Book Programme.
<a href="#">GERT8000-HB21 Iss 4</a>	Sep 2018	Safe work leader (SWL) blocking a line	You will need this handbook if you are a safe work leader (SWL) blocking a line.
<a href="#">GERT8000-OTM Iss 8</a>	Sep 2017	Working of on-track machines (OTM)	You will need this module if you carry out the duties of a driver of an on-track machine, operator of an on-track machine or signaller. This document has been updated as part of the December 2015 Rule Book Programme.
<a href="#">GERT8000-T10 Iss 4</a>	Sep 2014	Duties of a designated person (DP) and people working on rail vehicles	You will need this module if you carry out the duties of a designated person and people working on a rail vehicle. Information on changes to this issue can be found in the Rule Book Briefing Leaflet (GERT8000-RBBL Iss 27).
<a href="#">GERT8000-T3 Iss 8</a>	Sep 2017	Possession of a running line for engineering work	You will need this module if you carry out the duties of a driver or signaller. Information on changes to the issue can be found in the Rule Book Briefing Leaflet (GERT8000-RBBL Iss 29)

## Network Rail Safety Central – Information Section

### Code of Conduct

The Code of Conduct establishes some minimum standards that Network Rail expects in their supply chain. It has been developed by Network Rail's National Supply Chain, Industry bodies, and the Unions. It will be reviewed and updated by members of these same groups bi-annually. Please email queries to [codeofconduct@networkrail.co.uk](mailto:codeofconduct@networkrail.co.uk)

[Code of Business Ethics](#) (web page)  
[Modern Slavery](#) (web page)

### Safety Bulletins as of 9<sup>th</sup> December 2019

In this section you'll find copies of the Network Rail safety bulletins regularly sent out to staff working on the Network Rail infrastructure. These cover a range of different safety issues and are often issued in response to a specific incident.

<https://safety.networkrail.co.uk/tools-resources/safety-bulletins/>

You can refine your search by:

#### Bulletin type

- Archive - Lessons Learnt
- Archive - Safety Bulletins
- Safety Advice
- Safety Alert
- Safety Bulletin
- Shared Learning

There will also be an archive of past bulletins, so you can download any that you missed, or want to read again. **Please download them for the FULL TEXT OF THE BULLETINS.**

#### Safety Bulletins

- [Safety Bulletin NRB20-04 – Near miss involving track workers](#) March 3, 2020
- [Safety-Bulletin-NRB20-03-Planning-and-authorising-the-movement-of-engineering-trains-OTM-and-OTP-in-worksites](#) February 6, 2020
- [Safety Bulletin NRB20-02 – Mobile elevating work platform collision](#) February 4, 2020
- [Safety Bulletin NRB20-01 – Prohibition Notice – Vegetation blocking designated positions of safety](#) January 30, 2020
- [Safety Bulletin NRB19-22 – Contact with Overhead Line Equipment \(OLE\) – serious injury](#) December 28, 2019
- [Safety Bulletin NRB19-21 – Burns after petrol spill while refuelling](#) December 23, 2019
- [Safety Bulletin NRB19-20 – Staff injury](#) December 10, 2019
- [Safety Bulletin NRB19-19 – On-Track Machine runaway and collision within a work site](#) December 11, 2019
- NRB19-18 not available
- NRB19-17 not available

#### Safety Advice

- [Safety Advice NRA20-01 – Arc Flash PPE – Updated Requirements](#) January 24, 2020
- [Safety Advice NRA19-15 – Working safely on scaffold towers](#) December 30, 2019
- NRA19-14 not available

#### Other documents

- None

#### Lessons Learnt / Shared Learning

Network Rail are now producing 'Lessons Learnt' publications following events which have led to Formal investigations or local investigations where significant points of learning have resulted. Network Rail believes that these lessons will be of value for all involved in the industry and not just safety professionals, they are ultimately designed to aid prevention of events of a similar nature happening again elsewhere.

[Shared Learning](#)



## Health & Wellbeing

[Health and wellbeing](#) (web page)

## Risk Management

[Think RISK](#) (web page)

## Safety Films

<http://safety.networkrail.co.uk/Alerts-and-Campaign/Safety-Films>

In this section you will find all the safety films which are also listed in the relevant subject areas with supporting materials. Please note some of these films contain strong language and scenes which viewers might find upsetting. As such we recommend that these films are only viewed by people over the age of 16.

Have you got a good idea for a film? If you have, write into [safety.central@networkrail.co.uk](mailto:safety.central@networkrail.co.uk) to let us know.

## Resource Library

<https://safety.networkrail.co.uk/tools-resources/resource-library/>

The Resource Library holds a wealth of information.

## SCO 24:7 (Supply Chain – Operations) Telephone

**SCO 24:7 (formally the NSC247 and NDS24:7): call 01908 723500 or 085 65500 (internal)**

SCO 24:7 operates 24 hours a day, 365 days of the year from the Quadrant in Milton Keynes. Our remit is to manage the real-time delivery of SCO products & services to our customers. This includes engineering haulage, materials, on track machines, infrastructure monitoring, seasonal treatment, HSEA reporting, site access services and lone worker monitoring.

## Emergency

If there's a safety threat to you or to others such as:

- Animals, objects or people on or near the track
- Damage or fault at a level crossing
- A vehicle has hit a bridge
- A broken fence or open gate allowing access to the track

Please call Network Rail Emergency 24-hour helpline immediately: **03457 11 41 41**

## To report a crime

Please contact the British Transport Police: **0800 40 50 40**, **999** or **Text 61016**



## Useful Links

The following pages contain other useful links and safety information from various sources which may be relevant to you.

Item	Details
<p><b>Health and Safety Executive</b>  <a href="http://www.hse.gov.uk">http://www.hse.gov.uk</a>                      – Website</p>	<p>Government agency responsible for regulating risks to health and safety arising from work. HSE publications can be downloaded free in Adobe PDF format.</p>
<p><b>CIRAS Online</b>  <a href="http://www.ciras.org.uk">http://www.ciras.org.uk</a>                      – free access</p>	<p>The Confidential Incident Reporting and Analysis System                      Freephone number 0800 4 101 101.</p>
<p><b>Network Rail</b>  <a href="http://www.networkrail.co.uk">http://www.networkrail.co.uk</a>                      – Website</p>	<p>Owner and operator of Britain's railway infrastructure.</p>
<p><b>Network Rail Standards</b>  <a href="http://www.ihserc.com/">http://www.ihserc.com/</a>                      – subscription required</p> <p><b>Network Rail Standards Subscriptions</b>                      IHS Global Ltd                      Phone: 01344 328000</p> <p><b>Network Rail Standards Management Publications Manager</b>                      Nicole Lockwood                      Phone: 01908 782 481</p> <p><b>Network Rail Standards Hard Copy Document Centre</b>                      IHS Retail                      Phone: 01344 328039                      Fax: 01344 328005 or email:  <a href="mailto:emeastore@ihs.com">emeastore@ihs.com</a></p> <p><b>Network Rail Technical Drawings</b>                      National Records Group                      Email: <a href="mailto:nrgcivils@networkrail.co.uk">nrgcivils@networkrail.co.uk</a></p>	<p>All current Network Rail standards are available via the IHS website.</p> <p><b>How do I become an annual subscriber to an IHS product?</b>                      IHS business packages are available to purchase on an Annual Subscription basis by either Core Selection Criteria or individual/additional supplements.</p> <p>Upon receiving the above information, we will be in contact to confirm your exact requirements along with pricing details. Before issuing a Password for Internet Access or forwarding CD ROMs we will require an official Purchase Order No. from your Company.</p>
<p><b>Network Rail Safety Central</b>  <a href="http://safety.networkrail.co.uk">http://safety.networkrail.co.uk</a>                      – free access</p>	<p>The site is your one-stop shop of safety information, advice, resources and useful contacts, designed to promote consistency and best practice across the whole rail industry. The information is divided under the following sections:</p> <ul style="list-style-type: none"> <li>• Alerts &amp; Campaign Material</li> <li>• Communication &amp; Health</li> <li>• Commitment &amp; Rules</li> <li>• Safety Groups</li> <li>• On Site Solutions</li> <li>• Toolbox</li> </ul>
<p><b>RSSB Close Call System</b>  <a href="http://www.closecallsystem.co.uk">www.closecallsystem.co.uk</a>                      – Register for access</p>	<p>At the request of Network Rail and its contractors, RSSB has developed a new internet-based system that will allow the industry to centrally record and analyse 'Close Call incidents'. This is known as the Close Call System.</p>



Item	Details
<p><b>Rail Safety and Standards Board</b>  <a href="http://www.rssb.co.uk">http://www.rssb.co.uk</a>                      – free access</p>	<p>RSSB builds industry-wide consensus and facilitates the resolution of difficult cross-industry issues. They provide knowledge, analysis, a substantial level of technical expertise, powerful information and risk management tools.</p>
<p><b>RSSB Websites &amp; Online Services</b>  <a href="http://www.rssb.co.uk/rssb-websites-and-services">http://www.rssb.co.uk/rssb-websites-and-services</a></p>	<p><b>RSSB Websites &amp; Online Services</b></p> <p>This is a very useful page that provides links to various other websites. These websites are fully or partially hosted by RSSB and other external organisations within the rail industry to you with useful resources and tools.</p>
<p><b>Railway Group Standards</b>  <a href="http://www.rssb.co.uk/rgs">http://www.rssb.co.uk/rgs</a>                      – free access</p> <p>Rail Safety &amp; Standards Board                      Enquiry Desk                      Phone: 020 3142 5400                      Website <a href="http://www.rssb.co.uk">www.rssb.co.uk</a></p>	<p><b>Purchasing Railway Group Standards</b></p> <p>A copy of the order form can be found in the forms section of the RGS Catalogue or from the RGSONLINE website stated above. You will need the following details in order to complete the form:</p> <ul style="list-style-type: none"> <li>• Railway Group Standards code and title</li> <li>• Quantity</li> <li>• Price</li> <li>• Purchaser's full name, business, address and telephone number</li> <li>• Credit card details, cheque or purchase order number</li> </ul> <p>Then fax or post it to <b>Willsons Printers Limited</b> at the address below.</p> <p>Please ensure that you include your credit card details, purchase order or a cheque made payable to Willsons Printers. Payments can also be made by BACS - please contact Willsons for company bank details. Orders received will be dispatched within five working days.</p> <p><b>Purchasing National Operations Publications</b></p> <p>National Operations Publications are Railway Group Standards which set out mandatory requirements for direct application in the workplace. These include:</p> <ul style="list-style-type: none"> <li>• Modular Rule Book (GERT8000)</li> <li>• Working Manual for Rail Staff: Handling and Carriage of Dangerous Goods (GORM3053)</li> <li>• Working Manual for Rail Staff: Freight Train Operators (GORM3056)</li> <li>• Rule Book Forms</li> </ul> <p>Details of these documents can be found in the sections 'Document Titles and Descriptions' for Traffic Operation and Management.</p> <p>As these documents are subject to frequent change, amendments which do not justify the reissue of the module or section of the working manual are published in GERT8001, Changes to National Operations Publications.</p> <p>Willsons Printers Limited supplies the modules and handbooks which make up the Modular Rule Book, Working Manual and Rule Book forms.</p> <p>You can order these documents by contacting <b>Denise Atkinson</b> at <b>Willsons Printers Limited</b> at the address below:</p>

## Useful Links



Item	Details
	<p><b>Willsons Printers Limited</b>  <b>Highlander House</b>  <b>Cross Street, Newark</b>  <b>Nottinghamshire, NG24 1PP</b>  <b>Tel: 01636702334      Fax: 01636701396</b>  <a href="http://www.willsonshop.com">http://www.willsonshop.com</a></p>
<p><b>M&amp;EE Networking Group</b>  <b>Codes of Practice</b>  <a href="http://www.rssb.co.uk/rgs">http://www.rssb.co.uk/rgs</a></p> <p><b>Refine results by selecting Lead Committee</b></p>	<p>The M&amp;EE Networking Group is a non profit making group dedicated to the sharing of professional engineering and railway operations information and to provide a focus to the rail industry relating to operational and technical safety of plant. The group is a meeting of the professional heads of mechanical and electrical engineering and operations from infrastructure contractors, Network Rail, RSSB, the Rail Plant Association, London Underground and elected representatives from other infrastructure renewal companies, plant owners, and manufacturers/suppliers of plant and technical services.</p> <p>The M&amp;EE Networking Group produces Codes of Practice and other documents as good practice for all members of the industry.</p>
<p><b>Rail Sentinel</b>  <a href="https://www.railsentinel.co.uk/">https://www.railsentinel.co.uk/</a> – registered companies only</p>	<p><b>Sentinel Scheme Rules</b>                      The latest copy of the scheme rules can be found here: <a href="#">Sentinel Scheme Rules</a> (bottom of website)</p>
<p><b>Office of Rail and Road</b>  <a href="http://orr.gov.uk/">http://orr.gov.uk/</a>                      – free access</p>	<p>Independent safety and economic regulator for Britain's railways, and monitor of performance and efficiency for England's Strategic Road Network.</p>
<p><b>Rail Accident Investigation Branch</b>  <a href="http://www.raib.gov.uk/">http://www.raib.gov.uk/</a>                      – free access</p>	<p>Independent railway accident investigation organisation for the UK. It investigates railway accidents and incidents on the UK's railways to improve safety, not to establish blame.</p>

## Other Safety Information



## Other Bulletins

### Track Safety Alliance

A few videos of interest at the Track Safety Alliance website:

<http://www.tracksafetyalliance.co.uk/videos/65/>

### Southern Shield

#### Everyone Home Safe Every Day

Southern Shield is a collaborative safety forum that consists of Network Rail Infrastructure Projects Southern Region and its principal contractors. There are many more useful links on their website

<https://www.southernshield.co.uk/>

- Best Practice <https://www.southernshield.co.uk/best-practice/90/>
- Safety Messages <https://www.southernshield.co.uk/safety-messages/4/>
- Health & Wellbeing <https://www.southernshield.co.uk/health-and-wellbeing/82/>
- Library <https://www.southernshield.co.uk/library/3/>



## Other Safety Information



### Message from Andrew: Network Rail's response to the Coronavirus (COVID-19) outbreak

Dear colleagues,

We have been closely monitoring and managing the novel Coronavirus (COVID-19) outbreak since its inception. Our priorities are looking out for each other and doing everything we can to keep the railway running effectively for passengers and freight users.

For these reasons, on Wednesday (4 March) we set up the Strategic Crisis Management Team (SCMT) in Network Rail. The SCMT comprises colleagues from across our organisation who can help us minimise the impacts of Coronavirus, including Dr Richard Peters, our chief medical officer. The SCMT's role is to make sure we have the right contingency plans in place to manage the impact of Coronavirus on the railway, our passengers and our people. It had been operating in shadow for some weeks, but formally putting it into operation is an important step in making sure we are staying on the front foot with our preparedness.

We can all take steps to prevent the spread of the virus, and act swiftly to contain any outbreaks. Most importantly, wash your hands thoroughly and please refer to Public Health England (PHE) advice if you're concerned that you may have symptoms.

### Prevention

Further to that, we ask that you follow the guidance below. This is based on PHE advice and takes effect immediately:

- As a precaution, please don't make unnecessary visits to operational and maintenance buildings which are essential to the smooth running of our railway.
- If you can do your meetings by teleconference, then please make the most of these facilities.
- Be mindful of the potential risks of spreading the virus through physical contact with others – you do not have to shake hands if you don't want to, for example.
- Follow Network Rail advice around international travel, as set out [on MyConnect](#).

We should all be following this guidance consistently – you will be kept updated if and when this guidance changes or develops. None of these steps should affect the day to day running of the railway.

If you are unsure about any of this advice, you can find further detail [on MyConnect](#) which we are regularly updating with information and supporting resources. It is our shared responsibility to make sure that these measures are taken up. I am very aware that not everyone has regular access to email. We are of course using other means of communication to reach those colleagues, but please do spread the word.

Thank you for your support.

Andrew Haines

Andrew Haines  
Chief executive





20th January 2020

**Industry Common Induction (ICI)**

Dear Sir/Madam,

After an extensive review of ICI it has been agreed that ICI will no longer be mandated for everyone working on Network Rail Capital Delivery sponsored sites.

Background

The ICI competence was initially devised at the request of the contract chain. On 26th October 2015 we announced that from 1st June 2016 ICI would be mandated for relevant construction sites. The intention was to reduce the amount of time and variability in briefings, bringing both safety and performance benefits.

In January 2019 it was announced that Network Rail would be reviewing the effectiveness of ICI due to the competences starting to expire in February 2019 and some feedback about its impact. While the review took place, the competences held were extended by one year.

Given the feedback about effectiveness and coincidental with changes in the structure of Network Rail we have decided to no longer mandate ICI and to withdraw it as a competence in Network Rail.

London Underground (LU) & Docklands Light Railway (DLR)

ICI with the relevant LU/DLR endorsement will continue to be required on all LU and DLR sites. Therefore, within the next few weeks, the current ICI competence in Sentinel will no longer show the Network Rail endorsement but will continue to show the LU and DLR endorsements.

The process for gaining ICI and the LU and DLR endorsements will not change in the immediate future. TfL will send out an update when the process changes, this is likely to be in the spring of 2020.

Trackside Sponsors

Individuals with Personal Track Safety (PTS) will not be required to also hold ICI. The revised PTS training and recertification courses are currently being updated and will incorporate many of the elements of ICI in those courses.

Non-Trackside Staff

In order to issue Sentinel Cards to holders of ICI (who did not hold a Sentinel card with PTS competence), a new type of Sponsor was created called a Non-trackside Sponsor. A review of the Sentinel Scheme rules is taking place and a decision on the requirements to be a Non-trackside Sponsor will be made in due course.

Yours sincerely

**Allan Spence**  
Sentinel Senior Responsible Officer

Frequently asked questions

What will happen to my competence in Sentinel?	The ICI competence will still show Network Rail until late February when the Network Rail part will be removed.
My Network Rail ICI is about to expire, what shall I do?	The competence can now elapse.
How do I renew my ICI competence to work on London Underground and Docklands Light Railway infrastructure?	You can recertify by undergoing the same process as gaining the original certification.



## Cable Theft – Advice at the scene of an incident.

Call the British Transport Police – 0800 40 50 40

Report to BTP in your call:

- o Exactly what has taken place and what has been stolen. Details on the type of cable and the amount stolen are useful so patrolling officers can keep a look out for anything suspicious.
- o Who you are, your company name and contact details.
- o As much information as possible on the location and the point of entry to the scene for attending officers. Use the "What3Words" application.
- o Any obvious evidence left at the scene by the offenders – Tools, clothing, blood, vehicle tracks, food and beverage wrappers.
- o What actions have taken place so far and anything suspicious observed.
- o Any immediate safety issues.

Do not touch anything, unless there is a safety issue to resolve.

- Keep all your possessions with you and do not discard your cigarettes, paper or drinks
- containers. Make a note of anything of yours at the scene and inform attending officers so they can be taken into account during the scene examination.
- Do not allow anyone else to enter the area, unless there is a safety issue. If any persons do need to enter the area, record their details and their reason for entering.
- If there are any immediate concerns for the preservation of any obvious evidence, for example, rain or wind damage, cover the items. If items do need to be removed as it is possible they might
- be destroyed if left, then pick them up at the edges with gloves and place them in a dry secure place. A box or bag would be ideal or a secure container. Make a note of any items moved and its original location, take photos (a camera phone is sufficient) if possible.
- If a request is made to remove the 'cut' end of the cable, ensure there is sufficient run off of
- cable. Wear gloves if available.
- Always consider if you touch anything your DNA and fingerprints can contaminate the scene.
- Record the details of all people at the scene. Always record any actions taken and by whom.
- Advise Police on their attendance.
- If you leave the area, leave by the exact route you came into it.

**The best advice if a theft is discovered is to leave the area without touching anything.**

What evidence might be left at the scene:

- DNA – Can be obtained from blood, hair and saliva.
- Cigarettes – DNA from saliva can be obtained.
- Drinks containers – DNA from saliva and fingerprints can be obtained.



- Fingerprints – Can be obtained from objects with a smooth shiny surface, smooth plastics and paper.
- Paper – Investigation leads from details on them and fingerprints can be obtained.
- Footprints – Sole marks can identify specific shoe brands and any individual wear that can link a person to the scene.
- Tyre marks – The marks and wear patterns can help to link vehicles and their owners to the scene.
- Tools – DNA and other trace fragments can be obtained.
- Marks – Where cable has been cut, a specific mark made by a specific implement can be identified.
- Clothing – DNA and fibres can be obtained. They can also help to link a person to the scene if fibres are left.

Any further advice can be obtained from the Route Crime Project Leaders:

**Sophie Wright**  
(Kent)  
07710959858  
[sophie.wright@networkrail.co.uk](mailto:sophie.wright@networkrail.co.uk)

**Mike Farley**  
(Sussex)  
07808 245623  
[michael.farley@networkrail.co.uk](mailto:michael.farley@networkrail.co.uk)

# Health Bulletin



## Managing welding fume risk

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

Ref: NRH20-03

Date of issue: 18/02/2020

Location: National

Contact: The Occupational Health and Wellbeing Team



### Overview

The Health and Safety Executive's Workplace Health Expert Committee endorsed the hazard reclassification of mild steel welding fume as a human carcinogen in February 2019.

This brought an enhanced duty in the Control of Substances Hazardous to Health Regulations (COSHH) to reduce exposure to as low as is reasonably practicable.

Manganese, which is present in mild steel welding fume, can cause neurological effects similar to Parkinson's disease.

There is new scientific evidence that uncontrolled exposure to all welding fume, including mild steel welding fume, can cause, in some cases, lung cancer in humans.

Evidence from several sites indicates there is not yet full compliance with required controls.

### Discussion Points

When implementing controls, we must consider:

- Network Rail and its contractors must control exposure to welding fume, including that from mild steel welding, to as low a level as is reasonably practicable.
- All business units undertaking welding activities should ensure effective controls are provided and correctly used to control fume arising from welding activities. This includes welding outdoors.
- Preventing or reducing exposure through engineering controls.
- Using local exhaust ventilation (LEV) to remove fumes at source.
- Using suitable respiratory protective equipment (RPE), to protect workers from inhaling fumes where engineering controls are not possible, for example when welding outdoors.
- Anyone entering the exclusion zone must use suitable RPE.

### Next steps

- All relevant welding risk assessments must be reviewed, and updated where necessary.
- Where suitable engineering controls are not possible, a powered air-fed respirator with a minimum assigned protection factor of 20 (APF20) must be used.
- For Network Rail staff, RPE is available from the PPE catalogue. Please select RPE suitable for the task and make the correct arrangements for any additional wearer fitting.
- Network Rail staff should use the task risk control sheets which can be found at:
  - [NR/L3/MTC/RCS0218/TK61](#)
  - [NR/L3/MTC/RCS0218/TK62](#)
  - [NR/L3/MTC/RCS0218/TK64](#)
- Contractors are free to follow this guidance or demonstrate that their own controls discharge the legal obligations in COSHH.

For more information, please visit the [Safety Central Respiratory Page](#)



# Safety Bulletin

A serious incident has taken place



## Significant Near miss - Line Blockage Irregularity

Issued to: Southern Region  
 Ref: 01-2020  
 Date of Issue: 09/01/2020  
 Location: Gatwick VTB3  
 Contact: Route Safety Team



### Overview

On the 09/01/2020 a group of 6 Network Rail track workers were undertaking planned Level 2 rectification work on the Up Platform Loop (Gatwick, VTB3) within what they believed was a line blockage.

At approximately 03:17 the driver of passenger train contacted the signaller to advise that he had run over a PLB (this was later identified as site lighting). At the same time, the COSS/PIC called to advise that a train had made its way into his site of work.

Initial investigations have found that the COSS/PIC planned to take a line block on the Up Loop (Platform 1) however as a result of both the COSS/PIC and signaller not reaching a clear understand the UP Slow (Platform 2) was blocked. The line blockage details were not comprehensively covered nor did they 'repeat-back' the details.

Whilst the COSS/PIC and plans reflected planned line block on the Up Loop, the signaller blocked Platform 2.

The working group narrowly avoided being struck by the train which came to a stop approximately 2 to 3 chain from the working group.

### Key Learning / Discussion Points

- When we are engaging in safety critical communication, it is our responsibility to repeat back what we have heard, outline our understanding of any actions that are required and clarify anything we are unsure of. Safety critical conversations are not just about going through the motions; you must actively listen to what is being said so you can satisfy yourself that that you are clear about the arrangements.
- Signallers have overall lead responsibility for a safety critical call unless speaking to the ECRO.
- Always ensure that you have discussed all aspects of the request including but not limited to, the exact location of the work, protecting signals, blocking limits, line/lines affected.
- When acting as a COSS/PIC have you considered additional protection for your line blockage during the planning stage ?

Part of our group of Safety Bulletins | Safety Alert | Safety Bulletin | Safety Advice | Shared Learning



Southern Region

# Safety Alert

A serious incident has taken place



## Foxton near miss

Scope: All Network Rail line managers, safety professionals and RISQS registered contractors

Ref: NRX20-01

Date: 20/02/2020

Location: Foxton, Anglia Route

Contact: Ian Bradler, Director, Route Health Safety Quality & Environment



## Overview

At 11:01am on 14th February 2020 a Network Rail track worker from Tottenham Delivery Unit had a near miss with a train. The person was part of a track team working on a reported defect on the Down line at Foxton.

The train was travelling between 70mph and 80mph toward the worksite. The track worker reacted to the approaching train when it was six seconds away and reached a place of safety with just three seconds to spare. This event constitutes a significant near miss.

9S25, a GTR service from Cambridge to Brighton was travelling on the Up line through Foxton station. The driver saw a track worker in the four foot of the Up line who was not moving to a position of safety. Another train was approaching on the Down line. The rest of the track team had safely moved to the Down cess.

This event is currently under investigation and once this has been concluded we will share our findings with you. Until then please look at the talking points below and discuss if you are taking these steps for safety.

## Talking Points

- If all other options have been explored and unassisted lookout warning must be used, how do you test the Safe System of Work?
- How do you make sure you have a designated position of safety?
- How do you monitor sites to make sure people are following the Safe System of Work that has been applied?
- What should a Person in Charge (PIC) do if people want to move to a place other than the specified position of safety?
- How should the PIC agree what will happen and how people will remain protected?

Part of our group of Safety Bulletins



# Safety Alert

A serious incident has taken place



## Track worker trapped between two RRVs

Scope: Network Rail line managers, safety professionals and accredited contractors

Ref: NRX20-02

Date: 06/03/2020

Location: Manor Park, Anglia Route

Contact: [Suzanne Kay](#) - Head of Safety & Sustainable Development, Capital Delivery



### Overview

On 22/02/2020 two Road Rail Vehicles (RRVs) were being used for work on overhead line equipment. Both machines arrived at structure 06/17, Manor Park East London, at approximately 15:30, five hours into the activity, to operate back to back. The RRVs were less than one metre apart.

While the linesmen were working above, track staff assisted in transferring equipment between the two RRVs. One of the RRVs had to move closer to facilitate the installation of equipment.

The RRV operator sounded the horn and confirmed the move to take place with the machine controller (MC). The RRV moved and trapped the track staff Controller of Site Safety (COSS) between the two machines.

The COSS had positioned himself between the two machines' rear bumpers. Various people on the ground shouted, the RRV operator moved the machine forward and the COSS walked out to the cess.

The COSS was assessed by the on site first aider though he initially declined further medical help. After a few hours the COSS began to feel unwell and may have begun to suffer from shock so he was taken to hospital by ambulance for further checks. It was later confirmed he had suffered no broken bones or internal injuries and was discharged around 22:00.

The incident is currently under investigation by RAIB and Network Rail.

This accident could have been much worse and coincided with the Rail Accident Investigation Branch issuing an [Urgent Safety Advice](#) about rail staff moving between stationary trains in yards, sidings etc. This advice was in connection with a fatal accident in Tyseley yard, Birmingham where a train driver was killed whilst passing between two trains - one of which had then moved - in December 2019.

Please remind staff:

- Not to enter an exclusion zone unless agreed by the MC.
- Never put yourself in a position of danger between two machines.

Part of our group of Safety Bulletins





# Safety Bulletin

Ref: WWB19/007



### Overview

## Earth strap on live overhead line in a possession

Damage was sustained to overhead wire at Ebbw Junction.

Initial findings are that an earthing strap was attached to a live overhead wire. There were no injuries sustained as insulated equipment had been used to apply the equipment.

The possession was granted but the isolation had not been given to the Nominated Person.

An investigation is underway to establish causes of the event and shared learning which will be issued in due course.

## Wales & Western

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

Date: 12<sup>th</sup> December 2019

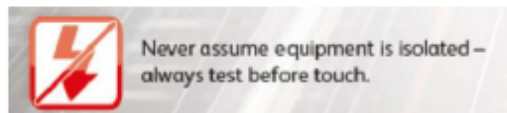
Location: Ebbw Junction Long Dyke

Contact: Suzanne Kay, Head of Safety & Sustainable Development



## Discussion Points

- Always test before touch.
- Remember – if you are not sure, ask and make sure you understand what has been communicated BEFORE starting to work.
- Take 5 to discuss your working environment, your work equipment and method of working for your activity.



# Shared Learning

Key learning following a serious incident



Issued to: Capital Delivery, Wales & Western  
 Ref: WWL20/003  
 Date of issue: 26/02/20  
 Location: Paddington Station, London  
 Contact: Suzanne Kay,  
 Capital Delivery Wales & Western



## Overview

This shared learning updates following a serious accident during Christmas works where an Assistant Signal Tester fell from a mobile tower scaffold on Platform 11 of Paddington Station. He suffered fractured vertebrae, ribs and a collar bone. He is recovering from his injuries

The activity has originally been planned for the day shift but had been transferred to the night shift without a formal method of handover between shifts or the arrangements.

The team undertaking the testing works had signed in with a COSS and commenced work after being instructed by the COSS not to commence work as a Form C to confirm the isolation had been put in place had not been received and the testers would have been out of the COSS's line of site.

The person in charge of the activity had not been involved in the planning of the task. The working at height as an activity should have been identified during the planning stage, as this activity could not be done from the platform.

The Assistant Tester utilised a mobile tower scaffold which had been left in-situ by a different team three hours earlier and was not there for his use. The tower should have been tagged and labelled as incomplete – it had been disassembled and reassembled multiple times over the course of the day, the last time leaving it incomplete and in a poor state of assembly.

The Assistant Tester was not competent to use the scaffold tower and therefore did not establish the level of risk posed by the poorly constructed tower, though it was found on CCTV that he tested its stability and decided to use the tower.

## Key Message:

- Task activity needs to be considered as part of the planning arrangements
- Scaffold Towers must be managed and controlled, like any other equipment, to prevent unauthorised access
- When plans/arrangements change an impact assessment must be undertaken, to ensure the management arrangements and safe systems of work are continued, including continuity at shift change.

Part of our group of Safety Bulletins





# Shared Learning

Key learning following a serious incident



## Hackney Wick double fatality

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

**Ref:** NRL20-01

**Date of issue:** 08/02/2020

**Location:** Hackney Wick, Anglia Route, Eastern

**Contact:** Richard Tew - Anglia Route Assurance Manager



### Overview

In the early hours of 21st March 2019, two friends left a pub near Hackney Wick station. On the way to a local shop they saw a stationary Freightliner train outside Hackney Wick Station. It was held at a red signal for around 17 minutes.

The two adult males accessed the railway and climbed on top of a container on a freight wagon at the rear of the train, bringing them into close proximity with the live overhead line.

At 00:54 the two men made fatal contact with the overhead lines.

The two men most likely accessed the railway via a hole in the chain link fence that was built on top of a small 900mm wall and embankment. The fence did not prevent access.

### Underlying causes

A local investigation found that the stretch of fence in this location had not been physically inspected since 2016.

The hole in the boundary fence allowed easier breaching of the railway boundary at Hackney Wick and was considered an underlying cause.

The Off Track Inspectors who did the inspection recorded they could not undertake a tactile inspection of the fence due to vegetation. No attempt to view it from the public side was made, nor alternative measures used (e.g. de-vegetation).

### Key message

Where boundary fence inspections cannot include a tactile test, inspectors must use alternative means to view/inspect the fence integrity from wherever possible. This includes accessing from the public/3rd party side, alternative vantage points, by technology (e.g. drones) or removing vegetation to improve visibility (if appropriate).

N.B. Removing vegetation can sometimes be counterproductive where it serves to make the boundary more secure.

Managers must ensure Non-Tactile forms are suitably processed and reviewed, especially for repeat locations. A Special Inspection Notice is due to be issued.

Part of our group of Safety Bulletins





# Shared Learning

Key learning following a serious incident



## Collapsed excavation - serious injury

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

**Ref:** NRL20-02

**Date of issue:** 12/02/2020

**Location:** Stamford Underbridge

**Contact:** Head of S&SD, Capital Delivery Eastern



### Overview

On 30th September during installation of drainage works at Stamford Underbridge a supervisor was struck on the lower back and legs by a lump of earth that became dislodged from the vertical face of a trench.

The trench was dug to allow for track drainage to be installed and was approximately 12 metres in length, 3 metres deep and a metre wide.

The agreed methodology for the installation of the drainage included the requirement to use trench boxes. However, for two hours work had been undertaken in the trench without the trench box being used.

The supervisor was taken to hospital and required treatment for a broken pelvis.

### Underlying causes

- A lack of planning to adequately coordinate the work and the teams involved in delivery.
- A lack of people to adequately plan and deliver the work safely.
- The physical restraints in the work area were not communicated or supported by safety critical paperwork such as accurate Task Briefing Sheets.
- The task was briefed over a month before the day of work.
- Unsafe behaviours and conditions went unchallenged due to poor perception of the risks by those involved in the work.
- Initial false statements from site staff concealed the extent of the unsafe work.
- Learning from similar events reported on the same site (high risk close calls) had not been appropriately actioned or communicated.

### Key message

Where risk assessment identifies the need for trench boxes or other means of shoring / support systems then the correct equipment must be available on site and properly used.

How are Close Calls monitored and reviewed on your projects?

How do you use timely investigation and local actions to create safer sites?

The duties for managing excavation hazards are detailed in Reg 22 of the Construction Design and Management Regulations 2015.

How well do site staff understand and follow the arrangements for meeting these duties?

How do you check planned control measures are being used on site?

Part of our group of Safety Bulletins





## L2C PROJECT EHS ALERT

### Project No. 151967/SRA/H&S/014

## LIZARD DISCOVERY

**Action Requirements:**

All personnel involved in any works being carried out on behalf of Network Rail EMSR projects to be briefed on this alert prior to carrying out works in EMSR work locations.

**The Common Lizard.**

Common (or Viviparous) Lizards have been discovered on the cess (Slows side) on the SPC3 ELR at 64m 1642y next to BK 6066 signal on the two-track gantry, south of Wellingborough railway station (see figures 1-3).



Figure 1: A Common Lizard discovered at Wellingborough.



Figure 2: The bag under which the Lizards are hibernating.



Figure 3: The area around the cover used by the Lizards.



Figure 4: The fenced off location.

Common Lizards can be found throughout the country and are protected in the UK under the Wildlife and Countryside Act, 1981, a Priority Species under the UK Post-2010 Biodiversity Framework. Common Lizards (like all lizards) need heat from their surroundings to raise their body temperature. Our winter is too cold for them, so they will hibernate generally from October to March.

As is the case at Wellingborough, they have hibernated in a group and some may even emerge for a brief time during warm spells, so take great care when moving around in milder temperatures. The lizards are likely to emerge from hibernation in the spring, and mate in April and May. The common lizard is variable in colour but is usually brownish-grey, often with rows of darker spots or stripes down the back and sides. Males have bright yellow or orange undersides with spots, while females have paler, plain bellies (see figure 1). The area around the lizards has now been cordoned off.

Prepared by:	David Thomas, EHS Specialist, Siemens Mobility	
Approved by:	Tony Wright, Project Manager, Siemens Rail Automation	
Issue Number:	01	Date of Issue: 28 <sup>th</sup> December 2019.

**RED ALERT**


Working on behalf of
**HS2**


**OPERATE PLANT SAFELY**

## Overturned 6T Dumper

### Brief Incident Details

On 8th January 2020 at approx. 11:30 am a plant operative was tasked with transporting soil from an excavation to stock pile area. A 6Ton dumper truck turned on its side whilst travelling to the unloading area.

The driver was unharmed.

The dumper driver had experience in operating plant equipment and had been working at site for four months. The dumper wheels slid due to the uneven ground conditions caused by additional plant equipment using the route. This caused the dumper to slip in to new ruts, which in turn made front left wheel ride up the sidewall, which then caused the dumper to turn on its side.

The dumper in question was a 6T forward tipping dumper with cab.

The driver was secured in his seat by the seat belt.



**ACTION TAKEN AND/OR REQUIRED:**

1. Check and assess forward tipping dumper operations to ensure the right plant is being used.
2. Consider suitability/safety of plant equipment with regards to task in hand.
3. Brief incident to all plant operators and get feedback about site operations.
  - Are there any concerns?
  - Could this incident happen here?
  - Is the right plant being used?

1. Document Number: Template Number: 1EW04-LMJ-HS-TEM-N000-000055_P01	Author: Name/Email Address Approver: Name/Email Address	Date: 00/00/00 Page 1 of 1
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 **SAFETY ALERT**

## Gas Utility Strike



At approximately 11:30 on the 27th November, a Planer at Welsh Road East clipped an uncharted 20mm gas pipe pressure release valve (PRV), for a medium pressure gas main, located approximately 225mm below ground level; it is believed that the Planer knocked the cap off.

Work was immediately stopped, exclusion zone set up and SGN called to attend the scene as a matter of urgency.

The service was completely uncharted and had been previously tarmacked over by an unknown party. The only services that were known about in the area were a BT cable at 750mm and Gas main at 800mm and these had exclusion zones set up to avoid them.



Extensive trial holes on Welsh Road East also gave no indication that the pressure valve was there. SGN inspector arrived within the hour and then the Gas team arrived another 30 minutes later to uncover the service fully and to repair the damage/make safe.

Initial findings show that all relevant processes and procedures were followed however, an investigation will be conducted to determine if our processes are robust enough and if we could have done more to prevent this.

There were no injuries as a result of this incident.

**AMBER BRIEFING** Working on behalf of **HS2**

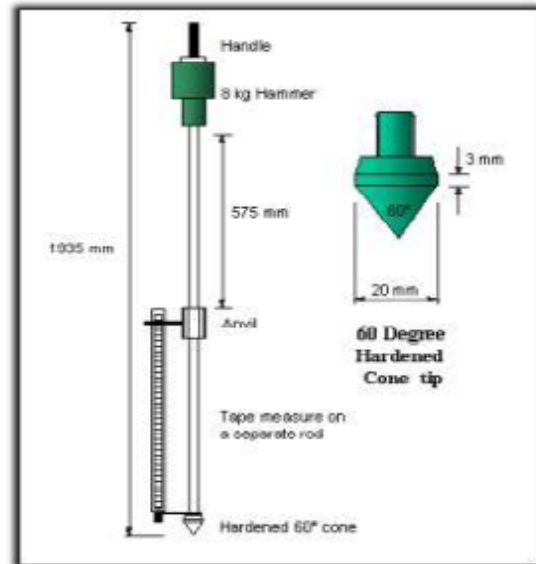
**CONTROL OUR WORK AREAS**

**Dynamic Cone Penetrometer**

A Dynamic Cone Penetrometer is a hand held tool which is manually utilised to test the ground stiffness. Using this tool to test the ground consists of manually lifting and dropping the hammer part which in turn puts pressure on the pointed end causing it to penetrate the ground. The measurement of penetration determines the stiffness of the soil.

DCP's can be viewed as a 'low risk bit of kit' however in the past serious incidents have occurred as a result of using these such as hand trapping/crushing from the hammer, and manual handling injuries due to the weight of the DCP.

Penetrating the ground with a pointed object such as this could also present a risk of striking a shallow buried service.



Example DCP diagram

- Consider the alternative methods or equipment for CBR testing to ensure most appropriate tool is used.
- Ensure employees are trained in the use of dynamic cone penetrometer's.
- Always use caution to avoid pinching fingers between the hammer and anvil. Do not hold the DCP near the anvil area.



# CityFibre

## SAFETY BULLETIN SB012

### Ignition of Gas service following a strike

On Friday the 29th November at 14:30 CityFibre were informed of a high potential strike incident. CityFibre's Principal Contractor (PC) reported a combined gas and electric strike, resulting in ignition of the gas.



### What Happened:

**Executive Summary** – On Friday the 29th November at 14:30 CityFibre were informed of an incident in an FTTH City. CityFibre's Principal Contractor (PC) reported a combined gas and electric strike, resulting in ignition of the gas. 3GN (Gas Network) and the emergency services were called to support in the incident. 3GN and PC worked to make the area safe, no injuries were reported and the road was closed as a precaution whilst the repair was made. The cables were lowered, trench backfilled and area made safe with full reinstatement undertaken the following morning.

The strike was on both Electric - 35mm & Gas – 25mm service connections to a property. The services had been laid in a combined utilities trench. There were no safety indicative markers such as tiles or tape present in the trench, nor was there any distinct separation or sand split between the two utilities. The utilities were buried significantly shallower than specified with by NJUG (industry guidelines).

The fire was extinguished by 17:00, with PC supporting 3GN engineers by hand digging to expose the damaged plant and electricity cables. By 19:00 the electric supply was restored. A temporary reinstatement was made of the excavation and the PC returned in the morning to permanently reinstate the works.



**Key Learning:**

1. Ensure all teams are briefed on the **STREET WORKS UK GUIDANCE ON THE POSITIONING AND COLOUR CODING OF UNDERGROUND UTILITIES' APPARATUS**
2. Ensure that Safe Dig Techniques are followed as per **HS&F**
3. Ensure service drawings are in date and fully reviewed prior to any excavation work
4. Use the CAT & Genny together (in avoidance mode). We recommend the use of the ECAT4+ and version 4 Genny so that Survey results can be recorded electronically. This will aid the identification of correct usage and level of usage. All operators of the equipment must be trained and competent to use.
5. Safe systems of work such as risk assessments and method statements are in place and understood.
6. All strikes must be reported to [incidents@cityfibre.com](mailto:incidents@cityfibre.com) as detailed in the contractors contract and/or construction phase plan.

**In the event of a utility service strike:**



**Useful Links:**

<http://www.hse.gov.uk/substancetocod/nc047.pdf>

<http://www.hse.gov.uk/electricityinformation/excavations.htm>

**"Nothing is more important than returning home safe and well at the end of each day, we must collectively do all we can"**

# Marine GI Injury Circumstances

Predicted thumb location



Lower  
Thames  
Crossing



# Safety Alert

## Ground Investigation Rig, Wire Rope Failure

27<sup>th</sup> January 2020

### Background information

During ground investigation works on the A303 Amesbury to Berwick Down project a wire rope used for retrieving drilling equipment failed.

The incident took place on Wednesday 27<sup>th</sup> November 2019 whilst a Massenza MI3 rotary drilling rig was recovering Standard Penetration Test (SPT) rods. During the extraction process the wire cable lifting the load broke resulting in the rods falling back into the sample hole.

The investigation found that the failure was due to the operator lifting the rods too high causing the clamped end of the rope to come into contact with the masts winch guide, the damage and excess stress causing the rope to break.

Further findings include, a 10mm wire rope which had been tested with the rig had been replaced with a 5mm rope. There was no indication that the 5mm rope had been tested, certificated or modified and there was no evidence of a pre-works visual inspection.

The investigation also found that there was discrepancies between the safe working load of the wire, the winch pull capability and the understanding of these factors amongst the operators.

At the time of wire rope failure all operatives were located a safe distance from the operation and therefore no injuries were sustained as a result of the incident.



### Lessons Learnt

- Ensure that Principal Contractors are sufficiently planning, managing and monitoring Ground Investigation operations.
- Drill operators are competent to undertake the tasks they have been assigned.
- Drill teams have read and understood the appropriate safe systems of work.
- All lifting equipment has a LOLER certificate.
- Tested equipment is tagged, colour coded or has a clear system for ensuring that operators can understand what equipment has been tested.
- Any modifications to lifting accessories (ropes, shackles etc.) are recorded and clear.
- Pre-use checks are undertaken and the lifting equipment is in good condition without excessive damage.

If you have any queries about this safety alert information announcement or any other safety announcement then please contact [Ian.Scott@highwaysengland.co.uk](mailto:Ian.Scott@highwaysengland.co.uk)

HEi141



## Other Safety Information



### Safety 3-4-3 and Fleet 3-4-3

The publication of the Safety 3-4-3 and Fleet 3-4-3 is due in mid-March 2020 and will be sent out in a separate email to all ACS Rail clients.