

Resourcing Solutions' HSQE Briefing:

IMPORTANT

IF YOU DO NOT AKNOWLEDGE THIS BRIEFING THEN
YOUR P.T.S. SENTINEL CARD **WILL BE SUSPENDED**



Our Safety Vision:

- Our vision of “preventing harm to all” is at the centre of our Safety Strategy and is synonymous with our commitment to resourcing and working safely.
- We believe that our vision can be achieved if we all develop a safe mind-set, plan our tasks correctly and actively seek ways to prevent incidents. We also believe that behaving in a safe way will also lead to zero accidents. We have devised a set of rules that underpins our vision and are consistent with our mantra. **Think safe, act safe and be safe!**





In this edition:

Line speed Changes

- Maximum speed in possessions **reduced from 40mph to 25 mph**
- ES/SWL & PICOP to instruct drivers/OTM operators or MC/Operators to **proceed at caution** without specifying an upper speed limit.

The following presentation is also available using this link below;

<https://safety.networkrail.co.uk/wp-content/uploads/2017/09/Possession-Speed-Changes-Brief-December-2017-Rule-Book-with-audio.ppt>

Action required:

- After reading this briefing, you are required to respond, please click **“I have read and understood”** or email jchristopherson@resourcing-solutions.com with acknowledgement and any questions/suggestions



Click speaker icon to hear audio

NetworkRail

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December 2017 Rule Book Amendment Briefing for ES/SWL, PICOP, COSS, IWA, MC, OTM operator and loco hauled train driver working in T3 Possessions

Safety Technical & Engineering

STE Possession speeds Rule Change Brief – **Final** – Dated July 2017

GERT8000-T3
Rule Book



Rule Book Module T3 and Handbooks 9, 11, 12 & 15

Reduction of maximum permitted speed from 40 mph to 25 mph in possessions

Possession of a running line for engineering work
Issue 8

Rule changes

Maximum speed in possessions reduced from 40mph to 25mph with additional requirement for ES/SWL & PICOP to instruct drivers/OTM operators or MC/Operators to proceed **at caution**, without specifying an upper speed limit



Module T3

Benefits

Collision avoidance - Consistent instructions given to drivers/operators/MC to allow them to control their vehicles safely, maintaining control, using their expertise to travel at a speed to stop safely within the distance the line ahead can be seen to be clear



September 2017
Comes into force 02 December 2017



Why the change?

There has been a number of high profile collisions in possessions in recent years. These rules changes have been designed to reduce the risk of further collisions.

Two recurring significant factors in the causes of these incidents has been sub-standard communications and inappropriate speed control of the train.

Sub-standard instructions contributed to drivers assuming the line ahead was clear to a point where it wasn't, and that up to 40mph would be a safe speed to travel.

Obviously; these collisions would not have occurred had the driver controlled the speed of the train to be able to stop within the distance the line ahead could be seen to be clear.



Why the change?

The industry agreed as a temporary arrangement the adoption of a 5mph limit in worksites and a 15mph limit in PICOP controlled areas.

This interim arrangement widely became known as the 5/15 rule.

To clarify - 5/15 was a temporary arrangement for all train movements. All train movements are to be made “at caution” governed by industry agreed Codes of Practice (CoP) already in place. These rules changes will compliment rather than replace the CoP requirements.



How will the changes be published?

The material in the following slides contain the amendments to rules and regulations that will be published in the September Rule Book update for implementation from 02 December 2017

Note:-

- Any reference to ES in this briefing applies to SWL2 and above.
- Any reference to COSS includes SWL1.



Before change

From 02 December 17

9.6 During the movement

a) Making the movement

You must:

- make the movement at caution
- not exceed 40 mph (65 km/h) at any point in the journey when entering, making a movement within, or leaving the possession
- make any movement in a work site at no greater than 5 mph (10 km/h) unless you are given specific instructions by the ES or SWL on the maximum speed to be applied
- be prepared to stop before reaching a handsignal that is being displayed.

You can use GSM-R radio to speak at any time about details of the movement being made.

You must also carry out the instructions shown in module S5 *Passing a signal at danger or an end of authority (EoA) without a movement authority (MA)* or TW7 *Wrong-direction movements* until your train is brought under the control of a signal after you leave the possession.

When vehicles are being loaded or unloaded, you must also carry out the instructions shown in module SS2 *Shunting*.



driver

9.6 During the movement

a) Making the movement

You must:

- make the movement at caution
- not exceed 25 mph (40 km/h) at any point in the journey when entering, making a movement within, or leaving the possession
- make any movement in a work site at no greater than 5 mph (10 km/h) unless you are given specific instructions by the ES or SWL
- be prepared to stop before reaching a handsignal that is being displayed.

You can use GSM-R radio to speak at any time about details of the movement being made.

You must also carry out the instructions shown in module S5 *Passing a signal at danger or an end of authority (EoA) without a movement authority (MA)* or TW7 *Wrong-direction movements* until your train is brought under the control of a signal after you leave the possession.

When vehicles are being loaded or unloaded, you must also carry out the instructions shown in module SS2 *Shunting*.

driver

After the changes come in

What is the revised maximum potential speed in a possession?

How will the movements be controlled?



Before change

3.7 Safe system of work using lookouts (lookout warning)

You may use lookout warning as described in handbook 7 for any line within the work site.

During daylight, you may use a maximum speed of 40 mph (65 km/h) for the lines within the work site. However, you must provide lookout protection in all directions.

A person acting as an IWA cannot use this safe system of work.

During darkness, poor visibility, or when in or near a tunnel, you may only use lookout warning if all the following conditions apply.

- The ES or SWL agrees that all movements within the work site will be made at no more than 20 mph (30 km/h).
- The maximum speed of trains on any open line is no greater than 20 mph (30 km/h).
- Only site lookouts are needed to achieve the sighting distance.

A person acting as an IWA cannot use this safe system of work.



From 02 December 17

3.7 Safe system of work using lookouts (lookout warning)

You may use lookout warning as described in handbook 7 for any line within the work site.

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A person acting as an IWA cannot use this safe system of work.

Before change

4.2 Working with the PICOP's authority

This safe system of work can only be used if it has been planned and the PICOP is aware of what is to happen.

Before you allow work to start, you must contact the PICOP and agree:

- the lines under possession
- the limits of the area under the control of the PICOP
- the line you want to work on
- the time the possession is to be given up.

You must then ask for permission from the PICOP to use the possession arrangements to provide a speed restriction of 40 mph (65 km/h).

If you are a COSS and the PICOP agrees that you may use the possession arrangements, you must record this on the safe-work briefing form (RT9909).

If you are a COSS, as long as you are sure the agreed arrangements will provide enough warning time, you must set up warning arrangements using a maximum speed of 40 mph (65 km/h) in both directions for the lines under possession only.

If you are an IWA, you must be able to look up often enough in both directions to see any train approaching.

You must make sure your work is completed before the time the possession is to be given up.

When the work is completed, you must tell the PICOP that you no longer need to use the possession arrangements. If you are a COSS, you must record this on the safe-work briefing form.

You cannot use this safe system of work during darkness, poor visibility or when in or near a tunnel.

From 02 December 17

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You must make sure your work is completed before the time the possession is to be given up.

When the work is completed, you must tell the PICOP that you no longer need to use the possession arrangements. If you are a COSS, you must record this on the safe-work briefing form.

You cannot use this safe system of work during darkness, poor visibility or when in or near a tunnel.



Recap of the changes in HB 9

What speed can you use to set up your SSoW in a worksite from 2nd December?

What speed can you use to set up your SSoW with the authority of the PICOP from 2nd December?

What speed do you use to set up your SSoW before the Rule Book change comes in to effect?



Before change

7 Allowing work outside a work site

You may allow a COSS or IWA to set up a safe system of work that uses warning of approaching trains in the area between work sites or between the detonator protection and the work site.

You must make sure the COSS or IWA fully understands the details of the possession, including the time the possession is to be given up.

You must instruct each COSS or IWA that engineering trains or OTP may approach at any time and at a speed of up to 40 mph (65 km/h) in either direction on any line under possession.

You must record the details, including the name of each COSS or IWA, on your RT3198 form.

You must not give up the possession until each COSS or IWA involved has told you they no longer need to rely on the possession arrangements.

From 02 December 17

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You must record the details, including the name of each COSS or IWA, on your RT3198 form.

You must not give up the possession until each COSS or IWA involved has told you they no longer need to rely on the possession arrangements.



Before change

From 02 December 17

Instructions to drivers and machine controllers

You must instruct the driver of each engineering train, or the MC of each item of OTP, to make each rail movement.

You must check that the driver or MC clearly understands the location the movement is to proceed to.

Instructions to drivers and machine controllers

You must instruct the driver of each engineering train, or the MC of each item of OTP, to make each rail movement at caution.

You must check that the driver or MC clearly understands the location the movement is to proceed to.



After the changes come in

Clause 7 – As a PICOP, what speed can a COSS or IWA use to set up their SSoW using your protection arrangements?

Clause 8 – How do you instruct a driver or MC to proceed when you've completed your instructions?



Before change

Train speed within the work site

You must include instructions to the driver or MC on what speed to make the movement. This will depend on any agreement you have made with IWAs or COSSs working in your work site, as shown in section 4.

However, the actual speed will depend on:

- how far the driver or operator can see to be clear
- the distance needed to stop short of any obstruction or handsignal
- the instructions you give the driver or MC.

You must tell the driver or MC that the movement must be made at no greater speed than 5 mph (10 km/h) through the site of work if you have agreed this with an IWA or COSS.

If you have agreed that the COSS will use lookout warning during darkness or where the site of work is in or near a tunnel, you must instruct the driver or MC that the movement must be made at no greater speed than 20 mph (30 km/h) through the site of work.

If you have not made any agreements with IWAs or COSSs to reduce the speed of movements, you may authorise movements to run at any speed up to 40 mph (65 km/h).



From 02 December 17

Train speed within the work site

You must include instructions to the driver or MC on what speed to make the movement. This will depend on any agreement you have made with IWAs or COSSs working in your work site, as shown in section 4.

However, the actual speed will depend on:

- how far the driver or operator can see to be clear
- the distance needed to stop short of any obstruction or handsignal
- the instructions you give the driver or MC.

After you have given specific instructions to the driver or machine controller, you may allow movements to run at caution above 5 mph (10 km/h).

You must tell the driver or MC that the movement must be made at no greater speed than 5 mph (10 km/h) through the site of work if you have agreed this with an IWA or COSS.

If you have agreed that the COSS will use lookout warning during darkness or where the site of work is in or near a tunnel, you must instruct the driver or MC that the movement must be made at no greater speed than 20 mph (30 km/h) through the site of work.

After the changes come in

As an ES/SWL, what is the maximum default speed for all movements within your worksite?

How do you tell a driver they can proceed when you've completed your instructions?

Based on this brief, name the two speeds you could quote as a speed restriction?

How will you instruct a movement such as a measuring above 5 mph to be controlled?



Before change

From 02 December 17

7.4 Speed of movements

The following movements are restricted to a maximum of 5 mph (10 km/h):

- over points
- anywhere within sidings
- controlled from the ground
- where speed has not been given by the ES, PICOP or SWL.

Other movements may be authorised by the ES, PICOP or SWL at a speed up to 40 mph (65 km/h).

However, the OTP operator must always be able to stop the OTP within the distance that can be seen to be clear of any obstruction, or before reaching a handsignal that is being displayed.

When CCTV equipment is being used as shown in section 7.9, speed must not exceed 10 mph (15 km/h).

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- controlled from the ground
- where speed has not been given by the ES, PICOP or SWL.

Other movements may be authorised by the ES, PICOP or SWL but must not exceed 25 mph (40 km/h).

However, the OTP operator must always be able to stop the OTP within the distance that can be seen to be clear of any obstruction, or before reaching a handsignal that is being displayed.

When CCTV equipment is being used as shown in section 7.9, speed must not exceed 10 mph (15 km/h).



Three questions on HB 15

The Rule Book definition of “movement at caution” hasn’t changed, but what does the term mean to you?

Subject to the limits of your machine or other rule, what is the maximum potential speed you could travel at in a worksite?

What two speeds could an ES/SWL instruct you not to exceed passed a site when staff are working?



Industry Approved Codes of Practice (ACoP) governing speeds have already been implemented ahead of the Rule Book change, which will continue unchanged after 02 December 2017. Guidance as to what the maximum potential permissible speed under caution is as follows:

Engineering trains (Trains hauled by a locomotive)

·Areas controlled by PICOP = up to 15 mph

Worksites = up to 5 mph

On-Track Machines (Vehicle which can operate outside a possession e.g. tamper, stoneblower etc.)

·Areas controlled by PICOP = up to 25mph

Worksites = up to 15mph

OTP (Vehicle which can only operate within a possession)

Governed by the Rules and Regulations in place at the time



Record of receiving this brief

- ▶ Anyone holding either ES/SWL or PICOP competence must record having received this brief as a competence management event in Sentinel

- ▶ **Title – T3 Possession Speeds Briefing**
 - ***Short code - T3PS B***

- ▶ Your line manager will arrange for this to be recorded

- ▶ This must be recorded before 15th January 2018; failure to do so will result in the temporary suspension of ES/SWL or PICOP competence



Questions and Feedback

- ▶ Please direct any questions or feedback to either:
 - ▶ Simon Wilkinson, Train Operations & Dangerous Goods Specialist
 - ▶ Tel: 07739 437552 - Simon.Wilkinson@networkrail.co.uk
 - ▶ Ian Muffett, Operations & Freight Safety Specialist
 - ▶ Tel: 07771 826838 - ian.n.muffett@networkrail.co.uk

