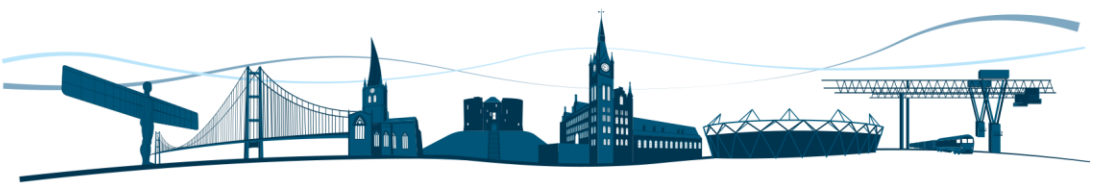
NetworkRail

CLIC

Bradford Forster Square, Major Projects Portfolio

Issue 131
09th April 2025



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Learning from Incidents: Delivery Driver Working at Height

Description of Incident

During piling operations at Darlington, a concrete delivery driver climbed onto the rear of the concrete mixer to dislodge aggregate that had become blocked in the vibrating bins. He did not alert the supervisor, and no controls were in place for working at height. A supervisor spotted the driver and immediately stopped the work.

Immediate and Underlying Causes

- The driver did not receive a site induction on safety rules on arrival.
- The driver did not receive a task briefing.
- The supervisor was not alerted about the blockage.
- The driver did not follow the company safe system of work for unblocking the aggregate bin, which would not have required him to work at height.
- The task was not risk-assessed.

Discussion Points

- How do you ensure that ALL suppliers are inducted on the site safety rules and task risks?
- Do you know what to do if the work changes?
- How do you manage and assess risks for late changes?
- Do you know what to do if you see something that may be unsafe?

Delivery Driver working at height

Hydrogen Fuel Cell - Liverpool Street

Background

Morgan Sindall Infrastructure is replacing the roof at Liverpool Street Station. A temporary access deck and scaffolding have been built since Christmas 2024. At the start of the project, there was no power for the site welfare or site activities (as is common in early stages of work).

At first, the site organised a conventional generator to provide power. This generator was running on HVO fuel (a lower carbon diesel replacement). However, there was concern noise from the generator might affect nearby offices. So, a quieter solution was needed.

Findings

- The fuel cell eliminated noise and harmful fumes and so is perfect for urban areas where neighbours could be disturbed.
- The cost of hiring the fuel cell was more expensive than a conventional generator. However, when the cost of the labour required for refuelling was included, the cost was comparable.
- 'Grey' hydrogen was used for this generator (i.e. hydrogen made using methane). 'Green' hydrogen is made from renewables.
- Carbon emissions were halved in comparison to using diesel fuel.
- However, carbon emissions increased in comparison to using HVO, which has a very low carbon factor.
- The fuel cell takes up approximately the same amount of space as a conventional generator.

Hydrogen Fuel Cell

- The site hired a Hydrogen Fuel Cell to provide power for the site and welfare.
- A hydrogen fuel cell produces energy via an electrochemical process combining hydrogen and oxygen rather than combustion from burning.
- The byproducts are heat and water but there are no greenhouse gases at the point of use or noise from an engine.
- This is the first time a hydrogen fuel cell has been used to provide site power in Morgan Sindall Infrastructure.
- The fuel cell was on site for 3 months.

Conclusion

- The hydrogen fuel cell provided power to the site with no noise to neighbours.
- Total carbon emissions were reduced in comparison to diesel, but not in comparison to HVO fuel.

MORGAN SINDALL

PROTECTING PEOPLE

Safety Advice

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PICOP working location

Scope: **All Network Rail Line Managers, safety professionals and accredited contractors**

Ref: NRA25-03

Date: 07/04/2025

Location: National

Contact: Simon Wilkinson, Head of Infrastructure access, System Operator

Overview

Recently there have been some examples where PICOPs (Person in Charge of Possession) are undertaking their duties from unsuitable locations, such as working from home. This is not acceptable normal practice as highlighted in Recommendation three from the Balham RAIB (Rail Accident Investigation Board) investigation Report.
PICOPs shall work from the most appropriate location and have access to the tools, resources and equipment required to perform their duties. This would normally be a Possession Control Centre, appropriate Network Rail / Contractor office, on-site or a Route Signalling Centre.

It is important that PICOPs are actively engaged with this important safety activity: -

- Maintaining overall control of the possession.
- Able and capable to manage incidents.
- Can collaborate with the right staff to provide leadership.
- Make sure critical site documentation for possession limits, worksite limits, isolation, and other permit to work documents are created and assured.

Action Required

System Operator is currently updating the group standard NR/L2/OPS/303 standard. In recognition that it will require some time to match the expectation set out above the following action should be undertaken by the 3rd **June 2025**: -

- A PICOP should undertake their duties in a suitable work location such as Possession Control Centre, appropriate Network Rail / Contractor office, on-site or a Route Signalling Centre
- A professional work location is preferred but it is recognised that a **vehicle** may be used by a PICOP to undertake their duties. If working in a vehicle then complexity of the work/documentation should be considered and the creation and assurance of critical site documentation for possession limits, worksite limits, isolation, permit to work documents and the health of the PICOP should not be adversely affected by working in the constrained space.
- While the preference should always be to use a professional work location there may be some exceptional circumstances where **working from home** is acceptable provided a suitable and sufficient risk assessment is undertaken. Considerations when undertaking the risk assessment should include factors such as; Mobile device signal strength, back up mobile device or landline, distance from the possession in case they are required at the possession, accessibility, overcrowding in control rooms, weather, travel conditions, shift duration, driving time, home location suitability, including potential distractions, and DSE issues.

Safety Bulletin

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Finger crush injury during tail lift operations




Issued to: Network Rail

Ref: SRB 25-09L

Date of issue: 28/03/2025

Location: Market Street Access Point, Waverley

Contact: Alisha Baird, Regional Workforce Health, Safety and Environmental Advisor

Overview

On the evening of the 9th March 2025, a colleague's finger was trapped in the hinge between the platform and the folding handrail mechanism of Mitsubishi Canter tail lift as it was being lowered.

As the tail lift operator activated the controls, another colleague guided the platform down with their hand and moved their finger into the hinge. This resulted in a fracture to the colleague's finger.

The operator should support the tail lift as it is lowered by placing their hand under the platform, on the night they had supported the unfolding edge of the platform near the hinge.

During the investigation, it was discovered that neither operator had the relevant training.

The competence that authorises colleagues to operate an RRV with a tail lift is the 'Machine Operator Highway Permissible Vehicle' competence. The operator should then receive vehicle specific familiarisation training.

Tail lifts and moving equipment pose significant risk if not operated correctly. Demarcation stickers can assist in visually reminding operators where to support the vehicle from, and where to avoid.

Discussion Points

- **ALWAYS** Remember the Life Saving Rules and ensure you are trained and competent to operate equipment.
- **ENSURE** all colleagues are clear before engaging the equipment.
- **ALWAYS** adhere to the instructions provided in training.
- **NEVER** stand or place hands near moving parts when a tail lift is in operation.
- **ALWAYS** Remain focused on your surroundings.
- **ENSURE** you 'Take 5' to assess if it is safe to proceed.

Safety Bulletin

A serious incident has taken place

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Kirow Crane Incident

Issued to:	Scotland's Railway Colleagues and Principal Contractors
Ref:	SRB 25-06L
Date of issue:	18/03/2025
Location:	Wemyss Bay Junction, Scotland
Contact:	Iain Watson Head of Workforce & Delivery Safety, Scotland's Railway

Overview

On Saturday 15th March 2025 at 20:37 a serious incident took place on a Rail Systems Alliance, Scotland track renewal site. The incident involved colleagues working with and around two Kirow cranes.

Kirow cranes are rail mounted and were being used on this project to lift heavy track sections as part of track upgrade works.

During the works, a colleague was injured when two Kirow cranes came into contact whilst undertaking lifting operations for the new track.

The injured colleague was taken to hospital and is being treated for injuries to his arm.

Discussion Points

Never enter an agreed exclusion zone, unless directed to by the person in charge.

Always direct / control plant movements from a position of safety

Always maintain good communications during plant movements.

Always make sure lifting and plant movements are briefed and understood.

Always make sure communications protocols including complex sites with multiple comms channels are clear, briefed and understood.

Part of our group of Safety Bulletins

Safety Alert | Safety Bulletin | Safety Advice | Shared Learning

Further Information

Issue 129 of the CLIC included an article on Effective Safety Communications, following recent events in Eastern region where ineffective communication was found to be the main underlying cause.

Safety Central also has useful frontline safety critical communications guidance – scan the QR code to the right for more information.

Recent Accidents and Incidents

Date of Incident	Portfolio	Project	Location	Type of Incident / Accident	Event Description
28/03/25 (Late Reporting)	Major Projects Portfolio - North East Coast	152605 – East Coast Main Line Power Supply Upgrade	Hambleton	Work Safe	SFC 2 tripped due to software updates. The parameters were corrected. Power restored safely, no delay minutes.
05/04/25	Civils East Coast	185314 - Caledonian Rd	Caledonia Road Bridge	Non Operational Infrastructure - Construction Event	As a slit trench was being excavated using a Vacuum Excavator (Vac-Ex) staff noticed a hole at the bottom of the bridge and could see directly down to the track. Line blocked, area made safe by covering the hole will a steel plate, the line block was removed. All works are suspended until a further assessment has been undertaken.
06/04/25	Civils North & East	165747 - LBE1/34B Stanningley Tunnel	Stanningley Tunnel	Machine, plant, equipment or tool	RRV breakdown which could not be repaired by onsite fitter, resulting in late off tracking and subsequent hand-back of worksite/possession.
06/04/25	Track - CRSA East Midlands	A00129 - East Coast Balfour Beatty	West Hampstead North Junction	Personal Accident	MOS hurt his back while manually moving a 10m rail towards track using rail tongs. MOS taken to A&E and released the same day to rest at home.

NetworkRail

- **Do you have something to share?**
- **Can others learn from your work?**
- **If you would like access to all out past issues, please use the below email to request access**

SCAN ME

Whether it be linked Health, Safety, Environment or Social Value
Please get in touch and email: **clic@networkrail.co.uk**

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