

Safety of the line investigations	Ref:	NR/L3/NSC/313/SP-2.06
	Issue:	1
	Date:	05 December 2015
	Compliance date:	01 April 2016

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1 Purpose

To complement NR/L3/INV/3001 Network Rail Reporting and Investigation Manual specifically in investigating safety of the line incidents and accidents involving OTM Drivers, whilst driving on the mainline.

2 Scope

This module specifies guidance and processes that contribute to the investigation of accidents and incidents involving more than one duty holder.

It applies to all personnel who are responsible for Network Rail OTM drivers and OTM driver safety performance.

3 Definition

Term	Explanation
Lead organisation	Responsible for managing the processes of local or formal investigations defined in Appendix B of GO/RT3119.
On-track machine	Any rail-mounted machine meeting the requirements of Railway Group Standard GM/RT2400 and permitted by GO/RT3000 to be driven outside the limits of a Possession
Serious Incident	An incident that is Reporting of Incidents, Disease and Dangerous Occurrences regulations (RIDDOR) reportable and has the potential to result in harm to all person types on the railway

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4 Roles and responsibilities

4.1 Operations Standards Manager

The Operations Standards Manager shall:

- review categorisation of signal passed at danger (SPAD) specific incidents and confirm category by the relevant lead organisation is either valid or disputed GO/RT3199;
- arrange attendance of a competent person (GE/RT8037) required for signal sighting purposes relevant to an incident, where applicable;
- confirm personnel who carry out accident investigations are competent;
- provide advice and support for the investigation process, where appropriate;
- provide the conclusions from RAIB (Rail Accident Investigation Branch) and non-RAIB accident investigations for the Incident Factor Classification System module of SMIS.

4.2 Fleet Engineering Manager:

The Fleet Engineering Manager shall:

- liaise with the Operations Performance Manager if the incident involves or could be caused by an engineering issue;
- appoint an engineering investigator where there is a requirement to investigate any technical aspects of an accident or incident (NR/L3/NSC/313/SP-3.04);
- provide advice for the issue the remit (by the relevant Designated Competent Person) and provide advice and support for the investigation process, where appropriate.

4.3 Operations Performance Manager

The Operations Performance Manager shall

- liaise with the Fleet Engineering Manager if the incident involves or could be caused by an engineering issue;
- monitor and review effectiveness of SPAD and safety of the Line Investigations;
- interface with other railway industry parties as required by GO/RT3119;
- confirm Operations Team Leaders are competent in Network Rail accident investigation;
- nominate Operations Team Leaders to be trained to carry out the role of an RAIB Accredited Agent.

4.4 NSC 24/7 Duty Control Manager

The NSC 24/7 Duty Control Manager shall

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- a) advise the relevant Bronze Area on call manager following a reported safety of the line incident;
- b) decide whether a safety of the line incident should be treated as a serious safety of the line incident or not and take appropriate action (see 6.2.1 and 6.2.2);
- c) record the details of the incident in the NSC 24/7 Duty Control Manager's log and where necessary liaise with Network Rail (IM) control and other personnel;
- d) where a SPAD or serious safety of the line incident has occurred, advise the silver level safety on call manager;
- e) liaise with the train operator concerned in circumstances where their driver is operating Network Rail's OTM to confirm that the provisions of GO/RT3119 are complied with in full;
- f) provide RAIB notification of a reported accident or incident that fall into one of the three categories see NR/L3/INV/3001/RIM113;
- g) instigate NR/L3/NSC/313/SP-3.05 chain of care procedure.

4.5 Operations Team Leaders

The Operations Team Leaders shall:

- a) carry out an investigation into all SPADs and other safety of the line incidents, as listed in 6.1;
- b) act as an agent to assist Rail Accident Investigation Board where necessary.

5 General

SPADs and other safety of the line incidents shall be investigated to establish the full facts and to determine the immediate and underlying cause(s).

NOTE *Safety of the line incidents include the following:*

- a) category A SPADs;
- b) category D SPADs;
- c) collisions (rail vehicle, road vehicle, debris or infrastructure);
- d) derailments;
- e) speeding incidents;
- f) TPWS intervention;
- g) TPWS reset and go;
- h) Fatalities (non suicide).

Network Rail's accident investigation methodology follows the broad principles laid down in RSSB's *Investigation Guidance*. This differs slightly from the guidance contained in the HSE publication *HSG 245: Investigating Accidents and Incidents* particularly in the way it treats immediate and underlying causes. The Network Rail and RSSB methods are aligned with the rail industry's SMIS recording system (Safety Management Information System).