

NATIONAL CONTROL INSTRUCTIONS

Instruction: 7-3

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Issue: 3

Date: 01 December 2012

FATALITIES

1 PURPOSE

The purpose of this document is to provide instruction to operational staff including Route Controls, National Operation Control when dealing with fatalities on Network Rail's infrastructure.

2 SCOPE

This instruction applies to the actions of control staff dealing with incidents that occur on Network Rail managed infrastructure.

3 REFERENCE DOCUMENTATION

NR/L3/OCS/041/5-36	Fatality Management
GE/RT8000	Rule Book Module M3

4 FATALITIES

- 4.1 Network Rail controllers shall act in accordance with this instruction whenever a fatality occurs.

5 APPROVED CODE OF PRACTICE

- 5.1 This instruction contains the following key issues:
- Duties of the Route Control.
 - Duties of the National Operations Centre (NOC).
 - Duties of the Rail Incident Officer (RIO).
 - Examination of Traction Units.

6 BODIES ON THE LINE / FATALITIES

- 6.1 All persons involved in this type of incident must:
- work with the Police in a manner, which allows any necessary investigations to be made;
 - pay appropriate respect to the deceased;
 - be sensitive to any distress caused to railway personnel and passengers involved in the incident.

Additionally it shall be the role of the Route Control Manager to remind the On Call / responsible Manager of their responsibility regarding welfare of staff who are called upon to attend this type of incident.

6.2 Signaller to be Advised

If advised of a fatality on or near the line, the signaller must be informed immediately.

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6.3 Action of the Signaller

When advised of a fatality on or near the line, the signaller will:

- establish details of the circumstances and the exact location of the body in relation to the running line;
- arrange for an emergency isolation of traction current if required, and advise Route Control of the circumstances.

Until arrival of the person in charge (RIO), the signaller will arrange for the passage of trains to be stopped on all lines, except for those lines where it can be established that the body is clear of the line and would not be struck by a passing train, and it could reasonably be expected that recognisable body parts would not be visible to passengers on passing trains.

Where recognisable body parts would be visible only to the driver of a passing train (e.g. when very close to but not foul of the line), train movements passed the body may be authorised, but only if excessive delay to services would otherwise result.

The driver must be advised of the circumstances and agree to make the movement. Unreasonable attempts to influence a driver to make such a movement must be avoided.

When the person in charge (RIO) arrives on site, the signaller will work to their instructions.

6.4 Duties of Route Control

On receiving advice of a fatality on or near the line, Route Control must:

- immediately advise the British Transport Police (BTP) and make sure that the signaller arranges for the driver to be 'patched through' to the MICC hotline;
- arrange for response staff to attend and that a RIO is appointed;
- establish whether the BTP or another police force will attend;
- whether extended delay may result;
- make sure that the local BTP Director, Operational Services is advised to make sure that the site is cleared as quickly as possible;
- make arrangements for any necessary examination of any traction unit involved and make sure details of these arrangements are advised to BTP;
- advise the NOC, providing site information and contact details of the appointed RIO.

Route Control must arrange for the driver involved in the incident to contact the police via CSR / NRN or GSMR radio systems as soon as possible.

Arrangements must be made for the driver to be seen by a member of staff to offer Welfare Support and establish whether the driver is fit to continue or requires relief. This will enable information required by the Police to be obtained quickly.

Wherever possible, this interview should be conducted or witnessed by a Police Officer, as this will assist the Police in deciding whether a crime has been committed (see Appendix A).