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ENGINEERING LTD

NUMBER ONE FOR PLANT HIRE
OPERATED AND SELF DRIVE HIRE

To: Road/Rail Operators

Date: 3rd October 2007

SAFETY BRIEFING

On/Off and Cross Tracking of Road Rail Vehicles

Network Rail have recently adopted a new standard document specifying the measures that must be in place before an RRV can be on/off tracked or cross tracked.

PLEASE NOTE:

A suitable on/off or cross tracking point is normally: a level crossing, secured timbers level with the rail, consolidated ballast to at least the underside of the rail head, a bespoke track access ramp or matting system approved by Network Rail, or a depot or yard where the road surface is level with the top of the rail.

As RRV operators, you have a responsibility under the new procedure for the following:

1. Only on/off track or cross track when given permission to do so by the Machine/Crane Controller (MC or CC) or the person tasked with supervisory responsibility for that operation on the site. The MC/CC will be given authority to move RRVs from the ES.
2. If an on/off or cross tracking point is not suitable then the Worksafe procedure may be used to raise genuine concerns to the MC or CC who will then in turn elevate this concern to the COSS, the ES and the PICOP. The customer will then refer any unresolved concerns to the ISC (Infrastructure Support Centre). An RRV operator's point of contact for concerns is normally the MC or CC and as such they should be engaged in the first instance.

Once you have read the brief above, please return the tear off slip with your timesheets to your line manager or send in to me at Wokingham. This briefing will be followed up with those who do not receive a response from.

Andy Young
SHEQ Director