RPA Standards-Legislation Update

Standards, Regulations and Legislation as detailed in RPA Standards and Legislation Register- are checked for any new issues, withdrawals, derogations etc. RGS can be found electronically at www.rssb.co.uk and Business Standards at Network Rail Standards Portal (msappproxy.net) the new standard are reviewed to determine its effect on RPA Members. The summary notes are used for this purpose before reading the complete standard to see if is applicable to RPA Members.

Below is a list of the changes to NWR Standard, Legislation/HS, Code of Practice, Rule Books and Posters that are new issues that have been amended since the last update or require compliance before the next standards review.

Changes in line with Standards Review – 137   Issue Sep 25

Review Date 10/09/2025

NWR Standard:	Title	Issue
1, NR-CAT-STP-001	Catalogue of Network Rail Standards	137
NRS - SBR001	Standards and Controls Change Summary Report	137
2, NR-L1-CTM-001	Competence Management	2
3, NR-L2-CTM-021	Competence and Training in Track Worker Safety	5
4, NR-L2-CTM-201	Competence Management	3

Legislation/HSE	Title	Issue
1, ED02-2025	Excavators: Use of safety control lever or isolation devices	08/25

Code of Practice	Title	Issue
1, None		

Rule Book	Title	Issue
1, GERT8000-RBBL	Briefing Leaflet	42
2, GERT8000-HB1	General duties and track safety for track workers	9
3, GERT8000-HB3	Duties of the lookout and site warden	4
4, GERT8000-HB5	Hand signalling duties	3
5, GERT8000-HB7	General duties of a controller of site safety (COSS)	10
6, GERT8000-HB9	IWA or COSS setting up safe systems of work within possessions	9
7, GERT8000-HB12	Duties of the engineering supervisor (ES) in a possession	11
8, GERT8000-HB19	Work on signalling equipment - duties of the signalling technician	6

Posters	Title	Issue
1. None		

Shared Learning

NRL25-04   Fatal Road Traffic Collision

Technical Bulletin

None

RailPPs Share with Pain, Share with Pride

1,   Share with Pride Pod Track Situational Awareness Training
2,   Share with Pride Story Operator Awareness of AdBlu Issues

Additional Information

	Title	Issue
1,	COMMS Skills Fade Matrix and Mentor Suitability Handling	Aug 25
2,	Prerequisite for Machine Crane Controller Competence COSS WPAs	Aug 25

NWR Standard

1,   NR-CAT-STP-001 Catalogue of Network Rail Standards Issue: 137

Standards catalogue published September 2025 which includes the complete list of current NWR standards.

Note: The format of this catalogue is an Excel document temporarily.

NRS - SBR001 Standards and Controls Change Summary Report Issue: 137

This workbook contains information on all new and changed Network Rail Standards and Controls due to be published on the 6th of September 2025. It is to be used to support the standards and controls briefing process undertaken within Network Rail. The Standards and Controls Briefing is now in PowerPoint format so that you may add or delete slides and information to suit your team's briefing requirements.

2,   NR-L1-CTM-001   Competence Management Issue 2

Purpose:
This policy provides assurance that individuals are competent to deliver their work activities, roles, accountabilities and responsibilities.

Compliance with this policy and other standards and controls in the competence framework mitigates risk and adds value in these key areas:
   a) safety, health and environment.
   b) performance.
   c) finance.
   d) satisfaction and reputation.

NOTE: This policy to be read in conjunction with Competence standard NR/L2/CTM/201

The policy supports Network Rail in meeting its objectives, including discharging duties from relevant legislation and conditions of its licence to operate

Scope:
This policy sets out the requirements for competence management that support the development of people working in or for Network Rail's business.

Competence management applies to employees, contractors and suppliers engaged in work undertaken on Network Rail controlled infrastructure or other work as commissioned by Network Rail.

It includes the principles Network Rail uses to assure itself that its supply chain is competent.
It does not determine how contractors and suppliers manage competence of their employees.

What's new, what's changed and why:

The current published competence management policy (NR/L1/CTM/001) is dated December 2006 and was written for and reference the 'control and command' organisational structure of the time, much of which no longer exists or has different accountabilities.

The updated version.

- Provides Network Rail a clear vision and strategy for competence management
- Supports a devolved Network Rail organisation to function effectively
- Provides devolved parts of the business sufficient autonomy
- Recognises that the driver for competence in Network Rail is to support our people to do safe and effective work with compliance as a designed outcome

The updates simplify the process, reducing administrative burdens and enhancing clarity, aligning with the competence needs of key initiatives such as Modernising Maintenance, CP7 asset management, the various safety improvement programs and have
been written to support GBR design activity.

This policy update should be read in conjunction with the updated competence management standard (NR/L2/CTM/201).

Detail of change:

- Been produced to reflect the current priorities and operating model and focuses on making sure Network Rail has a robust system to develop and maintain a competent workforce.
- Sets the vision and strategy for a Competence Management System that provides colleagues working on the Network Rail infrastructure the right level of competence to design, construct, maintain and operate a safe, reliable and high performing railway.

Benefits
- Move away from the "tick-box" compliance culture to a culture that drives performance improvement

Affected documents:

Reference	Issue	Impact	Document type
NR-L1-CTM-001	1	Superseded	Standard

3,   NR-L2-CTM-021   Competence and Training in Track Worker Safety   Issue 5

Purpose:
This business process confirms that individuals that go on or near the line are competent, capable, and confident on the Network Rail managed infrastructure.

Scope:
The standard sets out the minimum requirements for Track Safety competencies for the training and assessment of individuals who are required to go on or near the line for their duties on the Network Rail managed infrastructure.

What's new, what's changed and why:

The standard has had a complete review and update to a more modern style of writing competence standards, simpler language to aid understanding for the reader and aid compliance with the competence requirements.

The standard required change to reflect how Network Rail and Supply chain manage competence, different as the latter does not work to Skills Assessment Scheme.

The competence requirements are now written so all the details of how to comply with a particular competence are in one section in the standard.

It has been made clear the sponsor / line manager is responsible for confirming an individual is suitable to be trained and hold a competence, the process is outlined in each competence and in route to competence Appendix B and C.

Competence medical requirements are included and aligned to the Sentinel Scheme Rules.

Planned absence from a role is now covered, this includes maternity leave, secondment, or extended sickness.

How an individual moves from one company to another is also covered for the first time this to make it clear what is required.

NR/BS/LI/383 is withdrawn as a result of this update.

Detail of change:

The competence requirements for each competence are written as linear statements in process order of undertaking the roles. This will make it quicker and easier to find information within the requirements. This will make it simpler for the training team to develop training from the competence requirements.

Lookout competence has changed to reflect the reduced application of the role, in future a site Lookout will be allowed only to specific circumstances. Anyone requiring or to continue holding the competence will require company director approval.

Site Warden competence is now separated from Lookout as a standalone competence.

COSS competence has been split; there are two versions one for the ability to set up a safe system of work using a Lookout and one who will not be able to.

There are new routes to competence for Network Rail and the Supply Chain as they have different competence management processes. These are written in a linear format in process order.

The requirement for an individual to record competence use in paper logbooks is removed, this will be done in the Sentinel app that already exists.

The PICOP and SPICOP competence have been removed from this version of the standard, the competencies ownership has transferred to the system operator.

Affected documents:

Reference	Issue	Impact	Document type
NR-L2-CTM-021	4	Superseded	Standard

NR/BS/LI/383	2	Withdrawn	Emergency Change

4,   NR-L2-CTM-201   Competence Management   Issue 3

Purpose:
This business process enables Network Rail's devolved organisation to meet the requirements of competence management.

Compliance with this business process:

a)   mitigates risk and adds value in these key areas:
   1)   safety, health and environment.
   2)   performance.
   3)   finance.
   4)   satisfaction and reputation.

NOTE: *These key areas are aligned to Network Rail's Corporate Risk Assessment Matrix (CRAM)*

b)   supports Network Rail in discharging duties from relevant legislation and conditions of its licence to operate

Scope:
This business process:
a)   details the requirements, accountabilities and responsibilities of Network Rail's competence management activity.
b)   sets out the requirements to support the development of people working in or for Network Rail's business.

It applies to:
a)   Individuals employed by Network Rail.
b)   Line managers.
c)   Regional/Functional Directors.
d)   Competence Authorities.
e)   Competence policy owners.
f)   Supply chain.

It does not explain how a person attains and maintains specific competences, that information is held in other controlled documents owned by the Competence Authorities.

What's new, what's changed and why:

The current published competence management standard (NR/L2/CTM/201) is dated March 2012 and was written for and references the 'control and command' organisational structure of the time, much of which no longer exists or has different accountabilities.

The updated version.
•   Provides suitable direction including a framework with a clear, structured and risk-based approach that aligns with the company's devolved structure and strategic goals.
•   Details clear accountabilities and responsibilities that are not otherwise covered in other company documentation.
•   Provides devolved parts of the business sufficient autonomy
•   Recognises that the driver for competence in Network Rail is to support our people to do safe and effective work with compliance as an outcome

- Has been written to provide clarity, simplification and is written to support efficiency by reducing unnecessary competencies, improving data integrity and aligning competence with risk-based and more strategic workforce planning.
- Establishes and communicates the minimum requirements that enable consistent application where appropriate to the management of competence in Network rail

This update sets the broader requirements and is written at a high level and details the 'what', recognising that other standards will/will need to provide greater specificities on "How" competence management will be achieved. It is written to simplify the process, reducing administrative burdens and enhancing clarity, aligning with the competence needs of key initiatives such as Modernising Maintenance, CP7 asset management, the various safety improvement programs and has been written to support Great British Railway (GBR) design activity.

This standard update should be read in conjunction with the updated competence management policy (NR/L1/CTM/001).

Detail of change:

- Clearly states accountability and responsibility (Highest level) within Network Rail's Competence Management System
- (CMS), clarifying accountabilities and responsibilities
- Identifies Competence Authorities and provides details of their accountabilities and responsibilities within competence management in Network Rail. This includes: -
    - Having a business change process for the introduction and changes to competences they are accountable for.
    - Having appropriate assurance processes in place to support the continual review and update of their Competence Framework(s).
    - Being responsible for defining the Routes to Competence.
- Empowers local competence management – allowing regions and routes to tailor competence requirements to specific needs while maintaining corporate oversight and clear guide rails.
- Identifies the need for competence profiles to be defined locally (Region/Routes) to support delivery and alignment with business objectives.
- Clarifies and details Line Managers role in competence management is to support team members to enhance existing skills and acquire new ones relevant to their roles.
- Clearly states the role an employee has within Network Rails competence management system which includes: -
    - Maintaining accurate records of completed training, certifications, and other learning activities.
    - Assessing their own capability and provide input into their competence assessments.
    - Applying newly acquired knowledge and skills in their role.
- Identifies the need for a competence management IT and data strategy to support addressing governance issues in competence data management.

Benefits
- Opportunity to address the over-complexity and duplication which has led to excessive training burdens and administrative overheads
- Opportunity to address and improve ineffective and/or missing assurance activities
- Opportunity to address skills fade through greater emphasis on maintaining and developing competence over-time
- Address one size fits all approach with greater ability locally through competence profiling and management practices to better support local competence needs
- Details clear ownership of competence at all levels in the business including regional and functional levels.

- Allows for more flexible approaches to how competencies are designed, attained/maintained and managed including IT systems and processes to help facilitate more efficient and effective ways of working going forward.

Affected documents:

Reference	Issue	Impact	Document type
NR-L2-CTM-201	2	Superseded	Standard

Legislation/HSE

Health and Safety Executive - Safety notice

1,   Excavators: Use of safety control lever or isolation devices

Bulletin number: ED02-2025

Issue date: 08/25

Target audience: Excavator operators, slingers and anyone working near them.

Issue
There is a risk that people can be struck by the excavator or a load if the excavator operator does not use the safety control lever or isolation device correctly.

Outline of the problem
If there are people in the operational arc of an excavator or similar mobile plant, the safety control lever should be applied, or other methods used, to isolate the machine, while at rest (tick over). Research shows unintended movements of plant occur, but use of a safety control lever or isolation device can prevent this.

Inadvertent contact with joystick control
During a lifting operation, a slinger was fatally crushed between the quick hitch and a fixed structure. The excavator operator was leaning out of his cab to communicate with the slinger when he inadvertently made contact with the left-hand joystick, causing the excavator to slew. The safety control lever had not been applied to isolate the machine.

Action required
Duty holders must, so far as reasonably practicable, ensure the safety of persons in the working arc of slewing plant and also any load, with the proper planning, management and monitoring of work activities.

Isolation of plant
Operators should use the safety control lever or isolation device correctly. Duty holders should monitor the application of, and correct use of, the safety control device.
Machine operators, and people around plant, should be aware of the importance of machine isolation before approach. Machine operators should ensure that a communication is given to those around plant when it is safe to approach.

Assess the risk
Duty holders must ensure that a suitable and sufficient risk assessment is in place for work activities where excavators are used as lifting appliances.

Competency

Employers or duty holders must ensure that machine operators, slingers and others are competent for the task. This means that they have been appropriately trained and assessed. Competence also includes having experience, knowledge, and other qualities so machine operators and operatives can properly undertake their duties.

Code of Practice

1.   None

Rule Book
1,   GERT8000-RBBL   Briefing Leaflet. Issue 42

The following modules and handbooks will be reissued and come into force on 07 December 2025:
Handbook 1 General duties and track safety for track workers
Handbook 3 Duties of the lookout and site warden
Handbook 5 Handsignalling duties
Handbook 7 General duties of a controller of site safety (COSS)
Handbook 9 IWA or COSS setting up safe systems of work within possessions
Handbook 9 ERTMS IWA or COSS setting up safe systems of work within possessions on ERTMS lines where lineside signals are not provided
Handbook 12 Duties of the engineering supervisor (ES) in a possession
Handbook 12 ERTMS Duties of the engineering supervisor (ES) in a possession on ERTMS lines where lineside signals are not provided
Handbook 19 work on signalling equipment - duties of the signalling technician
Module AC AC electrified lines
Module DC DC electrified lines
Module G1 General safety responsibilities and personal track safety for non-track workers
Module M1 Dealing with a train accident or train evacuation
Module M2 Train stopped by train failure
Module M3 Managing incidents, floods and snow
Module P1 Single line working
Module P2 Working single and bi-directional lines by pilot
Module S5 Passing a signal at danger or an end of authority (EoA) without a movement authority (MA)
Module S7 Observing and obeying signalling indications. Train warning systems. Reporting signalling failures and irregularities.
Module SS1 Station duties and train dispatch
Module T3 Possession of a running line for engineering work
Module TS1 General signalling regulations
Module TS2 Track circuit block regulations
Module TS3 Absolute block regulations
Module TS11 Failure of, or work on, signalling equipment - signallers' regulations
Module TW1 Preparation and movement of trains
Module TW5 Preparation and movement of trains: Defective or isolated vehicles and on-train equipment
RS521 Signals, Hand signals, Indicators and Signs handbook
RS523 GSM-R Handbook

2,   GERT8000-HB1   General duties and track safety for track workers.   Issue 9

Key Changes: A new section has been added to this module outlining the actions for staff to take when travelling on a route-proving train. Following recommendations from the Rail Accident Investigation Branch into the Carmont accident, a new standardised approach to route proving has been developed. As part of this project, the Rule Book has been updated with instructions telling staff what to do if they are required to access the track from a route-proving train.

The rules concerning holders of handbooks 1, 6 and 7 going on or near the line, either alone or as part of a group, have historically been very general without taking into account varying degrees of competency. They have been the subject of a complete review and have been extensively revised with the following objectives:

- To provide a clear definition of when walking on or near the line is permitted and for what reasons.
- To define the extent to which walking on or near the line is permitted for varying levels of competency.
- To define the permitted arrangements for crossing lines open to traffic when walking.

This handbook explains that going on or near the line alone is only permitted for a controller of site safety (COSS) or individual working alone (IWA) when carrying out work, or walking to or from a site of work; for someone other than a COSS or IWA who has to join or leave a group, and must do so under the instructions of a COSS; or someone other than a COSS or IWA who is allowed to go on or near the line under a method of working shown in company instructions. To go on or near the line with others, a COSS must be present who has given a briefing on the safe system of work that will apply. Instructions are also included on moving round unexpected obstacles and crossing lines open to traffic.

Section 2.3 allows getting off a moving rail vehicle if it is one designed for continuous slow-speed movement. Modifications to some vehicles of this type are being carried out with the intention that they could be boarded whilst moving. This section has been changed to allow staff to get on and off this type of vehicle.

The competency of safe work leader (SWL) is no longer a recognised one and all reference to this obsolete competency has been removed.

3,   GERT8000-HB 3   Duties of the lookout and site warden   Issue 4

Key Changes: Changes have been made to the situations in which unassisted lookouts can be used as a safe system of work, and this handbook has been amended to reflect those changes.

When a group is working, unassisted lookouts can only be used when the permissible speed of approaching trains does not exceed 25 mph (40 km/h) and cannot be used if more than one running line leads onto the line for which a lookout is appointed.

Site lookouts are not allowed during darkness, poor visibility or when in or near a tunnel. Distant and intermediate lookouts are not allowed to be used.

The use of lookouts when a group is walking is no longer allowed.

The use of lookouts when a group is to work within a work site is no longer allowed.

A group can no longer work within a possession outside a work site without the permission of the PICOP.

The competency of safe work leader (SWL) is no longer a recognised one and all reference to that obsolete competency has been removed.

4,   GERT8000-HB5 Handsignalling duties   Issue 3

Key Changes: As part of the industry move to reduce the use of detonators, single line working rules have changed. An end of degraded working sign will now be provided in place of the hand signaller at the end of the single line section for trains travelling in the wrong direction. A handsignaller

acting as a 'signaller's agent' will be provided in a position where they can clearly see the end of degraded working sign and trains passing it.

The signaller's agent must make an emergency call to the signaller if they see a train passing the end of degraded working sign without authority. There is no longer a requirement to place a detonator on the rails at this location.

Handsignallers are still required for dividing a single line working section and are now referred to as intermediate handsignallers.

Temporary block working (TBW) has been removed from GERT8000-S5. The TBW section has been withdrawn from this handbook, and subsequent sections have been renumbered. The text has been updated to clarify that single line working is the only situation in which an intermediate handsignaller can be appointed.

5,   GERT8000-HB7   General duties of a controller of site safety (COSS).   Issue 10

Key Changes: Changes have been made to the situations in which unassisted lookouts can be used as a safe system of work, and this handbook has been amended to reflect those changes.

Using unassisted lookouts as a safe system of work when a group is walking is no longer permitted.

When a group is working, unassisted lookouts can only be used if this is planned in advance and authorised at director level. The permissible speed of approaching trains must not exceed 25 mph (40 km/h) and cannot be reduced to this speed by a temporary or emergency speed restriction.

No open lines can be crossed to reach a position of safety.

Lookouts are not allowed during darkness, poor visibility or when in or near a tunnel.

Lookouts can only be used if trains can only approach on the line being worked on or an adjacent line, and cannot be routed onto that line after becoming visible.

Distant and intermediate lookouts are not allowed to be used.

Following an investigation into a near miss, a fuller explanation has been given of how a COSS is to monitor the activities of a group and the action to be taken when a group is required to be split. In that case, it is now stated that a 'new' group must be under the supervision of a COSS and ceases to be the responsibility of the original COSS.

6,   GERT8000-HB9   IWA or COSS setting up safe systems of work within possessions. Issue 9

Key Changes: The use of unassisted lookouts is no longer permitted within a work site, or when a group is working outside a work site without the PICOP's authority.

The requirement for a COSS or IWA to sign the work-site certificate when protection is no longer required can be laborious and time consuming and can involve a lengthy road journey with the potential for fatigue and road accident risk.

The requirement for a signature has been removed and instead the engineering supervisor must record the details on the work-site certificate.

The competency of safe work leader (SWL) is no longer a recognised one. All references to SWL have been removed from this handbook.

As a result of the reissue of Handbooks 6 and 7 in 2024, some cross-references in this handbook were changed. These changes have previously been published in the *Periodical Operating Notice* since December 2024.

7,   GERT8000-HB12   Duties of the engineering supervisor (ES) in a possession. Issue 11

Key Changes: A previous ability to allow COSSs to start work in connection with isolation activities before a work site was set up was removed but was reported to have caused difficulties. As a result, trials have taken place of an arrangement under which the COSS would receive a work-site briefing and the details recorded by the engineering supervisor on an appendix B to the work-site certificate. This arrangement has now been introduced in this handbook, to apply when a COSS is to carry out ac isolation duties. This covers isolations in the Merseyrail electrified area where the procedures are similar to those on ac electrified lines, but not to other dc electrified areas where different instructions apply.

The requirement for a COSS or IWA to sign the work-site certificate when protection is no longer required can be laborious and time consuming and can involve a lengthy road journey with the potential for fatigue and road accident risk.

The requirement for a signature has been removed and instead the engineering supervisor must record the details on the work-site certificate.

To reduce the use of unassisted lookouts as a safe system of work, this is no longer permitted within a work site. Section 4.7 has been withdrawn. A COSS must use another of the safe systems of work shown.

The work-site certificate (RT3199) has been updated to remove reference to the obsolete competency of safe work leader (SWL).

8,   GERT8000-HB19   Work on signalling equipment -duties of the signalling technician Issue 6

Key Changes: Signallers' instructions allow a signaller to tell a signalling technician to operate and secure defective power-operated points before the arrival of a points operator or route-setting agent. There is no corresponding instruction in this handbook. As a result, there have been suggestions that the signalling technician should be carrying out the duties of a points operator or route-setting agent. This is not the case, as those responsibilities apply in the case of a failure resulting in successive operation of a failed set of points to allow train movement to continue, rather than a single operation of the failed points. To overcome this, an instruction has been included in this handbook which corresponds to the signaller's instruction.

Posters

1.   None

Additional Information

NWR Latest Safety Bulletins

Shared Learning

NRL25-04   Fatal Road Traffic Collision

Incident Summery

At approximately 0245 on Wednesday 8 May 2024, two Vital Human Resources Limited (VHRL) employees were involved in a fatal RTC on the M40 Northbound. Returning home post-shift from Hemel Hempstead, their vehicle collided with the rear of a Heavy Goods Vehicle (HGV). The driver sustained non-life-threatening injuries. Tragically, the passenger later died. Both had chosen to forgo their pre-booked hotel accommodation to return home for personal reasons. This incident underscores the critical risks posed by fatigue, policy non-adherence, and gaps in monitoring and assurance.

During the investigation, the parallel police investigation meant the driver could not be interviewed, and the hire vehicle lacked telematics to support post-incident reconstruction. However, the revised Fatigue Risk Index (FRI) score of 39.7% indicated a high risk of microsleep. Given the early-morning timing following a night shift and being over 60 minutes into a 90-minute journey, it is reasonable to conclude that the driver's alertness was likely impaired due to fatigue, even if the exact cause - such as microsleep or loss of concentration - cannot be definitively confirmed.

What went wrong?

Planned Control	Actual Outcome
Post-shift hotel provided to mitigate fatigue	Hotel unused - both employees chose to travel home overnight
Telematics-enabled fleet vehicle required by VHRL policy	Short-term hire vehicle had no telematics or monitoring
Fatigue Risk Index (FRI) compliance monitored via PeopleSoft	PeopleSoft scores based on incorrect data; adjusted FRI score was 39.7 %
Sentinel app used for sign-in/out to support fatigue tracking	Manual sign-in used, undermining data reliability
Assurance of contractor rest periods	No mechanism to confirm if booked hotel accommodation was used

Behavioural and systematic insights
- Personal responsibilities (childcare, appointments) motivated a decision to return home rather than rest.
- Night driving following a shift increased fatigue risk, equivalent in impairment to alcohol.
- Vehicle lacked data-capturing systems, limiting post-incident reconstruction and assurance.
- Sentinel swipe protocol was bypassed, impairing fatigue and attendance data quality.
- Policy assumed rest would be taken if provided - no check was in place to verify.

Key lessons
- Fatigue must be treated as a live risk, even below FRI trigger points.
- Behavioural choices under pressure (e.g. returning home) can override planned controls.
- Short-term hire vehicles must meet baseline monitoring requirements.
- Sentinel compliance must be actively monitored, not assumed.
- Booking rest does not guarantee rest - assurance processes must verify usage.

Recommendations and Local Actions

Network Rail
- Confirm Sentinel swipe-in requirement in Scheme Rules v5 and brief accordingly.
- Explore feasibility of validating hotel room usage as part of fatigue assurance

VHRL
- Review process for inputting shift data into PeopleSoft to ensure FRI accuracy.

- Install geofencing and telematics in all fleet and hire vehicles.
- Deliver refresher driver training on fatigue, post-shift travel risk, and lifesaving rules.
- Brief all drivers on consequences of non-compliance with rest policy and Sentinel protocol.

Key Takeaway

This fatal incident was not the result of one failure, but a series of unverified assumptions. Behaviour, fatigue, monitoring gaps, and policy execution all intersected. Preventing recurrence requires not only policies but living, verifiable compliance and behavioural alignment under pressure.

RailPPs Share with Pain, Share with Pride

1,   Share with Pride Pod Track Situational Awareness Training

Pod-Trak have rolled out a new Situational Awareness training for the Civils team who are working with both On Track Plant (OTP) and civils plant on new station builds in Birmingham.
It was created and led by the Pod-Trak HSQE team with the aims of:
- Educating individuals on how to perceive their surroundings, assess both familiar and varying situations and deciding how to act safely and effectively.
- Discuss how to improve individuals' situational awareness both in the workplace and at home
- List how to use and direct the senses to train for observation and reaction

2,   Share with Pride Story Operator Awareness of AdBlu Issues

Operators and Maintenance Teams were informed to take the following actions when these warning lights illuminated, a decal was also fitted into the cab of the affected machines