

Introduction

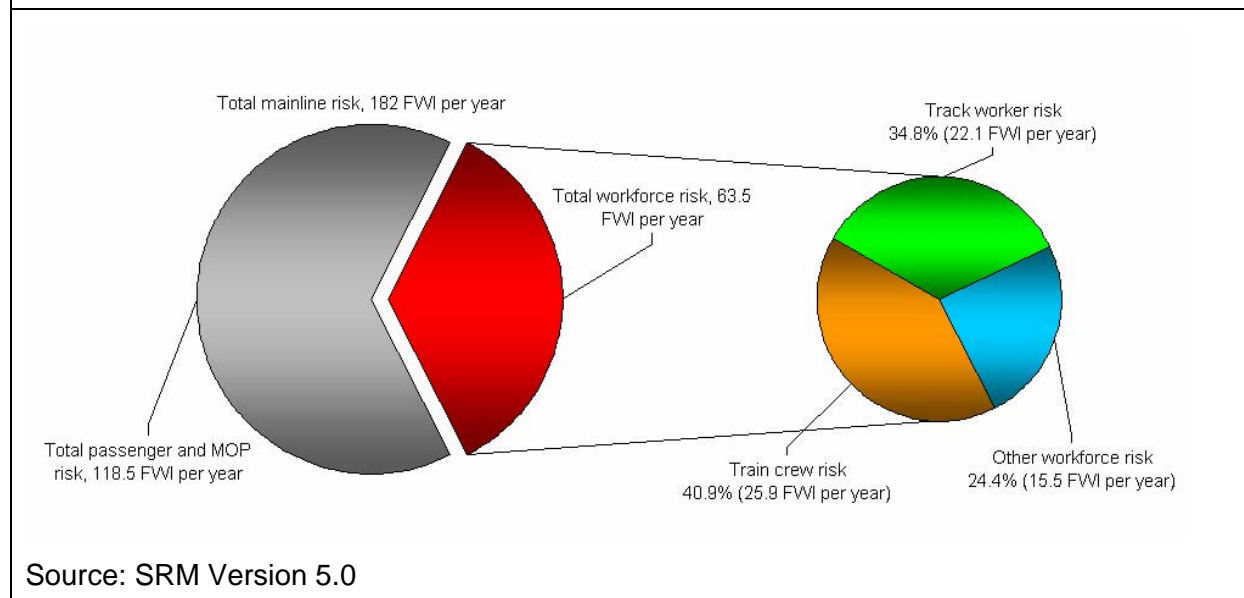
This overview provides a summary of the recent safety performance relating to workforce safety. This is described in detail in the full workforce safety performance report (available free-of-charge via the RSSB website: www.rssb.co.uk).

This report presents information on the risk to the railway workforce. It examines fatalities and weighted injuries (FWIs) and trends related to injuries within possessions, irregular working incidents, shunting, runaways, train accidents, workforce shock / trauma, incidents on stations and incidents on trains. The latest initiatives to improve safety are also presented, along with contact details to encourage the sharing of ideas across the industry.

Chart 1 shows workforce risk in the context of overall railway risk, as measured by version 5 of RSSB's Safety Risk Model (SRM). At 63.5 FWI/year, it is approximately 35% of the total network risk. The main risk contributors are movement and non-movement accidents (resulting in 17.7% and 80% of all workforce risk respectively). The chart also illustrates how the group breaks down into three worker categories:

- *Track workers* – 34.8% – the most exposed group to fatal risk.
- *Train crew* – 40.9% – risk is mainly associated major and minor injuries.
- *Other workforce* – 24.4%.

Chart 1. Workforce safety risk in context of overall railway risk (excl. suicide)



Key safety facts

The report contains detailed analysis on all areas of workforce safety. A number of key issues have emerged:

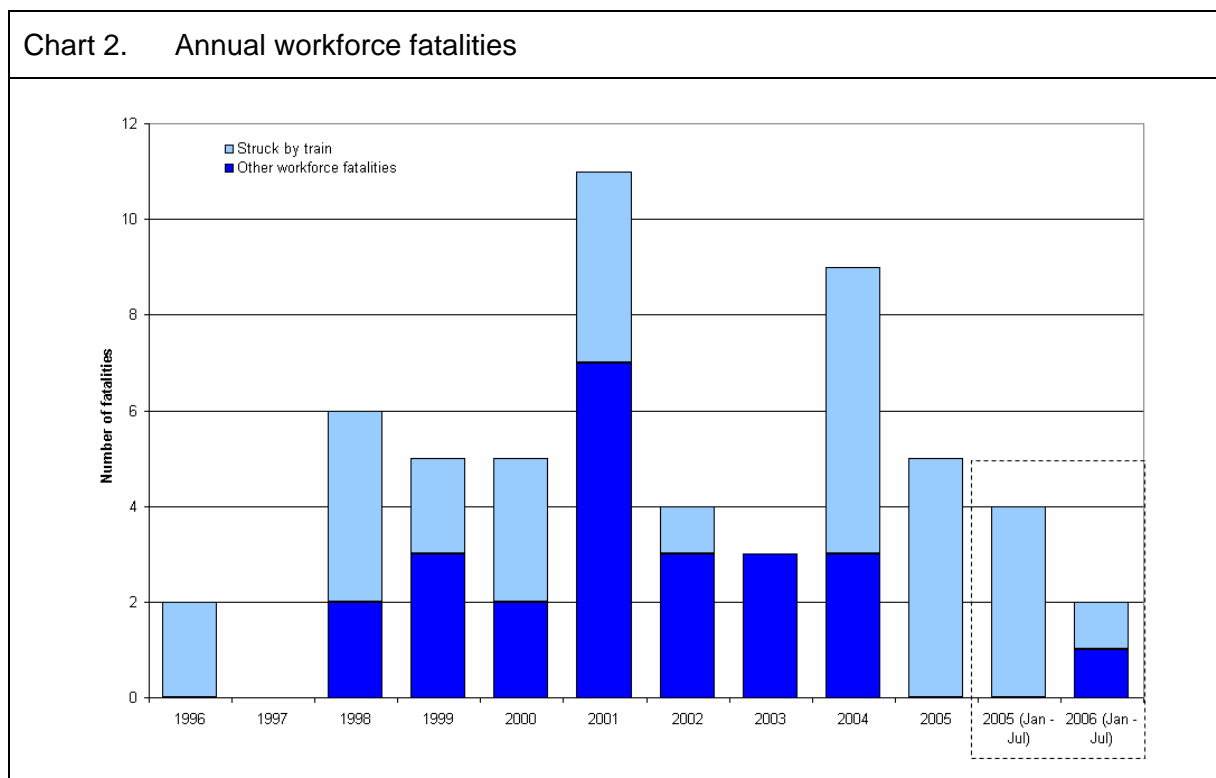
- In the year to 31 July 2006, there were two workforce fatalities. The death of a shunter on 17 July ended a period of more than eight months without a workforce fatality.
- While the fatality rate for the construction industry (as a whole) is around two-thirds that of the railway industry, the fatality rate for road construction operatives is some 45% higher than for track workers.

- 57% of workforce fatalities occur on the running line. Over half this figure (again, 57%) occur to those undertaking infrastructure inspection, maintenance and upgrading tasks.
- However, workforce harm has generally improved, a 26% reduction in major injuries being evident between January and July 2006.
- The monthly five-year average for workforce minor injuries is 6,736 per year.
- Numbers of workforce on-train injuries have remained broadly consistent: there were 1,341 on-train injuries in the first seven months of 2006, compared to 1,307 for the same period in 2005. Most of these injuries were the result of assaults on train guards.
- Five incidents of runaway trains were recorded between January and July 2006; this represents a 45% improvement on the nine seen in 2005.

Fatalities

In the year to 31 July 2006, there were two workforce fatalities:

- On 17 July, a Freightliner shunter was crushed at Dagenham Dock Yard while carrying out a movement to couple a wagon to a Class 47 locomotive (SE).
- On 29 July, an EWS driver was investigating smoke coming from his vehicle at Deal (SE), and was seen to slump on the conductor rail. It is believed that this was an accident and that he died from third rail electrocution.



Workforce injuries

Workforce harm (in terms of major injuries) has improved significantly, with a 26% reduction in major injuries being evident between January and July 2006 (70, against 95 for Jan-Jul 2005). There has also been a 42% reduction since the 2004 peak.

Working in possessions

The number of collisions between vehicles in possessions from 2001 to June 2006 is detailed in Table 1. The following categories of vehicles have been used:

- Empty coaching stock (ECS), Freight train (locomotive and wagons), Locomotive, OTM, RMMM, RRV and Freight wagon.

The table shows that:

- The total number of collisions in possessions fell from 10 in 2001 (year-on-year) to a low of four in 2004. In 2005, eight occurred – double the previous year. The good news is that only two had occurred in the first seven months of 2006, compared to five in the same period of 2005, indicating a possible decrease in 2006 as a whole.
- On a 'type of vehicle' basis, collisions in possessions occur sporadically, showing no real trend.
- The types of vehicles that contribute the most to the total number of collisions are RRVs (involved in 17 of the 37 collisions over the period) and OTMs (involved in 15 of the 37 collisions over the period).

Table 1. Collisions in possessions

Collision between		2001	2002	2003	2004	2005	2005 (Jan - Jul)	2006 (Jan - Jul)
Freight train	ECS	1	0	0	0	0	0	0
	Freight train	1	0	2	0	2	1	0
	OTM	0	0	1	0	1	0	0
	RRV	0	1	0	0	1	1	1
Loco	Loco	0	1	0	0	0	0	0
	OTM	1	0	0	1	1	0	0
OTM	OTM	0	0	0	2	1	1	0
	RMMM	1	0	0	0	0	0	0
	RRV	1	0	2	1	1	1	0
	Wagon	0	1	0	0	0	0	0
RMMM	RMMM	2	1	0	0	0	0	0
RRV	RRV	3	3	1	0	1	1	1
Total		10	7	6	4	8	5	2

Further information

The full workforce safety report can be downloaded from the RSSB website: www.rssb.co.uk.

To discuss this report, or any other safety performance report, please contact either:

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