

HAMPSHIRE FIRE AND RESCUE SERVICE - RISK ASSESSMENT RECORD

Operational Activity: Railway Incidents	Service Reference: SO/7/6/5 - Refer to Railway Safety for the Emergency Services (Railtrack)
PDA: Initial mobilisation will be determined on information received at time of call	Other References: GRAs 4.2, 5.1, 2.9, 5.3, 4.1 Firefacts: FF/7/6/5

<i>Task/Description</i>	<i>Hazard/Risk</i>	<i>Level of Risk</i>	<i>Risk Groups*</i>	<i>Control Measures</i>	<i>TAP Ref</i>
Working or firefighting near railway tracks	Struck by rail traffic.	High	A B C D	<ul style="list-style-type: none"> ▪ Relevant training and assessment. ▪ Appointment of Safety Officer(s). ▪ Liaise with Rail Incident Officer (RIO). ▪ Minimum number of personnel to be committed. ▪ Personnel under full supervision by crew commanders. ▪ Full PPE and conspicuity surcoats. ▪ Inner/outer cordons. ▪ Safety officer or Railtrack lookouts both sides of incident and maintain contact (radios/horns). A minimum of 30 seconds warning of train approach must be given. ▪ No-one to work on/near/crossover railway track(s) until positive assurance has been received from Railtrack Control that trains have been stopped and the current isolated. ▪ Awareness of safe working distance and places of safety, ie: <ul style="list-style-type: none"> < 40 mph = 1.25 m > 40 mph = 2 m ▪ Illumination of incident area. 	2.23 2.18
	Electrocution from power supplies.	High	A B C D		
	Slips/trips and falls.				
Applying firefighting media.	Electrocution from power supplies.	High	A B C	<ul style="list-style-type: none"> ▪ All personnel to be made aware of the dangers of applying water/foam on/near OLE/electrified third rail. 	

Working in tunnels.	Struck by.	High	A B C	<ul style="list-style-type: none"> ▪ Safe system of work for evacuating railway tunnels. ▪ personnel to be relieved at regular intervals. ▪ Availability of drinking water to lessen the possibility of dehydration.
	Electrocution.	High	A B C	
	Fatigue.	High	A B	
Climbing ladders, working on rolling stock or from embankments.	Electrocution.	High	A B C D	<ul style="list-style-type: none"> ▪ Track to be isolated and confirmed by Railtrack and RIO (see above). ▪ Use electrical rubber gloves where required. ▪ Consider use of aerial appliances. ▪ Keep areas clear below/under personnel working aloft. ▪ Return equipment to ground level when not in use.
	Falls from height.	High	A B C D	
	Struck by falling equipment.	Low	A B C	
Dealing with hazardous substances, ie, chemical/animal/biological.	Various substances.	Medium	A B C	<ul style="list-style-type: none"> ▪ Personnel should be made aware of the hazardous material which may be transported via the rail system. ▪ Declare 'HAZMAT incident' if chemicals are involved. ▪ Consult with Hazmat SO/RA/FF. ▪ See incidents involving Electricity - Hazmat.
Crash/collision/derailment.	Unsupported/overtuned rolling stock.	High	A B C D E	<ul style="list-style-type: none"> ▪ DRA - Major/Hazmat incident - Safety/Hazmat Officer(s). ▪ Advice from experts, ie, RIO, structural engineers, Railtrack engineers, medical personnel, specialist plant road/rail. ▪ Medical assessment and casualty clearing areas. ▪ Reliefs and rotation of crews. ▪ Principles of good occupational hygiene and health monitoring to be observed during and following the completion of the incident.
	Structural impact.	Low	A B C D E	
	Multiple casualties and/or fatalities.	Medium	A B C D E	
	Fatigue.	medium	A B C D E	
	Body fluids.	Low	A B C D E	
	Dislodged overhead equipment.	Low	A B C D E	

Assessor:	Name: K Dales and R Earl	Rank/Post: T/H&S Advisers	Date: 6/2001	Review Date: 6/2006
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*A = Wholetime	*B = Retained	*C = Volunteers/Auxiliary	*D = Non Service Personnel	*E = Public
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