STOPThink!
Bridge Damage by RRV

December 2023 –Damaged bridge supports

January 2023 – Fractured bridge columns

Example of RRV in use during both events

What happened?

In the last two months there has been two instances (non-Octavius) of Road Rail Vehicles (RRV) striking bridges on the railway infrastructure. In both these events the RRV which struck the bridge was transiting between the RRV access point and the site of works.

Following both events, the bridges had to be demolished and in one event the railway station had to be closed. These events had a significant impact on the travelling public, along with the obvious safety and commercial implications of such an event.

Although this event is on the operational railway, similar hazards and risks are present on many Octavius projects e.g. bridges, overhead gantries, overhead services.

Octavius staff and our suppliers must confirm that:

- Before the movement of any item of plant or vehicle which may strike overhead equipment, the responsible person must ensure that there is a safe system of work in place to manage this risk.
- On the railway, the Plant Operations Scheme Representative (POS Rep) must make RRV operators and crane controllers aware of all hazards, including those overhead.
- Where RRVs are traversing between sites the boom should be secured in the lowered position and where it is not, there must be clear control measures in place to manage this risk.
- There is sufficient time is allowed to plan, manage and undertake plant movements including sufficient time to lower and secure booms before movement.
- Where applicable the controls required by GS6 should be implemented in full to manage the risk of overhead structures being struck.
- They are using the updated "INF-TPT-1900-2323 – RRV/OTP pre-planning check sheet" which has been updated to include relevant checks to manage this risk.
- Ensure that all site teams are briefed and have reviewed these actions across operational sites.
- This alert is displayed across Octavius sites / projects