Risk Assessment - Use of locos with non-operational Drivers Safety Device (DSD)

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Department: Diesel Loco
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Use of locos with non operational DSD.

Type	Hazard Cause	Persons Affected	Control Measures	L S T Overall	Additional Control Measures	L S T Overall	Owner/Action
Health and Safety	Loco/DMU continues to move when the driver incapacitated. Faulty equipment	Everyone	1) CRITICAL - Engineering: If DSD is fitted and operational it should be tested at the start of every day of usage. - Effective 2) CRITICAL - Engineering: Functionality of DSD to be confirmed during 'A' and 'B' examinations. - Effective 3) CRITICAL - Engineering: If defects are present in the DSD system and spare parts or repairs are viable then the DSD must be repaired and reinstated as soon as possible. - Effective 4) CRITICAL - Administrative: All train crew to be subject to and successfully pass the GWSR medical examination. - Effective 5) CRITICAL - Administrative: Only locos with inoperative DSD two train crew must be present in the cab at all times. - Effective 6) CRITICAL - Administrative: Locos with inoperative DSD must have signage in the cab to indicate as such. - Effective 7) CRITICAL - Administrative: GWR operates at a low maximum speed of 25mph. - Effective	1 x 4 = 4 Low - Risk to be monitored to ensure it remains adequately controlled to an acceptable level.	None	n n n	n/a

COSHH Assessments

There are no COSHH assessments associated with this risk assessment.
Ends