

MATCHTECH 



GATTACA GROUP'S RAIL RECRUITMENT SPECIALISTS

Safety Briefing

April 2023

WORKING TOGETHER TO PROVIDE THE BEST RAIL TALENT IN THE UK



Monthly topics

Safety Bulletins

- Track worker near miss – COSS almost hit by a train while placing Worksite Marker Boards
- Reminder of Live Exposed Equipment (ROLE) – Equipment removed without authority given
- Breach during burning activity – While Cutting scrap rail a signalling power cable was destroyed.

Safety Bulletin



everyone
home safe
every day

Trackworker near miss

Issued to: **All Network Rail line managers, safety professionals and accredited contractors**

Ref: NRB23-02

Date: 01/03/2023

Location: Teignmouth Boat Yard, near Dawlish,
Western route

Contact: Dean Johns - Health & Safety Manager,
W&W Capital Delivery



Overview

On the 14 February 2023 at Teignmouth Boat Yard, near Dawlish, at approximately 01.18am a Controller of Site Safety (COSS) went to place worksite marker boards after being asked to assist the Engineering Supervisor (ES) in taking a worksite.

Believing they had been told to place the marker boards, the COSS accessed the track and walked to the required position and placed the marker board on the Down line, whilst placing the marker board they heard a train coming and moved quickly onto the open Up line as the train hit the marker board.

Permission to place the marker boards had not been given by the ES and both lines were still open to traffic. The forward facing CCTV footage from the train shows the COSS moving clear from the down line 4 foot into the open up line with less than 3 seconds to spare before the train hit the markerboard.

The train came to a stand with the driver and driver trainer believing they had struck the operative.

RAIB attended site and will be producing a safety digest in the near future.

Discussion points

- How you make sure plans and resources are adequate to undertake the task?
- How do you assess the impact of changes to the possession / worksite plan and availability of resources and you assure yourself those changes are correctly communicated and understood?
- What can you do to make others feel able to challenge any communication if something is not clear or accurate and how do you make sure people clearly understand the actions you want them to take?
- Are you using communication protocols such as, repeating back critical information, using the phonetic alphabet, confirming next actions, locations, lines, mileages and times?
What can you do to make others feel able to challenge any communication if something is not clear or accurate?
How do you make sure people clearly understand the actions you want them to take?

Safety Bulletin

A serious incident has taken place



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Reminder of Live Exposed (RoLE) Equipment

Issued to: Network Rail line managers, safety professionals and accredited contractors

Ref: NRB23-03

Date of issue: 07/03/2023

Location: National

Contact: [Martin O'Connor](#)

Network Technical Head of Contact Systems AC/DC



Overview

The use of Reminder of Live Exposed (RoLE) equipment is mandated as part of NR/L3/ELP/29987. On 17th April 2022 during a planned isolation, the Nominated Person, while completing inspections of the RoLE equipment installed within the isolation, discovered that the rail mounted RoLE equipment used within the isolation had been removed from its position and was in the cess.

If RoLE equipment is removed without authorisation, this will contradict the brief and Overhead Line Permit (Form C). This might increase the risk of electric shock to those involved.

The Nominated Person immediately reinstated the RoLE equipment to the rail. The Nominated Person raised a Close Call and reported this to the maintainer.

RoLE equipment provides a reminder to check the Safe Working Limits as detailed on an Overhead Line Permit. Where appropriate it is also used to remind of Residual Electrical Hazards.

There are different types of RoLE equipment (freestanding, attached to the running rail, lineside structures or isolated OLE). Make sure you have selected the most appropriate RoLE equipment for the worksite.

RoLE equipment can only be installed, inspected, or removed by a Nominated Person, or an Authorised Person working under the Nominated Person's direction.

During temporary removal, the Nominated Person or Authorised Person will remain in a position of safety at the location and give verbal reminders of live exposed equipment until it is replaced.

If you are unsure about the purpose of RoLE equipment within an Overhead Line Permit, please speak to your COSS (OLP). If you're the COSS (OLP) then speak to the Nominated Person.

Where your work does not involve an Overhead Line Permit and you come across RoLE equipment that needs moving, please speak to the Engineering Supervisor who will contact the Nominated Person.

More details on the use of RoLE equipment can be found within NR/L3/ELP/29987 Module 7.

Discussion points

- What would you do if you came across RoLE equipment in a place you weren't expecting it?
- If you were operating On Track Plant (OTP) or On Track Machines (OTM) and saw a Rail Mounted RoLE device, what would you do?
- Who would you contact to find out more about RoLE equipment?

Safety Bulletin



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Cable breach during rail burning activity

Issued to: Network Rail line managers, safety professionals and accredited contractors

Ref: NRB23-04

Date of issue: 17/04/2023

Location: Totnes, Devon

Contact: [Mark Dobson](#), Programme Engineering Manager, Route Services



Overview

Colleague unknowingly hits cable leaving them in a state of shock and taking down the signalling power.

On Thursday 9th March 2023 at approximately 21:20 in Totnes, Devon, a supply chain colleague was burning scrap rail into 20ft pieces within the cess area of the infrastructure as it needed removing.

They couldn't see the 650v cable which supplied power to the signalling system. It was buried just under the surface of the wet ballast underneath the rail.

The cable had no protective routing and you could only see it intermittently on top of the ballast at points along the cess.

The cable sheathing was burnt through, causing a large bang and flash, and significant signalling power loss within the Totnes area.

The individual was not physically hurt but were in a state of shock. They were taken to hospital, accompanied by another operative, for precautionary checks.

The cable was repaired by the local S&T Fault Team, and normal working resumed at 04:15.

All High Output rail burning activities have been suspended, while we review if any additional controls are necessary.

The incident is currently under investigation by Network Rail.

Discussion points

- What are the benefits of pre work surveys and risk assessments regarding potentially vulnerable equipment?
- What work do you have planned that might affect cables?
- The outcome of these surveys and risk assessments may influence where tasks such as the one in this incident are undertaken.
- What checks do you do before starting work, to make sure that you don't disturb cables?

Part of our group
of Safety Bulletins

**Safety
Alert**

**Safety
Bulletin**

**Safety
Advice**

**Shared
Learning**

Safety briefing links

Safety Central

- Network Rail share updates of recent incidents, accidents and best practice advice online. Please get into the habit of checking this website for the latest news;

<https://safety.networkrail.co.uk/tools-resources/safety-bulletins/>

Southern Shield

- Southern Shield is a collaborative safety forum that consists of Network Rail Southern Capital Delivery and its principal contractors. On their website they have useful articles and explain the rules of the Southern Shield charter, which is mandatory on some southern sites.

<https://www.southernshield.co.uk/>

Railway Rule book

- Add this website address to your browser favourites to ensure that you always have access to the

[Network Rail Rulebook modules](#)

Previous monthly rail briefings.

- **Historical safety briefings** - **<https://www.resourcing-solutions.com/health-and-safety-briefings>**
- **Latest company policies** - **<https://www.resourcing-solutions.com/safety-zone/company-policies>**



Work-safe Procedure

This is for anyone to use, it works as follows:

If you believe the Safety Arrangements to be inadequate:

Stop Work and talk to the Team Leader or person in charge; they should:

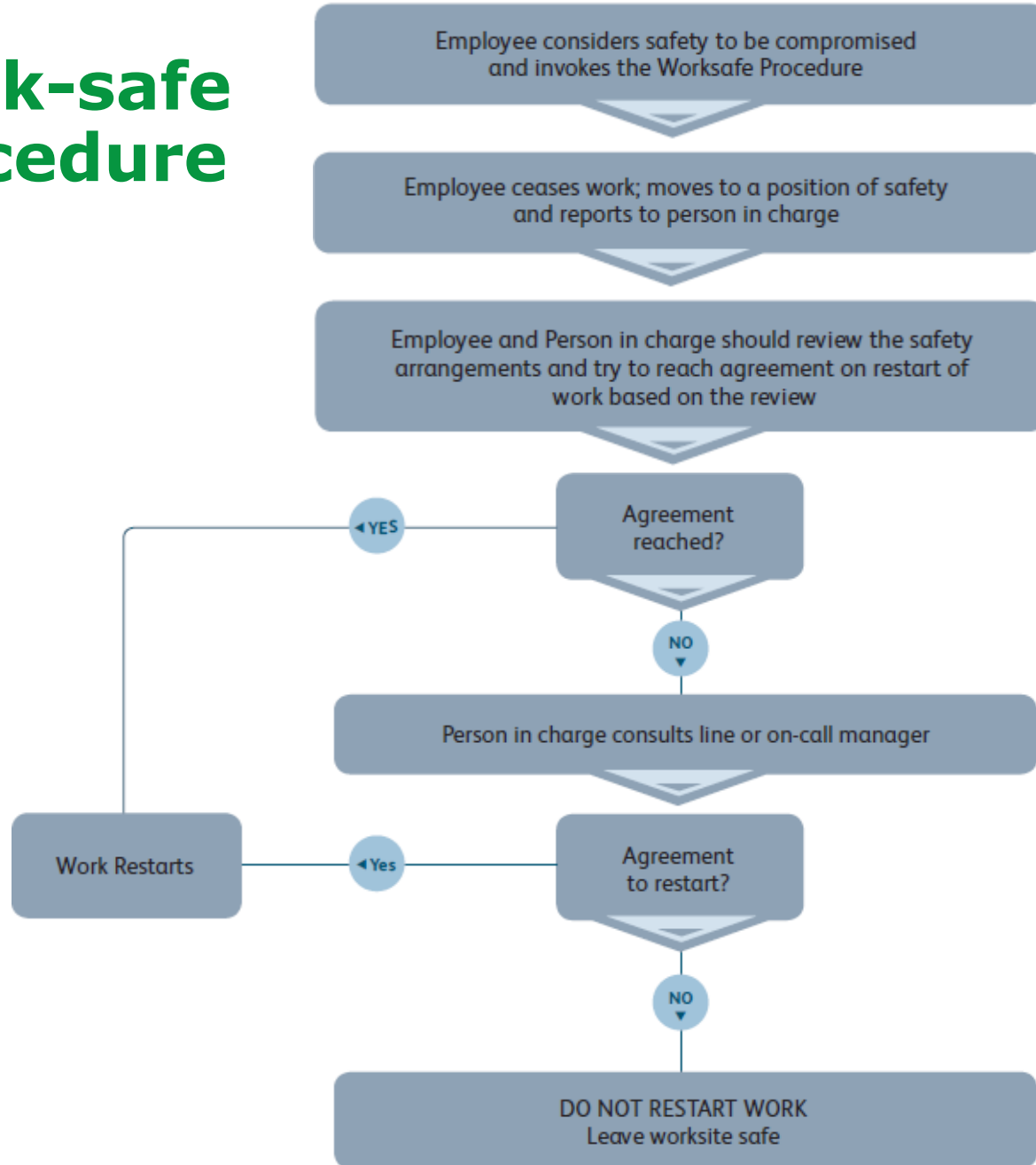
- o Review the arrangements
- o Change them if necessary and re-brief

If you are still unhappy **DO NOT RESTART**; escalate to the next level by contacting one of the following:

Your Line Manager, Your Safety Rep, Any member of the management team, The DU Safety Advisor, Network Rail Control, RSL/MT on-call **07786 265531**

- **Do not start work until you are satisfied** that the safety arrangements are appropriate to the activity

Work-safe Procedure



Changes to your shift times and increased fatigue risk



It is important that you notify your consultant as soon as possible if there is a change to your rostered work pattern while working on the Network Rail Infrastructure.

As part of our commitment to you and our obligations to monitor and manage your fatigue, we must always have an accurate understanding of where and when you are working.

In addition, you also have a legal obligation to ensure that you are safe to work, the Health and Safety at Work Act 1974. This states that **“Workers have a duty to take care of their own health and safety and that of others who may be affected by their acts or omissions at work”**

Do not start work until you are satisfied that the safety arrangements are appropriate to the activity

- Never, ever drive while feeling tired
- If you are starting to feel fatigue while onsite then instigate the work safe procedure.



Contact the Rail team

24 hour on call - 07786 265531

Use this on-call number if you need to contact someone from the company urgently, for example to report an accident / incident or if you are being pressured to do something that you are not comfortable with, such as being asked to exceed the working hours rules etc.

Store this number in your phone in case of an emergency

This number is **not to be used** to query timesheets or to enquire about vacancies, it is an emergency contact number.

- If you would like to suggest a topic for future safety briefings, or need to talk to someone in confidence then email the Rail HSQE manager Joe Christopherson; jchristopherson@matchtech.com

Your Feedback is always welcomed, email us at RSL/MT

safety@resourcing-solutions.com

Safety sQuaRed

See it, Scan it, Share it



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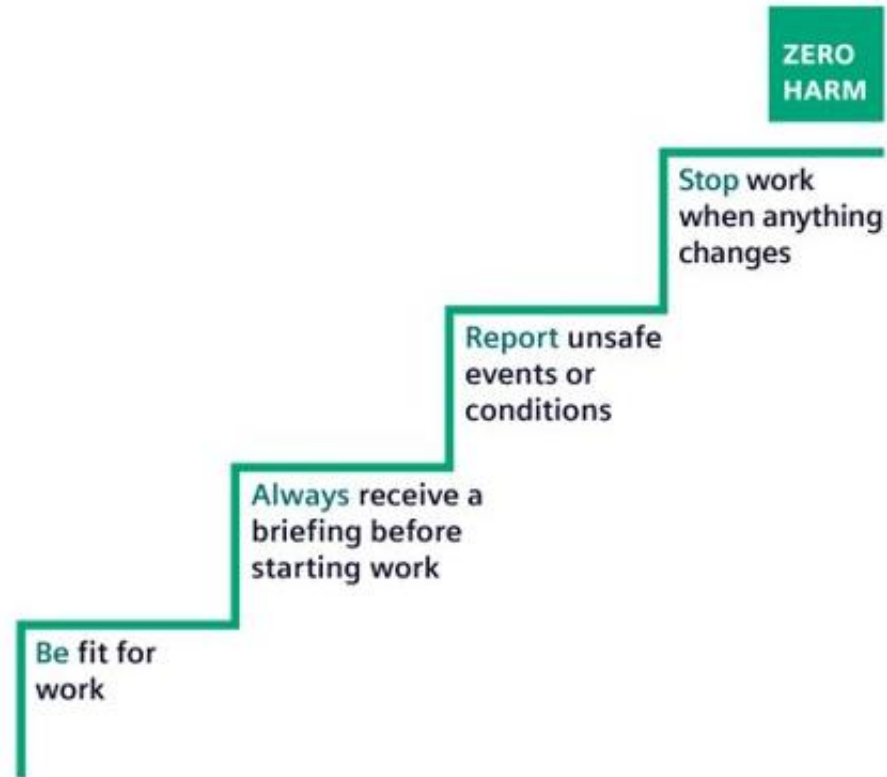


<https://www.gattacaplc.com/report-near-misses>

4 Steps to Zero Harm

Our Priority: Your safety and wellbeing is our absolute priority. We believe that Zero Harm is achievable each and every day by following the four steps and through our behaviours.

Our expectation of everyone, whether an employee / an agency worker or a contractor, is that you will know and live by the 4 Steps.



Our Lifesaving Rules



Always be sure the required plans and permits are in place, before you start a job or go on or near the line.



Never use a hand-held or hands-free phone, or programme any other mobile device, while driving.



Always use equipment that is fit for its intended purpose.



Always test before applying earths or straps.



Never undertake any job unless you have been trained and assessed as competent.



Never assume equipment is isolated – always test before touch.



Never work or drive while under the influence of drugs or alcohol.



Always use a safety harness when working at height, unless other protection is in place.



Always obey the speed limit and wear a seat belt.



Never enter the agreed exclusion zone, unless directed to by the person in charge.



Report hotline:
0800 4 101 101

Report textline:
07507 285 887

Freepost: CIRAS
www.ciras.org.uk