

MATCHTECH 



GATTACA GROUP'S RAIL RECRUITMENT SPECIALISTS

Safety Briefing

May 2023

WORKING TOGETHER TO PROVIDE THE BEST RAIL TALENT IN THE UK



Monthly topics

Safety Bulletins

- HW Machine Incident fracture hand bone caused by points handle spinning unexpectedly

Environmental Bulletin

- Reminder of Live Exposed Equipment Network Rail have been issued with a conditional warning letter from Natural England and could potentially be prosecuted for any further breaches.

Safety Bulletin



everyone
home safe
every day

HW Machine Incident

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

Ref: NRB23-05

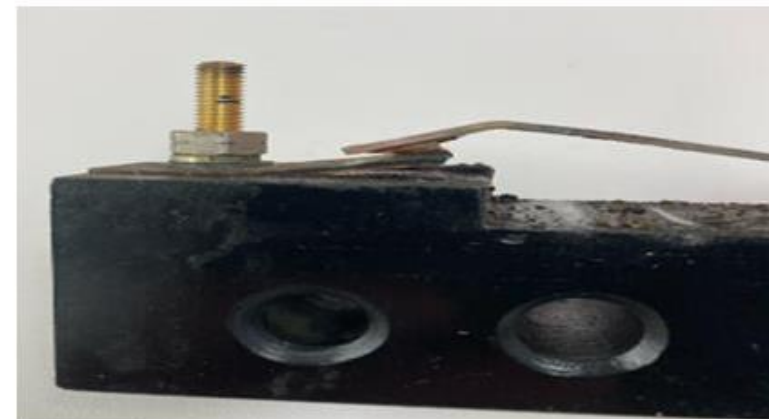
Date of issue: 24/05/2023

Location: Ridham, Kent

Contact: Jude Parsons, HoA Signalling, Kent Route, Southern Region



Cut out
contact,
operated
by the
insertion of
the handle



Overview

An S&T team were undertaking a full annual service to 2501B HW points at Ridham. The point winding handle was installed for manual operation and the technician began winding the points.

Once detection was lost the point machine motor then tried to drive back to normal. This spun the handle around at high speed with the technician's hand holding the handle.

The technician had managed to let go, however, felt a small amount of pain, but not enough to report it at the time.

Later that evening the IP felt some pain when they got home and went to hospital where they had an X-ray, which confirmed a small strain/hairline fracture to their metacarpal.

The incident is subject to an investigation which will establish the sequence of events that led up to the unsafe condition and any underlying causes.

This is an extremely rare failure mode, however, until it is fully understood, the following discussion points are recommended:

Discussion points

- S&T Discipline - Are you and your team clear on:
 - SMS/PartC/PC05 3.1 Examine the crank handle cut out contact. Check that when the crank handle is inserted the contact breaks
 - SMS/PartC/PC05 6.1 Isolate the machine by inserting the crank handle and confirming the crank handle contact breaks

- When undertaking maintenance remain vigilant and report any defects to your line manager.

MOM / Track / Other Point Operators:

Until further notice it is recommended that once a point machine is believed to be isolated (crank handle inserted), stand well clear and request the signaller to swing the points. The points should not move. If they do, or any doubt please contact your local S&T section for advice.

Environment Bulletin



Risk of Prosecution

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

Ref: ENV23-02

Date of issue: 25/05/2023

Location: National

Contact: Technical Authority Environment & Sustainability



Overview - Conditional Warning Letter from Natural England

On 10th March 2023, the Okehampton Project Team received a Conditional Warning Letter from Natural England's Enforcement Team.

Natural England's investigation found that there has been several breaches of the European Protected Species Licences for Hazel Dormouse (*Muscardinus avellanarius*).

The Conditional Warning Letter requires Network Rail to meet 6 conditions by a prescribed date to prevent further enforcement action.

Failure to comply with the conditions of the letter may result in Natural England bringing criminal proceedings or other enforcement action against Network Rail, its contractors or even individuals involved.

Discussion points

What do you need to know?

Any environmental licence, permit, or consent agreed between Network Rail and a statutory authority will be subject to **legally binding conditions**.

Before applying for a licence, a suitably qualified ecologist must be engaged (they will be the 'named ecologist'). It is essential that the team responsible for the works engage with this ecologist and heed the guidance provided to them **before and throughout** the delivery of works.

Before Network Rail commits to the conditions of any licence, it must be agreed by the Responsible Manager (see NR/L2/ENV/122), the 'licensee', and the asset owner that those conditions can and will be delivered.

It is important that Network Rail then meets those conditions. Failure to do so may result in enforcement action against Network Rail.

Where can I find more info?

The Biodiversity Manual NR/L2/ENV/122 provides a clear process for managing ecological risks and opportunities for any Network Rail activity.

It is **essential** in the management of any ecological risk, that it is identified during the planning and/design stages of the work (e.g. for PACE within the Environmental and Social Appraisal (EN1)).

As with health and safety, all teams undertaking works, or Project Teams should consult a suitably qualified professional, i.e. an ecologist, where risks to protected species and habitats exists.

Each Region should have a RACI associated with NR/L2/ENV/122 to enable the identification of appropriately responsible and competent individuals.

Each Region should contact its own Environmental & Sustainability Team for support, including appointment of ecological framework suppliers.

Part of our group of
Environment
Communications

Environment
Alert

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Notice

Environment
Bulletin

Shared
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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:

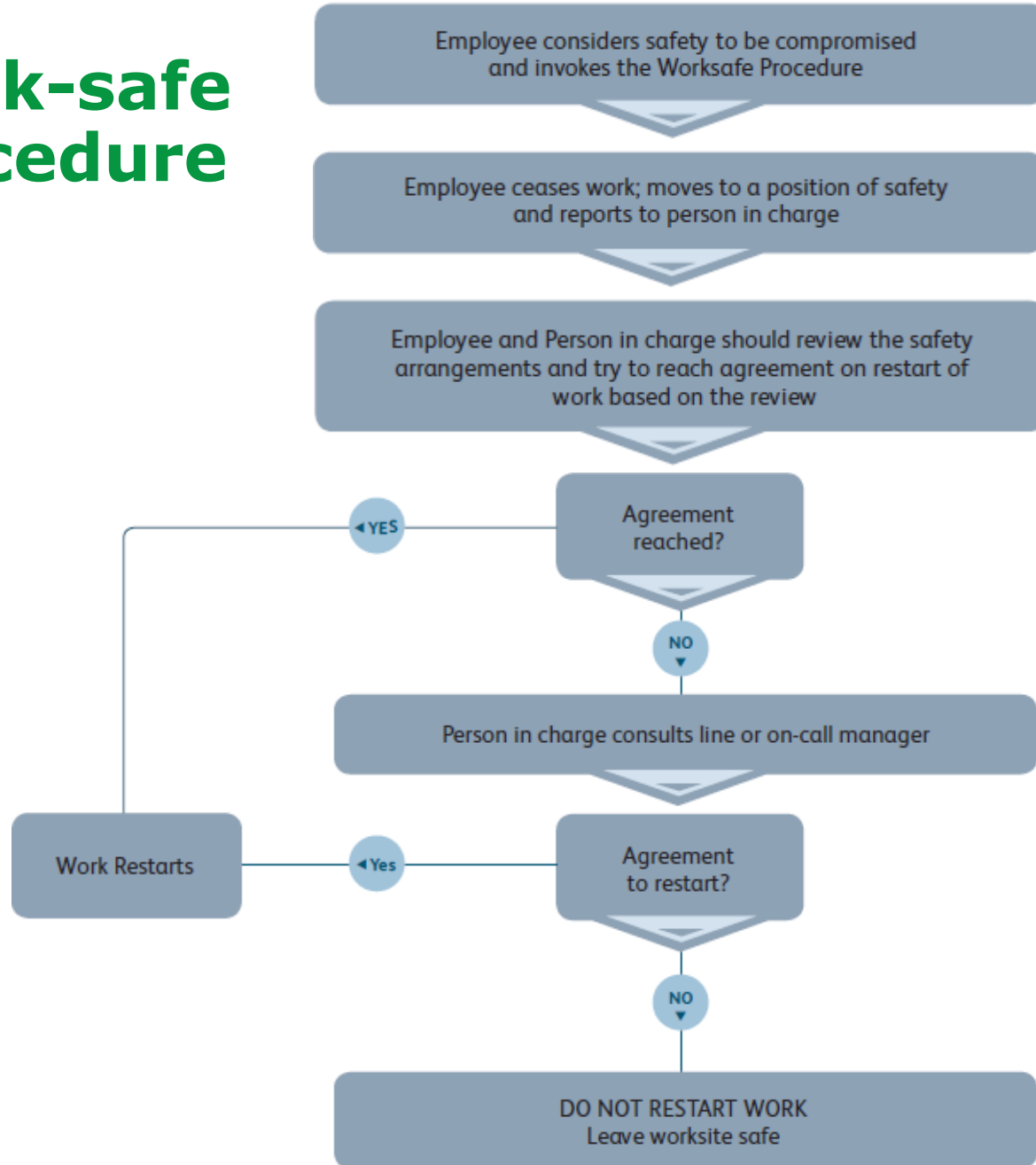
- o Review the arrangements
- o Change them if necessary and re-brief

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



MATCHTECH 

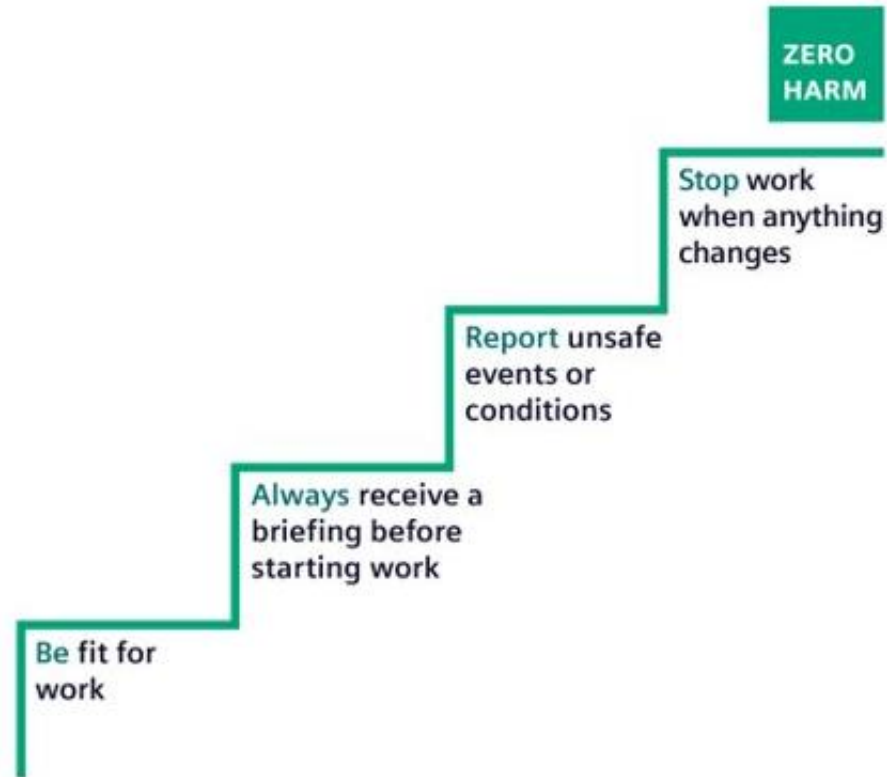


<https://www.gattacaplc.com/report-near-misses>

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