

MATCHTECH 



GATTACA GROUP'S RAIL RECRUITMENT SPECIALISTS

# HSQE Briefing

August 2022

WORKING TOGETHER TO PROVIDE THE BEST RAIL TALENT IN THE UK



# Monthly topics

## Monthly topics – Safety Bulletin

- Drugs and Alcohol test failures
- Trench collapse
- Quarantine of Robel battery powered tamping bank

## Safety Advice

- (Some) L.E.D. lights quarantined

## Fatigue Reduction

- Network Rail new Fatigue Standards reminder October 2022 Deadline

# Tiredness

## Tiredness is the feeling that you need to sleep.

### Understanding sleep problems

We all have evenings when we find it hard to fall asleep or find ourselves waking up in the night. How we sleep and how much sleep we need is different for all of us and changes as we get older.

Sleep problems usually sort themselves out within about a month. But longer stretches of bad sleep can start to affect our lives. It can cause extreme tiredness and make usually manageable tasks harder.

If you regularly have problems sleeping, you may be experiencing insomnia. Insomnia can last for months or even years, but usually improves if you change your sleeping habits.

Sleep problems are common, and the tips on this page should help. But if they have not worked, or you have had trouble sleeping for months and it affects your daily life in a way that makes it hard to cope, you could benefit from further support.

# Safety Bulletin

A serious incident has taken place



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home safe  
every day

## Drugs & Alcohol - Increased Test Failures

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

Ref: NRB22-05

Date of issue: 05/07/2022

Location: National

Contact: [Health and Wellbeing Team](#)



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

## Overview

Testing in the first three periods this year has found 16 people under the influence of drugs or alcohol who should not have been at work. The number is much worse than last year. Of the failures:

- 7 were due to alcohol,
- 4 due to cannabis, and
- 5 due to cocaine use.

Being under the influence of drugs or alcohol at work impairs judgement and creates safety risks to yourself, colleagues, passengers on the railway and members of the public.

Network Rail's life-saving rule states, "Never drive or work while under the influence of drugs or alcohol".

Attending work under the influence is not allowed. If you test positive, you can expect to lose your job. In addition, you will not be allowed to do any work on the railway that is safety critical or requires you to hold Personal Track Safety for at least five years.

## Discussion Points

- Are you familiar with the requirements of Network Rail's drugs and alcohol policy NR/L1/OHS/051?
- Could you and your colleagues recognise the signs that a person may be under the influence of drugs and/or alcohol at work?
- Would you and your colleagues feel confident with how to raise concerns about your own or another person's drug and/or alcohol usage?
- Are you aware that there is support available to employees who voluntarily declare a drug and/or alcohol misuse concern?
- Would you know where to ask for this support?

Anyone with concerns about a colleague should report these to their line manager or confidentially using the Speak Out process to the National Operations Centre on 01908 723644 or 01908 723645)

- Employees should be encouraged to disclose any concerns with drug and/or alcohol misuse, and be informed that support is available via occupational health where voluntarily declared and not in anticipation of a drug and alcohol test.

# Safety Bulletin



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## Trench collapse

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

**Ref:** NRB22-07

**Date of issue:** 22/08/2022

**Location:** Eastbourne, Sussex route, Southern  
region

**Contact:** Rosemarie De Val, Health & Safety  
Manager, Southern Capital Delivery



## Overview

On 12 August 2022 trench excavation works were being undertaken within the highway to a depth of 1.60m. The excavation required a temporary works design and a proprietary system was being used for areas where operatives needed to access the trench.

The temporary works were to be used at locations where operatives needed to enter the trench to join the new ducting being installed. Two teams of five members of staff were employed to undertake the task of excavation, shoring, placing of ducting and backfilling of trench.

Trench support was installed by a minimum of two people from the top of the trench and then a ladder placed within for access. Areas between the shoring was left open and no people were required to enter this space.

Two people were left in the working area to install trench support. They entered the trench within the shoring that had been installed.

Rather than come out of the trench to install the next set of temporary trench shoring, one person walked along the unsupported trench to the required location to install the trench support in an unplanned manner from within the trench. Clay from the side of the trench came loose and struck the operative on the right hip causing bruising.



## Discussion Points

- Why would the operatives decide to undertake the trench shoring activity in a manner that was not briefed and not safe?
- If more staff were needed to undertake the task why did they not stop works, inform the supervisor or state the 'worksafe procedure'?
- Why did the staff assess the open excavation as safe when their task was to install trench shoring to stop collapse – we all have a different perception of risk.
- Consider what impact the hot weather may have, it is known to be a factor with the clay side wall drying out when excavations are left for some time.

# Safety Bulletin



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## Robel Battery Powered Tamper Incident

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

Ref: NRB22-08

Date of issue: 23/08/2022

Location: Eastleigh Depot, Wessex, Southern region

Contact: [Keith Penn, Rail Plant Support Engineer, Wessex, Southern Region](#)



## Overview

The Eastleigh P-way team arrived at the stores on the 31/07/2022 at 23:54 to collect tools and equipment for their planned works. A Robel Lithium-Ion battery was removed from the charger and placed on a Robel 62.20 vertical tamper. The test button was pushed, and a loud bang and a puff of smoke was emitted from the Robel vertical tamper unit. This was reported to Control and the section manager.

The section manager instructed the team to place the equipment in quarantine. The following morning at 09:25 hrs the section manager and supervisor went to the stores to investigate further. During the initial investigation the battery was unclipped from the vertical tamper and placed on the floor to inspect further. After approximately 2 minutes they heard a hissing noise coming from the battery, followed by smoke, which began filling the stores. The stores were evacuated, and the fire brigade were called, who extinguished the fire with no other damage.

The Robel 62.20 vertical tamper unit and Robel Lithium-Ion battery were both new and delivered to the team on the 20/07/2022 and had only been used once before. There is no indication that other Robel vertical tamper units and Robel Lithium-Ion batteries have the same problem and at present there have been no other incidents reported

This equipment is fully product accepted  
Ref:PA05/05265 & Catalogue number 094/022069

This incident is currently under investigation by the manufacturer and Network Rail Technical Authority Plant Team have notified the Regions that a suspension of the use of these assets is to be instigated until the results of this investigation are completed and the assets are confirmed as 'safe to use'.

## Discussion Points

- Are the correct pre-use checks being carried out as per the manufacturer's instructions and are all defects reported after use?
- Is this equipment operated and maintained by trained and competent staff in accordance with the manufacturer's instructions and Network Rail policy?
- Do you know the quarantine procedure and is this being followed?
- Are lithium-ion batteries being charged safely and in the correct manner as per the manufacturer's user instructions?
- Are the correct emergency procedures in place for all buildings storing equipment?

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Safety Bulletins

**Safety  
Alert**

**Safety  
Bulletin**

**Safety  
Advice**

**Shared  
Learning**

# Safety Advice

Action required following a serious incident



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## URGENT – quarantine certain Lithium-Ion LED work lights

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

Ref: NRA22-04

Date of issue: 27/07/2022

Location: Northampton, North West & Central

Contact: [Ellen Wintle, Infrastructure Director, West Coast Mainline South, NW&C](#)



## Overview

Investigation of the fire which destroyed a building at Network Rail's Northampton depot on 28 June has indicated a particular model of LED site light may be the cause. Evidence shows the fire started where Lithium Ion batteries from a Ledlenser IF8R task light were being charged. The fire could have started from the charging cable/plug or the batteries themselves. It is clear that the initial fire was made more intense by the batteries.

The lights were fairly new but depot staff had already changed how and where they charged the batteries because they became hot. The team had stopped charging them in vehicles and were charging them in the depot stores, positioned vertically rather than flat side down to limit heat transfer.

This type of lighting falls outside the product acceptance process and is classified as an ancillary item.

The i-Store catalogue number for this light is 0111/122069 (and 0111/122068, a duplicate). It was added to the catalogue when standard products were refreshed in September 2021. Since then at least 79 have been purchased in i-Store. But some customers, and members of Network Rail's supply chain may have ordered others through another supplier.

There is no indication that other models of Lithium-Ion worklights have the same problem.

## Immediate action required

- Temporarily suspend purchase or use of any Ledlenser IF8R task lights.
- Quarantine all existing lights of this model. The battery should be removed from the light unit and both the light and battery should be placed in your usual quarantine area.
- Whilst in quarantine the battery must not be inside a metal container or allow contact with other battery terminals.

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# Fatigue reduction

- Regardless of your role, location, or the type of work you do, to do your job safely and efficiently you need to be alert. When you're feeling fatigued, your alertness levels and your performance suffer.
- In fact, research shows being awake for more than 17 hours can weaken your performance in a way that's comparable to being over the limit for drink driving in most EU countries.

## Being well rested and alert for work helps us...

- Reduce error rates
- React quickly to danger
- Reduce the likelihood of accidents and injuries

This is why the fatigue risk management standard (NR/L2/OHS/003) has been updated. The new standard applies to everyone within Network Rail and those working on Network Rail infrastructure, assets & systems. The updated fatigue standard is available on the Network Rail Standards Portal, or I.H.S. portal and has a compliance date of **October 2022.**





## Fatigue Reduction: The Standard - NR/L2/OHS/003

### When was it published?

The new standard is a revision to the previous standard. It was published in a modularised format in **December 2019**.

### What's changing?

The previous standard only covered safety critical workers, but the new standard **applies to everyone** within Network Rail and those working on Network Rail infrastructure, assets & systems.

Unlike the previous standard it does not impose limits on what people can work but instead **introduces 'trigger conditions'** where mitigating actions are required.

It reinforces a consistent risk management based approach to tackling fatigue in our business.

### When do I have to comply?

In recognition of the need to embed fatigue management behavioural and cultural change, the compliance date is **October 2022**.

This may feel like a long way away but there is a lot of work we can all be doing now to make the transition in time.





## Fatigue Reduction: The Standard - NR/L2/OHS/003

### The standard modules:

<b>NR/L2/OHS/003:</b>	Core standard, provides definitions and principles that are consistent across all of the subsequent five modules.
<b>NR/L2/OHS/003/01:</b>	Use of the Fatigue Risk Index (FRI) calculator and interpretation of the output.
<b>NR/L2/OHS/003/02:</b>	Principles for managing fatigue through effective design of rosters / working patterns.
<b>NR/L2/OHS/003/03:</b>	Process for creation and management of fatigue assessments and management plans
<b>NR/L2/OHS/003/05:</b>	Principles of working time and on-call in relation to fatigue management.

Trigger	Fatigue Assessment or Management Plan required?	Minimum controls to be put in place	
More than 60hrs in 7 rolling days	Both	<ul style="list-style-type: none"> <li>No lookout duties</li> <li>No Individual working alone</li> <li>No safety critical duties without additional controls</li> </ul>	<ul style="list-style-type: none"> <li>No driving duties</li> <li>Minimum 12 hours rest before next period of work</li> </ul>
More than 72hrs in 7 rolling days	Both	<ul style="list-style-type: none"> <li>No lookout duties</li> <li>No Individual working alone</li> <li>No safety critical duties</li> <li>No management of trains</li> </ul>	<ul style="list-style-type: none"> <li>No driving duties</li> <li>No OTP operation</li> <li>No OTM operation</li> <li>Minimum of 24 hours rest before next period of work</li> </ul>
14hrs or more door to door	Both	To be agreed following fatigue assessment	
More than 12hrs in one shift/working day	Assessment	To be agreed following fatigue assessment	
Less than 12hrs rest between shifts/working days	Assessment	To be agreed following fatigue assessment	
More than 13 day or nights in 14 rolling days	Assessment	To be agreed following fatigue assessment	
Day time fatigue score (FRI) of 35 or more	Assessment	To be agreed following fatigue assessment	
Night time fatigue score (FRI) of 45 or more	Assessment	To be agreed following fatigue assessment	
Risk score (FRI) of 1.6 or more	Assessment	To be agreed following fatigue assessment	

# 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 are mandatory on some southern sites.

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

## Resourcing Solutions Monthly briefings

- Add this website address to your browser favourites to ensure that you always have access to the [Network Rail Rulebook modules](#) as well as all previous monthly rail briefings.

<https://www.resourcing-solutions.com/health-and-safety-briefings>



# IMPORTANT INFORMATION

For the Latest COVID 19 guidelines follow this link below.

<https://www.gov.uk/coronavirus>



# Coronavirus (COVID-19)

STAY  
HOME

▶ PROTECT  
▶ THE NHS

▶ SAVE  
▶ LIVES



# 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@resourcing-solutions.com](mailto:jchristopherson@resourcing-solutions.com)

# Safety sQuaRed

See it, Scan it, Share it



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

# 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](http://www.ciras.org.uk)