



**Resourcing
Solutions**
engaging people

HSQE Briefing
February 2020



Our Safety Vision:

Our vision of “preventing harm to all” is at the centre of our Safety Strategy and is synonymous with our commitment to resourcing and working safely.

We believe that our vision can be achieved if we all develop a safe mind-set, plan our tasks correctly and actively seek ways to prevent incidents. We also believe that behaving in a safe way will also lead to zero accidents. We have devised a set of rules that underpins our vision and are consistent with our mantra.

Think safe, act safe and be safe!

This Months Safety Cascade

Monthly topic – Keep on Breathing

- Managing welding fume risk
- RPE Face Fit – Factsheet
- Smoking - Factsheet

Safety bulletins

- Foxton Near Miss – worker almost hit by a train
- Trowbridge Near Miss – Group of workers almost hit by train
- MEWP Collision – traveling MEWP hits a Stationary MEWP
- ICI No longer needed on your PTS



Managing welding fume risk

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

Ref: NRH20-03

Date of issue: 18/02/2020

Location: National

Contact: The Occupational Health and Wellbeing Team



Overview

The Health and Safety Executive's Workplace Health Expert Committee endorsed the hazard reclassification of mild steel welding fume as a human carcinogen in February 2019.

This brought an enhanced duty in the Control of Substances Hazardous to Health Regulations (COSHH) to reduce exposure to as low as is reasonably practicable.

Manganese, which is present in mild steel welding fume, can cause neurological effects similar to Parkinson's disease.

There is new scientific evidence that uncontrolled exposure to all welding fume, including mild steel welding fume, can cause, in some cases, lung cancer in humans.

Evidence from several sites indicates there is not yet full compliance with required controls.

Discussion Points

When implementing controls, we must consider:

- Network Rail and its contractors must control exposure to welding fume, including that from mild steel welding, to as low a level as is reasonably practicable.
- All business units undertaking welding activities should ensure effective controls are provided and correctly used to control fume arising from welding activities. This includes welding outdoors.
- Preventing or reducing exposure through engineering controls.
- Using local exhaust ventilation (LEV) to remove fumes at source.
- Using suitable respiratory protective equipment (RPE), to protect workers from inhaling fumes where engineering controls are not possible, for example when welding outdoors.
- Anyone entering the exclusion zone must use suitable RPE.

Next steps

- All relevant welding risk assessments must be reviewed, and updated where necessary.
- Where suitable engineering controls are not possible, a powered air-fed respirator with a minimum assigned protection factor of 20 (APF20) must be used.
- For Network Rail staff, RPE is available from the PPE catalogue. Please select RPE suitable for the task and make the correct arrangements for any additional wearer fitting.
- Network Rail staff should use the task risk control sheets which can be found at:
 - [NR/L3/MTC/RCS0216/TK61](#)
 - [NR/L3/MTC/RCS0216/TK62](#)
 - [NR/L3/MTC/RCS0216/TK64](#)
- Contractors are free to follow this guidance or demonstrate that their own controls discharge the legal obligations in COSHH.

For more information, please visit:

<https://safety.networkrail.co.uk/healthandwellbeing/employee-information/respiratory-hazards/>

RPE Face Fit - FACTSHEET

What do I need to know?

Respiratory Protective Equipment (**RPE**) is used to **PROTECT** the wearer against occupational respiratory hazards. One common RPE is a **TIGHTFITTING FACE PIECE**; often referred to as a **MASK**. Protection is achieved by creating a seal against the wearers face which prevents **EXPOSURE** to the **HAZARD**.

To achieve a good **SEAL**, the wearer **MUST** be clean shaven as facial hair creates an entry point for **AIR** that may cause **HARM** to **HEALTH**.

CLEAN SHAVEN is facial hair which has been shaved within 8 hours prior to shift.

What do I need to know when choosing RPE?

Respiratory Protective Equipment should be both **ADEQUATE** and **SUITABLE**.

- **ADEQUATE** – it is right for the hazard and reduces exposure to the level required to protect the wearer's health
- **SUITABLE** – it is right for the wearer, task and environment, such that the wearer can work freely and without additional risks due to the RPE.
- **REMEMBER:** Ensure your mask has a minimum **FILTER** of **FFP3**

Some common types of RPE are...



Half mask and full face tight-fitting masks



Air fed systems

The correct fit

RPE is available in different sizes and types, such as those listed adjacent, to allow for the facial differences of workers.

Gender, build and many other **FACTORS** mean that one size **DOES NOT FIT ALL**. A **FIT TEST** of such face pieces **MUST** therefore be undertaken.

Clean Shaven

Ensure you are **CLEAN SHAVEN** in the area the sealed fit is required.

If you are not clean shaven and wear a tight fitting RPE, you could be breathing **HAZARDOUS SUBSTANCES** which may lead to **ILL HEALTH** such as **LUNG CANCER** or **SILICOSIS**.

Smoking - FACTSHEET

Why should I quit?

You will notice some benefits quickly after stopping smoking...

AFTER 20 MINUTES

Your pulse rate returns to normal.

AFTER 8 HOURS

Nicotine and carbon monoxide levels in your blood will reduce by more than half and oxygen levels will return to normal.

AFTER 48 HOURS

Carbon monoxide will be eliminated from the body. Lungs will start to clear out mucus and other smoking debris. There is no nicotine in the body. Ability to taste and smell is improved.



AFTER 72 HOURS

Breathing becomes easier. Bronchial tubes begin to relax and energy levels increase.

In the longer term...

AFTER 1 YEAR

Your risk of heart disease is about half compared with a person who is still smoking.

AFTER 10 YEARS

Your risk of lung cancer falls to half that of a smoker.

AFTER 15 YEARS

Your risk of heart attack falls to the same as someone who has never smoked



Saving £££

The average smoker has **13** cigarettes a day, which works out as **364** cigarettes a month.

That's **£141** a month and **£1696** a year that you could save by not smoking.

Did you know...

In 2015, 20% of Network Rail colleagues completed the online wellbeing assessment...

of these, 11.6% identified themselves as smokers

What can you do next?

Visit the Health and Wellbeing pages on Safety Central -

<https://safety.networkrail.co.uk/health-andwellbeing/healthy-lifestyle/breathe-well/>

Use the NHS smoking cost calculator to see how much you could save by quitting smoking -

<https://www.nhs.uk/smokefree/why-quit/cost-calculator>

Visit the NHS website for more information on smoking and how to quit -

<https://www.nhs.uk/smokefree/why-quit>

Safety Alert

A serious incident has taken place



everyone
home safe
every day

Foxton near miss

Scope: **All Network Rail line managers, safety professionals and RISQS registered contractors**

Ref: NRX20-01

Date: 20/02/2020

Location: Foxton, Anglia Route

Contact: Ian Bradler, Director, Route Health Safety Quality & Environment



Overview

At 11:01am on 14th February 2020 a Network Rail track worker from Tottenham Delivery Unit had a near miss with a train. The person was part of a track team working on a reported defect on the Down line at Foxton.

9S25, a GTR service from Cambridge to Brighton was travelling on the Up line through Foxton station. The driver saw a track worker in the four foot of the Up line who was not moving to a position of safety. Another train was approaching on the Down line. The rest of the track team had safely moved to the Down cess.

The train was travelling between 70mph and 80mph toward the worksite. The track worker reacted to the approaching train when it was six seconds away and reached a place of safety with just three seconds to spare. This event constitutes a significant near miss.

This event is currently under investigation and once this has been concluded we will share our findings with you. Until then please look at the talking points below and discuss if you are taking these steps for safety.

Talking Points

- If all other options have been explored and unassisted lookout warning must be used, how do you test the Safe System of Work?
- How do you make sure you have a designated position of safety?
- How do you monitor sites to make sure people are following the Safe System of Work that has been applied?
- What should a Person in Charge (PIC) do if people want to move to a place other than the specified position of safety?
- How should the PIC agree what will happen and how people will remain protected?

Near miss involving track workers

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

Ref: NRB20-04

Date of issue: 03/03/2020

Location: Greenland Mill, Western Route

Contact: Louise Evatt, Head of Route Safety, Health & Environment

Overview

On 26 February 2020 members of the Westbury Track team planned to work in a shared line blockage on the Up Trowbridge in order to undertake lifting and packing works. Whilst working on the Down Trowbridge with Hand Tampers, the team were involved in a near miss with a Colas light loco.



The team managed to get to a position of safety only 3-5 seconds before the train passed.

A Level 2 investigation is underway to establish why this happened, and a shared learning will be issued in due course.

Discussion Points

- **Planning:** Is your work planned according to the safe system of work hierarchy, in the safest system of work available?
- **Checking:** How do you ensure that your planned safe system effectively covers your task and location to enable you to complete your work today safely? How do you test your safe system before you start?
- **Understanding:** How do you check that the location you are at is correct as per your planned safe system of work? Do you have sufficient local knowledge? If not, stop.
- **Communication:** When signing into a line blockage with a Protection Controller, how is the safety critical communication carried out? How is understanding checked before authority is given to share the line blockage?
- **Protection:** When working in a line block, what additional protection do you have in place? Also remember that in accordance with Handbook 8 Section 4.1 'Protection at the site of work', 'you must place a red flag or red light on the approach to the site of work if;
 - The work will affect the safety of any approaching train, or
 - A group is working'

Mobile elevating work platform (MEWP) collision

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

Ref: NRB20-02

Date of issue: 03/02/2020

Location: SSV Rochford - OLE Renewals

Contact: Annette McStein, Construction Safety Specialist, Overhead Condition Renewals



Overview

Whilst renewing Overhead Lines at around 11am on 25/01/2020 two Skyrailer MEWPs collided.

One MEWP was travelling on the Down Road towards a second stationary MEWP also on the Down Road.

The Machine Operator in the travelling MEWP was unable to slow the machine on approach to the stationary MEWP leading to a collision.

Two Overhead Line Persons were stood in the stationary MEWP basket. On collision they were thrown within the basket. Both people were correctly clipped into the MEWP basket at the time of impact, and remained in the basket.

Both people were taken to hospital, one suffered bruising to the lower back and leg. They were released from hospital after receiving treatment. One is currently resting and recovering, while the other is back at work.

Discussion Points

- Are the requirements of GERT8000-HB15 being followed on site when controlling and / or operating On Track Plant (OTP) on the Network Rail Managed Infrastructure?
- How do we manage the movement of OTP in a worksite as set out in clause 9.3 of NR/GN/RMVP/0200?
- Are Machine Controllers (MC) and Plant Operations Scheme (POS) Representatives carrying out their duties correctly and effectively?
- Is duplex communications equipment between the MC and Machine Operator (MO) being used to assist in the control of OTP?

Think RISK and "Take 5" before work commences and during the work. If there are changes to the planned OTP work these should be approved by the POS representative who must document any changes and ensure they are communicated and understood.

Part of our group
of Safety Bulletins

Safety
Alert

Safety
Bulletin

Safety
Advice

Shared
Learning

Network Rail share updates of recent incident, 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/>

**“Think Safe,
Act Safe and
Be Safe”**

**24 Hr On Call
07786 265531**



Compliance Team

Direct: +44(0)118 924 1639

Email: compliance@resourcing-solutions.com

Safety Team

Email: safety@resourcing-solutions.com



Report hotline:
0800 4 101 101

Report textline:
07507 285 887

Freepost: CIRAS
www.ciras.org.uk