

MATCHTECH 



GATTACA GROUP'S RAIL RECRUITMENT SPECIALISTS

Safety Briefing

February 2023

WORKING TOGETHER TO PROVIDE THE BEST RAIL TALENT IN THE UK

Monthly topics

EHS Alert

- Significant near Miss with Train
- Vehicle Collision with low bridge
- Gas Pipe Damage
- Operational Close call
- Location case fell from RRV while loading

EHS Reminder

- Nesting birds, pre work checks

Good practice reports

- Public vehicle stranded near level crossing
- Educating young children about the railways

EHS Alert

Subject: TRU West - Significant Near Miss with a Train (NON-SIEMENS)

02 2023

Significant Near Miss with a Train

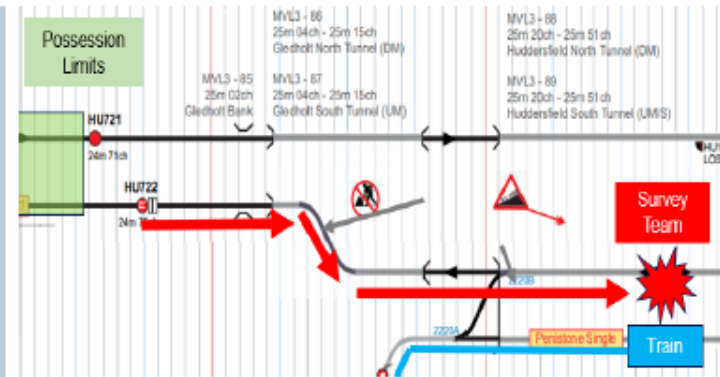
On Wednesday 25th January 2023 at 23:50hrs, the Transpennine Route Upgrade (TRU) West Alliance Survey team (Non-Siemens) were involved in a Significant Near Miss with a train. The team had been found to be working outside of the Possession Limits when the event occurred. The team, working on behalf of Bam Nuttall, had been undertaking planned midweek nights trial pit works between MVL 3 24m50ch -25m60ch to support survey activities.

At 23:15hrs, the work group parked at HU721 Signal, which was within the worksite limits, and walked towards the Penistone Line to undertake their work activity. This took them outside of the worksite limits and any protection against train movements.

At 23:50 hours, a train approached the team on the Bi-Directional line within the Huddersfield South Tunnel whilst they were working on the line. The work group moved into a Position of Safety as the train approached.

Following the near miss, the Engineering Supervisor (ES) arranged for an emergency Line Block to allow the team to safely egress the site. The team were stood down and offered immediate counselling support following the near miss.

The line that the team were working on had been found to be open to the passage of trains until 00:20 hrs when the Possession Limits would be extended to cover these mileages.



Discussion Points

This event remains under investigation and learning will be shared where founded.

Immediate learning to consider:

1. How do we ensure we know where we are at all times?
2. How do we ensure works are briefed fully and understood particularly if protection is changing mid shift/blockade?
3. How do we protect against complacency?
4. How do we test understanding of the work plans and protection arrangements with the teams on site?
5. How do we challenge our supervision if they are putting themselves and others at risk?

EHS Fast Facts Alert

Subject: Vehicle Collision with Low Level Bridge

Feb 2023

On Saturday 04th February 2023 on the Port Talbot West 2 project, an operative was tasked to deliver materials from a satellite depot to an access point using a flat bed that had been adapted to include a cage fitted to the back. The route taken was via a low level rail over road bridge with a height restriction of 2.2 metres (7 foot 9 inches).

The operative misjudged the difference between bridge height restriction and the height of the cage on the flat bed and struck the bridge, which resulted in a considerable amount of damage to the cage.

The bridge was examined for damage and was declared safe for the passage of trains.

The initial investigation has highlighted that there was no vehicle height warning within the cab, on further investigation it has been identified that this warning is not currently within the portfolio's fleet.

Action for all projects

- Check relevant vehicles (including all flat bed cabs) for a vehicle height warning label
- If present check that it identifies the height of the actual vehicle and if incorrect make changes/replace
- If not present within the vehicle complete the necessary measurements and put a vehicle height warning label within the cab

#offerwithoutfear – if you drive vehicles and do not know the height of the vehicle, stop, speak up, and find out

#reflecthonestly – do you always plan and fully considered the route you are going to take in a vehicle to understand any restrictions?



Discussion Points

1. Within your project access packs does it detail any height restrictions nearby?
2. Are you undertaking route planning from point A to point B to identify any height restrictions?
3. Are drivers familiar with the route to be taken from point A to point B

Fast Facts Alert

Subject: 268mm PE Medium Pressure Gas pipe damage at Carnoustie

Feb 2023

On the afternoon of Wednesday 01 February 2023 at approximately 14:15, a drilling rig was being set up to undertake ground / soil investigation works in the Carnoustie Rest Gardens adjacent to the East Coast North main line. This is to support the development works for the Aberdeen to Central Belt Journey Time Improvement and Rolling Programme of Decarbonisation Projects on the line of route.

Once in position, the rig commenced drilling and struck a 268mm PE gas pipe within a 10" Cast Iron sleeve, resulting in an escape of gas. The drillers immediately contacted the Gas Emergency number to report the pipe damage.

As a result of the escape of gas, a 50 metre exclusion zone was put in place, the adjacent Leisure Centre evacuated, and the East Coast North mainline closed.

A full investigation is underway and any learning outcomes will be shared once complete.

Although the investigation is ongoing, we should take this as an opportunity to review our safe digging practices, so the discussion points should be used on all relevant projects.



Discussion Points (prior to investigation learning):

1. Have all services in the work area been identified and briefed to all relevant personnel?
2. Are there any services that may not show up with scanning?
3. Are you familiar with the guidance in HSG47?
<https://www.hse.gov.uk/pubns/books/hsg47.htm>
4. Are all team members fully briefed on the location and emergency contact numbers?
5. Has consideration been made as to the consequences of service strikes at your location?

Fast Facts Alert

Subject: Operational Close Call

02 2023

On the 28.01.2023 an operation close call occurred. An Agency Team (working on behalf of Siemens) were planned to put out worksite marker boards and 3rd rail isolation straps on the BSP2 Battersea Up/Down lines @ 1m 70ch.

A roaming SMO Track Access Team went to complete a spot audit and couldn't locate the team at the planned access point. The Access Team referenced the live "Track Tracker" location which showed the marker boards around the corner at another access point to the VTB1 Brighton lines (which was a different access point to what had been briefed by the SMO ES and detailed in the SSOWP and the strapping location form).

The SMO Access Team met the Agency Team and asked "have you been on track" with the response back "no we haven't"; the SML team then escorted the Agency team to the correct access point.

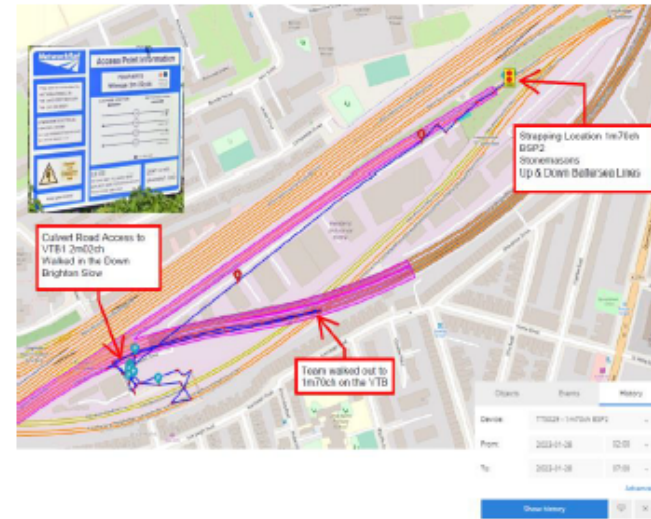
The SMO Team intervened with the Agency Level B strap man whilst they were in the process of strapping out due to concerns on the way works were being undertaken; eventually having to direct the Level B before checking the isolation and confirming to the ES that it was correctly in place. SML decided at this point, not to allow the Agency Team to recover the isolation at the end of the possession.

On the Saturday afternoon the SML Track Access Manager decided to review the history of the worksite marker board from the Agency Team on the "Track Tracker" application at which point it was seen that the Agency Team had been on the incorrect VTB1 lines despite what had been stated when asked (noting the VTB1 lines were inside the worksite but not part of the works briefed to the Agency Team or part of their SSOWP).

Witness Statements and indicative Drugs and Alcohol Testing was undertaken and the results were found to be negative.

This incident was reported to the PC Team and Senior Management, raised on Notify and reported to Network Rail 24/7 as an Operational Close Call to SCO.

The Agency Team have been suspended pending investigation.



1. Are all access points clearly marked up and labelled correctly?
2. Do we have and are we checking that all documentation is suitable and sufficient?
3. Are we checking that all briefing information has been fully understood and giving staff the opportunity to raise any queries?
4. Is there an opportunity to use technology to setup systems for reminding individuals if they stray into incorrect areas?

#deliverthanks Are we using the best technology available to assist us in managing our works and ensuring the safety of our workforce?

EHS Fast Facts Alert

Subject: Location Case fell from RRV trailer during loading

Feb 2023

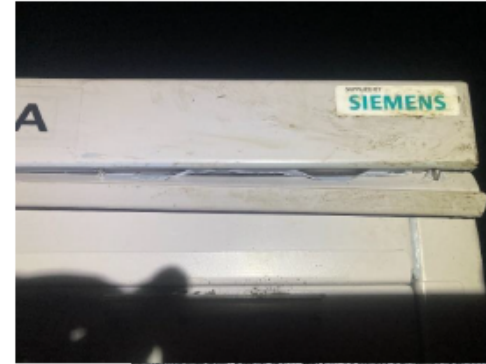
On the morning of Monday 13th February 2023 just after midnight, a lifting operation was being undertaken on the Greenhill Signalling Resilience Project. The task involved the lifting of 6 No. Location Cases onto a trailer for transportation to their respective landing points.

During repositioning of the load on the trailer, a Location Case fell from the trailer, landing onto the track. No personnel were injured, however the Location Case sustained damage to the exterior of the cabinet.

A full investigation is currently underway and any learning outcomes from the event will be shared once complete.

Although the investigation is ongoing, we should take this as an opportunity to review our approach to 4 Steps to Zero Harm during lifting operation practices, so the discussion points should be used on all relevant projects.

#offerwithoutfear – if you can see a better or safer way of doing a task are you able to speak up?
#hearothers – are we listening to our teams if they come up with ideas?



Discussion Points (prior to investigation)

1. Are our lift plans fit for purpose – have we reviewed them recently?
2. Are we using the correct equipment for transporting Location cases?
3. Does our lift plan consider the configuration of the load?
4. Have we considered the working at height risk?
5. Are all team members fully briefed on the process for reporting incidents correctly?

EHS Reminder

Subject: Nesting Bird Pre-works Checks

02 2023

March to September is nesting bird season in the UK.

Vegetation can only be removed if the following have been completed:

- Preliminary Ecological Appraisal
- Breeding Bird and Nest Check Form

The Breeding Bird and Nest Check Form must be completed by a competent individual up to 7 days before the work.

If a nest is identified on the work site, an exclusion zone must be implemented and works can then continue.

If you encounter a nest you should:

- Stop any work taking place in the area and keep your distance to avoid unnecessary disturbance
- Set up an exclusion zone (if possible) by using line spray or barrier tape
- Inform EHS/ E&Steam as well as the site supervisor
- Report on Notify, making sure to include the location and photographs



Discussion Points

1. Is there vegetation in the area you are working?
2. If so has the area you are working in had a Preliminary Ecological Appraisal
3. Have you received a briefing on completing the nest check form?
4. Do you know the legal requirements around nesting birds?

Good Practice Report

01/2023

Northumberland Line Project

On 04 Oct 22, at approx. 16:20hrs; Siemens' Installation Managers Gary Tonks and John Griffiths were returning to Holywell Level Crossing to collect a vehicle; on their approach to the LC, they witnessed a stranded vehicle within approx. 1m of the running lines. Additionally a recovery vehicle had arrived to attempt to recover the stricken van.

Acting with haste, Gary and John stopped and marshalled the recovery vehicle to a safe position and contacted the protection controller who confirmed he had handed back his line block and was travelling home. Gary and John then contacted the signaller and an emergency line block was requested; the signaller contacted control who got the MOM to take a line block. The vehicle was recovered under this block and the MOM arrived on site to take charge of the situation. The MOM spoke with recovery vehicle driver and the Siemens' team were allowed to leave site.

The actions of the Siemens staff in this instance prevented possible further serious issues due to the position of the stranded vehicle. Both members of staff have been PRAISED for their actions in this instance in enforcing the 4 Steps to Zero Harm immediately.

#Deliverthanks.
#Offerwithoutfear



EHS Good Practice Report

Subject: Switching on our younger community to the dangers of the railway

Feb 2023

With an aim to make young people aware of the dangers of the railway, the Rugeley to Colwich (R2C) project contacted the local Route Crime and Security Manager to see if there was a session available to come out to the local scout troop to explain about the dangers on the railway and why its never a good idea to play on it.

We were advised of an incentive called *Switched on!*. This is a rail safety partnership with Network Rail teaching young people from the ages of 3-16 about the dangers on and around the railway. Full information and resources can be found at www.switchedonrailsafety.co.uk

Together with Switched on, the British Transport Police, and the Local Rugeley 2nd Scout troop, the R2C project visited the Cub Scouts and Beaver Scouts.

During the evening, the cubs and beavers discovered the speed of the trains and how quiet they can be, the different warning signs, who can access the railway and what not to do at a level crossing.

The Cubs and Beavers asked some interesting questions about the Third Rail, OLE, Level Crossings and what to do if they saw someone playing on the railway.

But the star of the night was the transport police with their operations bag and their patrol car, with the cubs and beavers arresting each other and the scout leaders for trespassing on the railway, and they even got to set off the sirens and lights on the patrol car!



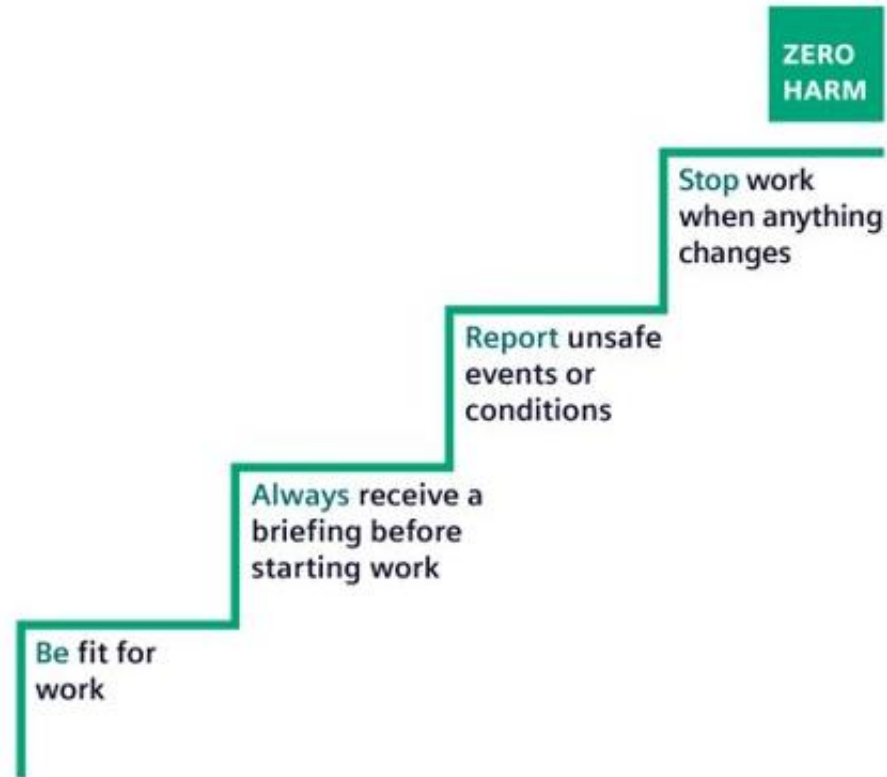
Discussion Points

1. Have you considered arranging a Community Engagement session?
2. How can we make Community Engagement sessions more impactful?
3. Are members of your community aware of the dangers on the railway?

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.



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.

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:

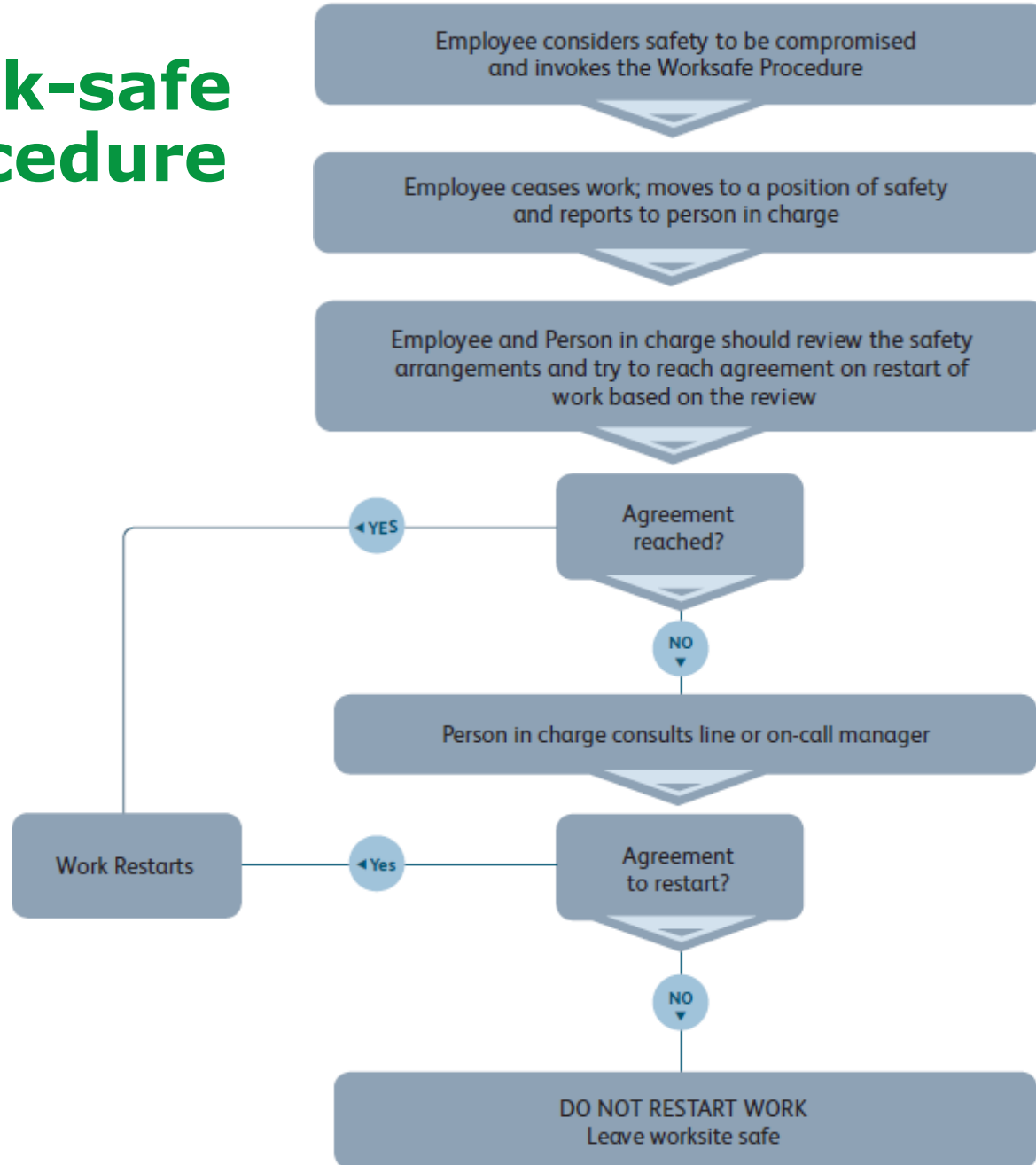
- o Review the arrangements
- o Change them if necessary and re-brief

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





MATCHTECH 

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

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>

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