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GATTACA GROUP'S RAIL RECRUITMENT SPECIALISTS

# HSQE Briefing

February 2022

WORKING TOGETHER TO PROVIDE THE BEST RAIL TALENT IN THE UK

# Monthly topics

## Monthly topics – Life Saving Rules

- Life Saving Rules – Just a quick reminder, that a breach of Lifesaving rules will result in a Network Rail Investigation. Please take 5 minutes to remind your self of what they are and ensure that you follow them all to the letter to keep yourself safe.

## Shared learning and Safety advice

- Excavator put onto an Open line
- Collision between train and Lorry
- Crossing Open lines at Hendon

Industry Safety briefings / COVID 19 Link / 24 hour on-call details / Safety s**Q**ua**R**ed / CIRAS details.

# Working Responsibly



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



Always use the equipment that is fit for its intended purpose

# Working Responsibly



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



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

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



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

# Working with electricity



Always test before applying earths or straps.



Never assume equipment is isolated – always test before touch.

# Driving



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



Always obey the speed limit and wear a seat belt.

# Working Responsibly



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



# Working with moving equipment



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

# 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.



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Always obey the speed limit and wear a seat belt.



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# Safety Bulletin



everyone  
home safe  
every day

## Excavator put on an open line

- Issued to: Network Rail line managers,  
safety professionals and  
accredited contractors
- Ref: NRB22-02
- Date of issue: 10/02/2022
- Location: Smugglers Lane Access Point,  
Dawlish, W&W Region
- Contact: Amanda Horton - Head of S&SD,  
Capital Delivery, W&W



## Overview

On 26th January 2022 at 00:32, an Engineering Supervisor (ES) for a worksite within the East Midlands Route (B) was granted permission to commence work.

The ES called the Machine Controller (MC) identified on his paperwork to confirm that the machine could be on-tracked.

The MC who was contacted was actually on site at Parsons Tunnel, Western Region (A), following a change to the original plan (where he was designated as the East Midlands MC).

The Parsons Tunnel MC on-tracked his machine at 00:32 at Smugglers Lane Access Point before being challenged at 00:37 by the Principal Contractor Supervisor and told to remove the machine as the possession had not yet been granted.

The Parsons Tunnel machine had been placed on an open line. This led to the discovery of the mis-communication. Whilst there was no train in the immediate vicinity, the risk identified following this incident was deemed significant.

## Discussion Points

- Where possible, the ES and COSS should meet in person before any machines are on-tracked.
- Are Spoken Safety Critical Communications (SSCC) routinely checked to ensure compliance?
- All Safety Critical roles MUST use SSCC protocols as per training and competency, both parties have a responsibility to undertake SSCC to come to a clear understanding. Do you feel confident communications are clear and effective?
- How are late changes of personnel managed, documented and communicated?
- How do you challenge instances where SSCC is not followed? Remember, Take 5 for safety and invoke the Worksafe Procedure if there is any doubt.
- How do you ensure you are in the right location and have the right safety protection arrangements before starting work?

# Shared Learning



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## Collision between a train and lorry stabiliser leg

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

Ref: NRL22-01

Date of issue: 15/02/2022

Location: Penistone, South Yorkshire

Contact: [Investigations and Assurance inbox](#)



## Overview

At 08.32 on 27 August 2021 in Penistone, South Yorkshire, a lorry arrived to remove portable toilet units that had been onsite throughout a track renewal project. The driver, who did not have track safety competence, was let into site and parked close to the open line.

The stabiliser legs were positioned to enable the driver to use the crane. As the removal of the toilet units was underway, an approaching train struck the lorry's nearside stabiliser leg. This leg had been positioned within half a metre of the open line.

## Underlying causes

- The welfare unit subcontractor was working within the 'on or near the line' area with no COSS present on site.
- No risk assessment for working near to open lines was carried out by the principal contractor.
- The method statement made no mention of working near railways and did not specify what levels of supervision, experience or competence would be required.
- The principal contractor's procedure for managing site visitors was not followed. This stated that all visitors to its sites must sign in, wear appropriate PPE, be given a visitor's induction and always be accompanied by a fully inducted person. Visitors entering the 'on or near the line' area must hold the PTS competency or complete a medical self-assessment and obtain a track visitor permit. None of these procedures were undertaken.

## Key message

- Companies which work within the railway boundary must manage and supervise lineside visitors.
- This is just as important when sites are being set up or shut down, or on other occasions when supervisory staff are less likely to be present
- Companies must clearly understand the requirements for when road vehicles are to be brought within the railway boundary.
- There must be an appropriate safe system of work, and staff with the required competencies.



# Shared Learning



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## Crossing open lines at Hendon

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

Ref: **NRL22-02**

Date of issue: **18/02/2022**

Location: **Hendon Lines, East Midlands, Eastern region**

Contact: [John Partington, Safety, Health and Environment Manager, Route Services](#)



## Overview

On 21 September 2021 at 23:20, four members of staff working on behalf of Route Services crossed the Up and Down Hendon Lines to egress the operational railway at Hendon Station without a Safe System of Work in place despite being aware that the lines were open to traffic.

The Level 2 investigation found that the Person in Charge (PIC) and the Controller of Site Safety (COSS) deliberately broke the Rule Book, Standard NR/L2/OHS/019 ('Safety of people at work on or near the line') and the 'Plans and Permits' Life Saving Rule.

They chose to rely on personal judgement rather than contacting the Signaller, the Responsible Manager (RM), Route Control, SCO 24/7 or waiting for an imminent possession to be granted and contacting the Person in Charge of the Possession to arrange a method of safe and compliant egress. The COSS & PIC have each had their COSS competence suspended for a two years.

The underlying causes were identified which placed the team in a position where they had to make unplanned decisions, these are shown below.

## Underlying causes

- Egress was planned through an official access point across third-party land without arrangements being made for the PIC to get the key which would have released the team through a locked car park gate.
- Responsibilities were not clear at the planning stage. A separate COSS was appointed on the night of the shift who completed the PIC's fields in the SWP, while the actual PIC briefed the team on the work and supervised its activities. It was not appropriate to split the PIC role.
- The workload of the Planner and the Responsible Manager led to overreliance on the PIC to plan and manage the delivery of the work.
- Earlier in the shift, at 21:00, there had been a failure by the COSS and the Signaller to reach a clear understanding, vital information was not provided to the Signaller when a line blockage was requested and a line (the Hendon Chord) remained open when the team first crossed the Up and Down Hendon Lines.

## Key message

- Standard 019 clearly defines how work must be planned by the RM, Planner, PIC and others who can provide additional technical expertise working together.
- Senior leaders should make sure the RM, Planner and PIC have the right time, training and equipment to comply with Standard 019.

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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 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



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





Report hotline:  
0800 4 101 101

Report textline:  
07507 285 887

Freepost: CIRAS  
[www.ciras.org.uk](http://www.ciras.org.uk)