

Health and Safety Briefing

Infrastructure Projects - Signalling

Your Environmental Performance Indicator (EPI) Reporting Sense Checker

The EPI figures you supply and approve are part of our obligations to the ORR.

Accurate and robust figures are key to effective management of project environmental issues.

Use this sense checker to spot any suspect or questionable EPI figures such as wrong units or extra zeros in the wrong place.

If you spot suspect figures, ask the person supplying the data to check and explain them.

Refer to "Key Environmental Performance Indicators and Environmental Performance Measures": Standard NR/L3/INI/CP0050



	Resource consumption	Too little? Check it out!		Rather large? Check it out!
EMI 03	Quantity of electricity (mains) used	If zero	or	> 10,000 kWh
EMI 04	Quantity of natural gas (mains) used	If zero	or	> 10,000 kWh
EMI 05	Quantity of bottled gas (LPG) used	If zero	or	> 250 litres
EMI 06	Quantity of red diesel used	If zero	or	> 5,000 litres
EMI 07	Quantity of petrol used	If zero	or	> 250 litres
EMI 08	Quantity of burning / heating oil used			> 5,000 litres
EMI 09	Total volume of water used for site activities	If zero	or	> 10 cubic metres

	Waste & Material Management	Rather large? Check it out!
EMI 01	Total mass, in tonnes, of non-hazardous / special controlled waste sent to landfill	> 100 tonnes
EMI 02	Total mass, in tonnes, of hazardous / special controlled waste sent to landfill	> 10 tonnes
EMI 26	The mass of construction waste diverted from landfill	> 200 tonnes
EMI 27	The mass of demolition waste diverted from landfill	> 200 tonnes
EMI 28	The mass of excavation waste diverted from landfill	> 200 tonnes
EMI 29	The mass of hazardous / special waste diverted from landfill	> 10 tonnes

	Environmental Incidents	Check it out!
EMI 10	Number of regulator reportable pollution incidents	If 1 or more
EMI 12	Number of contained or non-regulator reportable releases	If 1 or more
EMI 14	Number of occurrences of a disturbance to a protected species	If 1 or more
EMI 16	Number of occurrences of damage to a protected site	If 1 or more
EMI 17	Number of occurrences of 'other types' of potential environmental contravention	If 1 or more
EMI 19	Number of approaches from environmental regulators	If 1 or more
EMI 22	Number of approaches from Local Authorities	If 1 or more

Are your monthly Environment Performance Indicator figures too high?



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ife Saving Rules

Driving



Always wear a seat belt while in a moving vehicle and always obey the speed limit.



Never use a hand-held device or programme any hands-free device while you are driving a road vehicle.

Taking Responsibility



Never undertake an activity unless you have been trained, assessed as competent and have the right equipment.



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

Working with Moving Equipment



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

Contact with Trains



Always have a valid safe system of work in place before going on or near the line.

Working with Electricity



Always have a valid permit to work where required.



Never assume equipment is isolated – always test before touch.



Always test before applying earths.

Working at Height



Unless it is clear other protection is in place, never work at height without a safety harness.



Always use equipment for working at heights that is fit for purpose.

SHEQ Information No. 260

London Bridge Station Redevelopment, Forklift Accident – 3rd Feb 2013

Overview of Event

During general construction activity within the arches area of the station, a banksman sustained bruising when his foot / ankle was struck by a reversing forklift. The forklift had previously been moving forward when the banksman noticed a missing clip from a concrete delivery pipe. The banksman signalled for the forklift operator to stop, which he did, however whilst the banksman was bent down to the rear offside of the forklift, the driver decided to make a reverse movement and in doing so struck the banksman. The photograph on the right shows the position of the injured person when the forklift reversed and caught his foot.



Underlying Causes:

There are a number of facts that contributed to the accident: -

The operator disregarded site rules by reversing without authority from the banksman

The operator was on medication that he had not declared which would have prohibited him from operating the forklift

The banksman was banking the vehicle whilst the normal banksman was working to get the pile ready to receive the concrete

The clip on the concrete delivery pipe had been dislodged earlier by the fork lift which was what the banksman was attempting to refit when the accident occurred

The banksman placed himself in a place of danger behind the forklift to fit the R clip without informing the driver

The banksman gave the operator a hand signal to stop but did not inform him verbally as to his intended actions or where he would be positioned

Key Message:

Site briefing to include details of plant operations/movements and possible interference with other work

People and plant should be segregated completely (minimum 2 metres)

Clear communications should be reached between the banksman and the operator

Where plant is fitted with safety devices such as mirrors, reversing alarms, reversing lights etc. these must be in working order at all times

Operators must not make any manoeuvre of plant or vehicles without the authority of the banksman Individuals should never cross in front or behind plant or vehicles without first gaining the attention and acknowledgement of the operator

Medication should always be declared to the employer

Network Rail Safety Bulletin

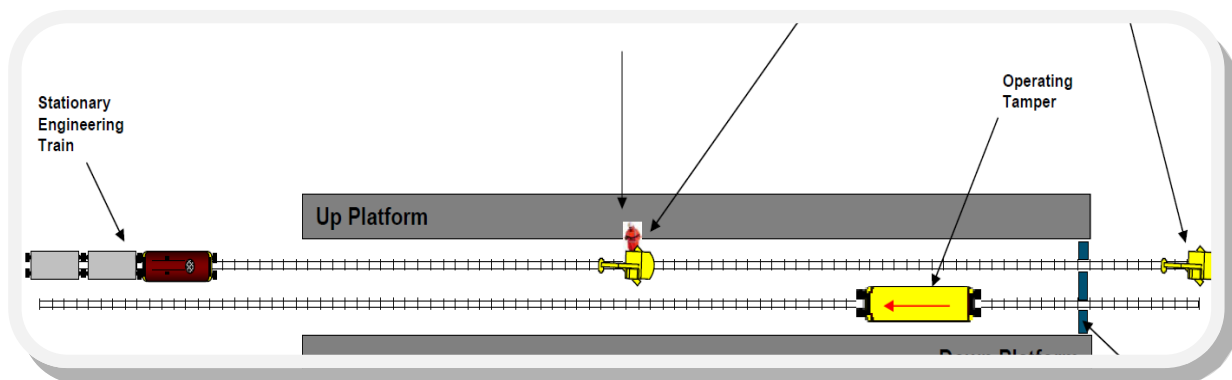
RRV traps operative against Hope station platform – 8 March 2013

This bulletin is for the attention of;

Infrastructure Projects; Network Operations; Asset Management; NDS; Principal Contractors

Accident

Whilst undertaking track renewal work between station platforms, two S&T Technicians were standing on the Up Line observing cables during tamping operations on the Down Line. A RRV approached on the Up line. One person dived clear, however the second was pressed against the platform edge and was trapped between the RRV caterpillar tracks and the edge of the platform coping stones.



The injured Person was taken to hospital and released later the same day with bruising to his leg and ankle – **this could have been significantly more serious and is being investigated as if it was a fatality.**

Immediate Actions

1. Always consider if the place required to observe the infrastructure, is a safe place to stand.
2. RRVs should travel at walking pace when in worksites. If a RRV is observed exceeding walking pace, then inform the site management and raise as a close call.
3. RRVs should always be under control of a machine controller when in a worksite. If there is no evidence of a machine controller, then inform site management and stop the job until this is rectified.
4. When a worksite passes through a station the risks change and the safe system of work should be updated.

An independent investigation has been established, involving contractors, Network Rail and the RMT Refer to Safety Central for full briefing and information on Working with Machinery at:

www.safety.networkrail.co.uk/Information-Centre/Lifesaving-Rules/Working-with-Machinery

Non-insulated Gauge dropped on 3rd Rail

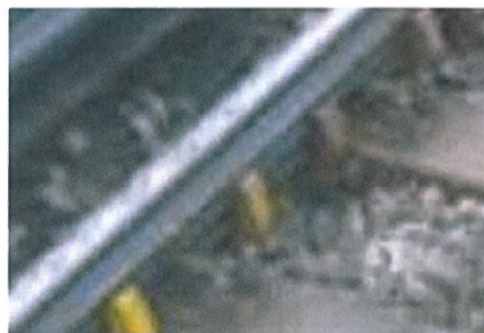
A significant incident could have resulted in a fatality on the Farnham Re-signalling project.

A non-insulated cant gauge was used to confirm the track geometry after completion of platform extension footings at Bentley Station, Hampshire.

As the Track Handback Engineer checked the track after completion of works, he lifted up the gauge which then released the spring loaded end, causing it to jump and come into contact with the live conductor rail and running rail. Fortunately, the Engineer had let go of the gauge which prevented him from suffering any electric shock and burn injuries.

The gauge was burnt and significant damage to the rail head over a 10 sleeper area was sustained.

ALL tools and equipment (including shovels, bars, track gauges, tapes) used in the vicinity of the 3rd Rail **MUST** be insulated.



Worksafe Procedure: If you don't feel safe, you should always stop work (move to a position of safety, if appropriate) and speak to someone in charge. If you suspect you have the wrong equipment please speak up. **EVERYONE** has a responsibility to ensure their own safety and that of their work colleagues.

Andy Caine, Head of Construction

This Safety Bulletin should be displayed until 31st March 2013.



**LIFESAVING
RULE
NUMBER
10**

**Taking
responsibility**

NEVER undertake an activity unless you have been trained, assessed as competent and **have the right equipment.**



**everyone
home safe
every day**

ALT/071 – Major Accident at Stockley Road Bridge 22/03/2013

For the attention of:
All personnel and sub-contractors

Summary

On the 22nd March 2013 at approximately 10:37am an intermediate lookout was struck by an Oxford to London Paddington passenger train on the Up Relief line between West Drayton and Hayes & Harlington at Stockley Road Bridge

The injured person was part of the set up for a planned safe system of work arrangement for a surveying team. He sustained injuries to his arm from a glancing blow from the train travelling at approximately 55mph. He was conveyed to hospital by paramedics and is undergoing surgery. Our thoughts are with him and his family.

The incident is currently under investigation by the RAIB and ORR

Until such time as the full details regarding this incident are known, the use of lookouts is prohibited for works where VolkerRail are the Principal Contractor / Contractor (including the works of others under our Principal Contractor's responsibility) and for VolkerRail personnel and our sub-contractors working for others under non-VolkerRail safe system of work arrangements

Actions / Key Messages

Attitude - Always remain aware of your surroundings, never become complacent or be distracted from your duties when in a safe system of work

Influence- Ensure the safe system of work arrangements are robust and fully understood by all and challenge any adverse actions / behaviours that could jeopardise the safe system of work for you and / or others

Management- Ensure adequate planning, competence of those set to work and verification is in place for all safe systems of work.



And Finally- Is This Person Safe?

This picture was taken from a train which was passing at slow speed. He was on his **mobile phone with one hand**, and **pulling a cable with the other hand** at the same time!



1. **Could he see the warnings?** - Probably not.
2. **Could he hear the warnings?** - Probably not.
3. **Is he more likely to fall?** - Probably and also injure himself.

What should be done?

The PC would re-brief all staff about being safe and to be able to look up and walk to a position of safety.