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HSQE Briefing

JULY 2021

WORKING TOGETHER TO PROVIDE THE BEST RAIL TALENT IN THE UK



Monthly topics

- Access to Network Rail Standards
- Recording spoken Safety Critical communications
- Unassisted Lookout working on open lines
- Crane Controllers must not travel in a MEWP basket
- MEWP operator comes into contact with Live Overhead Equipment

- COVID 19 Link
- 24 hour on-call details
- CIRAS details

You can view all Network Rail standards



The Network Rail standards are available to all infrastructure workers and in addition to the Rule book, they offer guidance notes on specific procedures and policies.

If you require any further information or access any of the standards please visit HIS here;

<https://login.ihserc.com/login/erc>

log into the website using these details;

- Account Login Name: **rsolutions**
- Account Password: **rail**

Once you log in you should be directed to register your personal account for access to standards.

Recording devices are mandatory for possession work



- **Ref: NR/L2/OPS/033 - Issue: 3** (This is the Network Rail standard reference)
- **Date:** 01 June 2019 - **Compliance date:** 07 March 2020
- **It has been mandated that there will be a recording of all spoken safety critical communications between possession management and engineering trains / on-track plant drivers when operating in possessions and worksites.**
- **This standard applies to the conversations of;**
 - **P.I.C.O.P.**
 - **ES**
 - **SWL 2**
 - **P.I.C.O.S.**
 - **Engineering Train drivers**
 - **OTP / OTM operators**

Unassisted Lookout working

- Network Rail have been issued an Improvement Notice by the Office of the Rail Regulator which includes a requirement to remove unassisted Lookout working by July 2022, however more recently a challenge of achieving this earlier and by July 2021 has been issued.
- As a result of this, all Network Work Regions are currently preparing and finalising plans to rigorously control and eradicate unassisted lookout working on open lines to comply with the July 2021 deadline.

Any COSS or Lookout that is requested to work open line with unassisted lookouts needs to challenge this Safe system of Work to ensure that the suitable permissions have been granted.

This ruling covers the whole country.

This link below discusses some potential new rule changes to working on track

<https://www.railstaff.co.uk/2020/10/16/tasked-to-improve/>

MC/CC must not ride in MEWP Basket



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Safety Advice



On Track Plant machine / crane controllers

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

Ref: NRA21-08

Date of issue: 11/05/2021

Location: National

Contact: [Malcolm Miles](#), Network Technical Head of Plant, Technical Authority



Limited visibility from a second seat (image courtesy of RAIB)

MC/CC must not ride in MEWP Basket



Overview

Machine (and crane) controllers are required by the Rule Book to play an important part in supervising the use of on track plant. They are responsible for authorising movements, and checking that permitted speeds are not exceeded and that clearances between machines are maintained. They are also an important check on movements over level crossings, across points etc.

Machine controllers should normally discharge their role on foot, accompanying the item of plant, and must use duplex communications equipment for open-channel communication with the operator.

Some on track plant is equipped with a second seat. That seat may only be used by the machine controller while they are supervising movements if the seat is designed and installed to provide the machine controller with a clear view in the direction of travel. If the second seat does not enable the machine controller to have a view that is at least as clear as the operator, then the machine controller must discharge their role on foot and not ride on or in the machine.

For Mobile Elevating Work Platforms (MEWPs), the machine controller must never ride in an elevated basket. This is because their role includes emergency rescue using the ground level controls should that be required.

In certain circumstances (e.g. when movements are required over long distances), movements using 'send and receive' controls may be implemented where it has been shown to be safe by a risk assessment. Any 'send and receive' movements shall be controlled strictly in accordance with the Rule Book and Infrastructure Plant Manual.

Only in these circumstances, where a machine controller is not required to control the movement, can supplementary seats without full visibility of the line ahead be used to convey the machine controller as a passenger.

During the COVID pandemic, second seats in constrained, enclosed cabs must not be used as doing so compromises the social distancing requirements.

MC/CC must not ride in MEWP Basket



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Immediate action required

- All those with machine controller or crane controller competence must be briefed by their Sentinel Sponsor on the limitations of not using second seats or riding in MEWP baskets detailed in this Safety Advice.
- Plant Operations Scheme Representatives must check that on track plant operators and machine/crane controllers understand and are following the instructions in this Safety Advice and the Rule Book.
- Site managers should use site safety checks to test that these instructions are followed.
- Those planning worksites should consider traverse distances to and from access points for on track plant to make sure safe use does not require excessive walking distances for machine/crane controllers.

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Worker comes into contact with OLE



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Safety Alert

A serious incident has taken place



Contact with Overhead Line Equipment (OLE) – serious injury

Scope: All Network Rail line managers, safety professionals and accredited contractors

Ref: NRX21-09

Date: 18/05/2021

Location: Wolverton, West Coast South NW&C Region

Contact: [Jimmy Pettit, Accident Investigation Manager NW&C Region](#)



Worker comes into contact with OLE

Overview

On the 14 May 2021 at 00:38, a technician working in a mobile elevating work platform (MEWP) basket came into contact with live OLE. He suffered serious injuries and is now in hospital.

The MEWP operator also sustained a minor injury requiring hospital treatment and has now been discharged.

The team were undertaking routine planned OLE overhead line adjustments for the Central Rail Systems Alliance.

BTP, ORR and formal industry investigations have started. We are co-operating with them.

The investigations are on-going to establish the key facts but in the meantime all staff are reminded to:

- Know and understand what your task is and how to keep yourself safe.
- Have a clear understanding of the isolation safe working limits identified on the OLE permit/Form C for the work being undertaken.
- The Test before Touch lifesaving rule requires that a test be witnessed or performed every time before touching OLE.
- Retest if you move beyond any inline OLE feature, move to different track or work on a different conductor.
- Use the guide to electrical lifesaving rules

Worker comes into contact with OLE

Discussion Points

- How do you clearly identify / mark the safe working limits of isolations?
- How do you reach a clear and common understanding with others regarding the safe working limits of the isolation?
- Is the right equipment available with each group to 'test before touch'?
- How and where do you test before you touch electrification assets?
- What do you do if something is different to your understanding?

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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 (Via RGS online, standards catalogue) 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



Report hotline:
0800 4 101 101

Report textline:
07507 285 887

Freepost: CIRAS
www.ciras.org.uk