



HSQE Briefing March 2019



Think Safe, Act Safe and Be Safe



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!**



Think Safe, Act Safe and Be Safe



In this edition:

Close Call reporting.

- Who must report the problem
- Why bother
- It is just a numbers game

Safety Central reports

- Signal wedge left on the line
- Malicious caller asking staff to lift protection.!!!
- Sundon Near Miss, 2 x workers within seconds of being hit by a train

Action required:

After reading this briefing, you are required to respond, please click **"I have read and understood"** or email compliance@resourcing-solutions.com with acknowledgement and any questions/suggestions

Close Call reporting; Who must report the problem?

- If you saw somebody working unsafely what would you do? Would you walk on by?
- Who's job is it to confront an unsafe act? Would you walk on by?
- What would you do if you spotted a syringe out on track?
- What would you do if you are not happy or confident with the Safe System of work? Would you still work?
- Do you think that a site supervisor would cancel your work placement if you raised a safety concern? What would you do if he said this could happen if you told anyone?
- Who is responsible for contacting;
 - The sponsor?
 - The client?
 - The Signaller?
- **YOU** must tell the site contact and RSL on call
- We would rather have 10 people repeat the problem to the managers than have nobody call in, or assume that someone else had done it.

24hr On call - 07786 265 531

Put it into your phone now

Think Safe, Act Safe and Be Safe



Close Call reporting; Why bother?

Reporting close calls, near misses, hazards, potential problems allows us to try and fix a problem before it turns into an accident or incident.

It is through your eyes on the ground that RSL and Network Rail and all other companies get the immediate first hand notification.

It is not a case of whistle blowing or causing problems for other people, it is a critical solution to make everyone's work place safe.

Do not assume that a broken catch pit has already been reported, while you have noticed it, your work Colleuge on the next shift might not be so lucky and fall through it.

What might be an obvious hazard to you, might not be so obvious to someone without as much experience as you.

24hr On call - 07786 265 531

Put it into your phone now

Email: compliance@resourcing-solutions.com

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Close Call reporting; It is just a numbers game?

Maybe you think that no-one will act if you report a hole in the fence, or you have reported a trip hazard near an access point on numerous times, but these things are very important.

Do not lose heart, just keep passing on this message, and be assured that there are people working on reducing these hazards.

R.S.L. do not have any targets from our clients, including Network Rail on a minimum number of Close calls that we must collect. We are not on a financial bonus for collecting this data. Ideally we would encourage you to report it to your onsite supervisor or manager who can act on it more efficiently, but we are an extra layer of protection in case you feel that you are not being heard.

LET US KNOW.

24hr On call - 07786 265 531

Put it into your phone now

Email: compliance@resourcing-solutions.com

IP Signalling Shared Learning

Key learning following a serious incident



IP Signalling

Issue Date: 9th April 2019 For more information contact: Gavin.Burns3@networkrail.co.uk

Issue Number: IPSIG-SL007

Title: Operational Close Call - Signal Wedge on Line

Details of event

At 14:00 on the 18th December 2018 the driver of a Hull Trains service reported that a train had struck a metal bar upon departing Gilberdyke Station area on the Down Hull line. Following an inspection of the damage, the driver reported that a piece of metal had become wrapped around the leading bogie, causing damage to a foot crossing after the point of impact.

After further investigation the reported piece of metal was identified as a signal wedge, used to sit lightweight signals upon whilst in a lowered position awaiting commissioning. The signal wedge had been left on site after the signal in question had been erected. The full investigation identified that a member of the public had intentionally placed the signal wedge on the rail head to cause damage. The result of the train striking the signal wedge caused a 2030 minute delay and criminal proceedings to be taken against the individual.

Immediate Cause

- Train striking signal wedge which had been placed on rail head by a member of the public.

Underlying Causes

- Easter commissioning cancelled (Apr 18) - This led to signal wedges being procured to alleviate pressure on structures.
- Commissioning plans changed — Technical problems led to a change of focus during the Commissioning, leading to the recovery of the wedges to be overlooked.
- Knowledge of the need to collect the wedges was not communicated outside of the signalling team.
- Poor trespass mitigation measures in the area was a contributory factor.
- Unforeseen malicious act of vandalism — No previous reported crime project related crime for the life cycle of the project.
- **Project material left unsecured lineside.**



(Top right) FFC footage from train showing item on railhead (Bottom right) the signal wedge after impact, lodged in the wheel guard

Corrective Actions Taken

- Updated the project local risk assessment.
- Reviewed and updated the Business level risk assessment.
- Updated the Construction Phase Plan, Work Package Plans, and project risk register.
- Close called and recommend that the security arrangements against trespass are reviewed in the vicinity of the incident (station platform and pedestrian crossing).

Discussion Points

- What does your Business risk assessment / Project risk assessments say about leaving materials lineside?
- How do we ensure materials are recovered from our project sites?
- What would you do if you observed an increased vandalism risk in your respective project / work area?

For further information contact: gavin.burns3@networkrail.co.uk

Date of issue: 9th April 2019

Safety Alert

A serious incident has taken place



Railway security and safety

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

Ref: NRX19-02

Date: 11th April 2019

Location: National

Contact: Group Security, Group Security STE
GroupSecuritySTE@networkrail.co.uk

Use W.H.A.T. to help you evaluate behaviour and determine if it is 'odd' or 'suspicious' and to identify hostile reconnaissance

- W** What - are they doing?
- H** How - are they behaving?
- A** Alone - or acting with others?
- T** Threat – what type do they pose?

Overview

In recent weeks there have been several security incidents affecting the operational railway. These incidents are deemed hostile and malicious, with intent to cause disruption and affect safety.

Malicious caller

Possession support staff were contacted by a caller on a withheld number and instructed to lift their possession protection. The caller pretended to be someone involved in the work.

Malicious obstructions

British Transport Police (BTP) have launched an investigation after "malicious obstructions" were placed on the railway at Yaxley and Netherfield. In both incidents the obstructions were intended to disrupt rail services. Placing objects on the line has clear safety consequences for the individuals placing them, our workforce attending to remove them and potentially to rail passengers.

It is important that colleagues remain vigilant. If you see something that does not look right you should take action if it is safe to do so and always report it.

Staff working on the infrastructure should:

- Apply the HOT and WHAT protocols.
- Challenge anyone on or around the railway who should not be there and report this to BTP and Route control.

Remain vigilant for any unusual items:

- On finding suspicious objects that have been connected to the track or trackside equipment, always report them to the person in charge.
- Report the incident to BTP and Route control.
- Items should not be moved unless advised to do so by BTP, or they present an immediate safety risk to the railway.

During possessions:

- If you are contacted unexpectedly and instructed to undertake a task by someone you do not recognise, you must check that the instruction is legitimate.
- Always challenge if someone gives an instruction you would expect to come from someone else, such as the Person in Charge of Possession.
- Report the incident to BTP and route control.

Sundon Near Miss

Thank you to Network Rail for this information.

Overview

At approximately 23:50 hours on Wednesday 12th December 2018, the East Midlands Trains' 1D91 London St Pancras to Derby service approached two isolated staff who were walking back-to-traffic on the Down Fast line. The train was travelling at 101mph, although the linespeed was 125mph. The driver of 1D91 sounded a warning horn and applied the emergency brake.

On realizing the imminent danger, one of the staff members pushed the other clear of the Down Fast and into the open Up Fast where he sustained minor injuries due to contact with the running rail.

The two staff did not get to a defined position of safety but managed to get clear of the path of the train a fraction of a second before the train passed them.

Underlying Causes

The two workers accessed the open Down Fast line on the misunderstanding that it was the blocked Up Slow line. The pair had become disorientated, in part due to the safety brief they received being carried out at a different location on the opposite side of the railway to the point that they arrived at to access the track in their vehicles.

There were access points on opposite sides of the railway, linked by a footbridge which contributed to the misunderstanding. There were no access point information boards at either access point. Although experienced workers, the two staff had little experience on the section of line concerned.

The work group comprised of an Authorised Person (AP) and an Earthing Assistant. The AP was also fulfilling the duties of a Controller of Site Safety and Person in Charge (COSS/PIC). The AP was unclear about the role he was supposed to be carrying out.

The AP did not receive a brief on the arrangements from the Engineering Supervisor (ES). Instead the ES briefed the Nominated Person, and the Nominated Person onward briefed the information to the AP.

Consequently, the AP/COSS/PIC did not directly speak to the ES and did not sign in with him. In briefing the AP, the Nominated Person was not filling any official Rule Book role.

When the Nominated Person signed in with the ES, he also signed out to enable him to avoid going back to the ES's location once the work was finished. The shortcut had become custom and practice.

The AP/COSS's Safe Work Pack (SWP) did not detail the access point arrangements and was provided to him just 10 minutes before the Planned start time.

Key Message

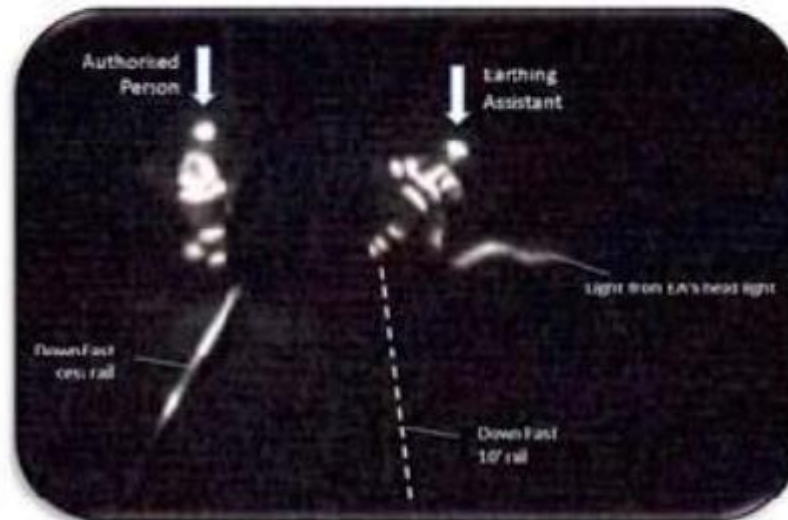
Any person working as a COSS in an engineering worksite should ALWAYS receive a brief from the ES and sign the RT3199.

You **MUST NOT** sign-out with an ES at the same time you have signed in, unless the work is cancelled.

Every work group **MUST** have a SWP and Person in Charge.

Anyone going on or near the line should always be absolutely clear about the access, egress and protection/warning method.

Any COSS or PIC should **ALWAYS** have the Safe Work Pack to check and understand a minimum of a shift in advance.



Discussion Points *(Please discuss with your teams)*

- If acting as a COSS/PIC have you received your SWP and briefing one shift in advance of the planned works, are you happy with the safety arrangements, access and egress etc.?
- What action should you take if you are unsure which line is open / blocked?
- What type of information is detailed in a SWP?
- As the Planner/Responsible Manager, are you satisfied the COSS/PIC selected has 'Local Knowledge' of the area you require them to work in?
- If acting as COSS/PIC do you have 'Local Knowledge' of the area you are working in, why is this important?

Part of our group of Safety Bulletin

**Safety
Alert**

**Safety
Bulletin**

**Safety
Advice**

**Shared
Learning**

Display on notice boards and brief to:			
Next Team Brief	<input type="checkbox"/>	All Alstom employees	<input type="checkbox"/>
Immediate Brief	<input type="checkbox"/>	Sub –Contractors	<input type="checkbox"/>
	<input type="checkbox"/>	All Operational Staff	<input type="checkbox"/>

Source Information: Network Rail
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[Network Rail CLOSE CALLS video;](#)

<https://safety.networkrail.co.uk/wp-content/uploads/2019/02/NM-Final-v1.mp4>

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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”

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