

MATCHTECH 



GATTACA GROUP'S RAIL RECRUITMENT SPECIALISTS

HSQE Briefing

May 2022

WORKING TOGETHER TO PROVIDE THE BEST RAIL TALENT IN THE UK



Monthly topics

Monthly topics – Life Saving Rules

- F360 - Fatigue Risk Management System
- Change in fatigue policy. Notify your consultant if your shifts are changed.

Shared learning and Safety advice

- LOWS – Lookout Operated Warning Device Incident

Industry Safety briefings / COVID 19 Link / 24 hour on-call details / Safety sQuaRed / CIRAS details.

Fatigue 360 (F360)

- **Fatigue Risk Management System**

- With the average worker spending a minimum of 9 hours of their day working and commuting, organisations need to be aware of the impact fatigue can have on their workforce. Employers not only have a corporate responsibility for the well-being of their workforce, but also a tired and depleted workforce are not productive.
- R.S.L. and Matchtech utilise the Fatigue360 software developed by Weston Analytics
- Fatigue360 has been developed as an end-to-end fatigue risk management and job planning tool, enabling planners to monitor the fatigue of their workforce. This unique system, originally designed for the rail industry, allows worksites to plan and manage, not only working hours, but also the travel and rest periods around work shifts.
- The software has been developed to align with health and safety industry standards on fatigue management.

Fatigue 360 (F360)

- **Fatigue in Rail**
- The impact of fatigue related incidents cannot be overstated. It can be measured in the devastation of its lost lives and in the countless hours of tax payer funded litigation that follow. The issue itself represents a significant risk to the rail Industry, where it has been a consistent factor in worker related incidents and accidents. Clearly, worker fatigue has had a brutal impact on rail staff, and on the rail industry as a whole.



Between 2009 and 2019 there were 21 rail staff fatalities reported in the UK, 11 of which involved road traffic accidents.

That's more than half of all our workforce fatalities – a huge and worrying proportion.

Fatigue 360 (F360)

- **Fatigue in Rail**

- To combat this problem, rail is one of a few industries that actively recognises and manages the fatigue of its workforce. Its life saving rules, soon-to-be compulsory use of HSE Fatigue Index, industry regulation and work safety practices help to reduce the amount of rail worker fatigue.
- While the current process for managing fatigue within the industry have proven beneficial to the safety and wellbeing of its workforce, no single system has stood out as a reliable fatigue risk management system that is compatible and harmonious with rail's unique environment.
- Fatigue360 is a software system developed in accordance with the requirements of rail, aligning with industry regulation as well as the HSE Fatigue Index to provide an end to end solution for the sector.



Fatigue 360 (F360)







- **Fatigue in Rail**

- As a worker for RSL / Matchtech there is nothing for you to do at the moment.
- As your sponsor we have an obligation to monitor and manage your fatigue. F360 is one of the tools in our arsenal that we use to tackle this problem. Fatigue 360 is used to log all of your railway shifts and automatically calculates a risk and fatigue score based on your shift pattern.
- If your planned shift time, and submitted timesheet are not accurate and aligned, than we might calculate your Fatigue / Risk score wrongly, so it is critical that we always log accurate shift details.
- Your payment per shift is not affected by the F360 algorithm, it is used purely for measuring your tiredness / fatigue and assisting us to control these risks and minimize any harm happening to you, other people on site and the general public.

Fatigue 360 (F360)

- **Changes to your shift during a placement.**
- RSL / Matchtech have updated our “safe hours worked” policy to include the paragraph below.
- This policy instructs you to notify your consultant if your shift pattern is altered in any way while you are on a long term placement. If the clients asks you to do the occasional night shift, or significantly alters your standard working pattern, then it is important that we (as your sponsor) is notified as soon as possible.

Changes to Planned Shift patterns

Candidates must notify  |  if there are any changes to the shift patterns agreed with the client in the placement contract. This includes changes instigated by the client or the candidate and applies to any and all changes to the original, agreed shift pattern; even if only for a short period.  |  uses a software-based fatigue management system, which requires prior knowledge of any changes to the agreed shift pattern in order to effectively predict and mitigate fatigue risks. Failure to provide adequate prior notice of any shift changes, will inhibit  |  from accurately calculating fatigue status, and may put the candidate at risk of fatigue, and in breach of the Sentinel Scheme Rules.

Safety Alert



everyone
home safe
every day

Lookout Operated Warning System Incident

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

Ref: NRX22-01

Date: 08/03/2022

Location: Sharnbrook, East Midlands Route,
Eastern

Contact: [Joe Rowberry, Head of Health,
Safety and Environment, East
Midlands route](#)



Overview

At 10:08 on Monday 28 February 2022 the driver of 1Y18 reported a near miss with track workers on the up fast line at Sharnbrook

The group of five track workers were regulating ballast using a lookout operated warning system (LOWS).

The LOWS controller received a warning which he cancelled in error. Immediately after the cancellation another warning was received. The LOWS controller contacted the lookout for the down lines to thank him for re-applying the warning, wrongly assuming that lookout had also applied the cancelled warning. In fact, the first (cancelled) warning had come from the lookout on the up lines. The controller did not positively confirm the down warning was a re-application.

The train travelling on the down fast passed the team who were all in a position of safety and awaiting instruction for work to recommence. The LOWS controller cancelled the warning still thinking this was the only train in the area and the team resumed work.

The train on the up line (for which the earlier LOWS warning had been cancelled) then approached the site around a curve. The LOWS controller saw the train and shouted to the team to stand clear. The team of workers moved to safety on both sides of the track. The driver sounded the horn but didn't apply the emergency brake as he could see the team had moved clear. The train driver came to stop to report to the signaller.

This account from witnesses has yet to be verified from the LOWS data logger.

Discussion Points

Responsible managers, Safe Work Pack (SWP) planners and line managers should take the following action:

- Review all human lookout work and ensure it is planned using the hierarchy in NR/L2/OHS/019.
- Work using a human lookout warning should only take place if the task is time critical and cannot be re-planned into better warning or protection systems.
- Every task using unassisted lookouts or LOWS must be specifically authorised by a Director, and only be permitted if alternatives are not possible.
- Wherever there is doubt about warnings, everyone should be stood down in a position of safety and clear communications carried out to confirm understanding.
- Drug and alcohol screening should be carried out with all relevant people in such incidents.

Click [here](#) for all Shared Learning and Lessons Learnt

Part of our group of
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

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