

MATCHTECH 



GATTACA GROUP'S RAIL RECRUITMENT SPECIALISTS

# HSQE Briefing

October 2022

WORKING TOGETHER TO PROVIDE THE BEST RAIL TALENT IN THE UK

# Monthly topics

## Monthly topics – New Fantigue Standard is live

- Network Rail Fatigue Standard NR/L2/OHS/003 is now live and mandated

## Safety Bulletins

- Slinger fatality

## Safety Advice – Winter Driving

- Drive Safely
- Look after your vehicle
- Watch out in Low winter sun



# Fatigue reduction

- Regardless of your role, location, or the type of work you do, to do your job safely and efficiently you need to be alert. When you're feeling fatigued, your alertness levels and your performance suffer.
- In fact, research shows being awake for more than 17 hours can weaken your performance in a way that's comparable to being over the limit for drink driving in most EU countries.

## Being well rested and alert for work helps us...

- Reduce error rates
- React quickly to danger
- Reduce the likelihood of accidents and injuries

This is why the fatigue risk management standard (NR/L2/OHS/003) has been updated. The new standard applies to everyone within Network Rail and those working on Network Rail infrastructure, assets & systems. The updated fatigue standard is available on the Network Rail Standards Portal, or I.H.S. portal and has a compliance date of **October 2022.**



## Fatigue Reduction: The Standard - NR/L2/OHS/003

### When was it published?

The new standard is a revision to the previous standard. It was published in a modularised format in **December 2019**.

### What's changing?

The previous standard only covered safety critical workers, but the new standard **applies to everyone** within Network Rail and those working on Network Rail infrastructure, assets & systems.

Unlike the previous standard it does not impose limits on what people can work but instead **introduces 'trigger conditions'** where mitigating actions are required.

It reinforces a consistent risk management based approach to tackling fatigue in our business.

### When do I have to comply?

In recognition of the need to embed fatigue management behavioural and cultural change, the compliance date is **October 2022**.

This may feel like a long way away but there is a lot of work we can all be doing now to make the transition in time.





## Fatigue Reduction: The Standard - NR/L2/OHS/003

### The standard modules:

|                          |   |
|--------------------------|---|
| <b>NR/L2/OHS/003:</b>    | Core standard, provides definitions and principles that are consistent across all of the subsequent five modules. |
| <b>NR/L2/OHS/003/01:</b> | Use of the Fatigue Risk Index (FRI) calculator and interpretation of the output.                                  |
| <b>NR/L2/OHS/003/02:</b> | Principles for managing fatigue through effective design of rosters / working patterns.                           |
| <b>NR/L2/OHS/003/03:</b> | Process for creation and management of fatigue assessments and management plans                                   |
| <b>NR/L2/OHS/003/05:</b> | Principles of working time and on-call in relation to fatigue management.   |

| Trigger  | Fatigue Assessment or Management Plan required? | Minimum controls to be put in place  |  |
|--|---|--|--|
| More than 60hrs in 7 rolling days                | Both  | <ul style="list-style-type: none"> <li>No lookout duties</li> <li>No Individual working alone</li> <li>No safety critical duties without additional controls</li> </ul>      | <ul style="list-style-type: none"> <li>No driving duties</li> <li>Minimum 12 hours rest before next period of work</li> </ul>  |
| More than 72hrs in 7 rolling days                | Both  | <ul style="list-style-type: none"> <li>No lookout duties</li> <li>No Individual working alone</li> <li>No safety critical duties</li> <li>No management of trains</li> </ul> | <ul style="list-style-type: none"> <li>No driving duties</li> <li>No OTP operation</li> <li>No OTM operation</li> <li>Minimum of 24 hours rest before next period of work</li> </ul> |
| 14hrs or more door to door                       | Both  | To be agreed following fatigue assessment  |  |
| More than 12hrs in one shift/working day         | Assessment                                      | To be agreed following fatigue assessment  |  |
| Less than 12hrs rest between shifts/working days | Assessment                                      | To be agreed following fatigue assessment  |  |
| More than 13 day or nights in 14 rolling days    | Assessment                                      | To be agreed following fatigue assessment  |  |
| Day time fatigue score (FRI) of 35 or more       | Assessment                                      | To be agreed following fatigue assessment  |  |
| Night time fatigue score (FRI) of 45 or more     | Assessment                                      | To be agreed following fatigue assessment  |  |
| Risk score (FRI) of 1.6 or more                  | Assessment                                      | To be agreed following fatigue assessment  |  |

# Safety Bulletin

A serious incident has taken place



everyone  
home safe  
every day

## Lifting Incident

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

Ref: NRB22-10

Date: 24/10/2022

Location: Gatwick Station, Southern region

Contact: [Alan Cheun, Group SHE Operations](#)

[Director, Costain](#)



## Overview

On the evening of Thursday 21<sup>st</sup> July 2022 works were being undertaken on the Gatwick Station Project to install lift shafts.

The team were laying out several small sections of the steel structure ahead of a possession, to allow them to work efficiently once their possession started and minimise any time pressures.

During the final lift, ahead of the possession, the connection plate at the foot of a glazing frame weighing approximately 500Kg became caught on the underside of a movement joint which was approximately 65mm above the deck.

This resulted in the glazing frame turning and the lifting strop supporting it rapidly snapping due to the continued force from the crane.

This caused the frame to fall which resulted in fatal injuries to the Slinger Signaller.

## Discussion points

How are you assuring yourself that:

Lifting operations are adequately planned and associated lift plans clearly identify:

- o Methods of slinging
- o Exclusion Zones
- o Where people are positioned during lifts

The hazards presented by the immediate environment

The lift plans are understood and being worked to, consider:

- o Levels of supervision during lifting
- o How you test for knowledge to ensure understanding?
- o Do you have the right levels of assurance in place?

**Reinforce the message that if the lift plan cannot be worked to, things change, or it is not safe - STOP WORK**

Part of our group  
of Safety Bulletins

**Safety  
Alert**

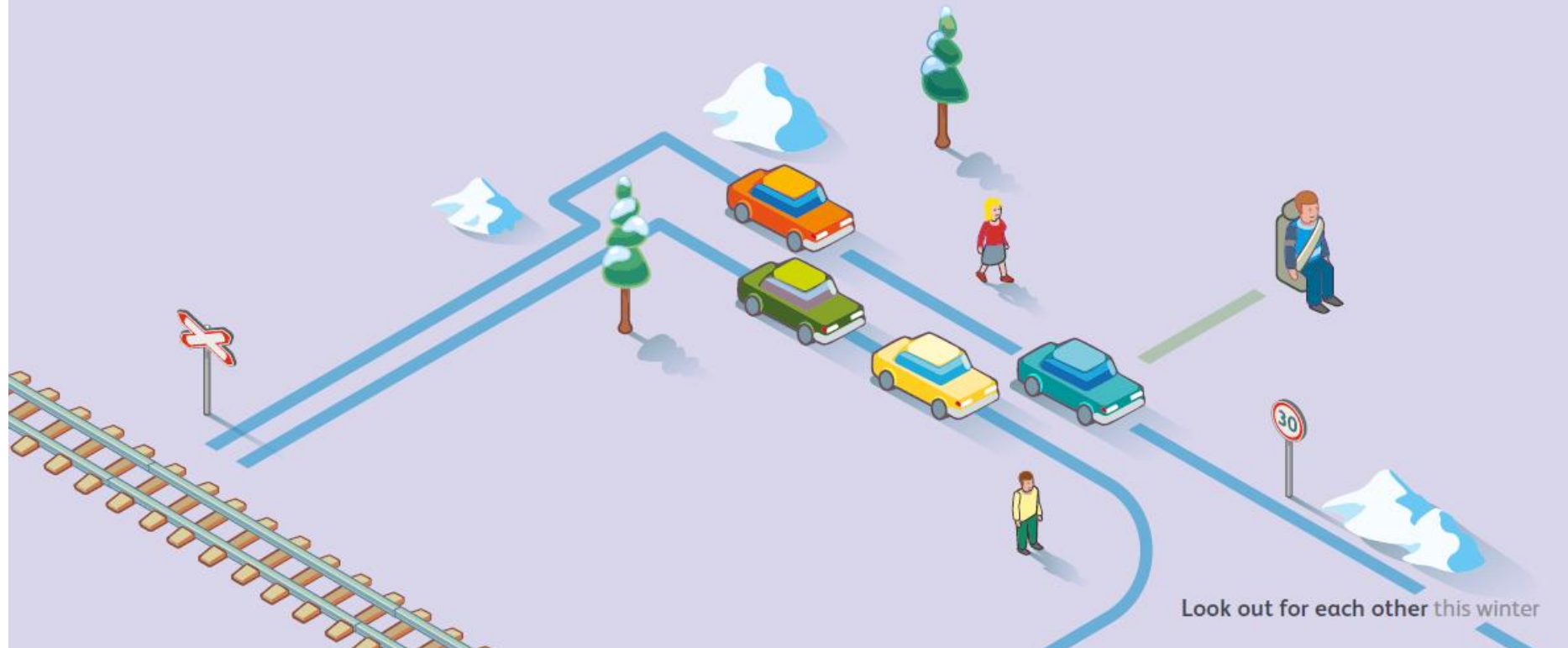
**Safety  
Bulletin**

**Safety  
Advice**

**Shared  
Learning**



# Winter driving



Look out for each other this winter

# Drive safely

It's easy to forget the risks we take whilst driving, especially if you're in a rush to get to your destination. It's just not worth it, especially when winter weather increases the dangers to you, your passengers, other drivers, and pedestrians.

## Safety tips

Driving safely in winter can be as simple as sticking with the basics:

- Allow time to demist your windscreen and clear all vehicle windows to ensure you have full visibility before setting off.
- Drive and brake to suit the weather conditions.
- Allow enough distance between you and other road users.

### Did you know?

Stopping distances increase by up to 10 times in the snow and ice.\*



\*Source: theaa.com

Look out for each other this winter

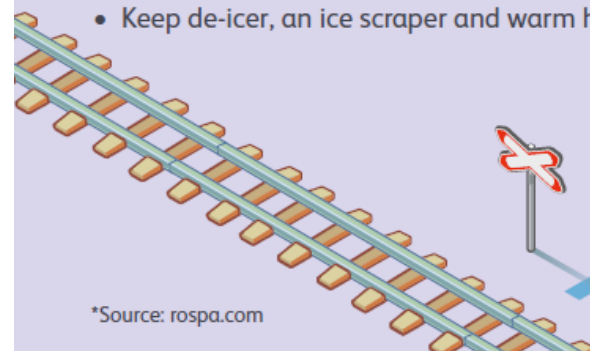
# Look after your vehicle

It's easy to think that because your vehicle has been running fine up until now, that nothing needs doing to it before winter sets in. Although, something as small as low tyre pressure can have a huge impact on your ability to stop in an emergency. So, always be prepared.

## Safety tips

Make sure your vehicle is ready for winter by carrying out these simple checks:

- Tyre pressure (refer to the vehicle manual).
- Tread depth (3mm is the minimum for Network Rail, but it can vary vehicle to vehicle, so check the manual or fleet vehicles' wheel arch to be sure).
- Wipers (make sure that they effectively clear the screen).
- Windscreen washers (check they are working and fluids are topped up with 50% water and 50% anti-freeze screen wash).
- Lights (check they are all working and clean).
- Engine coolant (check level of anti-freeze).
- Keep de-icer, an ice scraper and warm hi-vis clothing in your vehicle.



Look out for each other this winter

\*Source: rospa.com

# Watch out in low winter sun

The low winter sun can dazzle even the most confident and experienced drivers. The glare can easily impair your vision and cause you to miss signs and lights, or pedestrians crossing the road. If you can't see very well, chances are that other road users can't either.

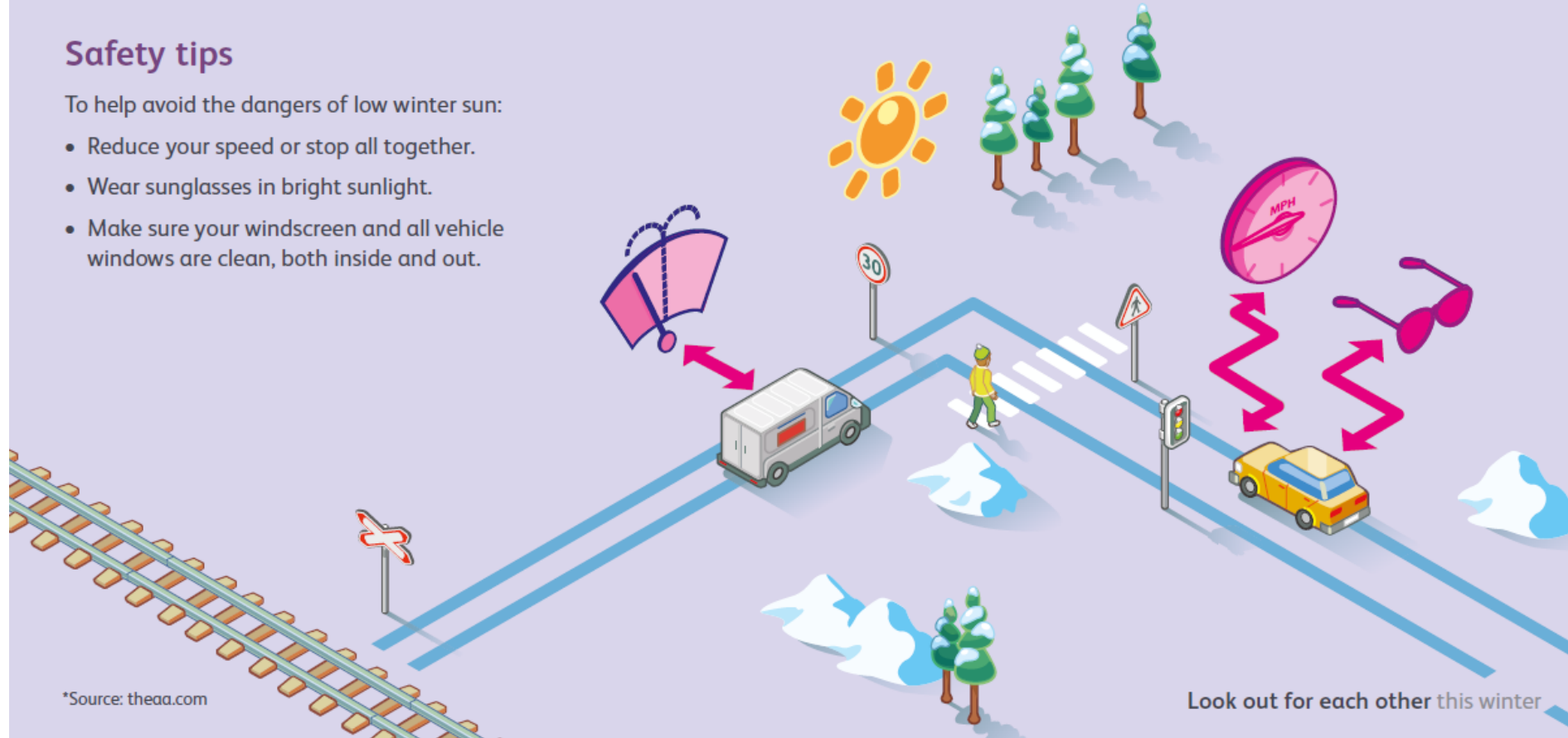
## Safety tips

To help avoid the dangers of low winter sun:

- Reduce your speed or stop all together.
- Wear sunglasses in bright sunlight.
- Make sure your windscreen and all vehicle windows are clean, both inside and out.

## Did you know?

Sun glare has contributed to an average of 28 road deaths per year in the UK since 2010. This includes pedestrians.\*



\*Source: theaa.com

Look out for each other this winter

# 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)

**Your Feedback is always welcomed, email us at RSL/MT**

**[safety@resourcing-solutions.com](mailto:safety@resourcing-solutions.com)**

# Safety sQuaRed

See it, Scan it, Share it



MATCHTECH 



<https://www.gattacapl.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](http://www.ciras.org.uk)