

MATCHTECH 

 Resourcing
Solutions

HSQE Briefing

October 2021

WORKING TOGETHER TO PROVIDE THE BEST RAIL TALENT IN THE UK



Monthly topics

Shared learning and Safety advice

- Winter Driving
- Introduction to Safety sQuaRed

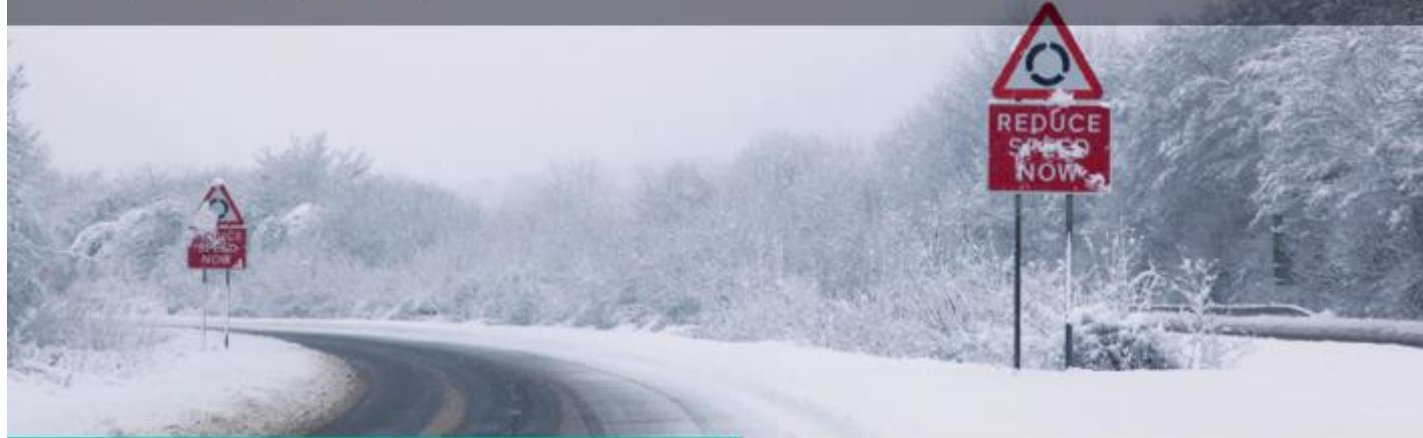
Shared learning and Safety advice

- Train hits track trolley
- Train just misses two trackworkers by 5 seconds
- Trespassers release brakes on wagon causing a runaway and derailment

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



WINTER DRIVING



Did you know?

- Leaving the engine running while stationary, or 'engine idling' to defrost windows is an offence under Rule 123 of The Highway Code and authorities have the power to issue £20 fixed penalties for any contravention.
- Rule 229 of the Highway Code says: "Before you set off you **MUST** be able to see, so clear all snow and ice from all your windows." If the windscreen is obstructed in any way, the police can fine drivers £60.

When driving in snow and ice:

- Make slow gentle manoeuvres to stay safe while driving in snow and ice as stopping distances are 10 times longer.
- When brakes are needed, they should be applied gently.
- Pull away in second gear, easing your foot off the clutch gently to avoid wheel-spin.



- Keep a constant speed and try to avoid having to change gear.
- If stuck in snow, straighten the steering and clear the snow from the wheels. Put a sack or old rug in front of the driving wheels to give the tyres some grip.
- Wear comfortable and dry footwear while driving.

Planning: Plan a journey carefully and listen to updates on weather and traffic news to help make it as smooth as possible.

Time: Allow more time than usual before leaving. Clear all windows and lights of snow and ice for visibility and your number plate. Clear snow from the roof, bonnet and rear of the vehicle as it can pose issues of safety to your driving and other road users.



Look: Look ahead to avoid any erratic steering and braking actions. Maintain speed and a safe distance and avoid tailgating at all costs.



Control: Always maintain full control to ensure vehicle stability while braking, accelerating, changing gear and applying steering angle as smoothly as possible.

Climate: Dress appropriately for the climate and take a hat, scarf and winter coat plus blankets and suitable provisions in case of a breakdown, getting stranded at the roadside or stuck in a lengthy traffic congestion.

Darkness: Driving in the dark can be tiring so take a break when necessary to stay safe.

Winter vehicle checklist:

- Check that the battery, ignition, lights, brakes, exhaust, wipers are all operational and fluid levels are all topped up.
- Check that tyres are all in good condition on a monthly basis making sure they have plenty of tread and have the correct tyre inflation to provide a safe grip.
- Check and replace windscreen wipers before they start to leave streaks or scratches on the screen when in use.
- Check the fuel level is sufficient for the journey and do not risk running out of fuel.
- Check all electrics including interior heating, wipers, and heated screens are working.

Safety sQuaRed



See it, Scan it, Share it

We have introduced a Q.R. code that you can use to report any safety concerns, unsafe / good practices or anything that is bothering you.

Any emergency situation when you are on track should always be reported via the hierarchy of command, so you must clearly and professionally follow the Network Rail rules and contact the E.C.O., the signaller or the site supervisor as appropriate.

Close calls, are generally reported to your site manager, supervisor, either face to face, or via the site communication boards, close call post boxes, emails, apps etc. it is important that you continue to use the site specific close call system, as clients and Network rail collate information locally to react as quickly as possible.

You also have access to C.I.R.A.S. and the RSL / Matchtech 24 hour on-call system (07786 265531).

Safety sQuaRed is a complimentary safety recording system that give you an additional opportunity to bring any concerns to our attention. Scanning the Q.R. code will take you to our company reporting page for you to share your thoughts and give details of what you would like to share.

NOTE: There is no mandatory requirement to share your personal details.

Safety sQuaRed

See it, Scan it, Share it

To utilise Q.R. codes you will need to point your phone camera at the QR image, you can also get an APP on your phone that can view QR images and take you to the intended location



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<https://play.google.com/store/apps?gl=GB>



<https://www.apple.com/uk/app-store/>

<https://www.gattacaplc.com/report-near-misses>



Safety sQuaRed

See it, Scan it, Share it

You will be seeing the Q.R. code on worksite notice boards, in emails, and out on site.

There are a couple of questions asking for confirmation of whether you work for RSL or Matchtech and who your primary consultant contact is.

None of these questions are mandatory, but it helps us to get back to you quickly if you want us to.



Incidents, concerns or near misses

Please use this form to report all work-related accidents (including vehicle), injuries, infectious diseases, concerns and/or near miss incidents. This form should be completed as soon as possible after an accident or incident, or when a concern is realised. If the affected person cannot complete the form, it should ideally be completed on their behalf (with their permission) by someone else.

Once the form has been submitted it will be received by Gattaca's Health & Safety department - someone may need to be in contact for further information.

What is your full name?

What company are you working at? *

What sector do you work within? *

Who is your recruitment consultant?

What brand have you been engaged via?

What is your email address?

Safety sQuaRed

See it, Scan it, Share it

There are questions regarding the type of incident, and the time / location of what you would like to report.

Please remember that Close calls are collected and collated locally onsite and you must always follow the close call procedure as defined by your worksite induction and site briefings



Type of incident *

When did the incident happen? *

Day	▼
Month	▼
Year	▼

What time did the incident occur? (approximately) *

Hour	▼
:	
Minute	▼

Has this incident been reported internally at the company that you are working for, where the incident took place? *

- Yes
- No

Where did the incident happen? *

Safety sQuaRed

See it, Scan it, Share it

The more detail that you can tell us about what has happened, will allow us to act quickly and ensure that appropriate actions are taken.

Don't forget you can also tell us about any good practice and things that you like, through the Safety sQuaRed reporting service, and we will always acknowledge your communications if you decide to share your contact details.



What happened? *

Were there any witnesses? *

- Yes
 No

Was there an injury as a result of the incident? *

Did the incident involve a vehicle? *

By submitting your information, you are agreeing to our [privacy statement](#). To find out more about how we use and manage data, please [click here](#).

Submit

Safety sQuaRed

See it, Scan it, Share it

As part of the introduction of safety sQuaRed, we would like all of our workers to try the system and **test it out** and will be running a prize draw on Friday 3rd of December to everyone that gives it a go.

Please get yourself a **QR** reader from one of the APP stores and scan the safety sQuaRed image here.

When you are taken to the company reporting page, please tell us your name and contact details for an opportunity to be part of the prize draw.

We will pick someone's name at random and send them out a £25 Amazon gift voucher that they will receive in time for Christmas.



Safety Advice



everyone
home safe
every day

Trolley strike at Challow

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

Ref: NRA21-16

Date of issue: 28/10/2021

Location: National

Contact: [Louise Evatt](#)



Overview

At 06:10 on 21st October, a GWR Intercity Express train service struck a half link trolley on the Down Main at Challow (83m MLN) between Didcot and Swindon at around 100mph. No injuries were reported.

The train was damaged with the trolley wedged underneath, stranding 135 passengers. It could have been derailed. The Down Main only re-opened at line speed 3.5 hours after the incident causing significant delays and disruption to our passengers.

The trolley had been left on the access point following rail defect weld repairs, and was the only one in use by the team that night.

The Controller of Site Safety (COSS) signed out with the Engineering Supervisor (ES) by telephone. The worksite was then handed back to the PICOP as being 'safe for the passage of trains'.

This is the second occasion in recent weeks that a trolley has been left behind after work and missed by 'clear line verification' arrangements.

Immediate action required

The investigation is ongoing with learning to be shared later. In the meantime please remember:

- The COSS must request permission to place trolleys on the line from the ES and advise when they are removed.
- The PIC/COSS must tell the ES when their site of work is complete and safe for the passage of trains.
- The ES must check and confirm to the Person in Charge of the Possession (PICOP) that all of their worksite is safe for the passage of trains.

In axle counter areas:

- Process NR/L3/OPS/084 'Line Clear Arrangements following Engineering Works in Axle Counter Area - Line Clear Verification Process' must be followed.
- The ES and COSS must independently record when anything with two or more wheels (such as On Track Plant, trolleys or skates) is put on the line and when it is removed, and confirm this as part of handback.
- The relevant forms must be cross referenced when signing out from the worksite.
- The PICOP must verify with the ES that the relevant forms have been completed and the line is clear.

Part of our group
of Safety Bulletins

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Safety Alert

A serious incident has taken place



Near miss with two track workers near Kettering

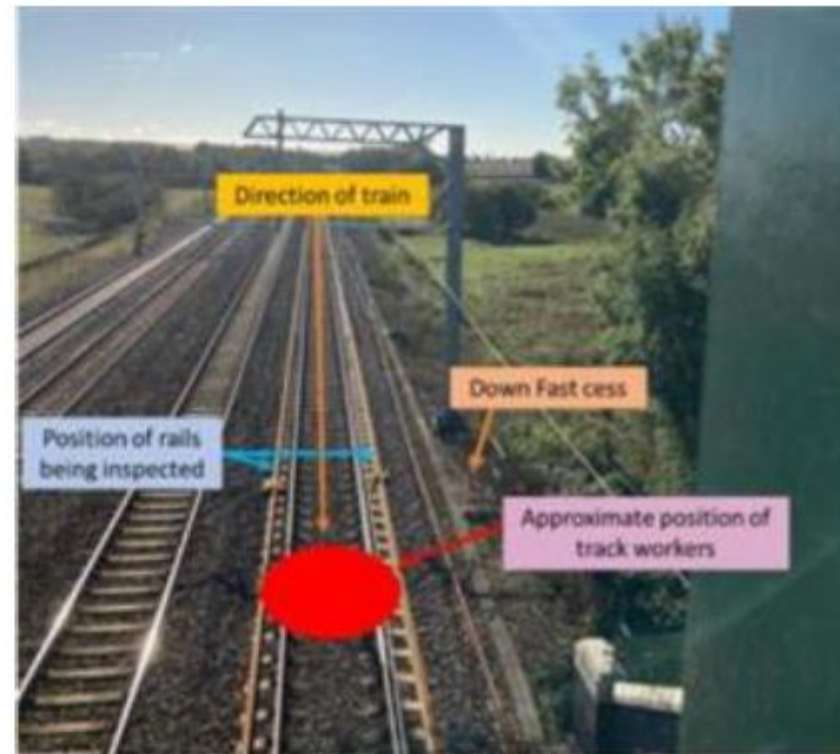
Scope: All Network Rail line managers, safety professionals and accredited contractors

Ref: NRX21-02

Date: 08/10/2021

Location: East Midlands

Contact: [Daniel Farr](#), Programme Director High Output



Picture: Location of near miss.

Overview

At 09:58 on 6th October 2021 the driver of a passenger train saw two track workers in the four-foot ahead of their train. The driver sounded the train horn, applied the emergency brake and reported the near miss. He had to be relieved from driving at Kettering station. A Mobile Operations Manager (MOM) attended the site and arranged drugs and alcohol testing.

The track workers had been checking lengths of rail that had been dropped in the location ahead of renewal works, remained in a safe position not affecting running rails. Their safe system of work was 'separated by distance', allowing them to visually check rails from the Down cess. However, overhead line stanchions and an overbridge affected being able to stay the required distance from running lines.

Front facing train video footage indicates that the two track workers had been in the four-foot and reached a position of safety barely five seconds before the train passed. To exit the railway, the two workers crossed four open lines.

Immediate actions required:

Responsible managers, Safe Work Pack (SWP) planners and line managers should:

- Review all SWPs for forthcoming works where the safe system of work is separation.
- Verify that the planned activities can be safely performed this way at each specific location.
- Identify whether there are safer alternative means of performing tasks, i.e. removing the need for people to go on track.

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Safety Bulletin

A serious incident has taken place



Railway crime in yards and depots

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

Ref: NRB21-09

Date of issue: 22/10/2021

Location: Wrenthorpe Sidings, Wakefield Westgate

Contact: Olly Glover, Head of Safety, Health & Environment, North & East route



Overview

At 14.22hrs on the 10 October 2021 an empty stone wagon ran away and derailed on a set of trap points at Wrenthorpe Sidings, Wakefield Westgate on Network Rail infrastructure.

This incident is currently under investigation by the British Transport Police (BTP) as a malicious act by juveniles who intentionally released handbrakes on a number of wagons, before detaching the wagon which ran away.

Action was immediately taken to review site security arrangements, additional BTP officers were deployed; and a review was undertaken to look at the possibility of permanently isolating the Overhead Line Equipment (OLE) at this location.

There have been other serious incidents, many of which have led to criminal convictions for railway companies including Network Rail, freight operating companies and a terminal operator. Fines have cost the industry many £millions. Some examples are:

- In 2017 an 11 year old boy was killed after coming into contact with overhead line at Daventry Freight Terminal. The site operator was prosecuted and received a record fine of £6.5 million.

- In 2017 two children received burns at Bescot Yard Freight Terminal after climbing on top of a train and coming into contact with overhead line equipment (OLE).
- In 2015 a 16 year old was killed at Wrenthorpe Sidings when he climbed onto a wagon and came into contact with the OLE.
- In 2014 four children gained access to Tyne Yard. Two received injuries after climbing onto a wagon and coming into contact with OLE.
- In 2009 three children entered Allerton rail depot and climbed on stabled wagons. One child was killed whilst his two friends suffered life changing injuries from the live OLE.

Following these incidents and further assessment of the risks work has taken place to reduce the risk of access to these sites through enhanced fencing and removal of redundant buildings that can appeal to trespassers. The risk has also been reduced in many areas through removal of stabled wagons and isolation or removal of OLE equipment where wagons are stabled. However, this incident at Wrenthorpe shows that trespass continues to be a significant threat and that site security needs to be a priority issue.

Discussion Points

- What process do you have in place to assess trespass risk in depots and yards?
- Are trespass risk assessments revised regularly enough to capture changes?
- How do you check that risk assessment findings have been acted upon?
- Are you using the industry guidance for trespass mitigation? [Click here to view.](#)
- Do you have locations where OLE can be removed or isolated?
- Where you have known trespass hotspots, how do you work with your community safety manager to understand the problems and work with local communities (schools, social clubs etc)?

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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

Safety sQuaRed

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<https://www.gattacapl.com/report-near-misses>



Report hotline:
0800 4 101 101

Report textline:
07507 285 887

Freepost: CIRAS
www.ciras.org.uk