



HSQE Briefing August 2018



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:

- Extreme Hot Weather
 - Health risks when working in the sun
- Safety Bulletins
 - Engineering Train moves across an open Level Crossing
 - Unauthorised staff advises the general public to use a Crossing
 - Test before touch 25kv overheads
 - Prohibition of rail connected Speed boards in 3rd/4th rail areas
- Environmental advice
 - Dangerous moths / Caterpillars

Action required:

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



SIEMENS

Bulletin No: 111 / 17th July 2015

Safety Bulletin

Subject: Health Risks from working in the Sun

Keep Your Top On

A sunny day makes most of us feel good, but too much sunlight can be hard on the skin.

It is not an exposure while on holiday that is harmful. Ultraviolet (UV) rays can damage the skin whether you expose to them while on holiday or it's built up gradually. They can both still be harmful to health.

Outdoor workers face greater risks than indoor workers, however it is important to remember even 20 minutes in the sun while the UV level is high, can still harm your health.

Here is some basic information to help you protect yourself.

What are the dangers?

In the short term...

Sunburn can blister your skin and make it peel. Even mild reddening is a sign of skin damage.

In the long term...

Too much sun will speed up the ageing of your skin, making it leathery, mottled and wrinkled, but the most serious effect is an increased chance of developing skin cancer.



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Who is at risk of skin cancer?

Some people are more liable to skin cancers than others but you should all still take care when in the sun to avoid damage to eyes, skin ageing and dehydration.

Take particular care if you have:

- Fair or freckled skin that doesn't tan, goes red or burns before it tans
- Red or fair hair and light coloured eyes
- Large number of moles - 50 or more



Even if your skin is not fair and freckled, you should still be particularly careful when you are exposed in the sun.

Significant points to consider

- UV rates higher than Level 3 can be harmful even if the sun is not shining
- The UV rates are usually more intense during midday 12-4pm
- Even on cloudy days, UV can filter through
- UV rays can pass through loosely woven clothes
- UV rates are not related to temperature

Produced By EHS Department
Siemens Rail Automation Holdings Ltd
Any queries please contact your local EHS Specialist

Display on notice boards and brief to: –	<input type="checkbox"/>
No brief required	<input checked="" type="checkbox"/>
All employees	<input checked="" type="checkbox"/>
Managers only	<input type="checkbox"/>
Disciplines affected	<input checked="" type="checkbox"/>
Sub-contractors	<input checked="" type="checkbox"/>
Partners	<input checked="" type="checkbox"/>
Signed attendance sheets required	<input checked="" type="checkbox"/>



SIEMENS

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Safety Bulletin

Subject: Health Risks from working in the Sun

Dos

- ⚡ Avoid getting sunburn or a tan as it will increase your chances of long term cancer risk and speed up premature ageing.
- ⚡ Take your breaks indoors or when not possible in the shade
- ⚡ Use sun protection even if you are in the shade as UV rays can still affect you
- ⚡ Drink plenty of water to avoid dehydration.
- ⚡ Know your skin's most vulnerable areas (eg back of neck, head) and keep them covered



Clothing

- Cover up
 - Ordinary clothing made from close-woven fabric, such as a long-sleeved shirt and long trousers/jeans, will stop most of the UV.
 - Keep your shirt or other top on even if your skin tans easily.
- Wear a hat
 - A wide-brimmed hat will shade your face and head, the areas which suffer most from sunlight.
 - A safety helmet will provide some shade for the head. A hanging flap can protect the back of your neck.

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Sunscreens

Sunscreen creams and lotions can add useful protection for parts of your body that are not easy to shade from the sun.

- Look for a sun protection factor SPF30 or more as it protects against UVA and UVB
 - Apply sun cream/lotion 15-20 minutes before going outside
 - Re-apply every 2-3 hour
 - Read the supplier's instructions on how it should be applied - Don't forget the backs of your hands.



Check your skin

- The first warning sign of skin cancer is often a small scabby spot which does not clear after a few weeks.
- Look for changed or newly formed moles or any skin discolouration. It is normal for new moles to appear until you are about 18 years old. As an adult you should pay particular attention to any growths which appear on the face, especially around the nose and eyes, or on the backs of the hands; you should show your doctor any moles which change in size, colour, shape or start to bleed.

If you notice any of these signs consult your doctor.

Fortunately most of these signs will be harmless, but medical checks may be needed to be sure. Even if a spot is cancerous, simple modern treatments can usually cure it and most don't spread to other parts of the body. The smaller the spot the easier it is to cure, so don't put off going to the doctor as soon as you notice any signs.

Don't delay. If you think something might be wrong get it looked at quickly.

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Safety Bulletin

A serious incident has taken place



Possession irregularity - work involving engineering moves and level crossings

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

Ref: NRB 18/12

Date of issue: 07/08/2018

Location: Rhoose Crossing (VOG Wales)

Contact: [Matthew Lane](#), Head of Route Safety Health and Environment



Overview

A serious incident occurred within an Engineering worksite when an engineering train passed over a level crossing with the barriers in the raised position.

As works had been completed with the train, it was being taken from the site of work to the exit marker boards and approached the level crossing.

The move between the site of work and the worksite marker boards was made with the Engineering Supervisor's permission although the control of the movement was delegated to a competent person.

Although the barriers were not lowered the warning lights and yodels still operated and provided a warning of the move.

The level crossing was planned to be taken under local control as required during the possession although on this occasion it was not.

Neither the Engineering Supervisor nor the Competent Person made reference to the level crossing and therefore the driver was proceeding as instructed.



Discussion Points

While we are investigating the incident please discuss the following with your team:

- When in the planning process do we identify the need to have level crossings on local control?
- How do we ensure that there is sufficient resource, in particular specific competencies such as Level Crossing Attendants, in the plan and available on site?
- How are all key staff aware of the Rule Book procedures regarding the duties of a level crossing attendant?
- How are staff authorising train movements reminded of the location and arrangements at level crossings within a worksite?

Copies of Safety Bulletins are available on [Safety Central](#)

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Safety Bulletin

A serious incident has taken place


everyone
home safe
every day

Unauthorised staff providing advice to level crossing users

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

Ref: NRB 18/11

Date of issue: 06/08/2018

Location: National

Contact: [Steve Hooker](#), Head of Maintenance Delivery Anglia



Overview

It has been reported that on Tuesday 24 July 2018 at approximately 10:32, a member of staff (a contract lookout) gave a user permission to cross a user worked crossing equipped with a telephone (UWCT) in a vehicle.

Signs are in place to inform users of the correct process for using the crossing.

It is believed that the lookout was trying to be helpful, but had clearly not considered that there is a specific safe use procedure at this crossing, as at many others.

At this particular crossing the signaller must protect every vehicle crossing by placing the signals at danger. The crossing does **not** have sufficient sighting for vehicles to use it during normal operations.

A similar near miss happened during construction work last year at another level crossing when a user wrongly understood from site staff that it was safe to cross.



Discussion Points

While we are investigating the incident please discuss the following with your team:

- What roles are permitted to authorise members of the public to use a crossing?
- What are the dangers of lookouts or other staff working near a level crossing giving advice on whether it is safe to cross?
- What are the arrangements for users requesting permission to cross?
- If you are asked by a member of the public if it is safe to use a level crossing how should you respond?

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Safety Advice

Action required following a serious incident



Lifesaving rules – Test before touch on 25kV OLE

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

Ref: NRA 18/12

Date of issue: 19/07/2018

Location: National

Contact: [Phil Doughty](#), Head of Contact Systems AC/DC



Never assume equipment is isolated – always test before touch.



Overview

Feedback from front line staff has indicated that the lifesaving rule for test before touch on 25kV is not being applied in a consistent manner.

The lifesaving rule: test before touch, for 25kV is a key control for managing the risk of working on or near electrified lines.

It should be noted that all approved live line indicators only indicate live or de-energised. They do not indicate that the equipment is safe to touch.

When any approved live line indicator confirms de-energised there could still be dangerous voltages in the equipment.

Following the five-step process below ensures the safety of the staff working on or near 25kV equipment using a live line indicator.



Immediate action required

All staff should be applying test before touch in accordance with the guide to the [application of the electrical lifesaving rules](#).

When test before touch is applied as detailed in the application guide and referenced standards then the rule is a robust process to confirm the equipment is safe to touch.

The lifesaving rule for test before touch on 25kV is a five-step process:

1. Test before earth – to ensure the equipment is de-energised before applying an earth.
2. Apply earths – eliminate the risk of residual voltage.

3. Always be sure the required plans and permits are in place, before you start a job or go on or near the line – For 25kV equipment this means ensure that you have a Form C in accordance with NR/L3/ELP/29987 which details the limits of the isolation.

4. Test before approach – a check that you are in the right location as per your Form C isolation limits.

5. Retest if you move beyond any inline OLE feature, move to different track or work on a different conductor.

Copies of Safety Advice are available on [Safety Central](#).

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Safety Advice

Action required following a serious incident



Prohibition of rail connected speed boards in 3rd and 4th rail areas

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

Ref: NRA 18/13

Date of issue: 20/07/2018

Location: National

Contact: [Phil Doughty](#), Head of Contact Systems AC/DC



Overview

At approximately 02:45 on Wednesday 18 July 2018 a member of the Camden P-way team was seriously injured and suffered a burn to the right hand when they came into contact with a live conductor rail, part of the 650V/750V DC fourth rail traction power supply system.

This occurred when a team were called upon to place an Emergency Speed Restriction (ESR) in conjunction with an earlier bridge strike.

The injured colleague has been discharged from hospital and is now resting at home.

They remain under hospital care while checks are performed to identify whether there is any long term damage.



Immediate action required

- The placing of any type of rail mounted Emergency Speed Restriction or Temporary Speed Restriction (ESR/TSR) speed boards in third or fourth rail areas is prohibited with immediate effect.
- Alternative means must be used in all cases such as ballast boxes and structure clamps.

Copies of Safety Advice are available on [Safety Central](#).

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Background

Our clients in partnership with the Forestry Commission have once again reminded us of the hazards associated with Oak Processionary Moths (OPM), nests and caterpillars which are present in the London area and some neighbouring counties.

***A Map showing the Forestry Commissions findings during a 2018 survey is attached to this alert.**

OPM caterpillars are most easily recognised by their distinctive habit of moving about in spring and summer in nose-to-tail processions, from which they get their name, and the fact that they live and feed almost exclusively on oak trees. They can sometimes be seen processing across the ground between oak trees, and clustering together as they feed on oak leaves.



In early summer they build distinctive white, silk like webbing nests on the trunks and branches of oak trees (almost never among the leaves), and leave whitish, silk like trails on the trunks and branches. These nests and trails become discoloured after a short time, and more difficult to see as a result.

OPM nests are almost never made among the leaves of oak trees or any other tree or shrub, or on any structure. Such nests are usually made by harmless species.

The Threat



OPM caterpillars' have thousands of tiny hairs which contain an irritating, substance. Contact with the hairs can cause itching, skin rashes, sore throats, breathing difficulties and eye problems.

This can happen if you touch the caterpillars or their nests, or if the hairs are blown by the wind.

The caterpillars can also shed their hairs as a defence mechanism, and lots of hairs are left in the nests, which is why nests should not be touched.

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Health Effects



Skin contact with hairs of OPM caterpillars can result in allergic reactions such as skin rashes and conjunctivitis.

Inhalation of caterpillar hairs dispersed by the wind may result in a sore throat or asthma type symptoms.

In case of contact or inhalation and symptoms are not apparent, then seek advice from a medical professional*.

*As the OPM's including nests or caterpillars are not well known to UK medical professionals, it is advised that you take a copy of this Alert with you to ensure the appropriate medical care is received.

Health precautions

The Forestry Commission have devised these simple precautions to minimise the health issues:

DO NOT:

- Touch or approach OPM's including nests or caterpillars;
- Attempt to remove OPM's including nests or caterpillars.



DO:

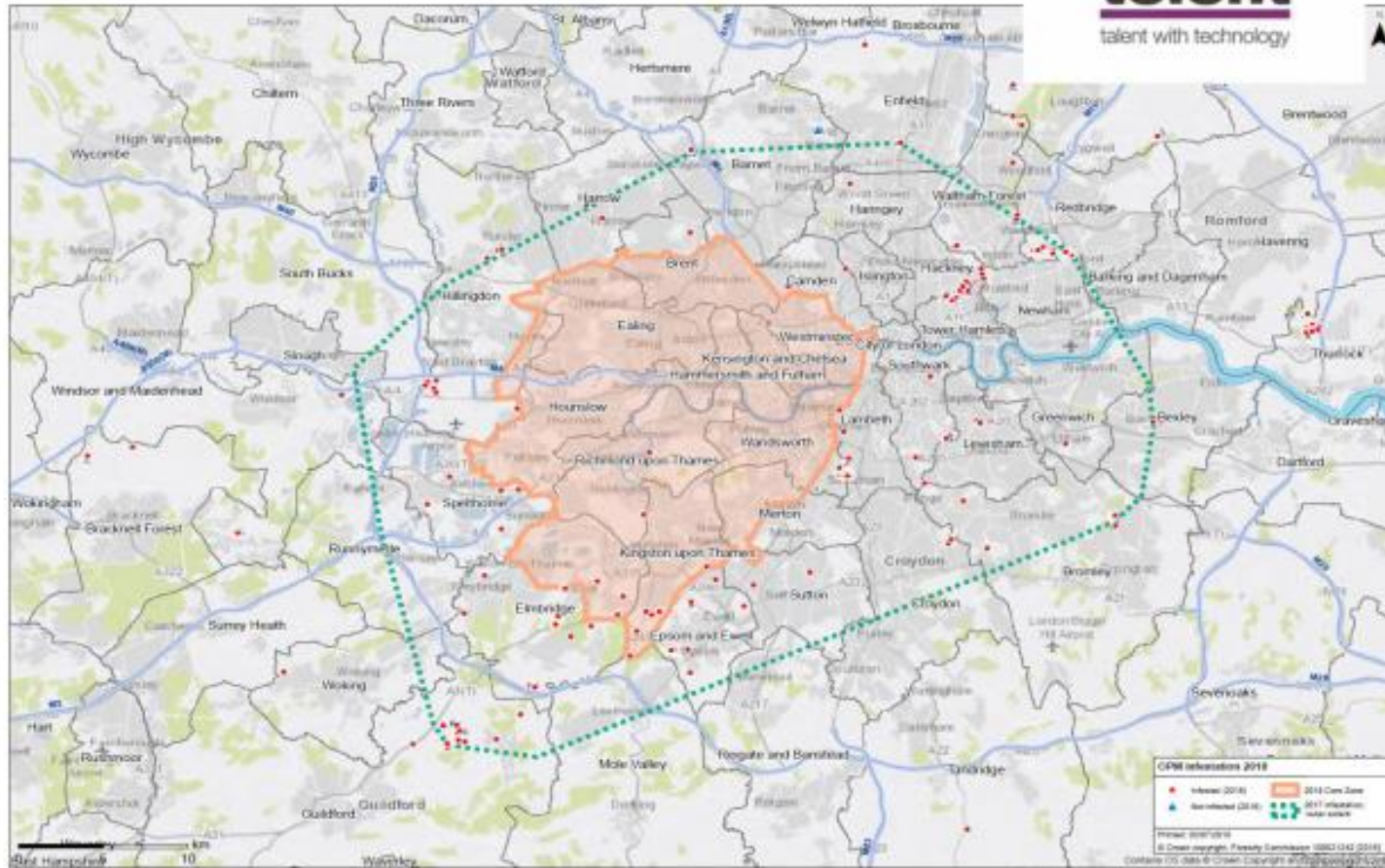
- Report any sightings of suspected OPM's including nests or caterpillars as an incident;
- See a pharmacist for relief from skin or eye irritations after suspected OPM's including nests or caterpillars contact.



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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/>



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