



HSQE Briefing

December 2018

Document updates



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:

- Pre-driving checklist reminder P.O.W.D.E.R.
- Winter weather preparation

- Safety Bulletin
 - Electrical flashover
 - 11Kv Cable Strike
 - Lifesaving rule breach (driving a dumper on the road)

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

POWDER

A simple vehicle checklist to help keep you safe on the road

PETROL



Check there is enough petrol for the journey

OIL



Check the oil is at the correct level

WATER



Check the coolant and screen washer levels

DAMAGE



Check the vehicle for damage

ELECTRICS



Check the lights are in good order

RUBBER



Check the tyres and wiper blades for signs of wear



Road Safety Week

telent

RAIL EHS ALERT

Autumn & Winter Weather

BACKGROUND:

Slip, Trip and Fall accidents increase during the Autumn and Winter season for a number of reasons: there is less daylight, leaves fall onto paths and become wet and slippery and cold weather cause ice and snow to build up on paths.

On the 30/11/2017 a TSS contractor suffered a leg injury when he stood on a manhole cover which gave way. One of his legs plunged down the chamber to waist depth resulting in an injury to his Right Knee. The Injured Person returned to work on the 29/01/18. The manhole cover had not been fitted properly by previous users and was also covered by leaves.



There are effective actions that you can take to reduce the risk of a slip or trip.

ACTION TO BE TAKEN:

- **Lighting** - Is there is enough lighting around your workplace for you and your workers to be able to see and avoid hazards that might be on the ground? **Remember the days are getting shorter.** Ensure all team members have head torches.
- **Wet & Decaying Leaves** - Fallen leaves that become wet or have started to decay can create slip risks in two ways, they hide any hazard that may be on the path or they themselves create a slip risk
- **Ice, Frost & Snow** - To reduce the risk of slips on ice, frost or snow, you need to assess the risk. **Adjust your driving** – Reduce your speed and allow extra room for braking.
- **Health** – Wear appropriate clothing to stay warm

ACTION TO BE TAKEN:

When working on site, look at the work required and assess the environment that you are in and the weather conditions at site. Raise any issues or concerns to the Project management team and EHS Team. If the weather requires a change in the way the Safe System of Work is carried out then take the appropriate action

Safety Bulletin

A serious incident has taken place



Electrical fire - staff injury

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

Ref: NRB 20/21

Date of issue: 24/12/2018

Location: Godinton Substation
(Between Ashford and
Staplehurst)

Contact: Dave Allen, Route Safety
Manager, South East



Overview

Whist E&P staff were attending to a fault at Godinton Substation on the evening of the 20th December there was a release of electrical energy (Flashover) when a member of staff attempted to replace a 750V, 2 Amp fuse which had blown earlier.

The flashover caused severe burns to the injured person. He attended hospital and was transferred to a specialist burns unit where he is being treated for his injuries.

The substation was substantially damaged by the fire that resulted (photograph above).

An investigation into the accident has begun and further information will be shared once it is complete.

An immediate technical bulletin was distributed to Routes on 21st December. That advises no-one should enter the breaker cell in a Whipp & Bourne MM74 DC Circuit Breaker unless the incoming power is de-energised.

In the meantime staff are reminded when working with or around electrical equipment to always follow the life saving rules and consider the following points below.

Discussion Points

Never assume any equipment is isolated - always test before touch.

Always test before applying earths to electrical equipment.

Work Package Plans, task briefings and appropriate test documentation for the work must be in place and understood by all involved.

Always have a valid permit to work where required.

Always wear the right PPE for work in electrical switch rooms including Arc Protective Clothing where appropriate.

If at anytime the work cannot be undertaken safely, STOP and speak with your Supervisor or Manager.

*Part of our group
of Safety Bulletins*

*Safety
Alert*

*Safety
Bulletin*

*Safety
Advice*

*Shared
Learning*

Safety Bulletin

A serious incident has taken place



11kV Depot Cable Strike

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

Ref: NRB 18/18

Date of issue: 05/12/2018

Location: Holgate Depot York

Contact: Caroline Meek Head of SHEQ,
Route Services



Overview

On the 15/11/18 at 11:30 hours an electrical contractor received burn injuries due to an electrical high voltage flash over while working in the depot. The Injured Person (IP) suffered burns to their left forearm and right hand which required hospitalisation and ongoing medical treatment.

The incident occurred when the IP was cutting into redundant cables using a power tool to remove them. The electrical cables being cut were considered "dead" as an agreed isolation was in place; however this was not the case and during the works the 11kV cable strike occurred.

Discussion Points

While the incident is under investigation we should all consider the dangers when working on or near high voltage cables:

- Has your task been thoroughly planned?
- Have the survey and records accurately captured all electrical conductors?
- Have the safety arrangements been reviewed by a competent person?
- Has all necessary safety information including permits and isolations been included in the Work Package Plan and Task Briefing Sheet?
- Are the briefing arrangements in place to ensure workers have and understand how to keep themselves and others safe?
- How do you make sure that you and your colleagues comply with the Life Saving Rule of "always test before touch"?

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

Shared Learning

Key learning following a serious incident



everyone
home safe
every day

Life Saving Rule Breach

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

Ref: SCL NRL 18/05

Date of issue: 21/12/2018

Location: Queen Street Station, Glasgow

Contact: Innis Keith, Head of S&SD, IP
SNE



Overview

Following an accident where a hired 6 tonne Wacker Neuson DW60 dumper collided with a Pelican crossing traffic column, a design issue has been identified and addressed by Network Rail Bulletin NRB 18/19.

The dumper operator was a temporary agency worker transferring granular fill material during a night shift between the main site compound and another area via the public road – a journey of about 10 minutes.

The investigation has revealed that the operator of the dumper, while assessed as competent to operate the dumper and holding a construction plant safety certificate, did not have a driving licence to drive on the public road.

This was unlawful and broke Network Rail's Life Saving Rules.

Holding a driving licence is not required to get plant operating certification.

Underlying causes

- The Principal Contractor failed to carry out a risk assessment for the use of this route, it was not planned and was not included in their Traffic Management Plan.
- The Principal Contractor had measures to manage the risk of construction plant on the public road including permits and checks but failed to implement them in this case.
- Key supervisory roles on the project were not aware of the requirements for taking construction plant onto the public highway.
- While competent to operate the dumper, the operator did not hold a driving licence.
- The operator did not challenge the instruction to use the public road between sites.

Key message

All site plant movements on highways should be limited.

Any plant movements on the public roads should be risk assessed with details included in a Traffic Management Plan.

Life Saving Rules must be clearly understood by everyone working on site

What you need to do now:

Always check that required competencies, including driving licences, are in place for operating plant on Network Rail sites.

Provide opportunities for safety conversations and the use of the WorkSafe procedure, especially for agency staff or those less familiar with Network Rail requirements.

Check Life Saving Rule compliance on your sites.

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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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