



HSQE Briefing January 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:

- Fatigue Video from Network Rail
- Guide to Working Hours rules
- Safety Bulletins
 - Insulated track tools
 - MVP struck by tree

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

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Fatigue Video from NETWORK RAIL

- <https://safety.networkrail.co.uk/wp-content/uploads/2017/04/Fatigue-General-Awareness.mp4>



Fatigue and Working Hours for Staff Undertaking Safety Critical Work

- No more than twelve hours to be worked per period of duty/shift
- No more than seventy two hours to be worked in any seven day period
- A minimum of twelve hours rest between booking off from a period of duty/shift to booking on for the next period of duty/shift
- No more than thirteen periods of duty to be worked in any fourteen day period

Think Safe, Act Safe and Be Safe - Fatigue



Fatigue is caused by many factors including, but not limited to:-

- Duration of shifts, time off between shifts and changes to shift patterns.
- Ability to sleep on rest days, the quality of sleep, and sleeping disorders.
- Commuting time to/from workplace or place of booking on.
- Workload & responsibilities e.g. the different mental and/or physical task demands, role and main activities performed throughout a shift.
- Impact of second jobs and personal activities.
- Scheduling and quality of rest breaks during a shift.
- Cold starts and inadequate recovery times.
- Attitudes to work/motivation and dealing with stress in life.
- The working environment encourages fatigue rather than alertness (warm, dark, comfortable, silent).

Think Safe, Act Safe and Be Safe - Fatigue



Prevention – What you can do.

- Always take scheduled breaks for water, rest and food.
- Get 8 hours sleep before starting work and try to sleep at the same time each day.
- Find a healthy balance between work and personal life.
- Always seek medical advice about sleep disorders.

Prevention – What the company can do.

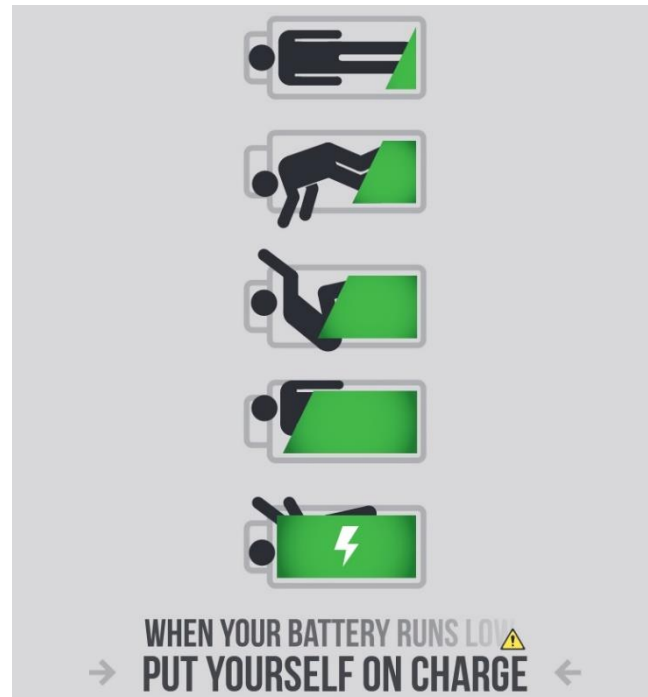
- Ensure the availability of adequate time off between shifts.
- Where possible rotate jobs to avoid repetition and maintain awareness.
- Try to design rosters so that they are less subject to day-to-day variation.
- Monitor co-workers for signs of fatigue and relieve them whenever possible.

Think Safe, Act Safe and Be Safe - Fatigue



It is your responsibility to Arrive “fit for work”

- All employees have a duty to take reasonable care of their own health and safety and that of other people, who may be affected by their activities at work. This duty implies that employees should take positive steps to understand the risk factors in their work, such as the causes of fatigue, comply with safety rules and procedures and make sure that nothing they do or fail to do at work puts anyone at risk. (MHSW Regulations 1999)



Think Safe, Act Safe and Be Safe - Fatigue



Conclusion

- Fatigue is the condition of being physically or mentally tired or exhausted.
- When you're fatigued **you will make errors in judgement**. Your mind or eyes can be off the task and you can make a critical error or have a near-miss incident.
- If you recognise the affects of fatigue in yourself, or others, stop what you are doing and raise your concerns with your immediate supervisor.

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Safety Bulletin

A serious incident has taken place



MPV struck branch resulting in brake failure and train runaway

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

Ref: NRB 18/01 (Revised)

Date of issue: 04/01/2018

Location: Markinch, Fife, Scotland Route

Contact: [Simon Constable](#), Head of Route Safety, Health and Environment, Scotland Route



Overview

At approximately 04.00 on 17 October 2017 a Multi-Purpose Vehicle (MPV) was travelling between Ladybank and Markinch when it struck a branch which had blown from a third party tree during high winds.

At this stage the assumption is that the train's braking system became disabled due to the branch travelling sufficiently under the solebar of the MPV to cause damage to the air pipes and releasing the brake distributor cord on both the vehicles.

This allowed the MPV to start rolling backwards and at this point, as the train began picking up speed, the driver and operator both jumped from the machine with both sustaining injuries.

The driverless MPV ran for a distance of over 4 miles, in the wrong direction, back toward a point between Thornton North Junction and Thornton South Junction before stopping of its own accord at low point on the route.

The MPV was hauled from Thornton to Slateford where it was immediately quarantined.

The meteorological interpretation from our weather provider of the actual mean and gust speed at the time and location of this event confirmed that whilst the wind could be considered high it was not considered extreme and did not breach the extreme weather trigger thresholds.

Both the Rail Accident Investigation Branch (RAIB) and Network Rail are conducting investigations into the event.

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Discussion Points

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

- What contingency arrangements apply following a report of high winds/severe weather events?
- What is your understanding of the operational procedures for managing risk post an adverse/extreme weather event and are they clearly understood and consistently applied?
- What immediate actions are to be taken on receipt of an emergency GSM-R Rail Emergency Call?
- How should a Signaller manage a train which is declared a runaway?
- How do you identify and report trees close to the railway boundary which concern you?

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

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of Safety Bulletins*

**Safety
Alert**

**Safety
Bulletin**

**Safety
Advice**

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Safety Advice

Action required following a serious incident



Non-compliant insulated tools

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

Ref: NRA 17/13

Date of issue: 29/11/2017

Location: National

Contact: [Malcolm Miles](#), Professional Head of Plant



Overview

Following an inspection at various tool stores it was found that non-compliant insulated tools are being routinely used on Network Rail Managed Infrastructure.

The use of untested or damaged tools is in contravention of NR/L3/MTC/EP0152, Section 6, with Section 6.1 stating "Only Network Rail approved tools constructed to BS 8020:2011 'Tools for Live Working. Insulating hand tools for work on or near conductor rail systems operating at voltages up to 1000v a.c. or 1500v d.c.' shall be selected."

Only tools certified to BS 8020:2011 are authorised for use on Network Rail Managed Infrastructure.

New equipment shall hold a Certificate of Conformity to BS 8020:2011 / BS 876 and be marked accordingly.



Immediate action required

- New insulated tools shall conform to BS 8020:2011 and be delivered with a Certificate of Conformity and manufacturer's written instructions.
- Insulated tools shall be permanently marked with:
 - Manufacturer's name, trade mark or other identification (suppliers names in isolation are not acceptable);
 - Year of manufacture or traceability mark;
 - Double triangle symbol with rated working voltage 1000v a.c. 1500v d.c.;
 - The number and date of the British Standard i.e. BS 8020:2011.
- All insulated tools shall be inspected for permanent markings with the above information. In the event that they are not marked correctly they shall be deemed non-compliant and removed from service.
- All insulated tools shall be inspected for fitness for purpose in accordance with the manufacturer's written instructions.
- Suspect insulated tools shall be withdrawn from service, quarantined and labelled not to be used, examined and retested if necessary.
- A [technical bulletin](#) is available on Safety Central with further information.

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

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