

Safety Briefing: May 2016

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



The rule that was focused on in May was:

- **Only undertake work that you are fit and competent to do.** Carrying out work that you are not competent to do can cause accidents. You may be required to prove your competence at any time.

Safety Rules for June:

- **Always check for buried services before breaking the ground.** Utilities like electricity , gas and water are commonly buried underground. Striking them can cause death. Breaking the ground often requires a permit. Check the ground by using plans and scanning (CAT Scanner) the area.
- **Always check electricity is isolated before work.** Electricity can kill or severely injure. Isolation of electricity should be secure, meaning that it cannot be turned back on accidentally. It is common that permits to work are used.

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ICI Update:

- As you are aware, Network Rail has worked in partnership with ISLG (Infrastructure Safety Liaison Group) and RIAG (Rail Infrastructure Assurance Group) to develop ICI. It will:
 1. **Drive safety;** ensuring staff have a core competence in health, safety and environment
 2. **Drive productivity;** reduce the amount of time taken to access sites
 3. **Drive consistency;** covering safety procedures and risks that are common across the rail industry
 4. **Allow more focus;** tailored briefs focusing on site risks and hazards specific to a location
 5. **Provide an entry level competency for working in the rail industry**
- Individuals who attend site without an ICI, but their duties require them to hold the competency should be asked to gain ICI within 12 site visits or within 6 weeks of 1st June 2016. **After 6th of July 2016, individuals who have not complied with the mandate shall be rejected from site.**

I would like to emphasise the ICI site access check undertaken by persons nominated by Sponsors is **not** the COSS competency check required for Personal Track Safety (PTS) etc. COSS's are still required to make competency swipe-in checks.



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Think Safe:

- How far away should all parts of a road vehicle that is on or near the line be from any open line? **The answer is 2 metres (6 feet 6 inches)**
- **You must only drive a road vehicle on or near the line if you are an IWA or COSS or if a COSS is present and has given permission for the vehicle to be on or near the line.**

In addition:

- Plant and pedestrian access routes must not be obstructed
- Hazard lights should be used on the vehicle when it is moving
- Only use suitable turning points
- Make sure all red lights are off when the vehicle is parked



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Life Saving Rule Reminder - Driving:

- In July 2014, Network Rail revised their Life Saving Rules and as a result, reduced them from 11 to 10 in number. One change was the restriction on the use of hands free devices (including Bluetooth versions) while driving. The exact wording of the rule is:



Never use a hand-held or hands-free phone, or programme any other mobile device, while driving.

- In addition there are also 2 further lifesaving rules relating to safety while driving;



Never work or drive while under the influence of drugs or alcohol.



Always obey the speed limit and wear a seat belt.

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Uncontrolled Movement of Genie X60 rail mounted MEWP:

- On a Principal Contractor worksite, a Genie Z60 rail mounted MEWP (FR1326) rolled in an uncontrolled movement into a ballast box and RRV trailer.
- Prior to reaching Brentwood Station, the MEWP operator noticed a problem as the MEWP would not reverse, however would still move forward.
- In an attempt to re-set/reconfigure the MEWP it was taken out of rail mode. As the MEWP Operator lowered the rail wheels remotely from outside of the basket the brakes failed and the MEWP started to roll in an uncontrolled movement in the London direction.
- Nobody was injured as there was an exclusion zone in place around both machines, however there was minor damage to the ballast box, and the basket and arm of the MEWP
- Whilst the exact cause of the incident is not yet known. Network Rail has cause to believe that there is possibility of a brake override switch (for emergency recovery) having been operated which releases the machine brakes whilst activated.

Actions/Key Messages:

- All Genie Z60 Rail Mounted MEWPs are IMMEDIATELY to be quarantined and subjected to a fleet check to ensure that the emergency override switch is correctly isolated.
- All Machine Operators and Machine Controllers MUST ensure that a full brake test is carried out as soon as the machine is subsequently on tracked in accordance with the machine controller's checklist and PE326.

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Making the Safest Decision (page 1):

- **Two near misses in Anglia (not RSL) highlight the risks of not making the safest decisions.**
- On 14 March 2016 two track workers had a near miss with a LOROL train service from Liverpool Street to Chingford at Highams Park.
- Initial investigation shows the SSOW pack did not cover the walking element to and from the site of work and an access point different to the access point that was being used. The team also were not using the safest means of crossing the track as there was a footbridge at the station.
- Additionally the COSS stated they assumed, from previous experience, that all trains would stop at the station.

Discussion Points:

- Could this happen to you?
- Do you always use the safest option available in the work you do?
- What would you do differently to help prevent something similar happening to you or your colleagues?



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Making the Safest Decision (page 2):

- On 22 March 2016 two trackworkers had a near miss with a Dagenham Dock to Acton Yard freight service whilst undertaking patrolling at Wanstead Park.
- The workers took two planned line blockages at Leytonstone High Road to walk through the viaducts due to poor sighting distance and only having one lookout.
- As they approached Wanstead the two trackworkers decided not to take their third planned line blockage to get past a Red Zone Prohibited section, resulting in them walking through a limited clearance longitudinal bridge as a freight train approached on the same road, forcing the two staff to run to a place of safety.

Discussion Points:

- What might stop you taking the safest option, and what could you do about that?
- Do you make assumptions, for example on the train service?
- What would you do if your safety system of work does not cover your access and egress?



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Shared Learning – Mobile Scaffold Tower Blown Over:

Overview of Event - Thameslink:

- On 2nd March 2016, a four metre high mobile scaffold tower (MST) was blown over by high winds. The MST was not in use at the time of the incident and was freestanding in a works and storage area. When the MST fell towards the ground it struck a freestanding “A” Frame tube and fitting scaffold, (being used as edge protection) and then struck an operative causing a small cut to his ear, before striking him on the shoulder. The IP was wearing full PPE including his safety helmet when the falling MST struck him. The site had experienced some localised strong winds during the morning and early afternoon that day.

General Key Messages:

Storage arrangements: plant, equipment and materials storage should be considered during the planning stages of the works to determine locations of storage and any specific controls required

Weather conditions: teams should consider how they are made aware of changing weather conditions and the impact that this could have on the site to allow appropriate controls to be implemented



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Burnt Hydraulic Hoses on Permaquip HSM70 Hydro Stressor:

- During an inspection of a Permaquip HSM70 Hydro Stressor a fitter identified burn damage to the hydraulic pressure hoses at the coupling end of the equipment; the equipment was being held in a ready to use stored area
- The damage had compromised the integrity of the outer covering leaving the metal hose braiding exposed.
- There is a risk that the damage identified could cause the hoses to burst under pressure causing severe injury to operators and personnel within the immediate area.

Immediate Action Required:

- All users and maintainers of the equipment must complete a full inspection of the hoses that are fitted to the Permaquip HSM70 Hydro Stressor for any burn or other visible damage to the hoses, as these are pressure hoses. Minor scuffs and abrasions are allowed however, if the examiner is unsure as to the integrity of the hose then it shall be quarantined, reported and inspected by a qualified fitter
- Equipment identified as unserviceable must be labelled, quarantined and not be issued for use before such time as new parts are fitted. Equipment identified as serviceable can continue to be utilised.
- All faults should be reported to the equipment supplier so that repairs can be undertaken by a competent fitter.

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Mental Health – Work Related Stress:

“Mental health is a subject that is hard to talk about at the best of times, let alone in the rail industry that has traditionally had a macho culture. Only by committing to raising awareness of these issues, and encouraging our staff to speak out, can we ensure those affected receive the help and support they need” (Mark Langman, Network Rail MD for the Western route)

Recognising the signs:

Physical symptoms include: Fatigue, Muscular tension, Headaches, Heart palpitations, Sleeping difficulties, such as insomnia, Gastrointestinal upsets, such as diarrhoea or constipation and Dermatological disorders.

Psychological symptoms include: Feeling that you can't cope, being unable to concentrate, lacking confidence, a loss of motivation and commitment, feeling disappointed with yourself, and indecisiveness.

Emotional symptoms include: Negative or depressive feelings, increased emotional reactions, irritability or having a short temper, feeling overwhelmed and mood swings

Behavioural symptoms include: Eating more or less than usual, sleeping too much or too little, isolating yourself from others and drinking alcohol, smoking or taking illegal drugs to relax.

What to do:

If you or a colleague have some or all of the above symptoms it is important that support is sought out as early as possible by visiting a GP who will be able to start you on your road to recovery and mental wellbeing.

<http://www.nhs.uk/Tools/Pages/Mood-self-assessment.aspx>



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Safety Critical Paperwork:

- The purpose of this briefing is to remind Safety Critical Staff performing COSS duties of the importance of having paperwork prepared and completed accurately and in a timely manner when performing these duties on site.
- As part of your duties as a COSS it is your responsibility to ensure certain paperwork is prepared/reviewed/completed accurately before a shift (Safe System of Work (SSOW) pack / RT9909)



**Resourcing
Safely**



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Safe System of Work (SSOW) Pack:

Creating a safe working environment track side requires careful planning before work can begin and includes making arrangements for:

- Entry and exit from railway infrastructure
 - Walking on or near the line
 - Walking to or from a site of work
 - Setting up and withdrawing protection or warning arrangements
 - Carrying out the work
-
- A Safe System of Work (SSOW) planner will provide the COSS/IWA with Safe System of Work (SSOW) pack at least 12 hours before the relevant shift. The Safe System of Work (SSOW) is a pack of information used by the COSS/IWA that provides details of the Safe System of Work and the work to be carried out. Minimum content includes: - RT9909 Form, Task Briefing, Sectional Appendix and Hazard Directory.
 - As a COSS/IWA you are responsible for protecting your own safety and the safety of others in the work group from the risk of being struck by trains, and verify that the planned Safe System of Work is appropriate and can be implemented as planned - these roles are clearly defined in NR/L2/OHS/01, Handbook 7,8 and 9.



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Worksite Certificate RT3199:

If you are conducting work in a worksite environment then you will be required to sign the Worksite certificate RT3199 following the worksite briefing by the ES.

The Worksite briefing will include:

- Details of the limits of the worksite
- Details of the nature of the work
- Details of the Safe System of Work (SSOW) that is to be used
- Details of your Authority Number

You will be required to sign the form again if you need to leave site or no longer need to work under the protection of the worksite.



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Line Blockage Form RT3181:

This form is to be used when an IWA/COSS is taking a line block and must include details of:

- General Arrangements
- Details of the Line Blockage
- Details of the granting authority
- Level crossing arrangements
- Additional protection
- Permission to share blockage (if applicable)
- Change of COSS/PC/SWL (if applicable)

IWA/COSS/PC/SWL Line Blockage Form

RT3181

December 2015 (Side 1 of 2)

Section 1 General arrangements						
WON/GZAC No. (if applicable)		Circle your role	IWA	COSS	PC	SWL
Your name		Name of signaller				
Phone number		Signal box		Panel/workstation		
Employer		Time needed for the activity	hrs	mins		
Will the work affect the safety of the line?		Yes/No				
Circle the type of additional protection	T-COD	Token	Signalling disconnection	EPR	Detonator protection	Not required

Section 2 Blocking the line			
Line to be blocked	Between (signal/block marker/points)	and (signal/block marker/points)	Protecting signal(s)/block marker(s)

Go to page 2 and complete -

Appendix A	if the line blockage includes any level crossings	Appendix B	if additional protection is required	Appendix C	if sharing protection	Appendix D	if there is a change of COSS/PC/SWL
Tick the box when agreed that details are correct							

Section 3 Granting authority						
Blockage number	Authority number	Blockage taken at		Call back time	Blockage given up at	
		Time	Date		Time	Date
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						



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