



# HSQE Briefing October 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!**



### Action required:

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

## In this edition



- **Driving**

- Be aware of other road users
- Network Rail lifesaving rules . DO NOT use a mobile or hands free device while driving

- **Fatigue**

- As the clocks change, be aware of you sleeping cycle.

- **Safety Bulletins**

- RRV Overturned while Tandem Lifting
- Track Trolley Briefing update
- Cable strike on Platform Station
- Disconnecting cables that are under tension

- **Changes to the length of the PTS training course**

- Length of PTS AC/DC training has changed from 2 days to 1.



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

# Time to Focus – Driving Lifesaving Rules – A Reminder

There has been a number of reports recently regarding staff driving vehicles and have been found to be either using mobile phones or holding conversations using 'hands free' devices.

This is a reminder to all staff that the use of mobile phones or hands free devices whilst driving is prohibited and staff found to be using said devices will be subject to investigation and use of the Network Rail fair culture process whereby: -

- ***All potential breaches of a Lifesaving Rule will be properly investigated in a fair and transparent manner with Trade Union involvement***
- ***Where outcomes from an investigation determine further action is required then they shall be subject to a separate process***
- ***No action against workers will be taken without recourse to a fair and transparent process***
- ***Disciplinary action or sanctions against a worker shall as a minimum include an investigation, a hearing and, where necessary, an appeal with the right to Trade Union representation for its members at the hearing and appeal, and observation at the investigation***

*(Extract from Network Rail (Infrastructure) Ltd Health & Safety Management System Version 4.6 September 2018)*



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## Fatigue and how it affects you

### What is fatigue?

Fatigue is defined as an acute and/or ongoing state of tiredness that leads to mental or physical exhaustion and prevents people from functioning within normal boundaries.

### What are the health risks associated with fatigue?

1. Higher risk in terms of accident causation.
2. Higher levels of anxiety and depression.
3. Impaired cognitive function and memory.
4. Higher rate of high blood pressure and heart disease.
5. Higher risk of diabetes.
6. Increased risk of breast cancer.
7. Higher risk of stroke.
8. Greater appetite for unhealthy food cravings.
9. Greater risk of chronic sleep disorders such as insomnia, sleep apnoea, narcolepsy.

## Why do we sleep?

More than exercise, diet and wealth, science has shown that sleep is the most important factor to our physical and mental wellbeing.

### How much sleep do we need?

Just as we all vary in how quickly alcohol affects us and how easily we lose or gain weight, we also differ in the amount of sleep that we need to perform optimally. Most adults need 7 to 8 hours of sleep in every 24 hours to be at their best, and a small proportion need as little as 6 hours or as much as 10 hours sleep.

### The consequences of sleep loss

Has shown that for most people even one night of six hours sleep will lead to impaired performance the next day. Obviously the more sleep deprived we are the more impaired we become.



Fatigue can have an impact on your ability to work safely in your working environment and stay on top of your work.

It can affect your physical and mental ability and can result to impaired judgment, slower reflexes in operating machinery or motor vehicle.

## What can help?

### Eat often to beat tiredness

A good way to keep up your energy throughout the day is to eat regular meals and healthy snacks every three to four hours rather than a large meal less often

### Perk up with exercise

Regular exercise will make you feel less tired in the long run and you'll have more energy even a single 15 minute walk can give you an energy boost and the benefits increase with more frequent physical activity.

### Sleep well

It sounds obvious, but two- thirds of us suffer from sleep problems and many people don't get the sleep to stay alert throughout the day.

## What can we do to help?

Discuss with your team what they would consider to be a cause for poor quality of sleep.

Some examples are social life, family needs, travel time, long time of periods awake ,harsh environmental conditions and mentally or physically demanding work. Consider what steps you can personally take to beat fatigue.



# Safety Bulletin

*A serious incident has taken place*



## ***On Track Plant overturned during tandem lift***

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

***Ref:*** NRB 18/15

***Date of issue:*** 01/11/2018

***Location:*** Market Harborough

***Contact:*** [Ian Morgan](#), Principal Engineer



## ***Overview***

On 22 October 2018 at approximately 03:00 on an Infrastructure Projects site near Market Harborough, a Road Rail Vehicle Excavator Crane overturned whilst tandem lifting concrete sleeper track panels.

Fortunately, there were no injuries to staff resulting from the incident, though the potential for injuring staff such as the Crane Controller is clear.



## ***Discussion Points***

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

- How do we confirm that Lift Planners have planned lifting activities using the correct Duty Charts or planning tools for the specific On Track Plant (OTP) being used?
- How are Lift Planners provided with and able to confirm the dimensions of the load that is to be lifted?
- Practically, how do Machine Controllers confirm that OTP is operating in the correct configuration as detailed in the Lift Plans?
- How do Machine Controllers confirm that OTP is operating in the correct mode when tandem lifting and that Rated Capacity Indicator (RCI) is switched on and functioning correctly?
- How do the Machine Controller and Plant Operations Scheme (POS) Rep confirm the OTP is the equipment identified on the Lift Plans?

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

***Part of our group  
of Safety Bulletins***

***Safety  
Alert***

***Safety  
Bulletin***

***Safety  
Advice***

***Shared  
Learning***

# Safety Advice

*Action required following a serious incident*



## **Pre-use checks and loading of hand trolleys**

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

*Ref:* NRA 18/17

*Date of issue:* 05/11/2018

*Location:* National

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



## Overview

On the morning of 20 October a prohibition notice was served by an inspector of the Office of Rail and Road following an unannounced site visit at Woofferton Brook on Wales Route.

During the visit the inspector noticed that several trolleys did not have any lights visible. The teams on site attempted to rectify this issue unsuccessfully.

Another trolley was sourced to carry out the work however the brakes on this trolley were found to be defective. Further checks on the other trolleys uncovered similar conditions.

The inspector was then of the opinion that this constituted a serious and imminent risk of either runaway or collision and served a prohibition notice. The trolleys (both Type A and Type B) were immediately quarantined.

Initial findings from the investigation have shown that there was evidence a pallet on the trolley prevented the brakes from working. The pallet pressed on the spigot at the opposite end to the brake handle, holding the brakes off.

This is not the first time an inappropriately loaded trolley has led to compromised braking. [Safety Bulletin NRB 17/15 - Runaway trolley](#) explains one of the more recent examples. Runaway rail equipment has caused fatalities in

An investigation is now in progress. Please use the immediate actions below to reinforce the need for thorough pre-use checks and effective supervision of hand trolley use, including how they are loaded.

## ***Immediate action required***

Handbook 10 of the Rule Book: 'Duties of the CoSS or SWL and person in charge when using a hand trolley' requires the person in charge of the trolley to make sure that:

- The trolley's braking system has been tested and is in good order.
  - A red flag or red light is displayed on the trolley – the flag or light must be visible from both directions.
  - Users should also check that the trolley has an in date service record and brake test.
- Any defects with the trolley should be reported and if they could affect safe use, it must be quarantined until rectified.
  - Trolleys must be loaded correctly to avoid any inadvertent disabling of the braking system.
  - A competent operator with the Sentinel competence PTMP16 must check the loading and braking every time the load is changed.
  - Planning and use of hand trolleys is covered in the Infrastructure Plant Manual NR/L2/RMVP/0200 Module P514 Hand Controlled Trolleys.

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# Shared Learning – IP Signalling – Spondon Station

## Overview of Event

On Saturday 18 August a trench was being excavated on Platform 2 at Spondon Station. The trench would eventually carry 2No. 100mm twin wall ducts / cables for the platform lighting and public address system. As the trench excavation was nearing completion an underground cable was severed that carried power from a nearby lighting column to a bulk head light at the entrance to the station.

The method of excavation should have been hand dig only using insulated shovels or air picks due to there being known services in the area. A full time Mapping Services Engineer was also on site to carry out GPR Surveys and CAT Scanning and would then mark out all known services. Unfortunately the Ground Workers opted to use a small excavator that had a bucket with teeth on to remove the loose spoil from excavation and this is when the power cable was struck.

The Mapping Engineer advised after the event that the damaged cable had been difficult to trace since there were larger cables in the area that were giving off a stronger signal.

## Discussion Points

- By reviewing the photos below, what above ground features are present that might have indicated a buried cable was present? Look at the brick pier in the back ground.
- Why do you think the Experienced Mapping Engineer struggled to trace a lighting cable in the daytime?
- How do you challenge or change behavioral attitudes when it goes against approved methodologies and permits?
- In what circumstances should an excavator be used to dig within 1.2m of services?





## Danger of Loose Cable Ends

### What Happened?

A recent accident occurred on the PARR project involving an operative being struck on the face with a crimped end of a signal bond cable which had been under tension, the loose end sprung up when it was released from its restrained position.

The operative suffered a bloody nose and damage to his inner mouth and subsequently attended Accident & Emergency to be checked over. The cable had been secured at a low level by being wedged between two steel plates and when the operative handled the cable it sprung up with force and hit him in the face.

Lessons learnt from the event include:

- The next user that will be working with a disconnected cable should be considered when cables are being temporarily restrained. **No hidden traps**
- Although smaller diameter cables possess less risk there is still the potential to injure soft tissue such as eyes so appropriate eye protection should be worn at all times
- Methods of temporarily restraining the cable should be appropriate and consider the potential for slippage or other sudden movements
- Persons handling the cable should ensure that they have a firm grip of the cable at the loose end



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## PTS AC / DCCR is now covered in 1 day instead of 2

Network Rail have issued a new lesson plan for PTS AC & DCCR Re-cert. The lesson plan is effective from 10th October 2018 and the most notable change is the duration, from 2 days to 1 day.

This change applies to PTS AC & DCCR Re-cert, COSS Initial/Re-cert and IWA Initial/Re-cert.

Please find the updated durations below:

	New Duration (days)
PTS AC & DCCR Recert	1
COSS Initial	6
COSS Recert	4
IWA Initial	3
IWA Recert	2



## Think Safe, Act Safe and Be Safe



**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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# “Think Safe, Act Safe and Be Safe”

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