

Safety Briefing

September 2015



Resourcing
Solutions



Welcome to Resourcing Solutions's September 2015 safety briefing

In this edition:

- Life Saving Rules
- Important updates from Network Rail and clients

Action required

After reading this briefing, you are required to respond. Please see details of how to do this at the end of the briefing.





Our Lifesaving Rules **NetworkRail**

Safe behaviour is a requirement of working for Network Rail.
These Rules are in place to keep us safe and must never be broken.
We will all personally intervene if we feel a situation or behaviour might be unsafe.

Working responsibly

-  Always be sure the required plans and permits are in place, before you start a job or go on or near the line.
-  Always use equipment that is fit for its intended purpose.
-  Never undertake any job unless you have been trained and assessed as competent.
-  Never work or drive while under the influence of drugs or alcohol.

Working with electricity

-  Always test before applying earths or straps.
-  Never assume equipment is isolated – always test before touch.

Driving

-  Never use a hand-held or hands-free phone, or programme any other mobile device, while driving.
-  Always obey the speed limit and wear a seat belt.

Working at height

-  Always use a safety harness when working at height, unless other protection is in place.

Working with moving equipment

-  Never enter the agreed exclusion zone, unless directed to by the person in charge.



Environmental Bulletin – Non Road Mobile Machinery – Air Quality Requirements

Overview

Summary of compliance with new Non-Road Mobile Machinery (NRMM) Low Emission Zone.

What is the NRMM register?

From 1st September 2015, projects within Greater London Area will be required to comply with London Low Emission Zone non-road mobile machinery (NRMM) requirements. All NRMM with an engine net power between **37kW** and **560kW** must meet minimum standards in terms of exhaust emissions of Nitrogen Oxides (NOx) and Particulate Matter (PM), or have an exemption issued by the Greater London Authority.

Does it apply to your site?

The NRMM regulations apply to:

- All major developments
 - a floor space 1000 m² or more or
 - a site area 1 ha or more
- Within Greater London
 - Greater London (blue) must meet **Euro Stage IIIA**.
 - Central Activity Zone and Canary Wharf (both orange).

The central London areas must meet **Euro Stage IIIB**.

- Use the interactive map to determine whether or not your project is within the CAZ or Greater London Area (be aware that NRMM boundaries may cross boroughs).
- Using NRMM between 37kW and 560kW.

How does my project comply?

An inventory of all NRMM should be kept on-site stating the emission limits for all equipment. All machinery should be regularly serviced and service logs kept on-site for inspection. This documentation should be made available to local authority officers as required.

All qualifying plant (with a net power between 37kW and 560kW) must be registered onto the online NRMM register via <http://nrmm.london/>. This register must contain information including deployment date and duration, machinery type and manufacturer, engine manufacture year and identifier (i.e. serial number), engine EU type approval number, EU engine emission stage and engine size. NRMM that does not meet the required engine standard needs to be fitted with an after-treatment device (i.e. diesel particulate filter), details of which need to be included on the register.

For more information and access to the register, visit nrmm.london.

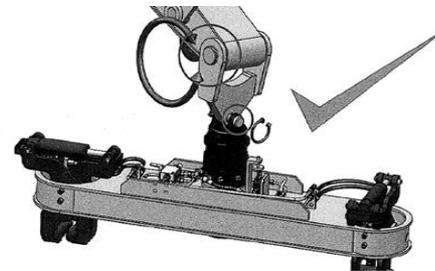
Next Steps

Greater London Area sites must nominate a suitable individual to register the site online and take responsibility for ensuring the register is kept up to date, as new NRMM is delivered to site. The register must include subcontractors' NRMM therefore projects will have to consult with their subcontractors to ensure their NRMM is captured on the same 'site' register.



Summary

On 6th August 2015, a Thomson universal rail lifting beam being used to lift a 30ft track panel as part of the stage 4 Darwen Loop Extension Project failed. The rail lifting beam and associated rotary attachment chosen were compatible; however, the bolted flange adapter mounting did not permit the freedom of movement required for this task. When specifying an adapter system for any lifting attachment equipped with a bolted flange adapter mount, it is very important to ensure that the system chosen allows the attachment to swing freely to align with the load. Without the two-pin rotator adapters (see picture below) which hinge at 90° to each other, the flange will become overloaded leading to failure of the flange bolts and catastrophic failure of the attachment.



Actions / Key Messages

It is important that ALL Thomson universal lifting beam attachments are checked and permit this freedom of movement.

Attitude –Do not use any lifting attachments before ensuring compliance. Always use and assess equipment/attachments prior to use.

Influence – Ensure that the Thomson universal lifting beam attachments chosen are compatible with the rotator and allows this degree of movement.

Management – Life Saving Rules state: ‘Always use equipment that is fit for its intended purpose’. Ensure effective planning processes are in place to ensure the correct equipment / attachment is available.



Always use the equipment that is fit for its intended purpose

Are turban-wearing Sikhs exempt from the need to wear head protection in the workplace?

Yes. Sections 11 and 12 of the Employment Act 1989 link to external website[1] as amended by Section 6 of the Deregulation Act 2015 link to external website[2] exempts turban-wearing Sikhs from any legal requirement to wear head protection at a workplace. A workplace is defined broadly and means any place where work is undertaken including any private dwelling, vehicle, aircraft, installation or moveable structure (including construction sites).

There is a limited exception for particularly dangerous and hazardous tasks performed by individuals working in occupations which involve providing an urgent response to an emergency where a risk assessment has identified that head protection is essential for the protection of the individual eg such as a fire fighter entering a burning building, dealing with hazardous materials.

The exemption applies only to head protection and Sikhs are required to wear all other necessary personal protective equipment required under the Personal Protective Equipment Regulations 1992. The exemption does not differentiate between employees and other turban-wearing Sikhs that may be in the workplace, eg visitors. However, it applies solely to members of the Sikh religion and only those Sikhs that wear a turban.

Employers are still required to take all necessary actions to avoid injury from falling objects by putting in place such safe systems of work, control measures and engineering solutions eg restricting access to areas where this may be an issue. Where a turban-wearing Sikh chooses not to wear the head protection provided, the exemption includes a limitation on the liability of the duty-holder should an incident occur.

Link URLs in this page

1.Sections 11 and 12 of the Employment Act 1989

<http://www.legislation.gov.uk/ukpga/1989/38/section/11>

2.Section 6 of the Deregulation Act 2015

<http://www.legislation.gov.uk/ukpga/2015/20/section/6/enacted>

Industry Common Induction (ICI) is being mandated throughout the Railway Industry from June 2016

The Industry Common Induction (ICI) provides staff with a health and safety induction for working in construction sites, rail depots and station maintenance. It has been developed by Network Rail, in partnership with ISLG (Infrastructure Safety Liaison Group) and RIAG (Rail Infrastructure Assurance Group). It covers the safety procedures and risks that are common across the rail industry, whatever the role and type of site.

The aim is for ICI to become the entry level competence for working in the rail industry, covering the general induction information that is common to all.

Before attending the ICI Assessment you must have successfully completed ICI E-Learning.

On successful completion, the ICI competence will be added to your Sentinel record. The competence will need to be recertified every 60 months.

Intertrain are running regular ICI Assessment Events in Gateshead, Doncaster, Warrington, Birmingham and Crayford up until the compliance date of June 2016 for **ONLY £25 + VAT** per delegate.

There will be 4 sessions each day with start times as follows:

Session 1 08:30 - 10:30

Session 2 10:30 - 12:30

Session 3 13:00 - 15:00

Session 4 15:00 - 17:00

Available dates are as follows:

	Doncaster	Crayford	Warrington	Birmingham	Gateshead
October	9th	13th	13th	19th	20th
November	3rd	9th	6th	18th	23rd
December	4th	8th	2nd	17th	16th
January	8th	22nd	27th	7th	15th
February	5th	1st	8th	19th	23rd
March	4th	18th	24th	30th	7th
April	8th	5th	25th	12th	22nd
May	10th	6th	20th	12th	24th



Module Updates December 2015

From December 2015 the following Handbooks will be updated:

BL 12/15 - Briefing Leaflet (Issue 28)

G1 12/15 - General safety responsibilities & personal track safety for non-track workers (Issue 6)

GLOSSARY 12/15 - Glossary of railway terminology (Issue 2)

AC 12/15 - AC electrified lines (Issue 4)

DC 12/15 - DC electrified lines (Issue 4)

M1 12/15 - Dealing with a train accident or train evacuation (Issue 3)

M2 12/15 - Train stopped by train failure (Issue 4)

M3 12/15 - Managing incidents, floods & snow (Issue 2)

OTM 12/15 - Working of on-track machines (OTM) (Issue 7)

P1 12/15 - Single line working (Issue 6)

P2 12/15 - Working single & bi-directional lines by pilotman (Issue 4)

POSA 12/15 - Proceed-on-Sight Authority (PoSA) (Issue 3)

RS/521 12/15 - Signals, handsignals, indicators & signs (Issue 3)

RS/522 12/15 - AWS / TPWS (Issue 3)

S4 12/15 - Trains or shunting movements detained on running lines (Issue 5)

S5 12/15 - Passing a signal at danger or an end of authority (EoA) without a movement authority (MA) (Issue 6)

S7 12/15 - Observing & obeying signalling indications train warning systems reporting signalling failures & irregularities (Issue 2)

SP 12/15 - Speeds (Issue 5)

SS1 12/15 - Station duties & train dispatch (Issue 4)

SS2 12/15 - Shunting (Issue 5)

Module Updates December 2015 Continued

- T3 12/15 - Possession of a running line for engineering work (Issue 6)
- TS1 12/15 - General signalling regulations (Issue 10)
- TS3 12/15 - Absolute block regulations (Issue 6)
- TS9 12/15 - Level crossings – signallers regulations (Issue 4)
- TS11 12/15 - Failure of, or work on, signalling equipment – signallers regulations (Issue 2)
- TW1 12/15 - Preparation & movement of trains (Issue 10)
- TW5 12/15 - Preparation & movement of trains defective or isolated vehicles & on-train equipment (Issue 6)
- TW7 12/15 - Wrong - direction movements (Issue 6)
- TW8 12/15 - Level crossings – drivers instructions (Issue 7)
- HB1 12/15 - General duties & track safety for track workers (Issue 4)
- HB2 12/15 - Instructions for track workers who use emergency protection equipment (Issue 2)
- HB6 12/15 - General duties of an individual working alone (IWA) (Issue 5)
- HB7 12/15 - General duties of a controller of site safety (COSS) (Issue 5)
- HB8 12/15 - IWA, COSS or PC blocking a line (Issue 5)
- HB9 12/15 - IWA or COSS setting up safe systems of work within possessions (Issue 5)
- HB10 12/15 - Duties of the COSS or SWL & person in charge when using a hand trolley (Issue 4)
- HB11 12/15 - Duties of the person in charge of the possession (PICOP) (Issue 5)
- HB12 12/15 - Duties of the engineering supervisor (ES) or safe work leader (SWL) in a possession (Issue 5)
- HB15 12/15 - Duties of the machine controller (MC) & on – track plant operator (Issue 4)
- HB16 12/15 - AC electrified lines (Issue 3)
- HB17 12/15 - DC electrified lines (Issue 3)
- HB18 12/15 - Duties of a level crossing attendant (Issue 4)

Module Updates December 2015 Continued

HB19 12/15 - Work on signalling equipment – duties of the signalling technician (Issue 3)

HB20 12/15 - General duties of a safe work leader (SWL) working outside a possession (Issue 2)

HB21 12/15 - Safe work leader (SWL) blocking a line (Issue 2)

Hand Injury (cut)

Overview

On the 16th September 2015, on the SSL East Notts project, an SSL Installer sustained a hand injury (cut), about 2 inches long, from a 'Jubilee clip', which was situated partway up a signal post, holding the Signal ID plate in place.



The 'Jubilee clip' cut through the gloves being worn at the time by the Injured Person.

The injured person attended hospital and was treated in A&E.

He was advised that he was fit to return to work and agreed that he would be returning back to work the next morning.

After a review of the factors contributing to the injury it was recommended that the manufacturer places plastic protectors on the signal posts that have 'Jubilee clips' fitted to them prior to delivery to SSL.

All signal posts already in the possession of SSL will have plastic protectors fitted to all jubilee clips in stores and prior to delivering to site for erecting

Local Action:

Stores to check all signal posts in stock for any fitted with 'Jubilee clips' and fit with plastic protectors as demonstrated in the photo below. You can order the protectors from Unipart (part No: 413193)



Specified Major Injury

Overview

A recent incident occurred on a work site involving the use and operation of the Dorman integrated lightweight signal winch. (Network Rail product approval number PA05/O5571.)

While in the process of setting up the signal winch an integrated lightweight signal post fell from its upright position and struck a member of the installation team on the upper body.

The injured person was taken from the scene of the accident by ambulance, and remained in hospital overnight for observation. He was discharged the following day and taken home by a Siemens representative. The extent of his injuries is such that he is not expected to return to work for at least 6 – 8 weeks. The site team are commended for their combined efforts in responding to the incident, and their obvious concern for the welfare of their work colleague.

On a separate project 48 hours prior to the incident above, a close call was raised when site operatives were found to be lowering signal posts by hand instead of using the signal hoist as per the manufactures recommendations.

Investigations are on-going at this time.

In the meantime the following advice and immediate actions is offered to all site managers/ test engineers and site operatives:

A full certification and customer training service is available from Unipart Dorman, who can be contacted via: dorman.enquiries@unipartdorman.co.uk. The product handbook is available via the manufactures web site

Managers must ensure that all staff receive the necessary training to carry out their job safely.

Staff must use the equipment that is provided under the Safe System of work.

As an Immediate Action:

The briefing for this alert must be formally recorded.

This alert must be posted on all worksite locations notice boards.

Always ensure there is a full SSOW in place before starting work.



Embankment failure caused by construction activity affects safety of the line

Overview

The driver of a Coventry to London Euston train reported that the train made a severe lurch to the left over a track defect on the Up Slow line 1 mile north of Milton Keynes. The track had dipped by up to 26mm over a distance of some 25m. The movement was directly above newly installed stone intended to improve the sliding resistance of the embankment. The design required progressive removal of embankment material in six metre sections, replacing it once the stone had been installed.

However 130 linear metres of material at the toe of the embankment was removed over four days in an attempt to progress the works and reduce plant and equipment costs. An earlier telephone conversation involving Network Rail and Principal Contractor's personnel to discuss enabling work was misinterpreted by the Principal Contractor as a verbal agreement to start works in order to mitigate delay. In 2005/06 there were two embankment failures during construction. Both caused derailments as a direct result of executing works poorly and the lack of accompanying mitigation measures

Underlying causes

Work started on site before the monitoring regimes for the construction and for the track had been approved.

The Construction Manager and Site Manager did not consider the risk associated with changes made to the planned design during construction work. Extensive excavation of the embankment was left unsupported for a period of seven days. Monitoring arrangements were not in place to check that the construction complied with the design requirements. Geotechnical expertise was not employed on site, contrary to the design requirements for monitoring the embankment during construction work. Space constraints in the restricted site led to removing significantly more material from the toe of the embankment to facilitate vehicle movements.





Withdrawal of black conductor rail shield

Overview

Following incidents involving accidental contact with the live conductor rail, the design of the insulating conductor rail shield was changed to one that was more robust, could be overlapped lengthways to provide greater protection, and which by the use of rubber flaps, could provide full 360° protection. The black conductor rail shield (057/049022) which only provides protection against inadvertent contact with three sides of the conductor rail remained in use simply because it enjoys

Grandfather Rights, The yellow Vortok conductor rail shield, PADS Cat. No. 0057/049437, protects against these risks by providing rubber flaps that close beneath the conductor rail when the shield is applied, thus providing a greater degree of safety for tasks where it is not practicable to isolate the conductor rail (see NR/L3/MTC/EP0152).

This shield is now available in a version that can be applied over all types of conductor rail insulators. There only one task for which the yellow Vortok shield may be impractical, for which reason an alternative solution is being developed. Until this work has been completed, the black conductor rail shield may only be used for the task listed below **and** only where a TNC against the requirement in NR/L3/MTC/EP0152 to use a yellow Vortok conductor rail shield is in place.



Withdrawn black conductor rail shield



Accident: 10th September 2015 – Operative injured as a result of coming into contact with a fixed step in the track bed wall.

A Track Team operative was walking in the track bed of London Tunnel 2, looking at the tunnel wall to identify a specific location. While walking, he caught his shin on the walkway ladder (affixed to the slab track bed wall - see Image 1 & 2). The injury resulted in swelling to the ankle. Fortunately, the injury has not affected the individual's mobility and this accident resulted in being a no lost time event.

A discussion was held with the injured party to identify the cause of the event and it was identified that the operative was not fully concentrating on his surroundings.

Discussion points: In line with the message of 'STOP and THINK', before accessing a Worksite, make sure that the hazards have been identified and that they have been clearly briefed out and understood. Additionally, as individuals, we are all responsible for our own safety and to maintain a high level of safety we must not become complacent with the working environment.





UNATTENDED ITEMS: Lost or Suspicious?

Use the **HOT** Principle to determine if the item is a risk or not

H = Hidden

Has it been concealed or hidden from view?

O = Obviously Suspicious

Does it have wires, circuit boards, batteries, tap or putty like substances?

Do you think the item poses an immediate threat to life?

T = Typical

Is the item typical of what you would expect to find in this location?

If after applying the HOT Principle you still believe the item is suspicious make sure that the BTP are informed.



Smoking In Vehicles

It's now illegal to smoke in a vehicle with anyone under 18

From 1 October 2015, it's illegal to smoke in a car, or any other vehicle, with anyone under 18. The law applies in England and Wales.

Find out more at www.gov.uk/smokefreecars

Action required

Once you are confident with the content of this briefing, please respond that you have read it by emailing

compliance@resourcing-solutions.com

Thank you.

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