

Safety Briefing

November 2015



**Resourcing
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Welcome to Resourcing Solutions's November 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

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.



Installation of tubular stretcher bars on new Switches & Crossings (S&C)

Overview

Four new S&C panels were installed at Bickley Junction during October 2015.

A subsequent maintenance inspection revealed that the tubular stretcher bars had not been correctly secured to the rails nor had their respective adjustment locking mechanisms (primary and secondary locks) been secured.

This could have led to the tubular stretcher bars becoming detached and/or the tubular stretcher bar length changing making the S&C unsafe for traffic. This Advice reminds staff that new S&C panels fitted with tubular stretcher bars must follow the installation and test procedures required by NR/L2/TRK/6100.

Immediate action required

- All suppliers of S&C to Network Rail must check and record that when fitting tubular stretcher bars to S&C layouts, they are correctly installed, torqued and both primary and secondary locks fully engaged with the associated locking keys removed.
- All staff who install, check or test tubular stretcher bars must hold the competence: Sig58 – Install and Maintain Tubular Stretcher Bar.
- All Signal Works Testers involved with commissioning new S&C layouts must check test plans are sufficient to confirm all stretcher bars are fitted and secured correctly.
- This Safety Advice primarily applies to Infrastructure Projects, contractors and suppliers of new S&C panels to Network Rail.





Colleague Traps Fingers in Points

Overview

On 11 October 2015 at around 09:00 an S&T work group had just finished working on '8535a' points at Didcot. They had handed the points back to the signaller's control.

The COSS was on the phone to the signaller to request that the points were moved to check that everything was working correctly.

As the signaller moved the points it became clear that a member of the workgroup had trapped his fingers in the points.

Fortunately he did not sustain serious injuries and he was able to return to work the following day.





Significant near miss with track workers at Godalming

Overview

On Wednesday 23 September 2015 a significant near miss occurred involving a team working on the line at Godalming. This is one of a number of near misses that have occurred nationally over recent weeks. The team of three were accessing their site of work and began to cross a limited clearance bridge. As the team were on the structure a train approached from behind them travelling at approximately 70mph. The team managed to move out of the way of the train but it is believed that one member was as close as one metre from the train as it passed.

Initial investigation found that the access route to the planned site of work did not include crossing the bridge. Team members questioned the safety of doing so, but the COSS believed that it was a suitable alternative. It was later identified that the Hazard Directory did not identify the bridge as having limited clearance. However there are limited clearance signs in place on the structure. The system of work was not amended to cross the bridge.





Re-instatement of Genie Z135/70 mobile elevating work platform

Overview

On 22 March 2015 an incident involving a Genie Z135/70 Mobile Elevating Work Platform (MEWP) occurred at a Tata Steel site in Port Talbot. (Note that the Genie Z135/70 MEWP is a standard civils machine and not a road-rail vehicle.) Genie Z135/70 MEWPs were subsequently prohibited from use on Network Rail managed infrastructure and Network Rail projects.

Following detailed analysis of the root cause it has been established that the fault occurred due to external contamination of the vehicle's hydraulic system, and through no design feature unique to this model or manufacturer. The vehicle's specified maintenance regime has been assessed as sufficient to mitigate this risk when correctly implemented.

Immediate action required

- Genie Z135/70 MEWPs are therefore no longer prohibited from use on Network Rail managed infrastructure and Network Rail projects.



Genie Z135/70 MEWP



Robel Orbital Hand Tamper Failure

Overview

On 10 November 2015 a report was received of the failure of a 62.05 Robel Orbital Hand Tamper on LNW Route. An initial inspection of the failed unit was undertaken and identified the suspected cause to be a failure of the alloy casting located between the tamper's engine and the tamping shaft, allowing the internal clutch mechanism components to be ejected from the tamper. This presented a significant safety risk to the operator.

It has not been possible to establish a means of mitigating this risk of failure, or a robust means of inspection to detect early signs of this failure mode. Therefore the decision has been taken to suspend from use all Robel 62.05 and 62.05HY orbital hand tampers of this design until further notice.

Immediate action required

- Robel 62.05 and 62.05HY orbital hand tampers should not be used until further notice.
- All Robel 62.05 and 62.05HY orbital hand tampers should be returned to their respective DUs, clearly labelled and placed in quarantine.
- Alternative hand tampers are listed on the HAV datasheet found on Safety Central. When selecting alternatives, consider 'trigger time to EAV' being exceeded.
- Further advice will be communicated once a more detailed investigation has been completed and the root cause has been identified.





Rail Plant: Machine Controllers and Crane Controllers and Operators National Training Material & Competence Changes

Who does this affect?

All current competent Machine Controllers, Crane Controllers and Operators of On-Track Plant;

Line Managers/Sponsors of currently competent Machine Controllers, Crane Controllers and operators of On Track Plant;

Training Providers, Assessors, Planners, Administrators, and Coordinators, planning training events and administrating the training/assessment notification process for on track plant on Sentinel.

All industry providers of trainers and assessors currently approved to assess machine controllers, crane controllers and operators for on track plant.

What is changing?

All training and assessment offerings and materials, competence and hierarchical arrangements have been reviewed, updated and enhanced via a Network Rail and rail industry collaborative working group to improve quality and end user satisfaction.

As a result the headline changes are as follows:

- Current Machine Controller base machine competencies and training offerings have been re-grouped on risk base, and hierarchical rules have been made more logical;
- Machine and Crane Controller attachments have been re-grouped on risk base, and hierarchical rules have been made more logical;
- Machine Operator base machine competence and training requirements have been updated in line with current assets;
- Machine Operator Attachments competence and training offerings have been increased in line with Product Acceptance Certificates;
- Crane Controller OTM and Crane Operator OTM competencies are now excluded from the OTP framework and will now be on a separate framework;
- All competencies affected by the changes have been subject to risk based assurance analysis and, as a result, validity of competence and method of competence renewal now vary in line with the specific machine/machine grouping and attachment/attachment grouping associated risks.
- Validity of competence varies dependant on the risk of the activity;
- Training specification and assessment packs have been reviewed, and shall be used as the minimum standard to support machine Operator base machine and attachment specific training and competence requirements. This allows non Network Rail training providers the freedom to create their own material to meet the requirements of the training specification,
- The accompanying assessment material must be used to assess delegates to assure that the training specification standard and competence has been reached.
- Please note that this does not apply to Machine Controller training as full training courses and assessments shall be re-issued by Network Rail and must be used.
- Ownership and maintenance of the training specifications, assessments and training Materials in line with standard and/or Rule Book changes will still remain with Network Rail and training providers will be responsible to maintain their training material in line with any such future changes.
- All training courses have been enhanced to comply with the changes to the Infrastructure Plant Manual (IPM) to be issued in October 2015 and Rule Book changes.



Rail Plant: Machine Controllers and Crane Controllers and Operators National Training Material & Competence Changes continued

When will this happen?

These changes will be launched in November for use from 5 December 2015

What action is required?

All currently competent and responsible managers of currently competent machine controllers, crane controllers, operators of on-track plant, shall be aware of the changes and take action to assist/ support transition of changes.

Full details of transitional arrangements, reaching the final phases of design, and any required actions as a result of the changes will follow in the near future.

All trainers and assessors are expected to take time to familiarise themselves completely with the new training and assessment materials throughout November and December 2015 prior to delivery.

All Planners planning training events shall be aware of the changes and future delivery should not be planned against the current machine controller, crane controller and machine operator training framework from December 2015 onwards.

Details of what the new framework structure looks like will be communicated in the near future.



Site Access Project update

Site Access, the technical improvement to the existing Sentinel authentication process, is coming on in leaps and bounds. We are currently in the final stages of the system and App build and from November we will be commencing user testing with a variety of people across Network Rail and the wider rail industry.

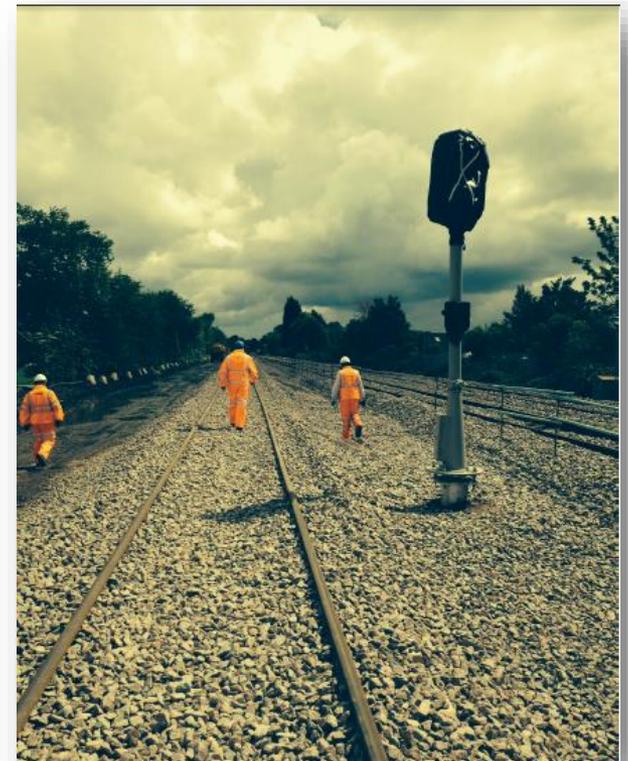
The scheduled date of deployment is January 2016 with multiple briefing and communication events taking place in the coming months, to ensure that everyone is informed and aware of how to use the App, and changes to user profiles, function and who to contact for further advice.

Benefits

Site Access will hugely improve the user experience and provide tangible benefits by introducing:

- Swiping out after work (on top of the current need to swipe in to authenticate) to deter double shifting and increase support to Sponsors managing basic fatigue indicators of the workforce.
- The ability for workers to record safety briefs, site specific inductions and use of competence.
- The removal for certain wet signatures on existing paperwork and replacement of some sections of paper logbooks dedicated to recording use of competence.

Angi Bell, Project Manager for Site Access, has been taking audiences through 'What Button Next' sessions and showcasing the benefits the App will bring and how easy it is to use. So far the response has been positive and we look forward to sharing the live App and the benefits that come with it in the New Year.





Site Access Project update continued

Industry Common Induction (ICI)

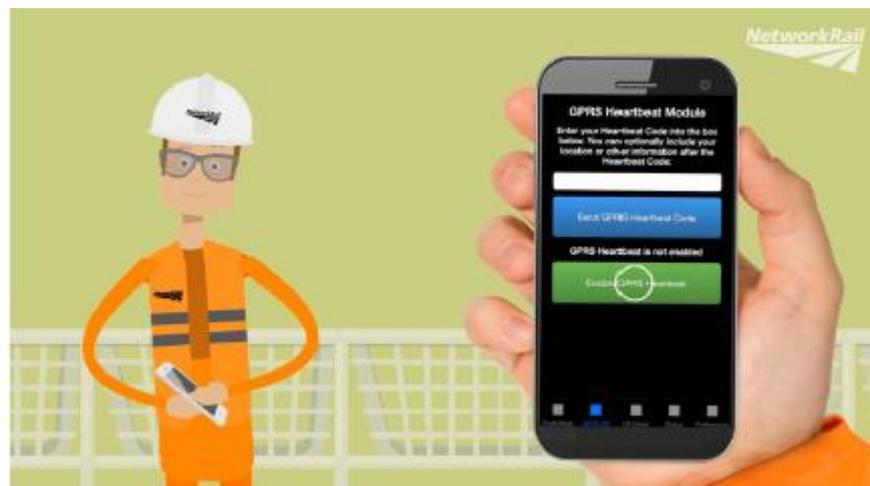
Since our Summer newsletter, the Sentinel team has been inundated with enquiries regarding the enforcement of ICI and where it will be applicable across Network Rail's infrastructure.

Network Rail is reviewing the ICI definition and where it will be applied with the industry group. The result of this will be published in the near future so please check safety central regularly by searching for 'ICI here': www.safetycentral.co.uk.

Lone Worker Mobile App

The Lone Worker animation video was recently shared with audiences at the Sentinel Summits and received positive feedback. The video and factsheet are now available on the Sentinel website here: www.railsentinel.co.uk.

Those of you who are currently registered in the Sentinel system will receive an email whereby you will be invited to download the Lone Worker mobile app. Please ensure your email and mobile phone number details are correct in MySentinel in order to benefit from this free safety service. The application is for everyone that is part of the Sentinel scheme and all Network Rail employees. It is here for your individual protection 365 days per year, 24 hours per day, 7 days a week, not just when you are at work. Take advantage of this opportunity so you are **Never Alone When Working Alone**.





Reverse Parking Benefits

You might find it easier to drive straight into a space, but there are advantages to reversing in:

Safer– it's safer to reverse into a space you can see than reversing out into moving traffic that you can't see clearly. Also, as you start driving you might not be concentrating fully so starting with a trickier manoeuvre is higher risk

Cheaper– reversing when your car is cold uses around 20 to 25% more fuel in the first few seconds. If you reverse in while the engine is warm, you can improve fuel efficiency and reduce wear and tear on your engine

More secure– if you reverse close to an object like a wall, it can make it harder for thieves to get access to your boot. And if you need to leave quickly, you'll get better acceleration and a clearer vision by going out forwards.



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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