



**Resourcing
Solutions**
engaging people

Safety Briefing: April 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 April was:

- **Always wear Personal Protective Equipment (PPE).** PPE must be worn correctly, well maintained and stored appropriately. Ensure the PPE fits you and is compatible and comfortable. Always report any lost or defective PPE.

Safety Rule for May:

- **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.

Think Safe, Act Safe and Be Safe



Learner Support and Recertification

- Following an initial Personal Track Safety (PTS) course, all workers shall have a green square denoted on Sentinel. This will be visible to a Controller of Site Safety (COSS) when they scan the QR code on a Sentinel Competency Card. If you have a green square, you will be on Leaver Support and must wear a blue hard hat.
- During Learner Support, you will be asked important competency based questions. If you are unable to answer the questions correctly you will stay on Learner Support. All tours of duty on site should be detailed in your log book and signed off by the COSS on that shift. At least 4 log book entries are required before you can come out of learner support or attend a PTS Recert.
- **How long should you be in a position of safety before a train arrives? The answer is at least 10 seconds.**
- When a train approaches:
 - stop what you are doing and go to the position of safety straight away
 - acknowledge the driver's warning by raising one arm above your head
 - watch the train go past
 - Do not leave the position of safety unless you are sure no other trains are approaching



Think Safe, Act Safe and Be Safe



Burnt Hand Incident:

- A client representative put his left hand out onto an area that had just been burnt by a burning team. As the area was still hot, this caused an area of his glove to stick to his hand.
- He was treated by the first aider on site and attended the local A & E where he had his hand examined and bandaged.
- The injured person was back in work on his next planned shift, without any lost time.

Actions

- All staff working closely with burning teams to wear heat resistant gloves, where there is a risk of them placing their hands on or near a hot surface.

Discussion Points

- When hot work has been identified- burning/cutting. Flame proof PPE should be worn. This includes gloves and spats/trousers.
- Ensure Permits to Work are followed when hot works are happening.
- How would you prevent this happening again?

Think Safe, Act Safe and Be Safe



Near Miss with a track gang:

- At approx. 13.10 on the 08th April a gang of operatives (not Resourcing Solutions) were working undertaking surveys using COSS - Site Warden as their Safe System of Work.
- For reasons currently unknown the gang decided to walk across a limited clearance structure with no refuges without amending their Safe System of Work. As the Gang reached approx. halfway across the bridge (10 -12 Metres) a GWR High Speed Train in passenger service, approached them travelling at the line speed of 75 mph, the train and the people became visible to each other as the train rounded the bend, forcing both the gang and the driver to take evasive action.
- The driver of the train sounded his horn & also applied a full emergency brake application of his train at the same time, bringing the train to a stand many hundreds of yards after passing the bridge.
- Three of the gang chose to jump onto the structure and jump into the cess, with all operatives reaching a place that was as safe as the train passed.

Discussion Points

- When working, do you and your team always have a position of safety available?
- Is your Safe System of Work always appropriate for the duration and location of the task?
- Does the actual warning time given allow sufficient time to reach the position of safety?
- Do I ever challenge a safe system of work if I feel it is inadequate?

Think Safe, Act Safe and Be Safe



Network Rail Code of Conduct:

- Network Rail have launched a Code of Conduct for workers. The main focus of the code is on working in the community and giving our site neighbours a positive experience:

What is expected from you

- **Deliver/attend briefings regarding appropriate interaction with our communities, neighbours and passengers.** It is important that we are aware that the way we behave or carry out work can have a positive or negative impact on those around us.
- **Be a good neighbour - positively engage and interact with our communities, neighbours and passengers.** Be polite at all times, keep offensive language to a minimum, moderate volume when working at anti-social times, do not litter or remove clothing and do not use your site or surrounding areas as a toilet under any circumstances.
- **Pass on your knowledge of the work you're doing and its benefits to our communities, neighbours and passengers. Try to answer their questions – if unsure provide them with our Helpline number 03457 114 141.**

What can we do together?

- Lead by example when interacting with our communities, neighbours and passengers.
- Hold each other to account when we see inappropriate behaviour or interaction.

Think Safe, Act Safe and Be Safe



Robel Orbital Hand Tamper Failure:

- On 3 April 2016 a report was received from Network Rail regarding a failure to the shaft of a 62.05 Robel orbital hand tamper whilst consolidating ballast at New Barnet. This failure resulted in a wrist injury to the operator. Following investigation it has been identified that the weld around the base of the shaft had cracked resulting in a catastrophic failure of the weld.

Actions

- The possibility of a future failure to unmodified equipment presents a significant risk to operator safety. Therefore all users and maintainers must quarantine all unmodified tampers immediately.
- Tampers fitted with the modified reinforced shaft can remain in use following thorough inspection around the weld and flange area looking for signs of cracking and deformation.

Figure 1 damaged weld (un-modified shaft)



Figure 2
Modified
Reinforced Shaft

Think Safe, Act Safe and Be Safe



Swiping In/Authentication:

- As a Sentinel card holder you have full access to your own records, including competency information here: <https://mysentinel.me/Account/LogOn/>
- Don't forget that if you have any questions then you can contact the Sentinel helpdesk on **0330 726 2222**
- Swiping-in with Sentinel is a critical process to determine whether an individual has Authority to Work on the rail infrastructure. It must be done:
 - **Every shift – 100%**
 - **Each time you work with a different Controller of Site Safety (COSS)**
 - **Upon request following an event, incident or investigation.**
- There are currently **6** ways to swipe-in with Sentinel which you can find on the Sentinel Website, however please use any of the top 3 as priority. The bottom 3 should **only** be used if you cannot conduct a full check using iPhone / Android or do not have a PC-connected card reader.

Think Safe, Act Safe and Be Safe

National Speed Limits for Vans – Peugeot Bipper:

- Vans are generally subject to lower speed limits than cars because they are equipped to carry more weight and when loaded, take more time to decelerate than cars travelling at identical speeds.
- Some vans and all goods vehicles not exceeding a Maximum Authorised Mass (MAM) of 7.5 tonnes have lower national speed limits than cars. This applies to both single and 'dual carriageway' roads (central reservations separating the two carriageways).
- Cars can travel at speeds of up to 60 mph on single carriageways and 70 mph on dual carriageways while **vans are only permitted to reach maximum speeds of 50 mph on single carriageways and 60 mph on dual carriageways.**
- Like cars, vans are subject to a 70 mph speed limit on a motorway – unless they are towing a trailer, in which case the speed limit is 60 mph.
- The national speed limits for vans apply irrespective of whether the vehicle is travelling fully loaded, partially loaded or unloaded.
- Lower speed limits apply (and are signposted) on local roads and in built-up residential areas.





“Think Safe, Act Safe and Be Safe”

Compliance Team

Direct: +44(0)118 924 1639

Email: compliance@resourcing-solutions.com

Find us on



www.resourcing-solutions.com

