



# HSQE Briefing

## April 2017



# 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



## In this edition:

- Safety in Great Britain
- Control of Railway Fog Signals (Detonators)
- Smouldering head torch
- Sentinel update
- Withdrawal of the LU-ICI
- Quarantine of Manitou 160 ATJ Plus

### 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

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## Safety in Great Britain:

- Great Britain has a health and safety record we can all be proud of. We are one of the safest places in the world to work in. Nonetheless, the plateaus we see in our health and safety statistics are also a stark reminder of the challenges we face in continuing to improve Britain's performance while we adapt to the rapidly changing world around us.
- The benefits of continual improvement are substantial: for workers a healthier and safer workplace; for businesses, productivity and innovation; and for the wider economy reducing the £14 billion impact of work-related injuries and ill health, together with enabling the growth opportunities that come with creating a more attractive place to do business.
- The standards of safety within Great Britain's rail industry continues to improve and the drive to achieve improvements remains as string as ever. Paul Brady was appointed Trackworker Safety Specialist as part of the Workforce Safety Team in Safety, Technical & Engineering at Network Rail. Over the next 6 months he will be reviewing the course material with Network Rail Training and Training from PTS to SPICOP.

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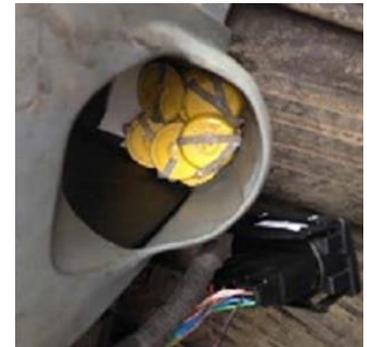


## Control of Railway Fog Signals (Detonators):

- While carrying out fieldwork for a road fleet maintenance audit at Newcastle Delivery Unit's Raven House an auditor noticed fog signals (detonators) present in the vehicle's cup well.
- Detonators are subject to strict controls over their distribution, storage and use as detailed within Group Standard GEGN 8532 and Operations Manual procedure NR/L3/OCS/041 2-10. Given this: Please take the time to consider the following questions:
- What are the risks associated with the incorrect carriage of detonators?
- What controls do we think are missing in the above event?
- Where should detonators be stored in a vehicle?
- How best can we avoid the poor handling and control of detonators?

### Action required:

If you are unclear on the answers to the above questions or wish to seek further advice or guidance, please contact the Rail Compliance Team on: [compliance@resourcing-solutions.com](mailto:compliance@resourcing-solutions.com)



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## Smouldering head torch:

- A member of Network Rail's track staff put their Unilite head torch on charge following completion of their nightshift. Later that afternoon the member of staff discovered the head torch smouldering whilst charging. The member of staff switched off the power, removed the plug from the wall socket then removed the cable from the USB charging socket on the head torch.
- The head torch and charging equipment were returned to the manufacturer for investigation. This investigation flagged up that the head torch was being charged with a non-standard (not the manufacturer's) micro USB cable. The cable shorted and started to smoulder but luckily the circuit protection on the head torch avoided the battery from overheating which is why only the outer casing showed signs of burning.
- Are you using the manufacturer's equipment to charge your devices?
- How do you check your cables for defects prior to use?

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## Sentinel Update:

- We would like to remind users of the importance of Sentinel and why Authority to Work should be carried out with every shift. In recent months a COSS has been found to be working without a valid COSS competency. There may be many others working trackside without a valid competence that you don't know about. Please help us to share this key safety message to remind workers to check everyone's card working on any of your sites.
- **23% of all ordered Sentinel cards are rejected due to photo image issues.**
- Make sure your photograph meets the current passport standards.
- In the last period the Sentinel Helpdesk rejected 622 cards due to poor quality and inappropriate photograph submissions, an increase of **56% since period 8.**
- When a Sentinel card is rejected, the charges are still payable for both the cancelled and the replacement Sentinel card. Therefore all new or replacement Sentinel card orders that do not meet the photograph criteria not only doubles the cost, it could also result in a delay in delivery potentially preventing the card holder from working.
- **Don't forget to call the 24/7 Sentinel Helpdesk with any of your Sentinel related issues: 0330 726 2222.**

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## Withdrawal of the LU-ICI:

- In April 2015 TfL withdrew LUCAS and made the Network Rail Sentinel Scheme available for its own staff, its contractors and sub contractors. To obtain a Sentinel Card delegates undertook the Network Rail ICI and obtained a separate London Underground (LU) endorsement to cover off the LU specific elements.
- On 1 January 2017 TfL launched the LU ICI which incorporated LU specific elements into the ICI assessment and made this available to its suppliers only. As part of the exercise to make the integrated LU ICI available to LU maintenance staff, TfL has agreed to suspend its use by the entire supply chain pending further trades union consultation. This requirement is to remain in place until the content has been agreed with the relevant LU Trades Union Councils.

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### Quarantine of Manitou 160 ATJ Plus and ATJ Plus RC based MEWP:

- A Rail Product ART 17 TH MEWP accessed at Cowlairs Road Rail Access Point to carry out Overhead Line Equipment installations as part of the Edinburgh to Glasgow Improvement Programme (EGIP). While the machine was in travelling mode the boom rotor assembly holding the basket failed resulting in the basket falling backwards onto the track. The basket was about 1 metre above rail head level at the time with one operator and light tools in the basket. The operator was not injured.
- All other machines on site were off-tracked and quarantined. A prohibition has since been placed on the use of these machines by the companies involved. All known MEWPs based on the Manitou models (160 ATJ PLUS & 160 ATJ PLUS RC) have been placed on the Do Not Use list until inspection has been completed.
- While the exact cause of the failure is not yet known, it is no longer believed to be a manufacturing related defect. Detailed examination once recovered to Cadder depot revealed (un-reported) collision damage at MEWP basket floor level (possibly by a low loader sized lorry whilst the MEWP was parked in the compound) and distortion of the load pin and main boom distortion. The repetitive action of raising and lowering the basket caused flexing of the fabricated assembly where the sleeves were welded through and metal fatigue developed until ultimate failure.



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## Compliance Team

Direct: +44(0)118 924 1639

Email: [compliance@resourcing-solutions.com](mailto:compliance@resourcing-solutions.com)

Find us on



[www.resourcing-solutions.com](http://www.resourcing-solutions.com)

