



Safety Briefing February 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!**



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The rule that was focused on in February was:

- **Always check equipment and tools are fit for purpose.** Equipment and tooling that is not right for the job or damaged can cause accidents. Ensure the equipment has not been tampered with or has been modified inappropriately. Only use equipment that you are competent to use. This includes protective equipment like harnesses and gas monitors.

Safety Rules for March:

- **Never work if you are unfit to do so.** Being fatigued, ill or under the influence of alcohol and drugs (include medication) may impair your judgement and cause accidents. Working excessive hours will cause fatigue. Ensure you have good rest and never double-shift or work excessive hours.
- **Always plan your journeys.** Getting to and from work can be risky, whether this is driving long distances or walking alone. Rushing to get somewhere can also cause accidents. Taking time to plan your journey will help keep you safe.

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Fatigue:

- **Fatigue is a significant hazard and increases the risk of accidents and incidents.** Fatigue can impair your ability to perform a range of tasks. The **Safety Committee** reviewed feedback from a recent survey on fatigue:
- 9% of workers have acted as a result of seeing a colleague fatigued.
- Many reported that they have not had to act, but knew signs of fatigue.
- 100% of those surveyed knew how to act if they had to.
- None of those surveyed felt they had poor sleep.
- A good range of ways to identify and prevent fatigue was demonstrated.
- 66% of those surveyed felt that their personal life can have an impact on fatigue.
- **There are many things that can affect your fatigue:** The obvious factors are workload, working hours, shift times and travel duration to name a few. Some less obvious factors are age, medication, sleep quality, domestic responsibilities, lifestyle and even your experience in meeting the demands of the job.



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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 QC 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 shall be asked important competency based questions. We have noticed some failure patterns. One area is related to overhead line equipment: **What is the voltage of the overhead line equipment? The answer is 25,000 volts AC.**

Overhead line equipment (OLE)

Overhead line equipment, known as OLE, provides trains with 25,000 volts AC or, where trams or metro trains use the line, up to 750 volts DC. Each structure has a number displayed on it. In the picture below, the live parts have been highlighted in red.



You can only go on or near a line with OLE if your Sentinel card includes the qualification "PTS AC".

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Overhead Line Equipment (OLE)

- Some trains are powered by electricity from overhead cables. The electricity is controlled from an Electrical Control Room by an Electrical Control Operator (ECO). You should **always assume the OLE and anything in contact with it, is live and extremely dangerous.**
- Each OLE structure has a black cable connecting it to the running rail. This is known as a bond. There are also yellow bonds and red bonds. **Red bonds are very dangerous if they become disconnected. Never touch them!**
- In some situations, work can take place within 2.75 metres (9 feet) of live OLE, but only if a special **Safe System of Work** has been approved beforehand. **Make sure you, and anything you're carrying, don't go within 2.75 metres (9 feet) of live OLE or the electrification equipment on a train's roof, such as the pantograph.**
- Some tasks can be particularly dangerous if they take place near live OLE. Such tasks are working at heights, working on bridges, working on embankments and working with liquids, such as water and paints.



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Rat infestation and risk of Weils disease

- **Weil's disease** is a form of a bacterial infection also known as **Leptospirosis** that is carried by animals, most commonly in rats and cattle. **It can be caught by humans through contact with rat or cattle urine**, which if untreated, in some cases can be fatal. The disease begins with flu-like symptoms with a persistent, severe headache which can lead to vomiting and muscle pains and ultimately to jaundice, meningitis and kidney failure.
- There are some simple precautions that can be taken to help control the risk: **Wear hand protection**. Hand protection is a mandatory item of personal protective equipment (PPE). This will prevent skin contact with anything contaminated. **Have good hygiene**. Do not eat, drink or smoke whilst wearing hand protection and always wash your hands after removing your hand protection, but before eating, drinking and smoking. Using antiseptic hand-gel is another good control measure.
- It can be obvious when rats have been in and around the workplace, but it may not always be obvious.



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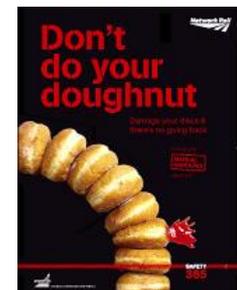


Manual Handling

- Incorrect **manual handling** is one of the most common causes of injury at work. It causes work-related musculoskeletal disorders (MSDs) which account for over a third of all workplace injuries.
- We all have duties in controlling the risk of manual handling. This includes using equipment provided properly, reporting hazardous handling activities, and taking care to make sure their activities do not put others at risk.

Follow the correct process

- **Stop, think and plan.** Make use of mechanical aids where possible, such as barrows.
- **Check for dangers.** Look for sharp edges, remove obstructions, understand the load.
- **Be stable.** Ensure you have a good footing and you are stable when picking up the load.
- **Get a grip.** Keep the load close to your body and use handles where provided.
- **Avoid twisting/leaning sideward.** Keep shoulder facing forward and turn using your feet.
- **Keep your head up.** Look where you are going.



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Manual Handling of turnout (Frog) rail grinder

- The ORR has issued a **Prohibition Notice** preventing the **Geismar MC3 Turnout Grinder** from being lifted and carried by two people. The machine weighs 110 kg. The prohibition does not prevent use of the machine or it being moved by two people in rail mounted mode. **Manual handling of the MC3 Turnout Grinder is prohibited with immediate effect, unless four or more staff are conducting the lift.** The lift must be planned using the hierarchy of the Manual Handling Regulations.
- A specific risk assessment is being carried out by a small team within Network Rail including expertise from Trade Unions and an Ergonomics team. The results of this risk assessment will be communicated separately and any modifications required to the machine will be discussed with the manufacturer.



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Non-compliant conductor rail short-circuit clamp

- There are some conductor rail short-circuit clamps in circulation that are **not** from an approved supplier and therefore non-compliant. There is a **significant risk** that they will not fit the running or conductor rails correctly. As a result they may fall off or be blown off if the conductor rail is inadvertently energised. This will not provide the required protection.
- **P&B Weir Ltd** are currently the only manufacturer with product acceptance for conductor rail straps. Clamps manufactured by them all bear the legend "P&B J117-NSE" stamped into one side plate, and the complete strap assembly has a unique serial number engraved onto the underside of one clamp, usually the centre clamp on a 3-clamp strap.
- The non-compliant clamps that have been found do not carry any manufacturer's inscriptions. Additionally, they can be identified by the method of manufacture, the clamp bodies being formed by bending a single piece of steel. The bending process used on the non-compliant clamps can also result in the metal being overstressed, creating cracks on the outside of the bends.



Approved clamp shown on left, non-compliant, ill-fitting clamp on right



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