



Safety Briefing: March 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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An important notice from the British Transport Police (BTP)

- People are being reminded to remain alert and report any suspicious activity following the attacks in Brussels. Network Rail is working closely with the British Transport Police (BTP) and other government security agencies following the attacks in Brussels that left many people dead, and many more seriously injured. **The UK terror threat level remains at 'Severe'.**
- Please continue to report any unusual or suspicious activity to BTP. The BTP has asked rail industry colleagues to: Be vigilant and if they 'See Something Say Something'! If you believe you have spotted something suspicious, remember the **HOT principles**:

H.O.T. Principles:

- **Hidden?** Has any attempt been made to conceal the item from view. Innocent items are not usually hidden deliberately. Explosive devices are not usually left in the open.
- **Obviously suspicious?** Does it have wiring; circuitry; a power supply or something that may appear to be explosives attached to it? Has it been found after a suspicious event?
- **Typical of the environment?** Is the item typical of what you might reasonably expect to find in that location?
- You can report any suspicious activity by calling 0800 40 50 40 or text the BTP on 61016 or in an emergency dial 999.

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The rules that was focused on in March were:

- **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.

Safety Rule for April:

- **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.

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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 QR code on a Sentinel Competency Card. If you have a green square, you will be on Learner Support and must wear a blue hard hat.
- During Learner Support, you shall be asked important competency based questions. If you are unable to answer the questions correctly you will stay on Learner Support. **What is the voltage of the conductor rail, often called the third rail up to? The answer is 750 volts DC.**
- In the picture below, the live parts have been highlighted in red. On lines used by London Underground trains, there's another conductor rail in the four-foot. This is often called a fourth rail. Again, in this picture, the live rails have been highlighted in red.



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Fatal Injury: Third Con Crossing in Aberdeen

- Thank you to our clients for this information. Our deepest sympathies are with the family, friends and co-workers of Ian Walker who died whilst working for Balfour Beatty on the Third Con Cross Project in Aberdeen.
- The incident involved a Wheeled Excavator that had been refuelling from a static Fuel Cube tank. The operator slewed the cab after refuelling and Ian was trapped between the counterweight at the back of the machine and the fuel tank. Investigations are underway with the Police and HSE. They will share further details when they can.
- While they still need to determine the root causes of this incident, we must all ensure that all operations are conducted in a manner that never exposes people unnecessarily to risks from moving plant.

Some things to consider and check:

- Ensure there is suitable and sufficient lighting at all times and throughout the worksite
- Ensure operations including plant and their refuelling are planned with task briefings
- Ensure there's an appointed person responsible for managing people and plant interfaces
- Set-up and adhere to exclusion zones in and around plant
- Only enter exclusion zones with permission and when safe to do so (plant immobilised)

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Train strike: Loose cowling cover of an excavator

- A train driver reported an excavator close to the track at Walsall. The engine compartment cowling had come adrift and was foul of the cess rail of the Up Fast. There was fresh damage to the door panel consistent with having been struck by a train.
- It was reported that upon further inspection, evidence was found to show that it had been tampered with; it would appear that an attempted theft and vandalism had taken place and the driver's cab door also appears to have been forced and broken in to.

Key messages:

- It is vitally important that checks are carried out to ensure that no part of the plant, materials or machinery can overhang, become loose or foul the track and affect the safe passage of trains. In particular; any part of the machine such as cowling covers, cab doors or hinged doors which can be accessed via vandalism, attempted theft or damage cannot infringe on the rail.
- If works are carried out in an area that has a reputation for theft, vandalism and drug taking, additional control measures must be put in place. For example: Remove all opportunity of theft and vandalism by not leaving plant and machinery in an exposed and vulnerable position. These considerations should be made during the planning process.

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RRV derailment and overturn:

- During the early hours of 2 February 2016, a team of piling contractors were carrying out emergency bank slip works on the NEC2 line. During the works a RRV Colmar T10000 derailed and fell over onto its side landing in the up cess. The machine with piling rig attachment fitted was slowly moving forward when the wheel flange appears to have ridden up the cess rail leading to the machine itself derailing. The machine operator although shaken fortunately escaped injury.
- While Network Rail are investigating the causes of this incident the following questions should be posed and considered:
- Prior to planned works with RRVs, how do we consider the track geometry, in particular in relation to twist and cant levels?
- How are checks made to confirm that the track geometry is compatible and within the machine's working limits as set out in its Engineering Acceptance Certificate?
- When RRVs involved in piling works are required to transit with the rig attached, how is everyone's understanding of the correct measures to maximise stability assured?

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Lessons Learnt: Alleged equipment train strike

- A train driver reported that the train had been struck by a pole being carried by a Signalling Solutions team member. The train driver stopped the train to check for damage but none was found. No evidence that the pole came into contact with the train could be found.
- However, it was discovered that the materials and equipment were being carried at shoulder height, as opposed to the correct method, which would be to carry at waist height. The pole was also being carried by a single person, which allowed it to swing, as opposed to remaining in a straight line. **The picture below is the wrong way!**
- **As a rule:** Items of length exceeding 2 metres should be carried by at least two operatives working in tandem. This prevents the item from swinging from side to side.



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Working in electrical cabinets

- A client operative received an electric shock when a power feed was restored to a cable previously tested as 'dead'. There is an ongoing investigation but it appears that a robust safe system of work was **not** in place to prevent the injury. The operative had entry and exit wounds and spent time in hospital.

Key messages:

- All operatives to have a clear understanding of the methodology of the task
- Understand the risks and how to control them. (what actions do you need to take)?
- Wear PPE for all electrical working
- Use appropriate signage and lock off devices when isolating power
- Monitor the works progression and other influencing works
- Have a robust Permit to Work system in place, including an 'authorised person'

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Collision and derailment in a worksite:

- A collision and derailment occurred in a worksite at Ivybridge on 27 February 2016. A loaded engineering train collided with a rake of stationary, loaded Falcon wagons. The driver of the engineering train was given permission from the Engineering Supervisor (ES) to enter the worksite. A few minutes later, after travelling three quarters of a mile down a falling gradient, the train collided with the back of the eight stationary Falcon wagons.
- Initial evidence indicates the locomotive had reached 35mph but managed to brake to 13mph at the point of collision. All wheels of the locomotive were derailed, as well as two other wagons. No one was injured, but the driver was treated for shock on site.
- While Network Rail are investigating the causes of this incident the following questions should be posed and considered:
 - What communications should take place between the ES (worksite) or PICOP (possession) and the driver of any train, On Track Machine or Road Rail Vehicle?
 - At what speed can rail movements safely be made within a worksite or within a possession and is the meaning of proceeding at caution understood?
 - How are communications for all rail movements monitored and managed in a possession and worksite?



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