



# Resourcing Solutions' HSQE Briefing: October 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



## In this edition:

- Safety Rule of the month
- Environmental Update – Bats
- Fatal Accident 10<sup>th</sup> October
- Safety Survey Action – Eye Protection
- De-railment and collision at Watford Tunnel
- Team members injured during isolation irregularity
- Access Gate Left Open at Royal Oak Sidings
- Look after your PPE and your PPE will look after you

### Action required:

After reading this briefing, you are required to respond, please click **“I have read and understood”** or email [ebeardsley@resourcing-solutions.com](mailto:ebeardsley@resourcing-solutions.com) with acknowledgement and any questions/suggestions

## Think Safe, Act Safe and Be Safe



### The rule that was focused on in October was:

**Never pick up and carry anything that is too heavy.** It is not always easy to judge the weight of something. Moving heavy things can cause injuries . Try and use mechanical lifting aids where possible.

### Safety Rules for November:

**Always maintain good hygiene standards.** Having dirty hands can contaminate food and drinks, which could cause illnesses. Cuts and scratches can get infected if you do not keep them clean and covered up. Vermin that carry diseases, which can cause illnesses.



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## Environmental Update – Bats

Bats are small flying nocturnal mammals. They can be found in many locations, urban and rural and are often sighted at dusk as they leave their roosts to feed on insects, commonly above hedgerows, ponds and streams. Bats rest and breed in roosts. Roosts can include hollows and cracks in trees, roof spaces, **underneath bridges**, in caves or **old tunnels**. Britain has 18 species of bats (17 breeding), which include the tiny 5g pipistrelle to the largest noctule, still smaller than the palm of your hand.

All bats and their roosts are protected by legislation. This includes causing injury or death of bats and damage or destruction of roosts. Prosecution can lead to fines of up to £5,000 and 6 months in prison. Work that requires the disturbance of bats requires a licence.

### Discussion Points

- Where might you find a bat roost?
- What is the maximum fine per offence for damaging or destroying a bat roost?
- How many species of bats are there in Britain?



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## Environmental Update – Bats (continued)

### What to do if you find bats on your site

- Check the site and adjacent areas (especially woodland, hollow trees and roof spaces) for signs of bat activity. This could involve looking for signs of droppings, or asking site users. Bat roosts may have been identified in ecological surveys
- If you are unsure whether your work may affect a bat roost, seek expert ecological advice
- Stop work immediately and report any bat sightings or discoveries of roosts after works have started
- Only licensed bat workers are permitted to enter known bat roosts to handle bats. Never pick up and move bats unless you have been trained and it is under direction of a licensed bat worker

If the works are likely to disturb a bat roost, a licence is needed from the relevant body:

- **England:** Natural England
- **Scotland:** Scottish Natural Heritage
- **Wales:** Countryside Council for Wales



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## Fatal Accident 10<sup>th</sup> October

- A tragic fatal accident occurred on 10th October 2016 involving a 6 tonne forward tipping dumper striking a worker at the Costain M1 Junction 19-16 Smart Motorway contract.

## Action to prevent a reoccurrence

Whilst the investigation into this fatal accident is ongoing please ensure you review pedestrian plant segregation on your contract. Suitable controls should be in place to manage all plant/person segregation at all times. Also consider conditions that impact on visibility, including but not limited to, width of transport routes, physical obstructions, dumper load and weather conditions such as low level sunlight.

## HSE Guidance – Mobile Plant

<http://www.hse.gov.uk/construction/safetytopics/mobileplant.htm>



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## Eye Protection

- 100 Resourcing Solutions workers participated in our Eye Protection Survey and a number of you told us that the best way to encourage workers to wear eye protection is to provide more briefing material on the subject.
- Accident statistics gathered by the HSE indicate that eye injuries account for a large proportion of all accidents reported to them under RIDDOR (more than 3 days absence) and they believe that many more go unreported.

## Main Points

- Safety glasses give protection from flying particles, it is important that you use the specified type; to minimise the risk of injury and to ensure you keep your sight
- You have a legal duty to use eye protection when signage is displayed, you should never enter an eye protection zone unless your eyes are properly protected
- Don't just walk past someone not wearing eye protections correctly in an eye protection zone – tell them to put it on!
- Always use the correct class of eye protection for the task you are doing
- Make sure your eye protection fits you comfortably and does not hinder your view
- Look after your eye protection, keep it clean, return it to a suitable container after use and report any damage or loss to your supervisor.

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## Eye Protection – Incidents

In the example below, a drainage operative noticed a can of road marking paint in the trench where he was digging. As he went to remove the can which had been previously damaged the remaining contents of the can sprayed over his face and head.

Fortunately he was wearing protective eyewear at the time which prevented the spray entering his eyes and potentially causing serious injury.

**Remember, you have only one pair of eyes, look after them**



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## Eye Protection – Incidents

The bricklaying apprentice pictured to the right was working on a site (not RSL) carrying a bucket of mortar on his shoulder. As he went to set the bucket down it slipped and slammed on the ground causing the mortar to fly up and cover his face and eyes. At the time of this incident the worker was not wearing his glasses.

The mortar caused severe burns to both his eyeballs, the mortar had also started to go off so needed to be scraped off his eyeballs by the doctor. The worker still doesn't know how much sight he is going to get back, how many more operations will be required or how long it will take him to recover.

When asked if he had a message for others the worker simply said **“WEAR YOUR GLASSES”**. Glasses wouldn't have prevented the incident from happening as the mortar would still have splashed but glasses would have massively reduced the severity of the workers terrible injuries.

**This incident devastated the worker and his family; You need to do all you can to stop it happening again. Do yourself a favour and listen to what he has to say, he has had to pay a very high price to teach you this lesson.**



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## Eye Protection – Discussion Points

- Even if not carrying out a task with an obvious eye hazard, you may be at risk from others nearby. Always wear your eye protection when mandated, if any doubt wear it!
- Do not modify eye protection (e.g. removing side shields)
- Eye protection only works when worn over the eyes – it is useless worn on top of the head or around the neck
- Never watch welding processes unless wearing shielded eye protection
- If you get something in your eye or receive an eye injury, go to the nearest available eyewash station immediately and ask for the help of a first aider

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## Hammer to the hand

- An operative (not RSL) working at Waterloo International Viaduct hit his thumb whilst using a 4lb club hammer, resulting in a cut and bruising. The individual was using an improvised tool for the task
- The operative's thumb was cleaned and dressed on site, before attending hospital for further examination. He was advised that there were no broken bones, but the injury required stitches or glue. The operative has returned to work and the incident is currently under investigation

## Lessons learnt...

- The tool being used was not appropriate for the task being undertaken. Always make sure you are using the correct tool for the job and seek advice if your are unsure.
- When using hand tools and hammers always make sure that the tool being hit has a handguard to protect a mis-strike of the tool hitting delicate hand parts



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## Derailment and collision at Watford Tunnel

- On 19 September 2016 a train struck a landslip at the entrance to Watford Tunnel.
- Coming to a stop in the tunnel the derailed train was then struck by a train travelling in the opposite direction before emergency protection could be put in place.
- There were two passenger injuries reported from the people on the trains involved.
- 60mm of rain fell between 3am and 7am that morning which is equivalent to a months' worth of rainfall for September in the Watford area.
- There had been a failure of the cutting caused by overtopping of the crest by surface water. Weathered chalk washed out from the face of the slope into the up cess and line adjacent to the northern portal of Watford Tunnel
- Vegetation had been removed from the cutting surface as part of work to mitigate the threat of rock-fall with rock netting. A historical failure and repair in the 1940s at the site consisted of rock facing and drainage works.



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## Derailment and collision at Watford Tunnel – Discussion Points

- Do you understand the requirements for your role in route adverse/extreme weather plans?
- Does your project have a plan for adverse/extreme weather (important with winter working and key commissioning)
- Are the operational procedures for managing the risks posed by adverse/extreme weather events clearly understood and consistently applied?
- Is the presence and condition of crest drainage on the approach to tunnel portals understood?
- How are drainage assets identified in pre-construction information packs (PCIPs) for any project works you are involved with?
- Do pre-construction walk-outs identify unknown assets and check with those responsible what level of protection / access / maintenance would be required during construction activities?
- Do site documents identify control measures for working in adverse/extreme weather?
- Are similar cutting slopes being worked on by contractors at the moment?
- Are asset protection teams proactively managing land use changes around high risk locations (for example tunnel portal cuttings)?

Note – relevant NR standards are:  
NR/L3/TRK/1010, NR/L2/CIV/086 and  
NR/L2/OCS/021.

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## Team members injured during isolation irregularity

- During a possession, at 06:48 on Sunday 25 September members of Orpington Track team were injured when a pair of timber nips came into contact with the third rail within their worksite, which they believed to be isolated.
- The incident happened in a two part possession that was planned to be shortened. The work was not planned within the usual timeframes, and due to this safety briefings were issued late.
- The conductor rail within the Orpington track worksite was partly re-energised, and the team were not advised or aware of the change in isolation and the new hazard within the worksite.
- One staff member sustained a severe arc eye injury, another member sustained a bruised ankle and a fractured wrist whilst moving away from the flash over. A third team member's overalls caught fire but they did not sustain any physical injuries.

## Discussion Points

- What do our Lifesaving Rules require?
- If you have worked in the same location before, and different safety controls are in place, how might you question and challenge the safe system of work with your peers?



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## Access Gate left open at Royal Oak Sidings

- Over the past few weekends at Royal Oak Sidings, there have been several instances where access gates have been left unattended, unlocked and / or open. This has allowed the possibility of members of the public who use the adjacent public car park to the Sidings, to get on to the infrastructure unhindered. With the October School Half term Holidays starting soon, the risk of children accessing the infrastructure through this and other unattended, unsecure **OPEN** gate/s is significantly increased.
- Everyone is required to close and lock access gates after accessing / egressing site - even if you are only going to be on site for a short period of time, or are working adjacent to the access gate.
- If it is necessary to move equipment and materials etc., through an access gate over a period of time, then a “Gate Marshall” must be appointed to control access.

### We are all responsible for securing our sites in order to prevent:

- Unauthorised access to the infrastructure;
- The risk of injury / death to members of the public;
- Theft & vandalism;
- **Please remember to close and lock the gate behind you.**
- Any gates that are found to be open or unlocked must be secured immediately, and the details passed to both the Network Rail Duty Manager and the local PC Site Manager.
- **FAILURE TO CLOSE AND LOCK ACCESS GATES WILL LEAD TO ACTION BEING TAKEN AGAINST THE INDIVIDUAL, OR INDIVIDUALS CONCERNED.**

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## Look after your PPE and your PPE will look after you

- All issued PPE should be in good condition, suitable for the environmental conditions, should fit well without interfering with other items of PPE and should be stored in a suitable location when not in use.
- You have a responsibility to regularly and correctly inspect your issued PPE so that it continues to provide you proper protection.

### Some Simple Checks:

**Foot Protection:** soles are free from splits, deep cuts, holes and obvious defects. Toe and covering protection in place and in a suitable condition. Ankle protection should be undamaged.

**Hand Protection:** is in good condition, free from dirt and debris, cuts, rips, etc. Undamaged wrist protection and hand protection should be suitable for the intended purpose.

**Eye/Face Protection:** MUST be clean, free from dirt and debris, free from significant scratches, other damage and suitable for the intended task/s.

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## Look after your PPE and your PPE will look after you

### Some Simple Checks (continued):

**Hearing Protection:** should be clean, free from damage and defect, well-fitting and suitable for the noise hazard exposure levels

**Head protection:** should be clean, free from defect or damage, within its expiry date and correctly adjusted for the wearer

**High Visibility Garments:** must be clean and free from defects and damage. Where there are specific requirements, e.g. work on highways, the visibility garments must be of the appropriate class (Class 1,2 or 3)

**If you find that you're issued PPE does not meet the requirements stated above then please raise this with us so that replacement PPE can be provided.**

**COSSES: You must carry out Pre-start checks on your work party's PPE requirements and condition before going on site and any failing found with PPE must be rectified.**



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