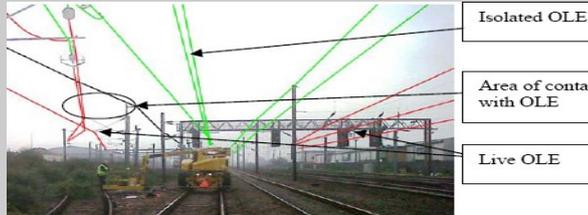


Health and Safety Briefings

OHSE Alert: MEWP Incident

On 27/03/11 a Linesman aged 58 suffered severe burns to his arms and upper body after contact was made with live 25kv overhead line equipment. The injured person was working from a Mobile Elevated Work Platform (MEWP) at Hendon, North London. It is understood that the Linesman was working within a possession with isolation of the overhead line. However during the work, equipment the operative was using is believed to have come into contact with, or close proximity to live overhead line equipment on the adjacent siding. The injured person was airlifted to Chelsea & Westminster hospital and has undergone skins grafts and is currently in a serious condition.



The accident is currently under investigation, however it is important to note the following general reminders:

- Always check that you know the limits of protection for your work area.
- Don't start work without a pre-work safety briefing.
- If you do not understand your pre-work safety briefing, ask questions.
- If at any stage during your task you become concerned about the safety of the activity, stop work and raise with your supervisor.
- Always report situations that you feel are unsafe, you will be fully supported in your decision to stop work if you need to do so.

OHSE Alert: MEWP Run Through

During the past few months there have been a number of instances of points being 'run through' by On Track Plant. One of which was a MEWP in Glasgow and another was an RRV with Trailer in Birmingham. Luckily in both instances no members of staff were injured and only minor damage was done to the infrastructure. Module OTP of the rule book states that it is the Machine Controller and Machine Operator's duty to:

'Before each movement, you must check to see that any points the movement will go over are in the correct position.'

Machine Operators and Machine Controllers are to be reminded that they are not only responsible for ensuring that damage does not occur to the infrastructure, but they are also responsible for the safety of staff working in the area that could be injured as a result of any run through due to derailing of plant.

OTP Rate Capacity Indicator Overload (RCI) External Audible Warning Alarms

It has been discovered during a recent investigation into a RRV overload occurrence, that the external audible warning alarms may not be heard by personnel involved in or working adjacent to lifting operations. An audible warning, where such a device is fitted, is triggered in the event of an OTP lifting over capacity. In some circumstances this warning may not be heard by those in the vicinity because the volume of noise created by the OTP is louder than the warning alarm or in some cases there is no external audible warning mechanism fitted.

All personnel who may be working in the vicinity of a Road Rail Excavator Crane lifting operation (i.e. Crane Controllers, COSS, ES, Slings etc) must be alerted to the possibility of the RCI external audible alarm being of insufficient volume to be heard during an overload occurrence. Therefore, before lifting operations begin on all Road Rail Excavator Cranes, the Crane Controller & OTP Operator must agree:

- To create an exclusion zone for all personnel within the vicinity of the site of work, what that exclusion zone is and the method of warning when it will be applied e.g. movement & lifting operations of Road Rail Excavator Cranes.
- The Crane Controller must record the information from the above on the appropriate work documentation.



Blue light indicates if the RCI is turned on & fully functional.

White light indicates lifting within safe working load for duty

Hot Weather Working

If work keeps you outdoors for long periods of time your skin could be exposed to the sun which, if exposed for long periods could pose risk to your health. These harmful effects can be sunburn, dehydration/overheating and heat stress/loss of concentration.

To protect yourself you can do the following:

- Drink plenty of water to avoid dehydration.
- Wear protective eyewear to protect your eyes from damage (clear or tinted safety glasses).
- Keep your skin and head covered.
- Use a high factor sunscreen of at least SPF 15.
- Always refer to the products direction for use prior to applying sun-block, and your doctor if you have other medical conditions which are being treated by drugs and other medications.
- Stay in the shade whenever possible, during your breaks and especially between 12:00-14:00.
- Check your skin regularly for any unusual moles or spots. See a doctor promptly if you find anything that is changing in shape, size or colour, itching or bleeding.
- Monitor yourself and your fellow employees for the early signs of overheating.
- Take frequent breaks away from the heat source and out of direct sunlight.
- Regulate the length of exposure to hot environments by taking regular breaks in cooler ventilated areas.

What to do about heat stress:

- Stop working immediately as the symptoms will worsen the longer you remain working in the conditions.
- Inform Site Person in Charge and First Aider about your concerns.
- Seek medical attention.

Lighting, Slips Trips and Falls

During Engineering hours and working in areas within tunnel sections where we have limited lighting, we must ensure that we take suitable precautions to eliminate slip, trip and fall injuries.

- Ensure that prior to the commencement of work you have received a briefing of the work to be undertaken and the risks and controls needed to undertake works safely.
- Always ensure you have adequate task specific lighting to undertake your task, additional head lamps and hand torches may also be used to illuminate walking to and from work locations.
- Track trolley operators must ensure that the rear of the trolley is illuminated with a bance light on each and every trip, to ensure that the 4ft area is lit up and trip hazards can be seen and avoided.
- Where the walking route poses a significant risk of injury and a Safe System of Work cannot be maintained the SPC should be notified immediately, a dynamic risk assessment undertaken and a decision on extra controls required
- Always ensure that the correct footwear is worn and boots are fully laced up to give necessary support to the ankle.
- If the risk cannot be controlled then notify your line manager and complete a frustrated access, instead.

Worksafe/On Call/Close Call

Resourcing Solutions maintain a Worksafe Policy that you can exercise if you feel you are working or have been asked to perform an unsafe act. Please reference your Policy Pack and Induction Pack from more details. It is imperative that you take your safety seriously and that you are happy with the Safe System of Work prior to commencing work. Equally, if the work changes, then the Safe System of Work still needs to be adequate.

You can exercise the Worksafe Policy by contacting the 24 hour On Call Manager. Please reference your Policy Pack and Induction Pack from more details. The On Call Manager will provide you with support and guidance on matters of this nature. Any accidents or incidents that are experienced or witnessed, should be communicated to the On Call Manager too. You should report all 'Close Calls' via the On Call Management System. You can now report 'Close Calls' to Resourcing Solutions via the hard copy card and submit it back to Resourcing Solutions.

The importance of safe decisions and impacts of judgements/presumptions made when working on site is very important and can have serious knock-on effects. If you are unsure of something, such as a position of protection, etc you should communicate this to the COSS/ES/PICOP. Decisions based on assumptions can be dangerous and if you are unsure, please do not hesitate to contact the client or an appropriate representative.

Lyme Disease

Lyme disease is a bacterial infection. You catch it from being bitten by hard-bodied ticks that are infected by the bacterium *Borrelia Burgdorferi*. These ticks pass the bacteria to humans as they feed on your blood. Most cases of Lyme disease are treated successfully with antibiotics. However, if left untreated, it can infect the heart, joints and nervous system. Ticks are very small (about the size of a poppy seed) and are arachnids (related to spiders), because they have 8 legs. In the UK, Lyme disease occurs mainly in the New Forest, Salisbury Plain, Exmoor, the South Downs, Wiltshire and Berkshire and Thetford Forest. They like to live in places with deep vegetation and lots of small animals and birds that they can feed on. Consequently this includes countryside locations where project works take place such as on the Westbury lines. Peak times of the year for tick bites are late spring, early summer and autumn.



Symptoms:

- Some people, but not all, get a circular red rash that spreads out from the bite
- Feeling unwell
- Flu-like symptoms
- Extreme tiredness
- Muscle pain and weakness
- Joint pain
- Upset stomach
- Headache

What can you do to protect yourself:

- Keep your arms and legs covered when walking in woodland and similar places
- Check for ticks regularly
- Use insect repellents containing DEET
- Wear suitable clothing that covers your skin.
- If seen, brush them off before they bite
- If you see a tick attached remove it quickly and in the correct way. Use fine tipped tweezers and pull firmly up without twisting.
- Do not try to pull the tick out with your fingers as you might squeeze the contents of the tick into your body, which is more likely to make you ill.
- After removing the tick, disinfect the bite site and wash hands with soap and water

Railway Fog Signals (Track Detonator)

During standard quality inspections, it has been identified that there is a quality concern with the railway Fog Signals (detonators) stamped with the dates 01/11. The concern involves the metal between the year stamp '11', where some units were found to have cracked during the stamping process. The crack is visible if carefully inspected. The concern is that if the Railway Fog Signal (detonator) is used or stored in wet conditions for long periods, then water could contaminate the black powder. Whilst the likely hood of this is considered very small. Unipart Rail have requested that all detonators dated 01/11 are returned to them. Affected purchase relate to deliveries between 1st March & 24th March 2011. The part number of the detonator is 7/061538.

Briefing & Communication

Briefing made to all ES/COSS competent candidates to reiterate the importance of a good briefing and clear communication, outlining best practise to ensure a clear and uniform understanding is reached by all.

Briefing to all candidates on the importance of receiving a full and clear briefing and ensure total attention is paid and the briefing is fully understood.

Working Time & Fatigue

Workers that exceed the limits set out in the The Working Time Regulation will dramatically increase the risk of health and safety to themselves or others. Network Rail has company standards that are applicable to working time.

Working in the railway sector can impose unsociable working times on a candidate. The Company will not impose work on any candidate. The candidate will have the opportunity to reject a work opportunity (Flexi-time). If a candidate accepts work and performs the work during unsociable hours, such as night work, the Company will monitor the health and safety of the worker. Each worker will be subject to a 'self-assessment health questionnaire' which is part of the application process (Registration Pack). The assessment will identify if the worker is deemed fit to work night work. All candidates that are deemed unfit may be subject to a professional occupational health assessment and the Company's Health and Safety Surveillance Programme.

Working long hours continuously will cause a candidate to become fatigued. Candidates owing to fatigue (mental and physical exhaustion) will cause a reduced level of vigilance, increased errors, alertness and poor decision making, which can in-turn cause accidents or incidents. The Company will endeavour to eliminate fatigue and perform a suitable and sufficient risk assessment to control increased risk.

No Card, No Work

Without a sponsor your sentinel card is invalid and you are not allowed to work on or near the line or attend Sentinel recorded training courses. To go on or near the line and for your competences to be valid as listed on your Sentinel card you must:

- Have a sponsor and be working for them.
 - The medical must be in date.
 - As a minimum the PTS must be in date.
- To perform any higher competence this must also be shown on the card and be in date, Remember, no card no work.