

Safety First Briefing

July 2017

Accidents and Incidents

During June there were two accidents and two incidents reported.

1. Accident Details

On 12/06/17 an ISS Labour gang were lifting hardwood sleepers by hand, the sleeper slipped and struck the injured person on the foot causing swelling and bruising. The IP was taken to hospital for first aid and X rays.

Investigation

The activity should have been undertaken using timber nips however these had not been supplied by the Client and the gang decided to lift them by hand in order to avoid delays to the work. Whilst this was well intentioned under no circumstances should the activity have commenced without the correct tools.

Recommendations

An urgent alert was sent out to all workers instructing them under no circumstances should work be undertaken without the correct tools or equipment. If they are unavailable then the work safe process should be invoked and a close call raised. The gang concerned were briefed in person.

2. Accident Details

On 05/06/17 the injured person was unclipping track using a hammer, a clip flew into the air and struck him on the arm causing a laceration. He was given first aid and taken to hospital.

Investigation

We are awaiting the results of the investigation.

3. Incident Details

On 09/06/2017 an RRV was being used to remove a whacker plate from a tunnel under the control of an ISS Labour Machine Controller. During this activity the machine arm struck the bridge causing the Gib to fail. The Machine Controller was For Cause tested on site. We are awaiting full details and investigation of this incident and will report further next month.

4. Incident Details

On 22/06/2017 some ISS Labour workers were undertaking drainage works under the direction of the Client. It became apparent that a section of the dig was not correctly supported. Work was immediately stopped. We are awaiting further details of this incident and investigation outcome and will report again next month.

Close Call Reporting

We had 11 Close Calls reported by our workers since the last briefing. It is encouraging to see that our workforce are not afraid to make close calls. Reporting them is an important part of preventing potential accidents. Please remember to report all close calls to the client as well as the On Call.

Date Raised	Location	Details	Risk Level	Comments / Findings	Status
02.06.17	Riverbed	ISS Worker unable to get the minibus risk of exceedance	Care	Reported to MacRail	Closed
02.06.17	Riverbed	No lighting available at the site access	Caution	Reported to MacRail	
03.06.17	Riverbed	Supervisors did not have CO2 monitors	Alert	Reported to MacRail	Closed
03.06.17	Riverbed	Rail saw discs warped, one shattered whilst in use	Alert	Reported to MacRail and Torrent Fitter	Closed
04.06.17	Riverbed	No bottled water available on site	Caution	Reported to MacRail	Closed
04.06.17	Riverbed	Fumes only being checked on the platform, not on track	Caution	Reported to MacRail	Closed
05.06.17	Lever Street	Lack of information on planned works	Alert	Level 1 On Call informed	
08.06.17	Lever Street	Steel installation team arrived on site after ES brief	Caution	COSS's stood down until ES had briefed the group	Closed
10.06.17	Agecroft	PC unable to contact ES support staff to remove marker board	Caution	Another member of support staff contacted and lifted marker boards	Closed
19.06.17	Agecroft	Other agencies not utilising the minibus or complying with the traffic management plan	Caution	Unauthorised vehicles removed from the compound	Closed
24.06.17	Patchway	No COSS briefing before accessing site and no information regarding dust and fumes around the tunnel	Alert	Babcock and Network Rail informed	Closed

Safety Related Reminders

PPE

We have had nine close calls raised against us during June as our workers have tried to sign in without the correct PPE. You are once again reminded that you must ensure you are wearing full PPE when arriving at a Client's site. Many of our clients have adopted a zero tolerance approach and will ban individuals attempting to sign in without the correct PPE from working on their sites in the future which will affect our ability to deploy you for work.

Head Lamps

We have had two close calls raised against us by a Client as our workers were not wearing head lamps whilst working in darkness. This is clearly an extremely unsafe act with the potential to cause a serious accident. Please ensure you are in possession of a fully working headlamp when attending shifts in hours of darkness.

Site Traffic Management

Please be reminded of the importance of fully adhering to traffic management protocols that have been put in place by our Client's on their worksites. The requirement to use one way systems, reverse parking policies and use of hazard lights should always be followed. It is also important to park respectfully and ensure you are not causing any obstruction or inconvenience.

Correct Use of Tools

On 12/06/17 one of our workers sustained a foot injury whilst working on a Client's site. The injured person was working as part of a gang who installing a double RRAP. The gang were instructed to lift some hardwood sleepers onto a trolley in order for them to be transported to the installation site.

The task required the use of timber nips which were not available on site and in this respect the gang decided to lift them by hand. The injured person was lifting a sleeper with another worker when it slipped and fell onto his foot causing a crushing injury which has resulted in severe soft tissue damage. Whilst the action of the gang was well intentioned lifting the sleepers by hand in breach of manual handling procedures.

Please note the following:

1. You should never proceed with a task without the correct equipment
2. If the correct equipment is not on site then report this to the Client's supervisor and the ISS Labour 24 hour on call
3. If the correct equipment is not made available then raise a close call and invoke the company Work Safe Procedure. You will always be fully supported for refusing to work if a task or situation is unsafe
4. Please ensure that you always listen to the COSS briefing and raise any concerns or queries that you may have in relation to the Task Brief.

Vehicle Accidents

During June there were 4 reported vehicle accidents:

Date	VRN	Depot	Driver	Damage
06-Jun	YG16 KWO	Caerphilly	Mark Phillips	N/S full length
07-Jun	YC15 YMR	Derby	Darryl Henry	Damage to NSR
08-Jun	Yn16 XTA	Newport	Luke Jackson	Both vehicles front damage
22-Jun	WV17 KFT	Stafford	Ian Abbley	None.

06/06/17 – YG16 KWO

Vehicle was parked on site at Moreton when it is alleged to have been struck on the N/S causing damage to the sliding door.

07/06/17 – YC15YMR

Driver was delivering a tower light to Crick road, Kilsby. On trying to turn round on site and hit a piece of rail hidden in long grass.

The vehicle became stuck and when freeing it the tower light jack-knifed into the back NS causing panel damage.

08/06/17 – YN16 XTA

Driving out of a car park on the way to work when a third party crossed over the white line whilst using her mobile phone and struck the front of our vehicle.

Damage was caused to the front of both vehicles

22/6/17 – WV17 KFT

Driver stopped to start a parallel parking manoeuvre, after checking the mirrors he proceeded to reverse and stopped when he heard a bang. Got out the vehicle to check to find a motorbike and rider on the side.

The rider had stopped in the blind spot directly behind our vehicle. Neither vehicle had sustained damage and the rider reported any injuries.

Industry Alerts



Wear your Safety Glasses

You can bite in to an apple with false teeth.

You can run and walk with an artificial leg.

But you can't see with a glass eye!



For further information please contact
Russ Langley, SQE Adviser on 07702924417

Industry Alerts



Making tomorrow a better place



New CCS Don't Walk By APP

East Midlands User Guide

Carillion has launched a revised 'Don't Walk By' (DWB) App which became live in early 2017. This document explains how to download and use the new app.

Download:

To install the mobile app onto your phone or tablet you can:

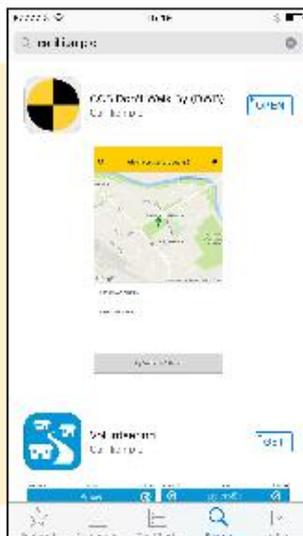
Go to Google Play/App Store

Search for 'Carillion', which will find the CCS DWB app (illustrated below)

Or scan the QR code shown here.



Please Note: Any old versions of the DWB App require deleting prior to the installation of the new DWB App.



It's the quick and easy way to submit DWBs!

Industry Alerts

NetworkRail

Western Route Safety Hour Topic

They are speed limits, not targets!

2015



Welcome to your safety hour. This edition focusses on 30 mile per hour speed limits.

Driving still remains the biggest risk to our workforce with more people killed each year in road traffic accidents than working trackside.

Did you know?

Today there are three typical speed limits across the UK:

- a 30mph limit on roads with street lighting (which is taken to indicate a built-up area)
- a 60mph national speed limit on single carriageways
- and a 70mph top speed on dual carriageways and motorway

One in six motorists has been caught speeding in the last five years. Here are some practical tips to help stay within the speed limit:

1. Check your speedometer as often as you would your mirrors
2. Know the limits - Look for Signs!
3. Assume lamp posts mean 30 mph
4. Speed limits are a maximum
5. 20mph is plenty near schools
6. Try no higher than 3rd gear in 30 mph
7. Concentrate - distracted drivers speed
8. Slow down when entering villages
9. Set realistic journey times
10. Be an ambassador for driving within the legal limit – the driver behind you might do too!

What are the consequences?

There has been a sharp rise in the number of speeding incidents we have received on Western Route and recent analysis has highlighted that 60% of these occur in residential areas which have 30 mile per hour speed limits.

When driving on built up roads with street lights always assume the limit is 30mph unless you are near a school (when the speed limit is reduced to 20mph) or, unless you see a sign saying otherwise.

The stopping distance for a vehicle travelling at 30 mph is 23 metres, the equivalent of six car lengths. Hitting a person at this speed is the equivalent of falling from a 3rd floor building!

The risks to pedestrians is four times higher when hit at 40mph than at 30mph. Remember, if you cause an accident you will have to live with the long term emotional consequences.

Discussion points

Please discuss the following questions in your safety hour group:

1. How would you feel if you were involved in a road traffic accident caused by your speed?
2. Are you able to recognise what makes you speed?
3. Have you ever been caught speeding? How did you feel about this?
4. How can you ensure you comply with the speed limits?
5. What would you do if you were a passenger in a vehicle where the Driver was travelling above the speed limit?

We can all make a difference

- Please agree in your group what you will do differently as a result of your safety hour discussion today...
 - ...As an individual employee?
 - ...As a team member?
 - ...As a team leader, supervisor or manager?

Western Route is committed to ensuring every one of us goes home safely at the end of every day

For further information regarding Western Safety Hour including topics and a calendar of scheduled safety hours see our Share Point Site:

<http://oc.hiav.networkrail.co.uk/sites/whsh/Pages>

Industry Alerts

AWS LESSONS LEARNED BULLETIN – LL03-17



Operative Struck by Reversing Telehandler

Description of incident

Recently on a Buckingham Group site, an operative was struck by a reversing telehandler. The vehicle was operating in an internal environment and carrying out an unplanned reversing manoeuvre. The operative received minor injuries however the potential consequences could have been far more serious.



Learning Points

An investigation into this incident is ongoing however initial findings show that the root cause was due to a lack of plant / operative segregation. In addition, the competency of the operative driving the machine was not checked.

All sites should ensure that they plan vehicle movements to prevent incidents. This includes:

- Develop methods of working to control vehicle movements and document these in the Construction Phase Plan, Traffic Management Plan (GP.1006.F03) and all Method Statement/Work Package Plans.
- The above documentation should be updated during the different phases of works to reflect control measures and briefed to all staff.
- A process to check training and competency for vehicle drivers should be in place. No operatives should drive vehicles without having this validated and records kept.
- Regular planned inspections should be undertaken to ensure compliance to the safe methods of work.
- Protective measures should be in place to ensure adequate plant pedestrian segregation e.g. fenced exclusion zones around vehicles, pedestrian walkways, communication e.g. radios, signage and speed restrictions.
- Areas where traffic is moving should be free of obstructions and hazardous such as slopes and blind corners.
- Trained banksmen should control the movement of vehicles. These workers should be visually identifiable and not distracted whilst working.
- One way systems should be developed to minimise reversing on site. Where this cannot be avoided reversing, alarms should be used and visual aids should be used to give the operator 360-degree vision around the vehicle.
- There should be designated areas of loading and unloading of vehicles.
- Vehicles should be regularly maintained and only used for the intended purpose.
- All operatives should be compliant with Buckingham Group's Drugs and Alcohol Policy.
- Close calls should be reported on [Sharepoint](#) with corrective and preventative actions closed out.

Environmental Alerts

Waste and Pollution

When on site and travelling to and from site, you and your colleagues represent ISS Labour. Care should be taken to ensure no rubbish or waste is left on site or thrown away, other than in a litter bin or skip. Please remember we operate in close proximity to people's homes and neighbourhoods, please have respect for local residents.

Effects of waste

Waste is simply an item that is thrown away because it is no longer useful or required. This causes pollution as can the bi-products that are produced as we go about our work such as fumes. Quite a lot of what we throw away can be recycled or reused by others, this helps us manage the waste we create and helps to minimise the affect it has on our health and the quality of the environment.

Continuous loud noise can be annoying or physically harmful and causes noise pollution. Heat from hot water being discharged from sites into rivers or lakes can kill or endanger aquatic life.

To manage these products and impacts we have Waste Management procedures which outline how we manage and prevent impacts to the environment as a result of our business. These look at proper management of Waste and Pollution across the company from creation to disposal including how we interact with our clients to comply with their site arrangements.

Site Activities

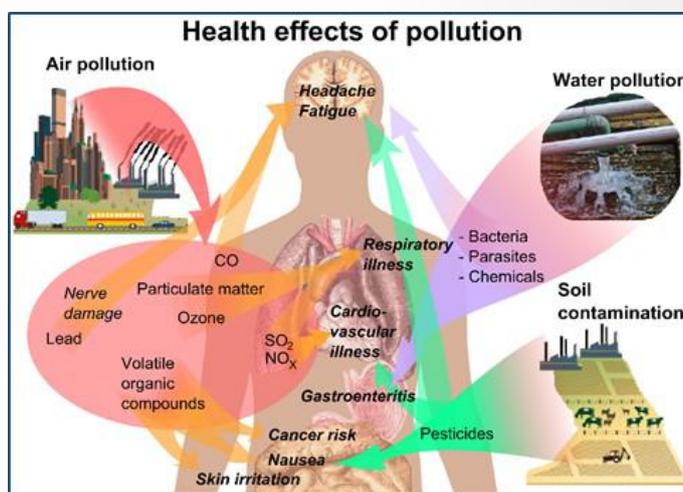
Recycle suitable spoil, demolition materials, prunings, and surplus construction material arising from the works on site to avoid the need to transport materials.

Keep the site tidy to reduce material losses and waste.

Waste Segregation

Segregate different types of waste as they are generated using different skips where possible (given the space available).

As a minimum there should be skips for wood, inert and mixed materials, although a skip for metals may also be required.



Feedback

We would like your feedback on any safety related issues that may help us improve the business and prevent further accidents and incidents.

We endeavour to minimise all foreseeable risks to you when you are at work. However you see what happens out there on a daily basis far more than we do, and will no doubt have some very valuable ideas or suggestions on how to make our industry a safer place for everyone. We would like to hear from you but appreciate you may want to remain anonymous. We value your opinion and thus confidentiality will be guaranteed when receiving your comments. You can send us feedback in any of the following ways:

- Send an email to the SQE Team directly sqeteam@isslabour.co.uk use the hashtag #Feedback in the subject heading and someone will contact you within 24 hours to acknowledge receipt of your message
- Complete the slip at the bottom of this page and take it into your nearest ISSL depot
- Call or text any of the “On Call” phone numbers listed on the rear of your Authority To Work Card
- Go to any ISSL Depot to talk to a senior member of the team, who will welcome feedback and consider confidentiality at all times
- Speak to any of the senior team when you meet them on-site for briefings or safety related visits.

Feedback Slip: **Monthly Brief**

Your name or contact number is optional. The detail is the most important section to complete 

Name:
Local Office:
Date:
Contact No:
Subject:

Details:

