



Safety First Briefing

May 2017

Accidents and Incidents

RECENTLY, STAFF HAVE BEEN INVOLVED IN ACCIDENTS AND NOT REPORTED THEM TO THE ISS ON-CALL NUMBER. IT IS IMPERATIVE THAT IF YOU RECEIVE AN INJURY YOU REPORT IT IMMEDIATELY.

During April there was 2 Accident and 1 Incident Reported

1. Accident Details

On 02/04/17 the injured person was working at Poulton Station undertaking tamping preparation duties. Whilst using a shovel to scrape the ballast clean a piece of the ballast flew up and struck him in the mouth chipping two of his teeth. The injured person declined emergency dental treatment and carried on working.

Investigation

The investigation indicated that the scraping action caused an unusual shaped piece of ballast to fly up from the ground however there were no identifiable underlying causes.

Recommendations

Take extra care when shovelling or scraping ballast and ensure that the minimum distance is kept from the tamper when in use.

2. Accident Details

On 30/04/2017 the injured person was working at Cricklewood Station replacing broken sleepers. As he was walking down the shoulder he slipped on the ballast and as a result dropped the sleeper on his left foot causing bruising.

Investigation

The investigation indicated that the immediate cause of the accident was caused by the operative losing his footing and slipping into the path of the sleeper. The underlying cause was due to the injured person standing on uneven ballast.

Recommendations

All staff are to ensure they have a stable footing before sliding sleepers into position.

Please note our safety team will be carrying out targeted inspections on site visits to ensure staff are lacing boots up correctly to provide full ankle support so please ensure you do so.

Accidents and Incidents

2. Incident Details

On 09/04/17 a passenger train passed through the detonator protection at Stalybridge that had been placed by one of our workers. Communication took place between the PC and the worker concerned in respect of where the protection should be placed. However the protection was placed on the wrong line and a passenger train passed through the protection shortly afterwards.

Investigation

The immediate actions following the incident included the individual being immediately stood down whilst a For Cause Drug and Alcohol test was undertaken. The individual was also stood down awaiting the results of the test and was required to be reassessed on his duties which included a COSS review assessment. The individual is now back at work and has been deemed competent to resume normal duties.

Recommendations

All workers to ensure they fully understand any safety critical communications and to ensure they ask for clarification if they are at all unsure of an instruction.

Ensure that if you are a safety critical worker that you are fully aware of the layout of the line before placing protection down.

Close Call Reporting

We had 8 Close Calls reported since the last briefing. It is encouraging to see that the number of close calls reported has increased. Reporting them is an important part of preventing potential accidents.

Date Raised	Location	Details	Risk Level	Comments / Findings	Status
02.04.17	Lever Street	It was reported that a Supervisor had put pressure onto a Crane Controller to stay later to prevent a potential overrun	Caution	Potential to cause fatigue. Investigation ongoing	OPEN
02.04.17	Alker Lane	No Til Dawn lamps on site	Caution	Possible delay or cancellation of work whilst lamps were located	CLOSED
03.04.17	Snipping	ISS Worker did not sign out with MAC Rail	Caution	The individual was inexperienced and did not remember to sign out. He has been briefed accordingly	CLOSED
06.04.17	Willesden Junction	SSOW Packs were incorrect (displayed the slow roads as blocked rather than the fast roads)	Alert	Alternative SSOW packs that contained the correct information were available in the SACS cabin and these were utilised	CLOSED
12.4.17	Milton Road	One of our vehicles was damaged whilst on site and not reported	Care	Reported to client & the Transport Manager	CLOSED
18.04.17	North Church	Wire strike which resulted in OLE damage was not reported	Caution	Reported to Babcock Control who took remedial action	CLOSED
18.04.17	Alker Lane	Contractor driving on site displaying bad driving behaviours	Caution	Reported to Amey Sersa Control who took remedial action	CLOSED
27.4.17	Lostock	Sharps found on site	Caution	Sharps were sprayed up and reported to the Client	CLOSED

Safety Related Reports

During the last month we have received reports that some of our workers have been in breach of either industry or life saving rules as follows:

Use of Mobile Phones on Site

We have received several reports from Clients that members of our workforce have been seen using mobile phones on site. Please be reminded this is a breach of one of the life saving rules and in this respect is a disciplinary offence. Only the COSS is permitted to use a mobile phone for work related purposes and from a position of safety.

PPE

We have received a complaint that some of our workers had attended a shift without their head torches. Please note you must always ensure you are in possession of and wear full PPE. If you are missing any items please contact your local resource office who will provide replacements.

Breaking the Speed Limit

Through the monitoring of our Telematics system we have observed several drivers regularly breaking the Speed Limit. All vehicle overspeed's are reported on a daily basis from the telematics system in form of a pdf emailed to both the transport manager and the respective manager. Anyone reported as speeding will be spoken to by their line manager or transport manager with repeat offenders attending a meeting to discuss the importance of obeying and adhering the speed limit at all times. Further occurrences may lead to the employee's driving authority removed until further training can be completed.

Whilst we are currently fitting limiters throughout our fleet you are reminded that it is a fineable offence to exceed the national speed limits and such fines will be deducted from your wages.

Please refer to the Knowledge Centre on our website for a copy of our safe driving poster.
<http://isslabour.co.uk/knowledge-centre>

Vehicle Accidents

During April there were 4 reported vehicle accidents:

Date	VRN	Depot	Damage
06/04/2017	PJ16PTX	Derby Resource	Minor N/S
07/04/2017	DS66YJV	Manchester	Major O/S
08/04/2017	NU64HXT	Stafford OLE	Scuff O/S
11/04/2017	MW16NRV	F&L	Scuff N/S

06/04/2017 – PJ16PTX

Whilst pulling out of a junction onto a main road driver failed to see oncoming vehicle. Damage was sustained to NS of our vehicle and to the OS of the TP. Initial findings are that the 'A' pillar obstructed the drivers view of the oncoming vehicle.

07/04/2017 - DS66YJV

Driver was returning from a nightshift when he fell asleep and lost control driving into a lamppost causing damage to the OS of the vehicle and to the vehicle suspension.

A full investigation into the incident was carried out in conjunction with the client. The underlying cause was found to be non work related fatigue.

08/04/2017 – NU64HXT

Vehicle was parked on the side of the road and when the driver returned he found that the vehicle had been damaged. The rear light cluster had been broken and the rear OS bumper damaged.

11/04/2017 – MW16NRV

Traveling to work on the motorway J25, driver was struck by a third party changing lanes without indication. Superficial damage was caused to the paintwork of the vehicle.

Industry Alerts



Fatigue and Driving

One of their sub-contractors was driving home from working a 7 hour night shift and fell asleep at the wheel. His vehicle made contact with a pedestrian refuge beacon post and the van sustained a punctured tyre and damage to the front offside body work.

There were also 2 sleeping passengers in the van, fortunately there were no injuries sustained.

Whilst there was no breach of roster rules, the individual was interviewed to better understand his sleeping patterns and any factors that may have affected his sleep.

The individual demonstrated an effective routine to mitigate fatigue and ensure he had enough sleep however his wife was due to give birth and he had been training to undertake the 3 peaks challenge, so these factors may have contributed.

Key Messages for Company Drivers

Attitude: If you start to feel sleepy find a safe place to stop, take a rest for 10 to 15 minutes and drink some coffee.

Influence: The only real cure for sleepiness is proper sleep. A caffeine drink or nap is only a short term solution that will only allow you to keep driving for a short time.



The Sentinel Site Access was introduced by Network Rail in December 2016. From Monday 8th Babcock Staff must begin using the system. To ensure Babcock fully comply with the requirements of the scheme they ask all Sentinel Card holders to comply with the following:

- Sentinel card holders **must have their Sentinel card in their possession at all times** when accessing Network Rail controlled Infrastructure or when attending **all** training events.
- Your Sentinel card will be 'swiped in' by a COSS when accessing a site or by a member of T&C team when attending a training event.
- You **must have a minimum 12 hours rest** between being 'swiped out' of a site or training centre and the next time you are being 'swiped in' to a site or training centre.
- If during the 'swipe in' process it is identified that you have had less than 12 hours rest since you were last 'swiped out', you will be refused access to site or to the training event. You will be required to contact your Supervisor / Line Manager, you will only be allowed access to the infrastructure or training event in exceptional circumstances and only when your Supervisor / Line Manager has carried out a risk assessment as detailed in HR/P/205 Control & Monitoring of Excessive Working Hours Procedure.

Industry Alerts



TRM Incident

What happened?

- During track renewal work a Track Renewal Machine (TRM) was moving sleepers into position when one end of a sleeper fell to track level.
- A full exclusion zone was in place during the operation.

What are the details?

- Although the lift was fully planned, the sleeper had not been fully secured in place and the movement of the lift dislodged one end.
- There were no injuries or damage as a result of the incident.

What can we learn?

- Ensure all loads are 100% secure and all fixings seated correctly before completing planned movements.
- Ensure exclusion zones are in place and complied with.



- A Close Call was raised on one of our site where it was identified that a haulier was accessing the flatbed of the vehicle with no adequate edge protection.
- The works were stopped and it was requested to the haulier to provide suitable edge protection to allow their drivers when required to access on top of the vehicle.
- Loading and unloading are among the most hazardous transport activities in the workplace. People can be hit by objects falling from vehicles, struck by lift trucks, or fall from vehicles.
- Good communication, co-operation and planning are crucial for safe deliveries and collections as there are usually several people involved.
- It is important to remember that drivers are not the only people responsible for the safety of the vehicle and the load. The consignor (the person or company who actually places the load onto the vehicle) and those in control of sites must ensure the loading is carried out safely and that the load will remain in a safe and stable condition until it reaches its destination.
- Those in control of sites where unloading and loading takes place must also ensure it is carried out safely.

Environmental Alert



Ecology – Hedgehogs and other ground dwelling animals

What?

- Many species of animal and bird sleep, hibernate, breed and feed on the ground;
- To avoid predators they will make use of dense, often thorny, vegetation alongside the railway;
- This same vegetation is the cause of many Close Calls and actual slip/trip/fall incidents each year;
- Response to these incidents is to cut back the vegetation with strimmers and brushcutters.

Why?

- Hundreds of hedgehogs and other wildlife are admitted to rescue centres with strimmer injuries each year;
- Hedgehog numbers have declined by almost 50% since 2000.

Actions

Network Rail are promoting compliance with the following by their key contractors:

- Follow the requirements of NRL/L3/MTC Use of Brush Cutter / Strimmer / Hedge Trimmer and carry out a site survey before work to avoid unseen objects
- Use Eco Reporter App to report sightings of hedgehogs and other species
- Don't plan routine maintenance activities when nesting birds or hibernating mammals may be present
- Don't leave injured animals – seek advice

If you see an injured animal on the worksite please ensure you report it immediately to the person in charge or site supervisor.



Website Update

The knowledge centre on our website is now fully functional and provides you with on-line access to the following:

- Company Policies
- Monthly Safety First Brief
- Industry Safety Alerts
- Trackworkers SQE Handbook
- Rule Book Updates
- PPE Care Guide
- Data Protection Information
- Network Rail Life Saving Rules
- Company Posters
- CIRUS Newsletters
- Trackworkers On-Line Application Pack
- Confidential Close Call Reporting
- Confidential Feedback Form

Please take the time to visit the Knowledge Centre and let us know if there is anything you would like us to add to it.

Occupational Health Update

Please note that there have been some changes to the industry medical standard as follows:

Change to the periodicity of medicals:

Ten yearly until aged 40

Five yearly until the age of 65

Renewed annually thereafter

Previously they were:

40-49 : 6 yearly

50-59: 4 yearly

60-64: 2 yearly

65 plus: annually

The standard also now includes speech impediment as part of the general health review as the ability to communicate in a safety critical situation is paramount. I have asked a medical provider if they have any guidance on accepted standards on how they assess the level of speech impediment which might help trainers when they assess the ability to communicate in English.

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: