



Safety First Briefing

October 2017

Accidents and Incidents

During August there were 0 accidents and 1 incident reported.

1. Incident Details

On 13/09/2017 a near miss was reported by a train driver on the Up on approach to Hebden Bridge Station. A flat back van was reported as reversing close to the four foot at the access point. The driver had to apply the horn & emergency brake to ensure that a collision did not take place.

Investigation

The individual was stood down from their driving duties whilst the investigation was being completed. The investigation indicated that the driver did not appoint a banksman or reversing assistant whilst the vehicle was reversed towards an open line and that they failed to comply with safe working practices by allowing the vehicle to operate within 3 metres of the running line without a SSOW pack.

Recommendations

The individuals involved underwent refresher training on the use of vehicles on or near the line" along with a driving assessment with on-road driving and undertaking manoeuvres. Alongside spatial awareness & distance awareness practical exercise and tool box talk briefing. All remaining drivers on the H2B project to undergo the same refresher training & guidance.

Close Call Reporting

We had 11 Close Calls reported by our workers since the last briefing:

Date Raised	Location	Details	Risk Level	Comments / Findings	Status
04.09.17	Lime Street	Concerns in regard to the way the client wanted to re-issue form C's for the superseding low lines	Caution	Reported to PC	OPEN
19.09.17	Richmond Street	Debris thrown on the grounds of the compound – potential environmental hazard along with slips, trips & falls	Caution	Debris removed by compound Manager	CLOSED
24.09.17	Richmond Street	ES was woken up by Macrail for an update & there could be a risk of fatigue as the individual was back at work that evening	Caution	Reported to PC	CLOSED
25.09.17	Alker Lane	No site pick up – job possibly one hour behind	Care	Staff send to Orlando Street site to collect vehicle	CLOSED
25.09.17	Alker Lane	No fuel on site – possible delay in works	Care	Sourced from another site	CLOSED
25.09.17	Alker Lane	Pandrol rollers off-hired. Delay in task	Care	Duff jacks used instead	CLOSED
27.09.17	Lostock	Cable running across ballast and & then back into troughing which is a potential trip hazard	Caution	Reported on site the S&T staff	CLOSED
27.09.17	Lostock	Missing troughing lid at 14m7ch	Care	New one located & replaced	CLOSED
27.09.17	Lostock	Troughing lid upside down at 14m9ch	Care	Replaced in position	CLOSED
30.09.17	Langford	Access road in poor condition – causing RRV wheels to sink in	Caution	Reported to PC – awaiting feedback or remedial actions	OPEN
30.09.17	Langford	Crane controller paperwork not on site. When collected it had no checklists & staff members were instructed to on-track machines without appropriate & correct paperwork	Caution	Reported to PC – awaiting feedback or remedial actions	OPEN

Safety Related Reminders & Client Feedback

PPE

We are still receiving close calls in regards to individuals attempting to sign in at site access without the mandatory required PPE. Please can we remind you that you must only present yourself to sign in once you are fully compliant and wearing ALL of the Network Rail mandatory PPE including cut-level 5 gloves, safety glasses, hard hat, safety boots & full orange.

Signing in & out requirements

We have received close calls in regards to individuals leaving site without signing out with SACS. It is imperative that you sign both in & out with site access to ensure correct fatigue monitoring can be completed and to account for all individuals working on site in the event of an emergency.

Client Feedback

We have received the following positive client feedback and would like to thank all of those workers concerned:

OHL Manager – Babcock Rail

“Please pass on my thanks to your lads for their sterling effort over the past weekend’s core works it was a very trying weekend but as usual we came through please keep this up as we have another core this upcoming weekend”

OHL Manager – Babcock Rail

“Can you please pass on a big thanks to your lads for their hard work and commitment last weekend at Steel Cutting a job well done handed back at 90mph everybody home safe”

Vehicle Accidents

20/09/17 – YG160CP

Driving home following the diversion on the M4, driver was indicating to exit when a bus in the left hand lane attempted to go all the way around the roundabout causing a collision.

The bus caught the near side rear of our vehicle causing damage to both vehicles.



Driver Reward Scheme

Score	Driver/Vehicle
98.91	Gheorghe Ionescu
98.23	Alan Kelsall
98.01	Marius Puscasu
97.41	Paul Garner
97.38	Paul Bamford

Score	Driver/Vehicle
25	MW16NRU
29.58	NU66 UYD
30.1	MJ16TZK
33.7	FC16YLY
35.3	MW16NRU

Over the coming months we will be rewarding the best drivers with vouchers on a monthly basis. This score is based on driver performance and is made up of the following:

- Harsh accelerating
- Harsh Braking
- Harsh cornering
- The maximum score possible is 100.

Congratulations to the drivers listed in green for their fantastic performance in September, your prizes are on the way.

Driving Safety

Speeding

The number of speeding incidents is not reduced despite speeding being covered by one of Network Rail's Lifesaving Rules. Driving represents a significant risk to our workforce with more workers killed each year in road accidents than working trackside. We need to ensure that we take the risks that come with speeding as seriously as we do the risks we face on track.

Most speeding offences take place in 30mph zones which are often residential areas presenting a bigger risk to pedestrians. At higher speeds, there is less time to identify and react to what is happening, it takes longer to stop and impacts are more severe, causing more serious injuries to vehicle occupants & others.

Respect Speed Limits

It is important to never drive faster than road conditions safely allow & to always obey speed limits (including variable limits & temporary limits at roadworks.) Journeys should be planned so that they can be completed at safe speeds and without exceeding speed limits.

Top Ten Tips for Reducing Speed

- 1) Check your speedometer regularly, especially when leaving high speed roads
- 2) Know the limits – look for signs especially at junctions
- 3) Assume lamp posts mean 30mph, until signs say otherwise, but remember it could be 20mph
- 4) Remember that speed limits are a maximum not a target
- 5) 20's plenty with kids are about – and may even be too fast
- 6) Try no higher than 3rd gear in a 30mph limit
- 7) Recognise what makes you speed – keeping up with traffic, overtaking or being tailgated
- 8) Concentrate – distracted drivers speed
- 9) Slow down when entering villages
- 10) Give yourself time – there's no need to speed & you won't get there any quicker

We will be providing more resources & information regarding safe driving & speeding during 'Road Safety Week' which will be running from the 20th-26th November



Industry Alerts

Safety Advice

Action required following a serious incident



Failures of Seaward 750V DC live line testers

Issued to: All Network Rail line managers, safety professionals and RISQS registered contractors

Ref: NRA 17/08

Date of issue: 22/08/2017

Location: National

Contact: [James Snowden](#), Senior Engineer, DC Contact Systems, STE



Overview

The manufacturers of the Seaward Live Line Tester (LLT) used by staff on the 750V DC electrified network have advised that there are a small number of units in circulation that have a manufacturing defect that can result in the tester being polarity sensitive. The result is that the tester can, depending on which contact is applied to the conductor rail, give a "dead" indication when the rail is in fact still live. As designed, the tester is not polarity sensitive and can be applied either way round.

Advice provided by Seaward is that the Live Line Tester should be proved both ways round on the proving unit to confirm correct operation prior to, and after, use. Not doing so may result in a tester with a fault appearing to indicate correctly when proved, then, if reversed, indicate incorrectly when applied to a conductor rail that is still live.

While a campaign check and certification of units that have been tested and found to be correct is being arranged the following advice must be followed with immediate effect.

Immediate action required

- All staff involved in conductor rail testing for any reason and using a Seaward LLT shall test the unit for correct operation against the proving unit both ways round before testing the conductor rail, and again afterwards.
- Any Seaward LLT units that show a live indication when applied to the proving unit one way round, and not when applied the opposite way round, shall be withdrawn from use, quarantined and returned to Seaward for replacement. For Network Rail staff, this should be via the responsible E&PME.

Copies of Safety Advice are available on [Safety Central](#).

Part of our group
of Safety Bulletins

Safety
Alert

Safety
Bulletin

Safety
Advice

Shared
Learning

Industry Alerts

Safety Bulletin

A serious incident has taken place



Dangerous incident involving a lorry mounted crane

Issued to: All Network Rail line managers, safety professionals and RISQS registered contractors

Ref: NRB 17/21

Date of issue: 22/09/2017

Location: Reston, Scotland Route

Contact: [Alastair Connell](#), National Plain Line Health & Safety Manager, IP Track



Overview

Rolls of geotextile were being delivered for a forthcoming track renewal on the East Coast Main Line at Reston, Berwickshire, using a flatbed lorry with lorry mounted crane. Two members of contractor staff were present: the lorry driver and a Technical Officer involved with the delivery of the core renewal.

The delivery took place within a yard adjacent to the railway, which was open to traffic with the OLE energised. Temporary Heras panel fencing had been erected to prevent staff working in the yard from encroaching upon the running lines.

After offloading, the driver started to stow the crane away in preparation for leaving site. At this point, an apparently uncontrolled extension of the jib took place towards the running lines, immediately followed by the collapse of the jib to the ground. During these uncontrolled movements, the end of the jib snagged the return conductor, dragging it down and damaging a panel of the temporary fence.

Fortunately there were no injuries and only minimal damage to the infrastructure, but there was significant disruption to services on the East Coast Main Line while the crane jib was recovered and staff checked the OLE for damage.

Discussion Points

While we are investigating the incident please discuss the following with your team.

- How do you plan and supervise road deliveries of materials to access points and yards?
- What precautions do you use when working adjacent to open running lines and live OLE?
- How do you know staff are fully trained and competent to use specific lorry mounted cranes and the associated remote control equipment?
- Is all lorry mounted lifting equipment regularly serviced, inspected and tested in accordance with the mandated schedules?

Copies of Safety Bulletins are available on [Safety Central](#)

Part of our group
of Safety Bulletins

Safety
Alert

Safety
Bulletin

Safety
Advice

Shared
Learning

Industry Alerts

Safety Advice

Action required following a serious incident



Arc Flash PPE

Issued to: All Network Rail line managers, safety professionals and RISQS registered contractors

Ref: NRA 17/09

Date of issue: 05/10/2017

Location: National

Contact: [Nigel Edwards](#), Head of Power Distribution HV/LV



Overview

Following recommendations from electrical safety incidents that have occurred, arc flash PPE has been issued for use by Distribution and Plant staff.

This instruction confirms the mandatory arrangements for staff.

Immediate action required

Distribution and Plant staff shall wear their current issued arc flash PPE when:

- Performing local switching operations directly at the switchgear panel.
- Performing testing and earthing activities including applying or removing portable earths prior to safety document issue or under a sanction for test.
- Returning to service withdrawable switchgear onto an energised busbar.
- Synthetic, nylon and/or polyester materials should not be worn underneath the PPE. Wearing natural, 100% cotton, clothes as undergarments, such as jeans and a long sleeved shirt, is recommended.
- These requirements are to be incorporated into the updated version of Task Risk Control Sheet DP01 – Working on High Voltage Equipment.
- Staff who do not have the required PPE should order such items from the PPE catalogue (Foul Weather FR and ARC Clothing Catalogue). This should be the Flame Retardant Waterproof Coat (FR2) and Flame Retardant Salopette (FR04) or FR Waterproof Over Trousers (FR05).

Copies of Safety Advice are available on [Safety Central](#).

Part of our group
of Safety Bulletins

Safety
Alert

Safety
Bulletin

Safety
Advice

Shared
Learning

Industry Alerts

Safety Bulletin

A serious incident has taken place



Contact with moving machinery

Issued to: All Network Rail line managers, safety professionals and RISQS registered contractors

Ref: NRB 17/22

Date of issue: 04/10/2017

Location: High Wycombe Station

Contact: [Chris Carey](#), Head of S&SD IP Central



Overview

On the 30 August 2017 at High Wycombe Station, an operative was seriously injured when he, sustained crush injuries from a JCB tele-handler.

The operative was working with the machine operator to lay "bog-mats" in preparation for heavy vehicle access.

Whilst positioning a section of "bog-mat", the operative became trapped at the front of the machine sustaining multiple injuries including fractures to their leg, and is currently in hospital recovering from these.

Discussion Points

While we are investigating the incident please discuss the following with your team.

- How do we make sure that exclusion zones are adequate for the tasks being undertaken?
- How do we know who is responsible for maintaining the exclusion zone?
- How do we make sure that the driver understands the task they are to perform?
- How are ground and weather conditions considered before operating plant?
- How do we set up clear communication channels between the driver of the vehicle and operative on the ground?
- How would you check that the machine has been correctly maintained?
- How do you know the operator is authorised to drive the machine?

Copies of Safety Bulletins are available on [Safety Central](#)

Part of our group
of Safety Bulletins

Safety
Alert

Safety
Bulletin

Safety
Advice

Shared
Learning

Health & Wellbeing

Blood Pressure

High blood pressure is an incredibly common condition affecting around one in four middle-aged people and around 50 per cent of the over 65s. If your blood pressure is too high it puts strain on your blood vessels and heart which can lead to an increased risk of a heart attack or stroke.

If your blood pressure is higher than it should be, even a slight drop will result in a reduction in risk of a heart attack or stroke. The encouraging thing is that controlling blood pressure is relatively easy to do with small changes in lifestyle on their own or when combined with certain medications.

High blood pressure often doesn't have any symptoms and can be known as the "silent killer". The best way to find out if you are at risk of high blood pressure is to get checked by a doctor or other healthcare professional.

Risk Factors

High blood pressure can affect anyone. However, whilst there are a number of factors out of your control there are a number of risk factors which you can influence to reduce your risk of high blood pressure or improve your health if you have already been diagnosed with high blood pressure. These include:

- Being overweight
- Eating a diet lacking in sufficient fruit & vegetables
- Eating too much salt
- Not being active enough
- Drinking too much alcohol or smoking
- Drinking too much caffeine
- Not managing stress well



Reducing the Risk

If you've been diagnosed with raised high blood pressure, or if you're looking to prevent high blood pressure the good news is, small and simple changes in your lifestyle can have a big impact.

Some practical changes could include:

- Cutting down on salt
- Eating more fruit & vegetables
- Doing regular aerobic exercise
- Maintaining a healthy weight
- Cut back on alcohol
- Drink enough water
- Reduce caffeine intake
- Quit smoking
- Taking time to relax



Safety

PPE

From the 1st October 2017 our PPE policy is now aligned with various of our clients in that we now require full orange on ALL of our worksites. Please ensure that you wear orange long sleeves at all times. If a Hi Viz Body Warmer or vest is to be worn then a long sleeve Orange Hi Viz top must be worn underneath it. Coloured T Shirts or tops cannot be worn under a Body Warmer or vest & under No circumstances are hoodies allowed on site.

Ensure you are wearing the following PPE before attempting to sign in on site:

- Hard Hat
- Cut level 5 gloves
- Safety Glass
- Safety Boots
- Full Orange Hi-Viz trousers & top
- Cap lamp
- Any task specific PPE that is required such as ear defenders or face fit mask

All PPE must have the ISS Labour logo and in a good condition (not heavily soiled, ripped or torn). Any replacement PPE that is required must be sought from your local ISSL depot as soon as possible to ensure that you are not turned away or rejected from the worksite.



As the weather is now getting colder through the winter months it would be advisable to ensure that you have thermal base layers and wet weather gear.

Health & Wellbeing Day

On the 17th & 18th of October we will be running health & wellbeing days at our office in Salford. This gives workers an opportunity to speak with an occupational health nurse regarding any health issues and to also get a BMI, blood pressure & cholesterol checks.

If you would like to be involved in the next health & wellbeing day or have any suggestions, please let us know as soon as possible so that we can arrange the next day at your local ISSL depot or work site.

Environmental

Littering

Litter consists of rubbish & toxic substances that are improperly disposed of in land or water. Whether the litter is intentional or unintentional, it can drastically affect the environment for years to come. Before carelessly tossing another item out of the vehicle window or looking the other way when someone else does, consider the impact you can make on the environment by recycling, reusing & disposing of waste properly. There are various types of littering that cause pollution:

Land Litter

Land litter is not hard to stop and comes in all types: cigarettes, plastic bags, fast food wrappers, plastic & glass bottles. It isn't just unsightly, but can cause vehicle accidents & injuries, smother plants, start fires and harm or kill animals. It also attracts rats & harmful bacteria.

Contaminated Groundwater

Litter, chemical run off & illegal dumping can seep into groundwater and affect water quality. Humans, animals & plants all need unpolluted water to survive. Litter can also clog storm-water drains & cause flooding.

Marine Litter

Litter that is tossed into the ocean can travel long distances with the currents & winds. Not only does this litter directly affect marine life and birds, but it also washes onto beaches is caught, is caught in fishing nets, damages boat motors, is an eyesore & smells bad.

Ways you can prevent littering:

- 1) Set an example by not littering
- 2) Pick up one piece of litter every day
- 3) Carry a litter bag in your vehicle



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: