

Health, Safety and Environment Period Bulletin P3 2020/21

Significant Events in the Period

Sun	Mon	Tue	Wed	Thu	Fri	Sat
31 Week 1	01	02	03	04	05	06
07 Week 2	08	09	10	11	12	13
14 Week 3	15	16	17	18	19	20
21 Week 4	22	23	24	25	26	27



We experienced 3 x LT Accidents and a Line Blockage Irregularity during the period, meaning this is the second consecutive period when 3 of our colleagues were unable to return to work on their next shift.



12/06/2020 a member of NR staff tasked with the activity of applying short circuit straps (SCS), on the WPH1 near Ditcham Substation, in support of a planned B2 isolation sustained significant electrical burn injuries to his hands and injuries to his knees, arms and chest after coming into contact with a live conductor rail on site.

Please refer to the Safety Bulletin issued on 18/06/2020 for full details of this accident.

Discussion Points: This accident is under investigation and Lessons Learnt will be shared in due course.



22/06/2020 a member of NR staff was acting as a lookout in the Woking area. In order to avoid DC track feeder cables situated in the Up cess, he opted to step onto the troughing route instead of the 4ft. A lot of overgrown vegetation was partly obscuring the troughing route and when he stepped on one of the lids, it broke and he fell down. The IP sustained a deep laceration to his left shin and significant bruising to his elbow.

Discussion Points: Close call raised to address the overgrown vegetation and broken troughing lid. The cable management requires further reviews.



26/06/2020 a member of NR staff was unkeying rusty fastenings as part of re-padding at Yeovil Pen Mill. Whilst knocking out a clip the keying hammer slipped off the rail deflecting his shot and hitting his ankle. Bruising and swelling sustained and the safety boot prevented it from being a more serious injury. Medical advice sought and the IP was advised to wear a support boot for 7 days.

Discussion Points: Sufficient man power and adequate breaks to avoid fatigue. Consider use of mechanical aids.



18/06/2020 at approx. 12:00, a line blockage (LB) with additional protection provided by means of a remote T-COD, was being taken on the Down Windsor Slow (DWS) from Queenstown Road to Clapham Junction.

The PIC/COSS contacted the Signaller at Panel 2 Wimbledon to take the LB and agree the limits. Once this was done, the Signaller requested that the PIC/COSS waited in a position of safety until the Signaller called back, to ensure that communications were working.



During this time the PIC/COSS, without authority from the Signaller or signal protection being in place, operated the remote T-COD for LB. The Signaller, despite the irregularity, initially granted the LB (with an authority number) but requested it back 25 minutes later, following a conversation with the Signal Shift Manager (SSM).

Discussion Points:

- Remote T-CODs provide additional protection and can be operated from a position of safety however, you must always follow the process for taking LB as per the Rulebook GERT8000 Handbook 8: IWA, COSS or PC blocking a line.
- As per Section 2.1 of the handbook; only after the signaller confirms that the protecting signal has been placed to danger, you can arrange for additional protection if necessary. You must get the signaller's permission before a T-COD is placed on the line and inform him/her when the T-COD has been applied (as per Section 2.4).
- In order to use remote T-CODs you must be trained.
- The importance of reporting Operation Close Calls/Irregular Working in a timely manner.

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Vehicle Fire

In the early hours of the 11th of June 2020, Wimbledon Station staff alerted staff from Wimbledon P-Way to one of their vehicles being on fire.

The team had parked number of rail vehicles in the vicinity of Wimbledon Station for works taking place at the London end of the station on BML1. Tools and equipment were unloaded from the vehicles and taken to site, excluding a fuel can left behind on the back of the flatbed.

It has not been possible to determine how the fire began, nevertheless, the consequences could have been far more serious.

When the Team Leader attempted to report the incident to the Metropolitan Police/Local Constabulary, he was incorrectly advised to contact the BTP.



Discussion Points:

- ◆ As per the NR/L3/MTC/RCS0216/GA04 no fuel should be left within the reach of the general public.
- ◆ Awareness of any particular vandalism hotspots and our access gates in these areas and where we park our vehicles.
- ◆ Awareness of the correct reporting channels:
 - * The British Transport Police (BTP) have 'all powers and privileges of a constable' in relation to anything occurring on or in relation to a railway.
 - * As this incident occurred away from railway property (public highway), it should have been under the jurisdiction of the Metropolitan Police.

Vehicles - Reporting of Accidents and Thefts

In the event of any accident, incident, theft or discovered damage, you must call the Network Rail Driver Helpline on 0845 600 6767 Option 2 as soon as is safe to do so, and within 24 hours of the incident occurring.

- Reporting real time means the correct actions can be taken in making the individual, vehicle and any third parties safe.
- Reporting correctly and within the 24 hours also allows Network Rail to save money.

It is imperative that all information involving any incident/theft/damage involving a Network Rail vehicle, regardless of how minor it may appear to be, is reported.

Speeding

Safe behaviour is a requirement of working for Network Rail and our lifesaving rules are in place to keep us safe and must never be broken. Sadly, during the Coronavirus pandemic we have seen a peak of speeding offences.



Risks of speeding

- Drivers travelling at inappropriate speeds are more likely to crash and their higher speed will lead to more severe injuries, to themselves and/or to other road users.
- Inappropriate speed also magnifies other driver errors, such as driving too close or driving when tired or distracted, multiplying the chances of these types of driving causing an accident.
- You are increasing the potential burden on the NHS during the current pandemic.

By speeding you are putting lives, your and of others at risk and you will be a subject to investigation which may lead to disciplinary procedure.

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Sometimes it is good to be excluded

Exclusion Zones is one of our 10 life saving rules and the distance can vary depending on the type of work and the attachments that are being used.

The minimum *Exclusion Zone* when working with mobile plant is **5m**, and when working with an RRV it is **10m**.

Some of the most common Exclusion Zones are:

- Whilst rail | it is **3m** from the rail and **5m** from the free end of the rail
- Cropping Rail is **20m**
- Flailing is **100m**



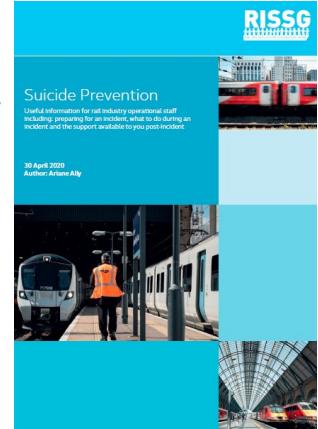
Never enter the agreed exclusion zone, unless directed to by the person in charge.

The Suicide Prevention Program

The Suicide Prevention Programme provides a range of collateral and learning materials to support rail staff to play an important role in preventing suicide on the network and to support those who may be affected by a suicide incident.

The Programme has created a pack which will serve as a place to find some useful information for Operational staff including but not limited to Station Managers, MOMs, LOMs, Customer Service Advisers etc..

It is designed to give rail industry staff an overview of available resources that can be used to enhance awareness and training to help prevent incidents from occurring, resources that can be used during an intervention or when an event has occurred e.g. **Small Talk Saves Lives collateral**, the **British Transport Police suicide hotline** and lastly resources for post event e.g. trauma support options, how to report an intervention.



Hand sanitizer-Storage of Flammable Liquids

Hand Sanitiser with 70% alcohol content is classed as a **Category 2 Flammable Liquid** and strict storage and control arrangements must be adhered to.

Alcohol-based hand sanitisers are generally flammable especially if they contain a high concentration of alcohol (above 60%). Nevertheless, the risk of flammability is low if the hand sanitiser is used and stored properly.



Alcohol-containing hand sanitisers should be stored out of direct sunlight, e.g in car door pockets.

They should not be kept in places near open flames and heat, particularly for those in bigger volumes (more than 100ml).

Always ensure that the lids and caps of the hand sanitisers are properly sealed. This is to avoid leakage onto other items (e.g. pockets, clothes, bags, vehicles and bedding) which may become a potential fire hazard.

Teams distributing hand sanitizers to various locations should avoid leaving significant volume of sanitizers in their vehicles overnight.

Further information can be found on the **COVID-19 Fire Safety Note**.

Moulded Ear Defenders



Number of our teams were already fitted with the custom made moulded ear plugs.

Some of their benefits are:

- Ability to wear earplugs with other personal protective equipment
- Does NOT overprotect—you are able to hear speech, shouted warnings and alarms
- Easy to look after, easy to clean

If you would like more information please speak to your WHSEA who can provide more details.

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Environment



A new Southern Sustainability Hub is now live, replacing the old Wessex Environment Hub site. Click [here](#) to access.

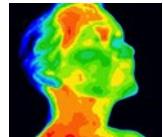
The site is designed to provide practical information about how to manage your environmental risks, reduce your energy and carbon, and improve your impact on passengers and local communities. It includes useful documentation such as SMS's, Ecology survey reports as well as training links.

The site is accessible to anyone with a network rail email address and will evolve over time. If you have any feedback on the site, including anything you would like added please email:

SouthernSustainability@networkrail.co.uk

Use of Thermal Imaging Cameras

The thermal cameras are defaulted to alert temperatures at 37.8°C or higher. Individuals will be able to walk past the system and the temperature will display so they will not be required to pause or stop.



Some points to remember:

- The cameras are helping to protect our staff by reducing the spread of COVID-19
- It provides a guidance of temperature, and does not prove if an individual does or does not have the virus
- If you believe that you are ill, stay at home
- Your temperature could be elevated due to alternative factors such as the current seasonal hot weather or if you carried out some form of exercise on the way to work. If this is the case you should wait somewhere cool for 5 mins before walking through the camera
- If the camera registers a high reading, wait for 15 mins and try again
- If your reading remains high you will need to inform Optima Health Helpline on 0330 008 5972 (Monday-Friday 09.00 - 17.00). You will be asked a number of questions in order to ascertain the cause of the high temperature and whether it is safe for you to remain at work. Outside the hours you will need to inform your line manager/shift manager and return home
- If the camera is faulty report it to Thales Service Centre's Network Rail Thermal Camera Support Line on 0207 787 3410 and inform the building owner
- Personal use and handheld thermometers can be used in location without the thermal imaging cameras

Health Surveillance Checks — 2020/21



The HAVS surveillance programme is changing

HOW?

- This year, all checks will be done by telephone appointment
- 5 Different health screening questionnaires in one telephone appointment (HAVS, Respiratory, Noise, Skin and Night worker)

WHO?

- Frontline staff have been primarily identified by their vibrating tool competency.

WHEN?

- First clinic dates will be made available from middle July.

International Friendship Day 30 July 2020



Set up in the 1930s, World Friendship Day may take on a particular relevance for people this year, where we have found ourselves unable to socialise with friends and family in the usual ways.