



Team talk

& Safety brief



Period 8

Our periodic video and discussion pack for everyone in Wessex



Safety

Significant Events Period 8

Sun	Mon	Tue	Wed	Thu	Fri	Sat
18 Week 1	19	20	21	22	23	24
25 Week 2	26	27	28	29	30	31
01 Week 3	02	03	04	05	06	07
08 Week 4	09	10	11	12	13	14

Fatality Weighted Injuries (FWI)

0.087 MAA against target of 0.059 for the route

Details of the Accidents:

Lost time injuries

18/10/2020 (Inner DU) IP carrying equipment tripped on a J bracket on the Richmond River Bridge, resulting in a right ankle sprain.

3 days lost time

03/11/2020 (Outer DU) IP caught his foot on top of the rail whilst carrying a stressing saddle in the Andover Up Yard and fell over with his chest landing on a screw spike, (see slide 4 for more information).
The IP is currently still off duty

Key Learning:

Obscured vision and awareness of underfoot conditions when carrying equipment/tools.



Discuss with your team the key learning points from the accidents this period





Safety

Significant Events Period 8 continued

Operational Close Calls

29/10/2020 (Outer DU) the driver of 2N23 reported an alleged near miss on the Down Frimley line with a team carrying out HV cable inspections between Camberley and Bagshot station, (see slide 7).

02/11/2020 (Inner DU) whilst installing a temporary speed magnet in a line blockage on the Up Main Slow line at Wimbledon the magnet fell from the shoulder of one of the staff onto the running and conductor rail.

03/11/2020 (Outer DU/Ops) a miscommunication between the signaller and PSS led to the signaller believing that signal EW209 was keyed to danger and subsequently sending a tamper down whilst the signal was still showing a green aspect. The PSS gave up his line blockage without making the signaller aware he did not key the signal to danger, confirming the line was clear and safe for passage of trains.

08/11/2020 (Inner DU) the driver of 2C54 reported striking a possession limit board and detonators at Queens Town Road on the Windsor Reversible after the possession was given up. The PSS confirmed that he failed to remove the protection from the line.

12/11/2020 (Inner DU) whilst lifting and packing in the vicinity of 1570b pts at Waterloo a shovel came into contact with a live floater adjacent to the worksite.

14/11/2020 (Inner DU) a track trolley was moved from a blocked Up Main Fast line onto an open Up Main Slow line at Clapham Junction and a rail grinder came into a contact with a live conductor rail, (see slide 5).

Key Learning common throughout:

Importance of local knowledge and good understanding of plans and permits.

Stop, Think and Take 5 for Safety and always challenge if you think something is unsafe.

Importance of dynamic risk assessment.

Good quality of Safety Critical Communications and clear understanding.



Discuss with your team the key learning points from the incidents this period



Serious Accident

Andover Up Siding/Yard, BAE1 66m20ch



Overview

On Wednesday 4th November 2020, a member of staff was setting up a worksite in preparation to fix a rail defect. With the assistance of another team member the Injured Person (IP) had collected the Stressing Saddle from the vehicle and proceeded to carry it, to the rail trolley to be transported to the site of work. The team thought about the requirement for manual handling and parked their vehicle as close as possible to reduce the carrying distance.

On stepping over a rail, the IP missed his footing catching the rail. Unable to stop the fall, the IP struck his left leg on the rail, but his right side of chest landed on a screw spike.

Initial assessment and First Aid were given on site, but a decision was made to transport the IP to hospital for a check-up. Whilst X-ray's and scans identified no breaks or internal damage, the bruising to the chest area was significant and the IP was kept in hospital for four days followed by a significant period off work to recover.



The full Safety Bulletin can be found [here](#)

Key Learning and Discussion Points:

- How you assess the worksite to identify potential hazards that could cause an incident and/or injury.
- Being aware of worksite hazards and taking extra caution when moving heavy equipment.
- Being aware that even the most innocuous fall could result in potentially serious injury that should not be overlooked or dismissed. A hospital check-up should always be considered.



Discuss with your team the above points



Serious Incident

Clapham Junction, Up Main Slow line BML1



Overview

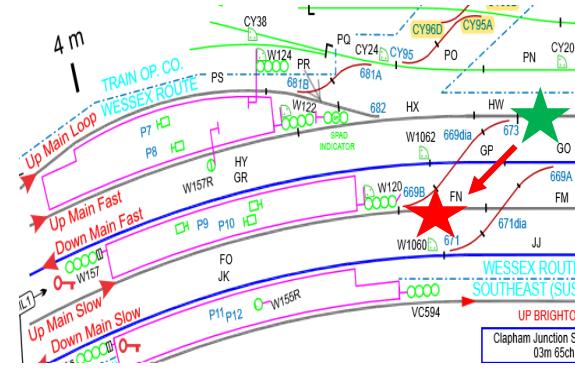
On the 14th of November 2020 at approx. 04:00, after completing work in an ES worksite under T3 protection with an isolation, a maintenance team (consisting of P-Way and Welding staff), moved out of a protected and isolated area into an open line and caused an electrical incident when an item of grinding equipment came into contact with a live conductor rail.

The group, under the control of a PiC/COSS carried a hand trolley and their equipment from the Up Main Fast line, crossed over one line and then into adjacent Up Main Slow line which was open to the movement of trains.

The decision to move from the protected line was made by the PiC/COSS, because it was believed a set of points were set against the movement, this was not questioned by others within the team.

This incident is currently under investigation.

The full Safety Bulletin can be found [here](#)



Discussion Points:

- Do you have the necessary local knowledge and are you fully conversant with the diagrams and maps within your Safe Work Pack and the information included in your Conductor Rail Permit? **Do you know where you are?**
- Do we take the time to '**Stop, Think and Take 5 for Safety**' or do we let the situation that may be unfolding around us take the lead in the decisions that we make?
- Do we feel empowered to challenge our colleagues, no matter their position or standing if they are doing something that **we** think may be unsafe?



Discuss with your team the above points



Potentially Significant Incident

Cable Strike at Fleet Station

Overview

On Monday 26th October 2020, a contractor working on behalf of SWR was erecting car stop signs on Platform 1 at Fleet station.

The team proceeded with the excavation without having a buried services survey carried out first. Whilst digging they saw the cables but still chose to place the pole for the sign.

The team came unbelievably close to cutting in to a 33kV cable that would have had serious, if not fatal, implications. In the process they damaged the pilot cable which required some remedial repairs by the Outer E&P team.

This incident is currently being investigated by our SWR colleagues.



Discussion Points:

- Did you know that it is quite common for our HV routes to run through platforms?
- Importance of using CAT scanners and buried services surveys before any work involving excavation on or near the line.
- Should you require buried services information in response to an emergency, please call **01904 386390** to confirm your requirements.



Refer to NR/L2/AIF/1020 for more information



Potentially Significant Incident

Operational Close Call at Bagshot

Overview

On Thursday 29th October 2020 at approx. 11:05 hrs, the driver of 2N23 travelling from Ascot to Aldershot on the Down Frimley line (AVV), reported an alleged Near Miss with a group of 3 members of staff carrying out HV cable inspections between Camberly and Bagshot Station.

The team were walking/inspecting the HV cable route in the cess but when they reached an area with a particularly wet and slippery overgrowth and troughing, they stepped into the 4 foot to walk past the hazardous section.

The lookout positioned at the front of the group gave a warning of an approaching train just before the driver sounded his horn, and the team moved into the position of safety in the cess.



Key Learning and Discussion Points:

- The preliminary investigation established that the group were in a position of safety in the Down cess for approximately 11 seconds before the train reached their location, therefore this was not deemed to be a Near Miss.
- It was also established that the train was travelling at 44mph but with the line speed of 60mph it would not have been possible to achieve the minimum required sighting distance and therefore the SSOW implemented was not appropriate for the location. The event was classified as an Operational Close Call.
- Importance of a dynamic risk assessment to ensure the SSOW in a moving worksite is sufficient and adequate.
- How do you ensure/check that you can achieve the right sighting distance, could range finders be used as an aid to assess distance on the ground more accurately?



Discuss with your team the key learning points from this event



Protecting our colleagues

COVID-19 Safe Working Practices



- Maintain Social Distancing – you must work at least 2 metres apart.
- Where this is not possible and not safe to do so only whilst working outside, follow the good practice:
 - Wear safety glasses and gloves to reduce the spread of the virus,
 - Cough/sneeze into a tissue and safely discard, if no tissues available, use the crook of your elbow.
 - Refer to Southern Region TRC sheet for minimising risk when working under 2 metres - [link](#)
- If you are required to work within 2 meters of your colleague/s you must wear a face mask or a face shield.
- Wash your hands or use hand sanitiser if soap and water are not available more frequently and for at least 20 seconds.
- Road vehicles must be single occupancy only unless an approved barrier is installed in the vehicle, then 2 people are permitted. If not practicable to maintain single occupancy, maximum distance between occupants must be achieved by sitting diagonally from the driver, not achievable in small crew cab vans.
- Vehicles and communally used desks should be cleaned with sanitizing wipes before and after use.
- If you can't follow any of the steps you must inform your line manager.
- If you are told by NHS Test and Trace that you need to self-isolate, you need to notify your line manager who must make sure you do not return to work before the 14 day self-isolation period is complete.
- If you or a member of your household are displaying any symptoms of the virus you must stay at home, inform your line manager and order a test immediately at nhs.uk/coronavirus or call 119 if you have no internet access.
- Line Managers - If somebody in your teams tests positive and has been to work in the preceding 7 days, you must notify your OHW Manager (Grazia Elsehimy).



Please refer to NR/L3/MTC/CP009 ([link](#)) and Southern COVID-19 response FAQ ([link](#)) for more information



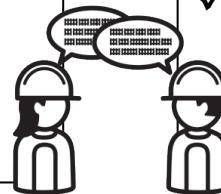
Track Worker Safety (TWS) programme

Update



What we'll do

- Work with you to remove need for unassisted lookout working
- Improve the way we plan work
- Enable additional protection for line blocks— using technology to protect our track workers
- Reduction in single point of failure
- Supporting effective signaller workload assessment to protect signallers.



Our survey said...

You said you wanted to interact with technology

- ✓ Tech demo days
- ✓ Videos coming

You are concerned there are more night shifts

- ✓ Your FAQ on MyConnect

You want more information

- ✓ Newsletters, drop-in sessions, focus groups
- ✓ Visit [MyConnect page](#)

What we've been up to

- Reviewed over 130,000 Maintenance Scheduled Tasks to give them highest form of protection
- Focus Groups on additional protection
- Zoom into safety regional call
- Sharing forum for section Planners



Search 'Southern Track Worker Safety' on MyConnect

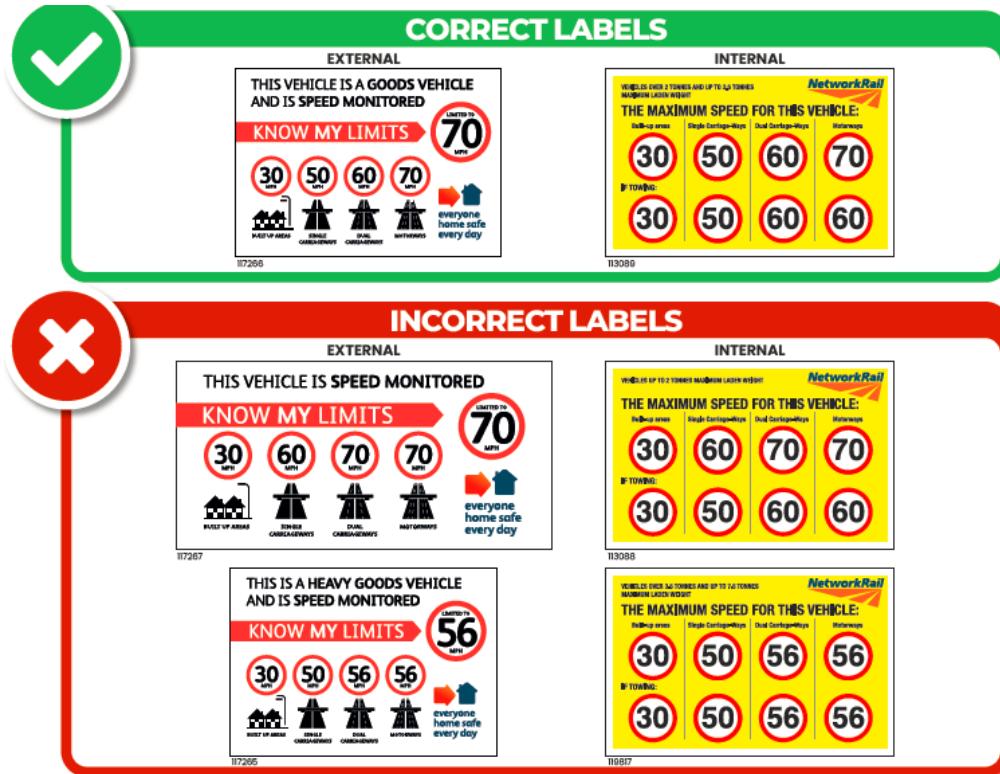
WessexTWS@networkrail.co.uk



Road Safety

Incorrect Speed Limit Labels

We have been made aware of a batch of Ford Transit Connect vehicles that may have been supplied with an Incorrect Speed Limit label. Could you please check these vehicles to ensure the correct label (please see below) is in position on these vehicles.



To obtain the correct stickers
please contact the Road Team
Fleet

[SouthernRegionRoadFleet@n
etworkrail.co.uk](mailto:SouthernRegionRoadFleet@networkrail.co.uk)

they can then arrange supply
of replacement labels.

ACTION

Check the speeding stickers on your vehicles



On Track Plant

Upgraded Rail Land Rover and R2R Trailer



The third upgraded Rail Land Rover was delivered to Wessex in October

The list of Safety improvements and upgrades include:

A Road and Rail R2R trailer with a payload of 2400kgs on the road and 3000kgs on rail.

Load Tray Extension trailer with a load carrying payload of 480kgs with Up & over roof rack to transport it on the road.

New directional LED lighting at the front, rear and on the sides to improve site lighting all around the site of work.

A 360 degree camera system to give the driver/operator a 360 degree view to assist with maintaining the exclusion zone.

Repainted white to comply with the our NWR road fleet with new NWR signage.

Seating for 6 occupants with seatbelts and personnel carrier MC controls in the rear compartment.



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



This Rail Land Rover is currently being used for training purposes at the Basingstoke ROC but will be allocated to Havant P-way.



Environment

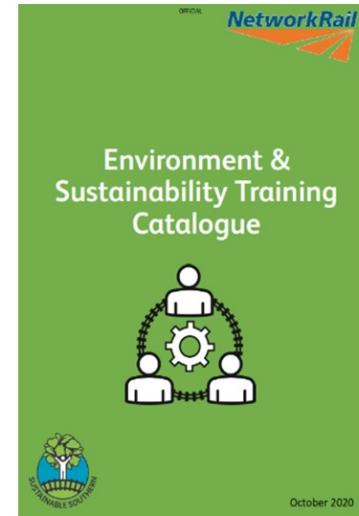


Environmental Training

An Environment and Sustainability training catalogue has been produced by the region to provide you with details of all the environmental and social training available within Network Rail. This can be accessed on the [Southern Sustainability Hub site](#).

The catalogue is your one stop shop to accessing environmental and sustainability eLearning available on the Network Rail eLearning site, as well as the classroom-based courses such as the IEMA Environmental Sustainability Training.

The guide provides examples of key roles that each classroom course is suitable for, as well as the steps to finding the e-learning courses on the [Network Rail E-Learning site](#). The region is ready to deliver the first virtual IEMA training courses before on 15/16th December 2020.



Environment Induction*

This eLearning provides a basic introduction on environmental awareness, including legal requirements and why they are important, company specific information such as the policies, Lifesaving Rules, and the safety vision.

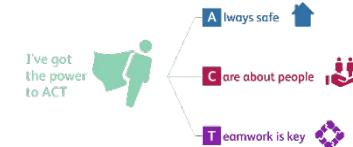
Duration 30min-1hr

Suitability: All

*If you have any access issues using Internet Explorer please try using a different browser.



Book yourself onto the waitlist via oracle now



Environment Bulletin



Changed law for equipment contaminated with polychlorinated biphenyls (PCBs). England & Wales only.

Issued by: Environment & Sustainability

Ref: ENV/00000000

Date of issue: 21/12/2020

Location: National

Contact: [Email](#) [Phone](#) [Business email](#) [Business Manager](#), [Technical Authority](#)

Overview

The Environmental Protection (Control of Polychlorinated Biphenyls and other dangerous substances) (England and Wales) Regulations 2000 have been amended to 2020.

From the 1st July 2020 the lower threshold for PCBs in equipment officers control of less than 50ml. Therefore, any equipment containing 50ml or more of PCBs in this fluid, or more than 2,000mg/kg must be registered. If there is less, then the officer of the law.

Any increasing equipment containing PCBs in oil or decommissioned oil before the 1st July 2020, must have a PCB concentration of no more than 2,000mg/kg weight (PCB per g).

Frequently Asked Questions

What is a PCB? Polychlorinated biphenyls are a highly toxic, persistent and bio-accumulated substance known as persistent organic pollutants (POPs). They pose serious health risks from long-term or repeated exposure to small amounts.

What type of equipment contains PCBs? PCBs can be found in a range of electrical equipment such as capacitors, heat exchangers, heat pipes, lighting, power resistors, power capacitors, SMET, ABB/ELI isolators, circuit breakers, resistors, sensors, switches, and vehicle PCBs.

Manufacturing of PCBs ended in 1987, so it is important to ensure that any equipment registered after 1st July 2020 does not contain PCBs.

How do I find if equipment contains PCBs? Contact the [Environmental Health Register](#) or [PCB register](#). Please note the register only contains oil equipment or assets containing PCBs and not vehicles. If the equipment is not listed, then no registration is required. The company using the PCBs should be noted which uses [Report](#).

Part of our group of Environment, Environment Alert, Environment Notice, Environment Bulletin, Shared Learning

The Technical Authority have released an environmental bulletin detailing legal changes associated with PCBs. For the full bulletin visit the [Southern Sustainability Hub Site](#).

What are PCBs?

PCBs are a highly toxic fluid and prolonged or repeated exposure to small amounts can pose serious health risks.

Where are PCBs found?

They are usually found in the following types of electrical equipment manufactured before 1986: transformers (including booster transformers & signalling power transformers), power capacitors, MK1 AHB LX location cases, heat transfer equipment, process heating equipment, vacuum pumps, electrical resistors, switchgears and stock PCBs.

If the volume of the PCB fluid is greater than 50ml, decontaminate or dispose of the equipment by 31st December 2025.



Please refer to NR/L2/ENV/120 - Waste Management and NR/L2/ENV/123 - Prevention of Pollution to Land and Water for more information.



Health and Wellbeing

Reminder to complete the process



REQUESTED

Your voucher

BOOK

your jab

PROTECT

yourself

If you requested your flu voucher, then follow the link in your email to book your jab **today!**

ACTION

Remember the scheme only runs until 31/12/2020!



Health and Wellbeing

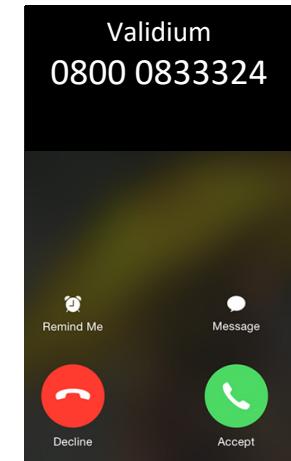
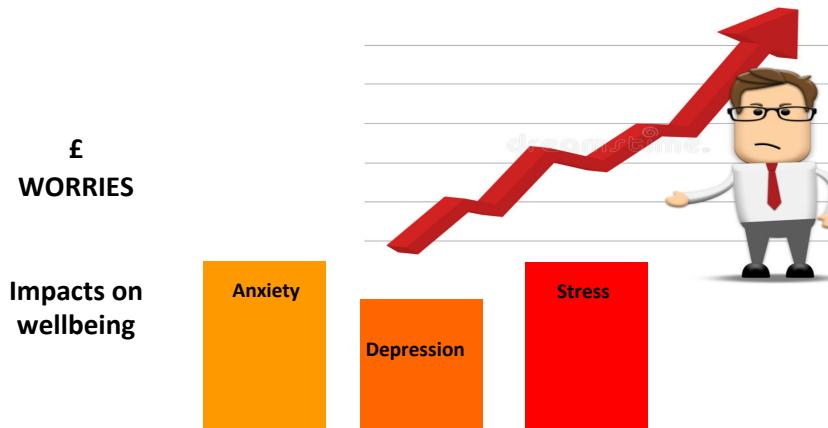
Talk Money



Money related worries often have a significant emotional impact and recent research shows that being in debt has a negative impact on individual's mental health.

With this in mind, Validium have recorded a short podcast ([LINK](#)) to help with raising awareness of support that is available to our staff.

There really is help available and it costs nothing more than a few minutes of your time to pick up the phone and speak to one of the team to see how they can help. Validium can support you to help you to manage your worries, coping strategies to minimise the feelings of anxiety or stress. They can also link you in to PayPlan who are one of the UK's leading free debt advice providers.

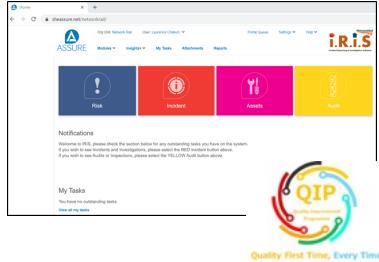


You can get the help you need to stop debt from spiralling.



Safety Investigations & PAISS

IRIS system



IRIS is a web-based safety management system that brings together investigations, assurance inspections, Close Calls, and TOC incident reviews (performance), to enable effective management of actions and drive better insights from the data, so we can avoid risks materialising. [Watch period 4 Team Talk for more information.](#)

Key Benefits

- Brings a number of key activities into one place which means one system to access and a single version of the truth
- Efficient action management, tracking and notifications
- Ability to store evidence and photographs
- Greater assurance on the quality of these activities
- Easier to facilitate best practice sharing of findings



To access safety investigations, go to
<https://sheassure.net/networkrail>
 Username is firstname.surname



To access the PAISS inspections, go to
<https://mobile.sheassure.net/networkrail/p/Assurance-mSkmDcreKW>
 or scan the QR Code

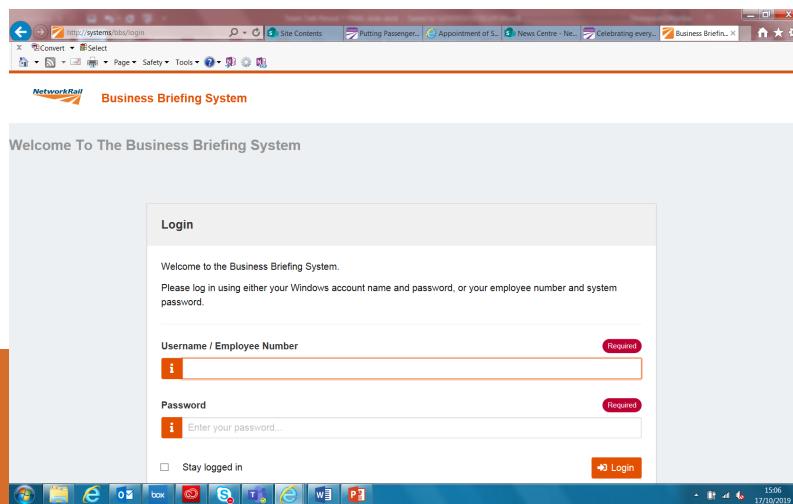


Ensure you use the IRIS system for safety investigations and PAISS inspections (guidance and video in notes)



Remember to record that you have watched
Team Talk

[Click here](#) for a guide on how to use the new Business Briefing
System to do this



Team talk

Our periodic video and discussion
pack for everyone in Wessex

& Safety brief

