



Safety First Briefing

April 2019

A note from Brian Madden



Welcome to our Safety First Brief for April.

I'm very pleased to welcome Stuart Parsons to ISS Labour as our new Head of HSQE, and know that Stuart has been already warmly welcomed by many who have had the opportunity to meet him recently. Stuart is planning to get around the business areas as much as possible so please make the time to discuss any issues when you get the chance.

In this month's brief we recognise and celebrate the actions of our colleague Fred Wellington who intervened in a situation which looks to have prevented a member of the public getting onto the infrastructure and potentially placing themselves in danger. We are all proud of Fred, and his actions show that any one of us can make a significant difference to others.

It's been a common theme recently, but I'd like to close my final introduction to the briefing by again asking everyone to take the time to look around you at your colleagues and ask if they are ok. There may be someone who isn't acting the same as usual, or you may be feeling there are many pressures on you or your family. Please take the time to speak to a friend, colleague, manager or someone in HR or the HSQE team. Talking makes a difference, and there's many ways we can help.

Be safe and look after each other,

Brian Madden

Accidents and Incidents

1. Accident Details

Team moving rail, when the rail was lifted, the shout wasn't clear enough to move out or move out of the way. The rail landed on the operative's left foot and trapped his foot between the fixed track and the rail being moved. The Teamleader and Supervisor both witnessed the accident

Investigation

His ankle and foot were involved in the crush. After first aid was administered, the operative went to hospital to check if he had any broken bones in his foot. Correct PPE was in use including safety boots

Recommendations

The operative had attended a track induction course and was suitable to carry out the job. No additional PPE would have helped to avoid the accident. Operative to ensure his feet are in the correct positions pending any lifts. Re-brief on manual handling to the individual

2. Accident Details

Team trying to set up a long stretcher bar/kit, a rail worker from Network Rail moved the arm and it trapped the operators right hand, the finger was cut and bruised. First aid was administered but did not warrant a hospital visit. The Supervisor and Team leader were on site.

Investigation

Investigation showed the event happened as a lack of communication. Correct PPE was in use, including operator using gloves. Operator and NNR couldn't come to an agreement when moving the equipment. The operative was not absent from work as a result of the injury.

Recommendations

The person had been instructed on the use and was authorised to carry out the job. No additional PPE would have helped to avoid the accident.

Accidents and Incidents

Accident Trends for 2019

RIDDOR	1			
Minor Injuries	4	Area Affected	Face	1
			Hand/ Finger	2
			Foot / Ankle	2
			Knee	0
			No injury	0
		Type of Injury	Cut	0
			Bruising/Impact	3
			Strain	1
			Dislocation	0

1 minor injury in March , rail dropped onto foot and two rails trapping foot of a trackworker.

Remember to raise any concerns about unsafe working to your supervisor onsite or to ISS on-call number.

Health and Safety - AWARD

Gold Safety Award for member of ISS Labour

We are pleased to announce that Fred Wellington who works from our Caerphilly office has been presented with our prestigious Gold Safety Award for his outstanding actions in preventing a potential suicide on the Infrastructure. On March 7th Fred arrived for work and as he was about to commence his duties the signaller contacting him to say a figure had been seen by a passing train near to the track and the signaller asked him if he could investigate.

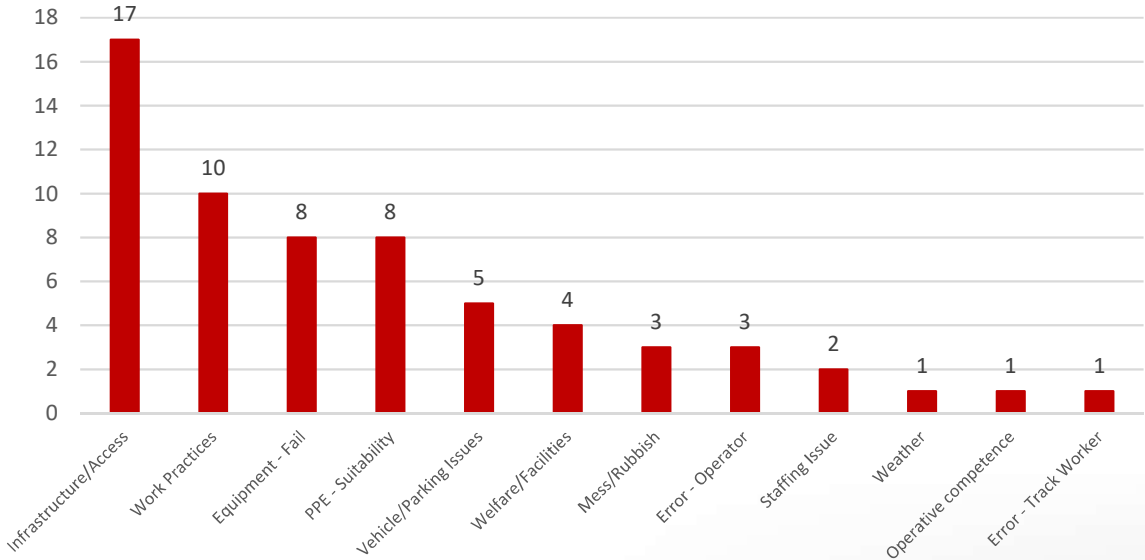
Fred walked towards the station and spotted a young lady who seemed to be in a very distressed state. Fred calmly talked to her and persuaded her to come away from the edge of the platform and escorted her back to where his company vehicle was parked and asked the signal man to call the police. Fred told us “while we waited for the police to arrive I just talked about any old thing to try and take her mind off her troubles, it was clear she had intended on stepping out in front of the next train. She told me that she had lost her father and for a couple of months she had been hearing voices telling her to end it all. I kept talking to her until the police arrived and took her to hospital. I am so glad she is safe and getting the help she needs now”.

Tim Kirkham our Managing Director Track and Trades who presented Fred with the award said “We are so very proud of Fred, his calm actions in what was a very difficult situation ensured that a potential tragedy was avoided”. In recognition of his actions ISS Labour will be treating Fred and his Wife to an overnight stay in a hotel with dinner.

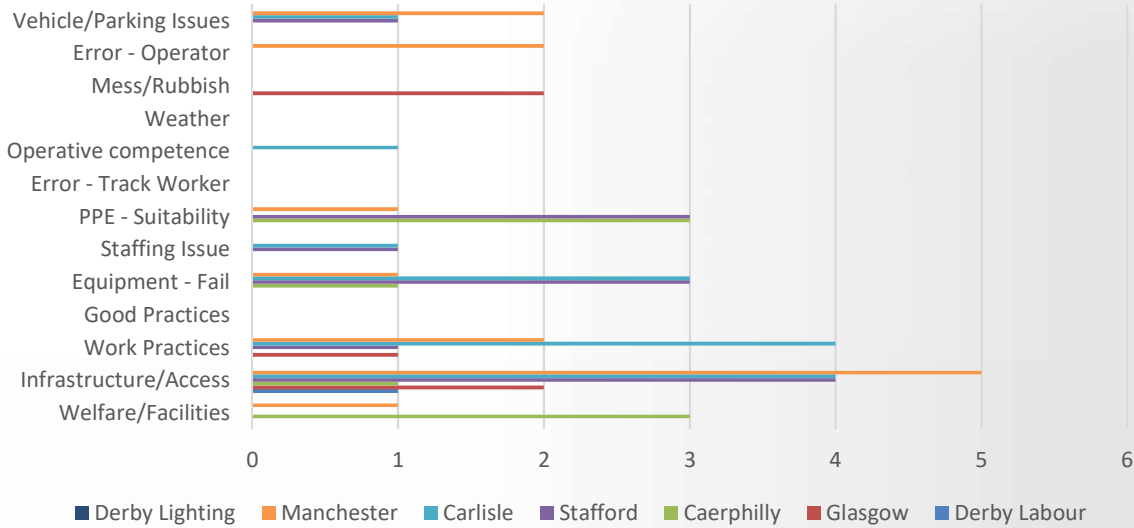


Close Calls – March 2019

Close Call Categories - By Division March 2019

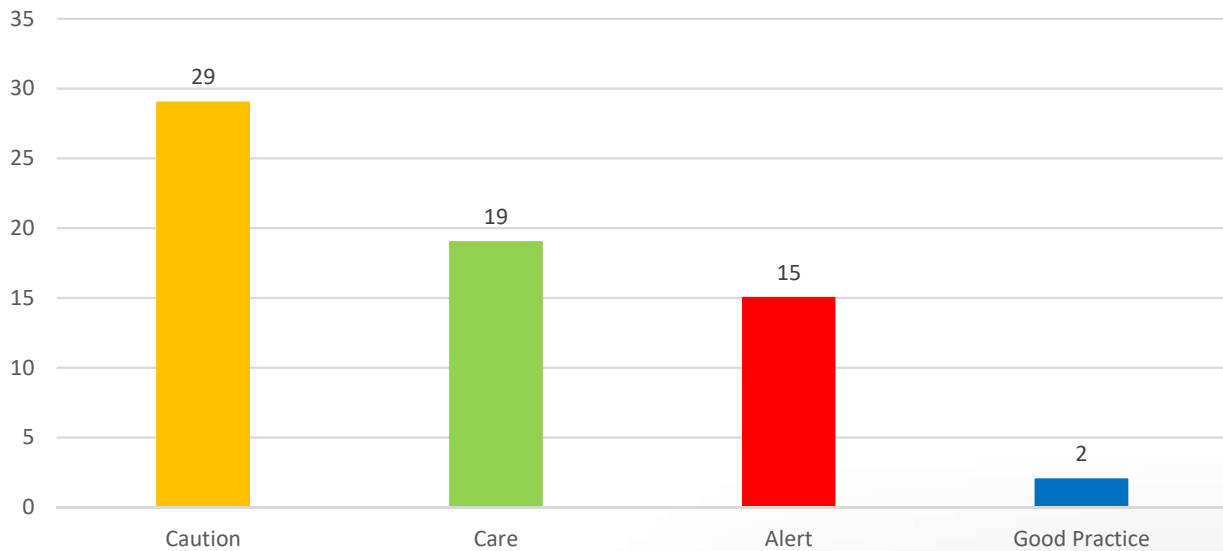


Close Call Categories - By Division March 2019

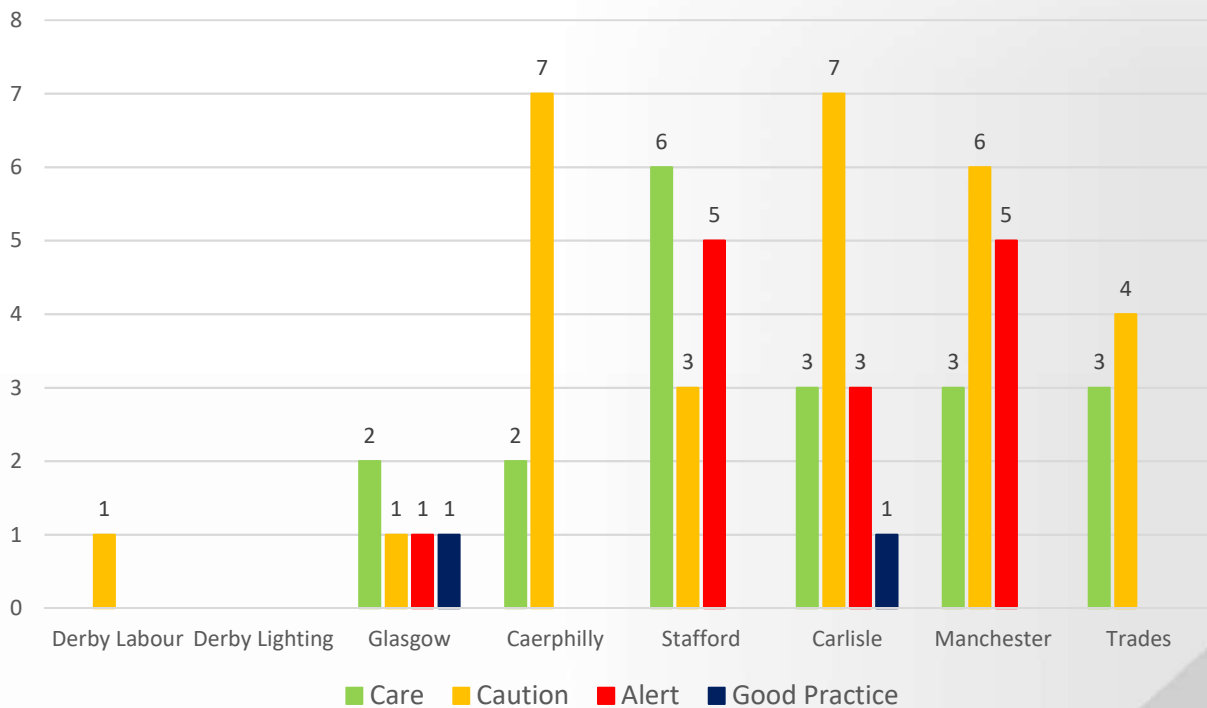


Close Calls – April 2019

Close Calls Risks - Totals March 19



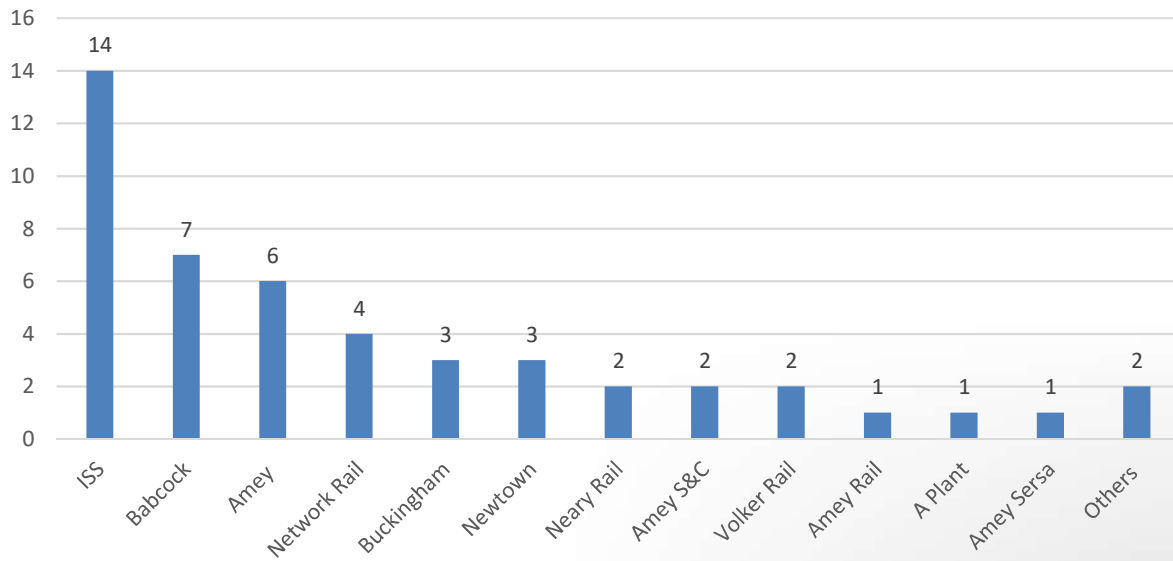
Close Calls Risks - By Division March 19



Close Calls – March 2019

Client Location where Close Calls were recorded

Client Locations - March 19



Close Calls – March 2019

ALERT RISK FOR March 19

Date Raised	Location/Site	Client	Division	Details	Category	Risk Level	Raised by	Comments
10/03/2019	Greenhills	Babcock	Glasgow Labour	Switch EG28/02 RQ1/2 outside of worksite, had to sign in with PICOP to get permission to operate switch. Reported to Babcock so that it can be rectified for the same job next week.	Infrastructure/Access	Alert	Andy Lewis	Reported to Babcock to extend worksite for following weekend.
10/03/2019	Oxenholme	Amey Sersa	Carlisle OLE	Amey Sersa, Oxenholme site. We had provided an AP to carry out Test Before Touch at this site. Signed in with SACS at 21:31 and spoke to relevant contacts on site as to what was required. NWR Nomi carried out 1 st Test Before Touch. Our AP was then to carry out 2 nd Test Before Touch at 03:30 for 2 nd shift. Site tried to contact our AP several times but couldn't get hold of him. Caused a slight delay with 2 nd team going on site but NWR Nomi came back and also did this 2 nd Test Before Touch. Our OLE on call finally managed to contact the AP at 08:15 who said he was at home and failed to give a reasonable excuse as to why he wasn't on site – apparently had fell asleep in van and didn't hear phone or phone was flat. Our On Call then let the site team know that the AP was not on site so they could sign him out. It was a breach of life saving rule as should have been there to carry out the test before touch and also made sure they signed out at end of shift – potentially they might not have been able to close off site until the missing person was found.	Staffing issue	Alert	Ali Barker	Site team alerted/informed
11/03/2019	Speke	Network Rail	Stafford OLE	Potential possession irregularity	Infrastructure/Access	Alert	Graham Carney	
11/03/2019	Speke	Network Rail	Stafford OLE	ISS not able to book 'for cause' A+D screening following an issue on-site	Work Practices	Alert	Graham Carney	BK sent text th GC asking for further details re site/client.
11/03/2019	Tuebrook sidings		Manchester Labour	Needles found on-site, location marked with spray paint to identify location for removal	Infrastructure/Access	Alert	?	BK sent text to sender re who the client was and reporting to NWR
12/03/2019		A Plant	Stafford OLE	A plant equipment goes out-of-date tomorrow 13th March	Equipment - Fail	Alert	Graham Carney	GC sent email to BM , CH re A plan's level of service
12/03/2019	Flitwick	Amey	Stafford OLE	Damaged earths found on-site, test date over-due	Equipment - Fail	Alert	Gheorghe Bota	Sent text to ensure equipment is quarantined and report to
13/03/2019	Harpenden	Amey	Stafford OLE	Proving unit out of date	Equipment - Fail	Alert	Gheorghe Bota	Supplier issue again, GC to meet supplier. Discussed at SDE
14/03/2019	Buxton High Peak	Buckingham	Manchester Labour	Previous day 13th March Story Rail RRV struck underside of new foot-bridge, damage to jib hydraulic ram, hydraulic oil was sprayed over large area inc ISS COSS's PPE.	Error - Operator	Alert	B Knapper / D Fogg	BK carried-out site visit on 14th March, spoke with DF re incident, BK said to log as a CC.
15/03/2019	Tuebrook sidings		Manchester Labour	Needles found on-site again	Infrastructure/Access	Alert	?	Reported to Site Supervisor
16/03/2019	NWEP	Amey Rail	Manchester Labour	Electrical components exposed next to flooded troughing route	Infrastructure/Access	Alert	Dave Bebro	Dave reported this to the NWEP PC team to action
20/03/2019	Tarback Island Liverpool	ISS	Traffic Management	Member of the public claiming that one of our ISS TM vehicles 'cut him up' at Tarback Island on the approach to the M62, reg number started with MU16.	Member of Public Issue	Alert	MOP via Tim Kirkham	BK spoke with George Owens re identifying the driver, who will be re-briefed on the ISS driver policy and company expectations when driving a company vehicle
20/03/2019	Warehouse Salford	ISS	Manchester	Generator not placed on drip tray as shown in photos.	Work Practices	Alert	Scott Haley	Moved into position and closed out
21/03/2019	Narbury Lane		Stafford OLE	Access gate open on down fast, could not lock it as the padlock was bent/broken	Infrastructure/Access	Alert	Graham Watson	Graham reported this to the eco, BK sent text to Graham re his
21/03/2019	Intertrain Glasgow	ISS	Carlisle OLE	One of our Scotland staff attended a PTS recert at Intertrain in Glasgow on 18/02/19. It was due to expire on 19/03/19 and when we checked on Sentinel it hadn't been logged meaning he wouldn't have been able to work after this date. Our own training department chased this up with Intertrain to find out why it hadn't been logged, they said they would look into it.	Work Practices	Alert	Alistair Barker	On checking Sentinel again yesterday it had been updated and PTS now valid again.

Vehicle Accidents

FD66 LFM

Make/Model: Ford

Date of Incident: 12/03/19

Time: 03:15am

Location: A470/Breon

Road Condition: Poor

Weather: Rainy/Wet

Description: Driver going along road, went around a corner and there was a sheep on the road. Driver tried to avoid hitting the sheep, aquaplaned, lost control and slid onto the grass and crashed. Rolled the van back onto the road facing the wrong way.

Damage: No details given

Outcome: Bad weather conditions contributed to the accident



MJ16 TZN

Make/Model: Peugeot Partner

Date of Incident: 08/03/19

Time: 04:15

Location: Toddington Road

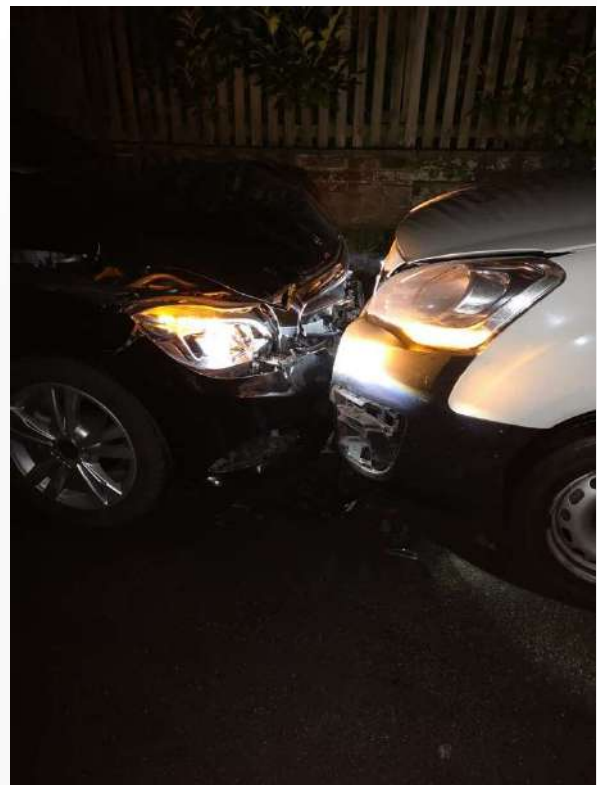
Road Condition: No details

Weather: No details

Description: Driving along, I was avoiding a fox/badger which was crossing the road and driver ended up colliding with the car coming from the opposite direction.

Damage: Front side including lights

Outcome: Driver at fault



Vehicle Accidents

MV17 MUO

Make/Model: Peugeot Partner

Date of Incident: 25/03/19

Time: 15:00pm

Location: M4 slip road

Road Condition: Good

Weather: Clear

Description: Driver going from the right hand lane into the left hand lane. As partially into that lane, a car came up the side of me and hit my mirror

Damage: No damage that the driver could see on the vehicle

Outcome: Driver not sure if he was at fault or not

NU66 GJE

Make/Model: Peugeot

Date of Incident: 14/03/19

Time: 03:00am

Location: Junction for A481

Road Condition: Poor

Weather: Rainy/Wet

Description: I was driving down a slight hill that bends around to the right and there was a left turning towards coming of this road. I was not sure if I had to take the turning left or carry on with the bend of the road. Before I knew it didn't feel like I had full control of the van. I was gliding along a wet surface and hit a curb that was low down and mounted the pavement then crashed into a lamppost that had a wall behind it. The van bounced of the lamppost and ended up on the wrong side of the road facing oncoming traffic.

Damage: Passenger side

Outcome: Driver is at fault

NU67 RSX

Make/Model: Peugeot Partner

Date of Incident: 28/03/19

Time: 08:00am

Location: Green Meadows

Road Condition: Good

Weather: Sunny

Description: At approximately 8:00am, my neighbour knocked on my door to let me know she had reversed into my vehicle which was parked

Damage: Driver's door

Outcome: Other driver is at fault



Industry Alerts

Shared Learning

Key learning following a serious incident



Managing the risk from welding fumes

Issued to: All Network Rail Line Managers, Safety Professionals and Welding Team Leaders

Ref: NRL19-05

Date of issue: 14/03/2019

Location: National

Contact: Dr Richard Peters Chief Medical Officer; Bob Cox Principal Engineer Welding & Grinding; Bill Cooke Head of Corporate Workforce Safety



Overview

In February 2019, the Health & Safety Executive (HSE) published a Safety Alert STSU1-2019 which highlighted a change in enforcement expectations for mild steel welding fume.

Control of the risk of exposure will require suitable engineering controls for all welding activities undertaken indoors, e.g. Local Exhaust Ventilation (LEV).

There is a change in HSE enforcement expectations in relation to the control of exposure of all welding fumes, including that from mild steel welding.

Extraction will also control exposure levels to manganese, present in mild steel welding fume, which can cause neurological effects similar to Parkinson's disease.

Underlying causes

HSE's Workplace Health Expert Committee has endorsed the reclassification of mild steel welding fume as a human carcinogen.

There is new scientific evidence that uncontrolled exposure to all welding fume, including mild steel welding fume, can cause Lung cancer in humans, in some cases. There is also limited evidence linked to kidney cancer.

Key message

All businesses units undertaking welding activities should ensure effective engineering controls are provided and correctly used to control fume arising from those welding activities, irrelevant of task duration. This includes welding outdoors.

LEV must be thoroughly inspected and tested at least every 14 months by a competent person.

All risk assessments should be reviewed, updated and reissued following the new HSE guidance.

Where engineering controls are not adequate to control all fume exposure, adequate and suitable Respiratory Protective Equipment (RPE) is also required. RPE must be correctly fitted and maintained to control the risk from the residual fume.

RPE is available from the Personal Protective Equipment (PPE) catalogue. It is important to select RPE that is suitable for the task and properly fits each user.

Ensure plans are in place so that any employee at risk can receive the required health surveillance.

Industry Alerts

Safety Advice

Action required following a serious incident



Accident involving the manual Rotamaq Rail Lifter

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

Ref: NRA19/04

Date of Issue: 08/03/2019

Location: National

Contact: John Watt, Senior Engineer, Plant and Traction & Rolling Stock



Overview

There have been a number of incidents where operators of Rotamaq Rail Lifters (without a locking trigger mechanism) have sustained injuries due to uncontrolled rapid movement of the equipment.

Rotamaq Rail Lifters are held in place manually and if released accidentally will uncontrollably move swiftly through a 180° arc if downward pressure is not maintained.

Those without a locking trigger are not Product Approved and must not be used on Network Rail Infrastructure.

Immediate action required

- Rotamaq Rail Lifters without the trigger type locking device must be removed from stores and vehicles immediately. This equipment must be quarantined and scrapped and not be used in any circumstances.
- Only use Product Approved equipment.
- Rotamaq Rail Lifters with the trigger type locking device can continue to be used.
- Rail should be lifted using track jacks.

Industry Alerts



Infrastructure Projects

Southern

Safety Flash Report

IP Southern Safety Flash Report 19-13 dated 15 March 2019

Level crossing incident – immediate actions required

A recent incident at a level crossing involving a delivery to one of our work sites is currently under investigation.

Pending the outcome of this investigation, all project teams and their suppliers are to carry out the following:

- Undertake a review of Traffic Management plans to make sure that all the risks have been identified and properly addressed.
- Where works are taking place that could affect the normal operation of a level crossing and alter the risk profile, the Network Rail project manager must liaise with the Route level crossing manager and agree what additional arrangements need to be put in place.





EVERYONE HOME SAFE EVERY DAY

Industry Alerts



Litter

Recent close calls:

- Bag of rubbish dumped in the 6ft
- Railway litter in field adjacent to site
- Lift Plan left in Hotel car park
- Empty plastic water bottles left on site
- Litter left in Solicitors car park



Use the bags, bins and skips provided.



**SITE TIDY
EVERY DAY**

WWW Local Bulletin
Russ Langley, Safety Adviser: 07702 934417
Russell.Langley@babcockinternational.com

Health, Safety and Wellbeing



Fatigue

There is no single scientific definition of fatigue but it is accepted that fatigue is generally a feeling of extreme tiredness and being unable to perform work effectively. It is a state of impairment that can result from prolonged working, heavy workload, insufficient rest and inadequate sleep, and can include mental and /or physical elements.

Fatigue has been identified as a significant risk throughout the Rail Industry, and investigations have found that fatigue is a re-occurring theme in many of our accidents, incidents and close calls. However due to potential work pressures, and a lack of awareness reports of fatigue are low and therefore the scale of the problem is difficult to determine.

Within ISS Labour, work is taking place to measure and reduce fatigue. Which includes:

- To recognise causes and signs of fatigue
- The affect that fatigue has on individuals such as their ability to drive, make decisions and on mental well being
- Monitoring of working hours

Managing Fatigue is everyone's responsibility. Our aim is to ensure everyone working for Network Rail and working on Network Rail's infrastructure understands Fatigue, and are provided with tools and education to manage their fatigue risk.

If you are feeling the effects of fatigue, report it immediately to your Supervisor.

Environmental Alerts

Employee and Contractor Behaviour

All our employees and contractors are required to respect residents and business owner in the surrounding environment.

We understand that maintenance and engineering work impacts on the people who live and work near the railway – particularly people who live or work near access points.

This is why we require our employees and contractors to respect the privacy, sensitivity and surrounding environment of residents and business owners



Anti-social behaviour is behaviour, which causes nuisance and annoyance to anyone. Incidents of anti-social behaviour can include but are not exclusive to:

- Harassment
- Verbal abuse
- Graffiti
- Noise nuisance
- Hate crime
- Under age drinking or smoking
- Assault
- Vehicle nuisance
- Fly tipping
- Violence/threat of violence
- Intimidation
- Accumulations of waste
- Bonfires
- Dog fouling
- Burning waste
- Domestic abuse

What we expect of our employees and contractors

We expect our employees and contractors to behave properly while carrying out any works for ISS Labour Ltd. This means that we expect them to:

- Deal with members of the public in a polite and courteous manner
- Keep noise to a minimum
- Avoid shouting and swearing – these will not be tolerated
- Park vehicles in proper parking areas only, so that public right of ways and residential and business properties are not blocked in any way
- Switch off vehicle engines when vehicles are parked
- Keep the volume of the radios in their vehicles down to a minimum
- Bag up and remove all litter, scrap and other debris from the site for proper disposal at the end of a shift
- **Remember when you put on your ISS Labour Uniform you are representing the company**

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:	Details:
Local Office:	
Date:	
Contact No:	
Subject:	

