



STEM TALENT PARTNER OF CHOICE

Safety Briefing

July 2024

Monthly topics

Siemens Briefings

- Recovery of Vortok fencing without a suitable SSOW
- Finger trapped between concrete trough lids
- Good practice - Biodiversity enhancements

Safety Central Safety Bulletin

- Staff assaults
- Near miss between RRV and worker

Safety Central Health Bulletin

- Ticks and Lyme Disease

- Briefings
- Work-safe Procedure
- Fatigue risk and advice
- 24 hour on-call
- Near miss reporting
- Life Saving rules
- CIRAS



STEM TALENT PARTNER OF CHOICE

SIEMENS



Think



Feel



Act

Be fit for
work

Always receive
briefing before
starting work

Report unsafe
events or
conditions

Stop work
when anything
changes

**ZERO
HARM**



STEM TALENT PARTNER OF CHOICE

Audience: Siemens Mobility Limited, Rail Infrastructure

EHS Fast Facts Alert

Subject: Recovery of Vortok Fencing without the appropriate SSOW

10 2024

During the planned demobilisation of North West & Central DOO at Denham Station and Little Kimble Station, the team were required to recover Vortok Fencing.

Requests made for Line Blocks to recover the fencing had been rejected during the planning stage, and no Safe Work Pack (SWP) had been issued. All other works were being completed in accordance with NR/L2/OHS/00130 Module 1 (for works on the platform) and Module 2 (for works off the platform end, segregated by a permanent handrail).

The TBS issued for the works incorrectly stated that if a Line Block could not be taken, that NR/L2/OHS/00130 Module 2 enabled the team to stand behind on the segregated side of the permanent handrail, reach over the top and recover the Vortok Fencing through the key-clamp fence.

The team were working outside of the segregated area and in breach of NR/L2/OHS/00130 Module 2 on a line that was open to traffic.

An investigation is ongoing with a Level 1 report to be completed.

Refer to Think. Feel. Act:

#Offerwithoutfear - if there are any issues with the methodology of work, or your documentation asks you to do something you think is wrong - stop and report with potential solutions

#Hearothers - Listen to your colleagues and advise where appropriate

#reflecthonestly - review where the issues are and put practical solutions in place to stop reoccurrence



Vortok Fencing Installed behind the Permanent Handrail

Discussion Points

1. Are you aware that it is the responsibility of any PTS holder to challenge if an instruction is unclear?
2. Do you know your limitations of the NR standards you are working to?
3. Is the Safe System of Work in place relevant to the position, location and method of work?

Audience: Siemens Mobility Limited, Rail Infrastructure

EHS Fast Facts Alert

Subject: LTI - Trapped finger in between trough lids

FF/011/2024

On Tuesday 30th July 2024, a Civils night shift team was tasked with delivering troughing using hand trolleys along a section of the ECDP Welwyn to Hitchin Project route.

The team had accessed the track via Wilbury Way Access Point and were delivering the material for the trough route upgrade.

At 03:20 hrs. on Wednesday 31st July 2023, the IP (injured party) was undertaking a two-person lift to unload the trough lids from the trolley when he trapped the index finger of his right hand between two trough lids as they were being stacked at the designated laydown location.

First aid was administered to his injury (a crush/laceration). The accident was then reported to the team's supervisor and duty manager. The IP was subsequently taken to hospital. An X-ray showed no bone fracture, the laceration was cleaned and the IP received two stitches.

The IP did not attend his next planned night-shift on Wednesday 31st July 2024 as he had been advised by the hospital to keep his injury clean.

A full investigation has commenced and any learning will be communicated in due course.



Discussion Points

1. Are we fully fit for work and focused on the task in hand?
2. Are we applying controlled handling of material and good manual handling techniques at all times?
3. Are we communicating effectively when carrying out manual handling tasks as a team?

Audience: Siemens Mobility Limited, Rail Infrastructure

EHS Good Practice Report

Subject: Biodiversity Enhancement and Resource Efficiency

GP/003/2024

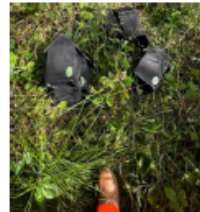
Kingmoor Re-signalling project was issued with a European Protected Species (EPS) Bat Licence in January 2024, which demonstrates Siemens' commendable environmental stewardship. The license is in support of planned work for the demolition of a relay room, which in turn would have an impact on day/night roosts and feeding perches used by 3 bat species (the *Brown Long-Eared*, *Natterer's*, and *Soprano Pipistrelle*).

EPS licences permit contractors to perform activities that would otherwise be illegal, such as capturing, disturbing, injuring, damaging or destroying breeding or resting places of protected species. The scope of the licences is not limited to bats, and can include others such as dormice, otters, great crested newts, and smooth snakes.

As part of the licence conditions, at least four compensatory bat boxes were required. Following the Resource Efficiency and Biodiversity Workshops held for Kingmoor, the project's civils sub-contractor KRS kindly offered to construct three bat boxes using recycled site materials (replicating the crevice-style boxes suitable for some of the bat species). Siemens purchased three more bat boxes, all of which have been installed in a designated location approved by Natural England and Network Rail.

This work exemplifies how projects can integrate environmental conservation with resource efficiency to support local wildlife specifically bat populations.

The bat boxes will be monitored by an ecologist to assess their occupancy and usage as required by the licence conditions.



Discussion Points

1. Have you conducted a "Sustainability by Design" workshop on your project?
2. Have you explored opportunities for biodiversity enhancement in your project area?
3. Are you aware of any protected or invasive species on your project?

Safety Bulletin



everyone
home safe
every day

Staff assaults

Issued to: Network Rail line managers, safety professionals and accredited contractors

Ref: NRB24-08

Date of issue: 18/06/2024

Location: National

Contact: [Sarah Winnington – Senior Security Specialist](#)



Overview

Assaults against Network Rail staff by members of the public have steadily increased over recent years. A small number of recent incidents have involved the use of bladed weapons and needles.

In April, a member of Network Rail staff investigated a report concerning the lineside and was subsequently attacked by a member of the public.

Whilst this type of incident is rare, there have been a few similar incidents involving station staff and office staff travelling to and from places of work. In October 2023, a member of station staff was stabbed by an individual who was rough sleeping in a waiting room.

Assaults on staff can have a significant long-term impact on the physical and mental health and wellbeing of colleagues. This safety bulletin acts as a reminder and provides mitigations to consider.

‘SPACE’ –

SPACE - Maintain a safe distance.

POSITION - Try not to block or be blocked in.

AWARENESS - Assess the situation and consider the options.

COMMUNICATION – Use open body language, eye contact and active listening.

EXIT – Be prepared to leave if you feel unsafe.

Discussion points

- Call BTP if you are unsure about a situation or person. 999 in an emergency or 0300 123 2211 for non-urgent reports.
- When approaching or interacting with the public, consider 'SPACE'. Try and maintain a 'reaction gap' of 6 feet.
- Be mindful of your personal safety when considering walking routes to and from places of work.
- Consider Body Worn Video (BWV) as a tool for roles that regularly interact with members of the public. BWV is part of the uniform for station staff.
- Consider Conflict Avoidance training.
- The Work-Related Violence resources and tools can be found here: [Work Related Violence Toolkit \(sharepoint.com\)](#)

Part of our group
of Safety Bulletins

Safety
Alert

Safety
Bulletin

Safety
Advice

Shared
Learning

Safety Bulletin



everyone
home safe
every day

Near miss between Road Rail Vehicle and Rail Delivery Train Operative

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

Ref: NRB24-07

Date of issue: 26/06/2024

Location: Raynes Park, Wessex Route

Contact: [Glen Lyon, Business Support Manager](#)
[\(Rail & S&C\), SCO, Route Services](#)



Overview

At 02:45 on 29/05/2024, a Road Rail Vehicle (RRV) transited through a possession on an adjacent line to a rail delivery train (RDT) being set up to.

An RDT operative had to jump out of the way to avoid being struck by the RRV.

At the time, it was reported that:

- Works in a neighbouring worksite, involving the RRV, had been curtailed.
- The RRV movement took place without prior notification to the RDT team.
- No warning by the RRV operator.
- No Machine Controller accompanying the movement, they followed several minutes later.
- The RRV allegedly travelled at a greater than 5mph.

This event is currently under investigation by Wessex Route.

NR Standard *NR/L2/SCO/315 “Controls for the management of long welded rail delivery and recovery”* prohibits the operation or stabling of any rail mounted vehicle on the line the rail delivery train is operating or any adjacent line(s) within 4 metres.

This requirement has been in place since two RDT operatives were struck and killed by an RRV at [Hednesford](#) in 2004.

Discussion points

Planners

- Rail deliveries needs to be planned and executed in accordance with: Standard [NR/L2/SCO/315](#) and Task Risk Control Sheet [NR/L3/MTC/RCS0216/MAT04](#).
- Are all staff who are expected to oversee activities in worksites and possessions, involved in the planning of the works? This is an ideal opportunity to communicate the requirements of RDT worksites.
- Do deconfliction activities identify how neighbouring worksites might impact on each other eg if there is a late change? In this case the RRV egress point was through the RDT worksite.
- How is the communication of change led, controlled and understanding checked?

Safety Critical Staff

- Do briefings prior to starting work outline the risks or restrictions within the possession?
- How do teams in neighbouring worksites, collaborate to manage risks to each other from late changes?

Health Bulletin



everyone fit
for the future

Ticks and Lyme Disease

Issued to: **All Network Rail line managers,
safety professionals and accredited contractors**

Ref: NRH24-03

Date of issue: 27/06/2024

Location: National

Contact: [Health and Wellness Team](#)



Overview

Lyme disease is a bacterial infection that can be spread to humans by infected ticks. It is a relatively uncommon infection as not all ticks carry Lyme disease. It is estimated in England and Wales 4 % of tick bites can lead to Lyme disease. However, it is more likely between April-July when ticks are most active in grassy or woody areas.

If an employee is bitten by a tick they should be aware of the symptoms of Lyme disease and take immediate action to seek medical care to treat the infection (e.g., GP or NHS 111). If detected early, treatment of Lyme disease responds well to general antibiotics.

Common symptoms include:

- A circular or oval shape rash around a tick bite
- flu-like symptoms a few days or weeks after they were bitten by an infected tick
- high temperature, feeling hot and shivery
- tiredness and loss of energy

To reduce the risk of ticks attaching to the skin of employees who work around grassy or woody areas, and therefore lowering the risk of Lyme disease, employees should:

- Cover up exposed areas of skin by wearing appropriate PPE provided (consider higher boots and spraying your trousers.)
- Where short sleeves are worn, use insect repellent and regularly check skin and clothing to brush off any ticks which are spotted
- Limit the time spent in grassy or wooded areas to the requirements of the work being carried out
- During breaks and at the end of the work, check skin and clothing
- If a tick is found on the skin remove as quickly as possible using fine tipped tweezers ensuring the tick is not squashed on removal

Discussion points

- Do you have the required and well-fitting PPE when working in grassy or woody areas?
- Do you always check clothes and skin after working in grassy or woody areas?
- Call 111 if you have been bitten by a tick and suspect you have symptoms of Lyme disease.
- If you were bitten by a tick whilst at work and Lyme disease is confirmed, inform your line manager as this is required to be reported as a RIDDOR
- Further information can be found on the [NHS website](https://www.nhs.uk/conditions/lyme-disease/)

<https://www.nhs.uk/conditions/lyme-disease/>

Reminder to all Sentinel Card Holders & Checkers

Safety Central

Network Rail share updates of recent incidents, accidents and best practice advice online. Please get into the habit of checking this website for the latest news;
<https://safety.networkrail.co.uk/tools-resources/safety-bulletins/>

Southern Shield

Southern Shield is a collaborative safety forum that consists of Network Rail Southern Capital Delivery and its principal contractors. On their website they have useful articles and explain the rules of the Southern Shield charter, which is mandatory on some southern sites.
<https://www.southernshield.co.uk/>

Railway Rule book

Add this website address to your browser favourites to ensure that you always have access to the Network Rail Rulebook modules

Previous monthly rail briefings

<https://www.matchtech.com/about-us/health-and-safety/safety-briefings>



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Work-safe Procedure

This is for anyone to use, it works as follows:

If you believe the Safety Arrangements to be inadequate:

- Stop Work and talk to the Team Leader or person in charge; they should:
 - Review the arrangements
 - Change them if necessary and re-brief

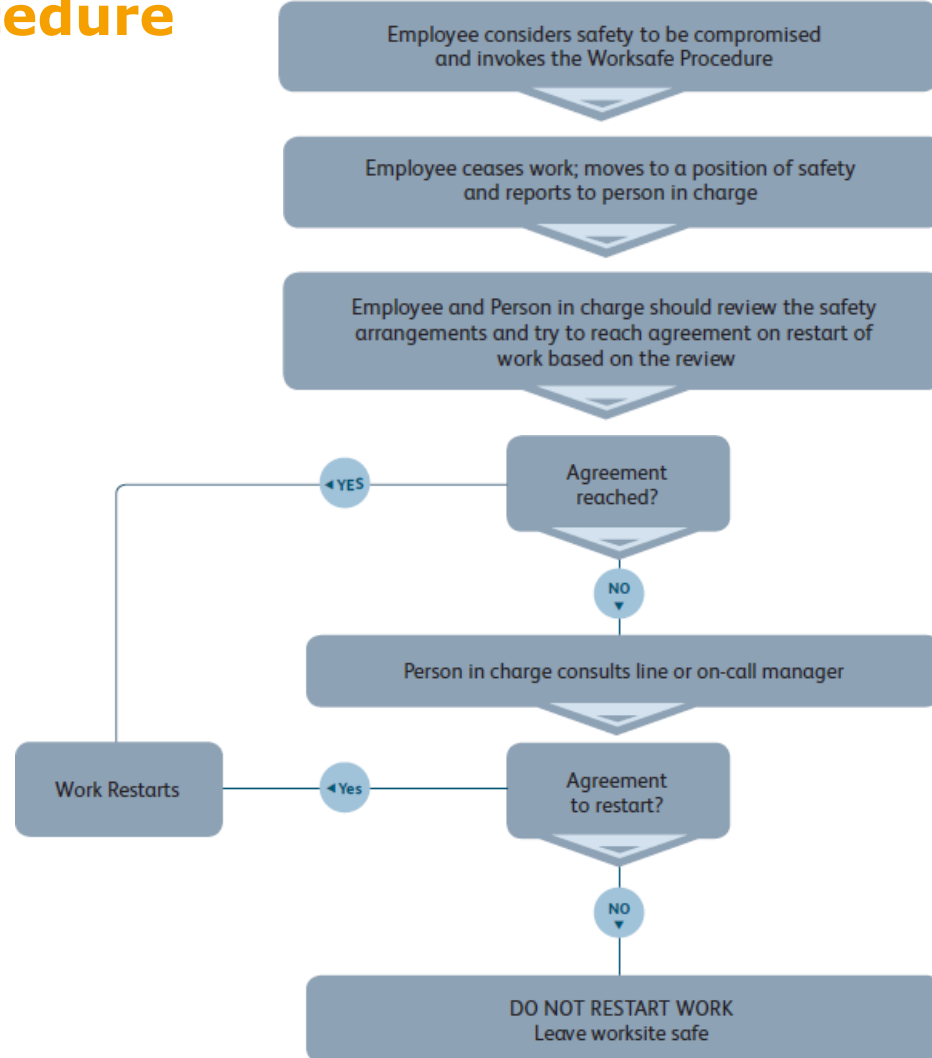
If you are still unhappy DO NOT RESTART; escalate to the next level by contacting one of the following:

- Your Line Manager, Your Safety Rep, Any member of the management team, The DU Safety Advisor, Network Rail Control, MT on-call 07786 265531
- Do not start work until you are satisfied that the safety arrangements are appropriate to the activity



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Work-safe Procedure



Changes to your shift times and increased fatigue risk

It is important that you notify your consultant as soon as possible if there is a change to your rostered work pattern while working on the Network Rail Infrastructure.

As part of our commitment to you and our obligations to monitor and manage your fatigue, we must always have an accurate understanding of where and when you are working.

In addition, you also have a legal obligation to ensure that you are safe to work, the Health and Safety at Work Act 1974. This states that “Workers have a duty to take care of their own health and safety and that of others who may be affected by their acts or omissions at work”

Do not start work until you are satisfied that the safety arrangements are appropriate to the activity

Never, ever drive while feeling tired

If you are starting to feel fatigued while you are onsite then instigate the work safe procedure.

Contact the Rail team

24 hour on call - 07786 265531

Use this on-call number if you need to contact someone from the company urgently, for example to report an accident / incident or if you are being pressured to do something that you are not comfortable with, such as being asked to exceed the working hours rules etc.

Store this number in your phone in case of an emergency.

This number is not to be used to query timesheets or to enquire about vacancies, it is an emergency contact number.

If you would like to suggest a topic for future safety briefings, or need to talk to someone in confidence then email the Rail HSQE manager Joe Christopherson; jchristopherson@matchtech.com

Your Feedback is always welcomed, email us at MT railonboarding@matchtech.com

Safety sQuaRed

See it, Scan it, Share it

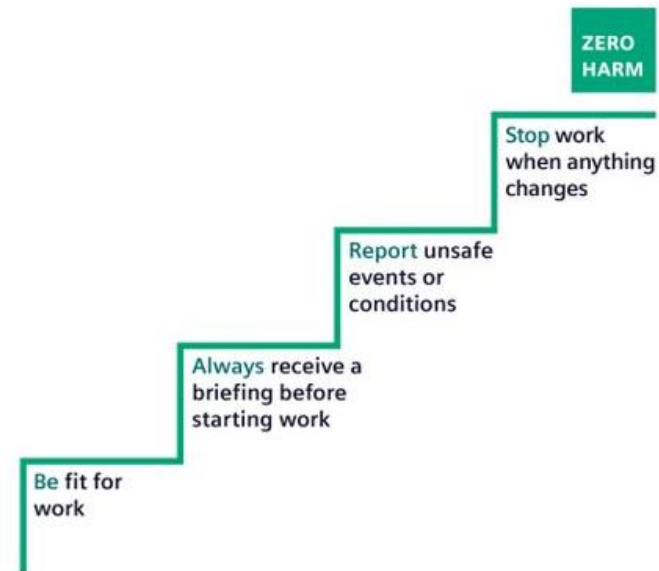


<https://www.gattacaplc.com/report-near-misses>

4 Steps to Zero Harm

Our Priority: Your safety and wellbeing is our absolute priority. We believe that Zero Harm is achievable each and every day by following the four steps and through our behaviours.

Our expectation of everyone, whether an employee / an agency worker or a contractor, is that you will know and live by the 4 Steps.



SIEMENS

Our Lifesaving Rules



Always be sure the required plans and permits are in place, before you start a job or go on or near the line.



Never use a hand-held or hands-free phone, or programme any other mobile device, while driving.



Always use equipment that is fit for its intended purpose.



Always test before applying earths or straps.



Never undertake any job unless you have been trained and assessed as competent.



Never assume equipment is isolated – always test before touch.



Never work or drive while under the influence of drugs or alcohol.



Always use a safety harness when working at height, unless other protection is in place.



Always obey the speed limit and wear a seat belt.



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



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Scan me

Report hotline:
0800 4 101 101

Report textline:
07507 285 887

Freepost: CIRAS
www.ciras.org.uk