



STEM TALENT PARTNER OF CHOICE

Safety Briefing

May 2025

Monthly topics

Safety Guidance

- Keep your top on

Fast Facts

- Injury caused by staple gun
- Metal splinter embedded in finger

Good Practice report

- Reporting unsafe conditions left by 3rd party
- Fire guard and rodent protection – installation improvement



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Keep your top on



- Skin cancer is one of most common forms of cancer in the UK. Too much exposure to UV radiation from the sun can cause skin damage including sunburn, blistering, skin ageing and in the long term could lead to skin cancer. Those with a family history of skin cancer (and those with pale skin/ fair hair) may be more at risk.

Keep your top on

- Keep your top on! Cover up by wearing appropriate clothing
- Stay in the shade whenever possible, especially during breaks
- Use a high-factor sunscreen (at least SPF15)
- Watch for symptoms that include: appearance of new moles or spots, changes to shape, size, colour of moles and spots or if they itch or bleed (seek medical advice)
- Drink plenty of water to avoid dehydration



Audience: Siemens Mobility Limited, Rail Infrastructure

EHS Fast Facts Alert

Subject: Eye injury caused by compressor powered staple gun (RIDDOR)

FF-005-2025

SIEMENS

On April 28th 2025, an operative from a specialist contractor *Priority Exhibitions* was working for Siemens RI at our Ashby office fitting out a rig and demonstration area.

He was using a compressed staple gun to secure some timber paneling, when an incident occurred resulting in a staple being fired into his left eye (no eye protection was being worn at the time).

As a result of the injury the individual is currently still off work (resulting in this being classified as an Over 7 day lost-time RIDDOR injury). Early indication suggests the IP will not suffer long-term damage and thankfully expected to make a full recovery; however, this accident clearly had the potential for life changing injuries.

A full investigation is underway, and further information will be shared as appropriate.



Discussion Points

1. Do you fully understand and appreciate the risks associated to the task?
2. Does the method statement and risk assessments, cover the activity, and are they understood and followed?
3. Would you challenge a colleague or specialist subcontractor if you witnessed an unsafe act or think that something doesn't look right? If not, why not?
4. Is your PPE appropriate for the task? How do you check?
5. Are the levels of Supervision appropriate?
6. Is the contractor competent to carry out the task?
7. Report all accident/incidents immediately to your Manager or EHS contact

Siemens CIS – Ashby Demonstration Suite

Operations Director: Colin Rowcliffe
Project Manager: Mark Hornsey
Author: Neil Akehurst

Relevant *Notify* Entry: 74828



Think



Feel



Act

Be fit for
work

Snapping tool

Always receive
briefing before
starting work

Report unsafe
events or
conditions

Stop work
when anything
changes

**ZERO
HARM**

Red Safety Bulletin

📍 Doncaster – WRL

⚠️ Metal splinter embedded in right index finger

Gensuite event #: 94
Date and time: 14/05/2025, 13:30
Incident type: Splinter to finger.
Injury type / body part: Right index finger
Incident location: Wheels D3 – Wheels input line
Recordable incident: Pending

ONEHS

People first. Always.

INCIDENT LEVEL

A: Major

B: Severe

C: Significant

D: Minor

Near Miss

Potentially Severe Event

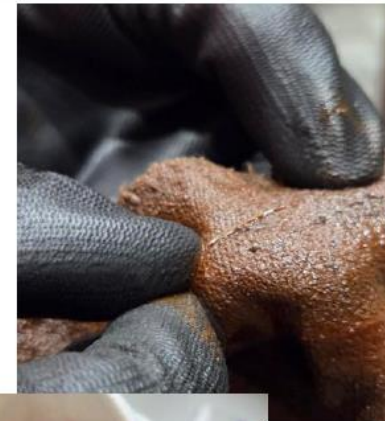
Incident summary

A fitter was cleaning an axle end after the bearing had been removed. As the IP was rubbing the area with a cloth a metal splinter became embedded in their right index finger. The IP received first aid treatment; however, they were sent to A&E as the first aider couldn't remove all the splinter.

The IP is pending further treatment.

Root cause

- TBC



Call to action

	Responsible	Date/Status
Investigation into accident	Ops & EHS	Started
Review of gloves used for task	Ops	Under review
Review of how task is completed	Ops	Under review

EHS Good Practice Report

Subject: Reporting unsafe conditions left by 3rd party

GP-002-2025

During a planned possession on Sunday 16th March 2025 on the Plymouth Area Signalling Renewal (PASR) project, a team visited a Relocatable Equipment Building (REB) to undertake a non-intrusive survey.

Siemens had been informed that recent wiring alterations had been completed within the REB to support points conversions by a Network Rail appointed 3rd Party outside of the Siemens PASR scope. The Siemens team discovered that the wiring alterations had not been left at the required standard as detailed within the Signalling Installation Handbook. New wiring had been left taped over or insufficiently insulated from the live terminals and had not been bombed tailed off.

This was immediately reported to route control and investigated by the Maintainer. This has resulted in the Maintainer recalling the 3rd party with the loose wires now being bombed tailed off and all other installations being checked.

Think. Feel. Act.:

#Offerwithoutfear - Rather than walk past, the team reported an unsafe condition that if left exposed could off resulted in serious operational incident

#reflecthonestly – Knowledge of serious operational incidents was the influence that led the team to report this poor standard of work

#hearothers – The maintainer understood our concerns and reacted

#deliverthanks – The team received a portfolio safe behaviour of the month award from the SLT2



Discussion Points

1. Do your individuals or teams believe in and follow Step 3 of our 4 Steps To Zero Harm – “Report Unsafe Events or Conditions”
2. Do you give recognition to your teams for reporting unsafe conditions?
3. Would your competent individuals or teams recognise poor standard of workmanship undertaken by others, and the demonstrate *#offerwithoutfear* by reporting it?

Wales and Western
Plymouth Area Signalling Renewal

Project Director – Micheal Garton
Senior Project Manager – Stephen Mills
Author – Trevor Senior

For more information about this report please contact trevor.senior@siemens.com



EHS Good Practice Report

Subject: Fire Guard and Rodent Protection – installation improvement

GP-003-2025

An individual created an innovative solution for installing foam that is required alongside clay balls for the fire guard and rodent protection under Object Controller Cubicles and Location Cases on the Port Talbot West 2 Project.

Before going to site, foam moulds are created and left to cure within the depot. Once cured the moulds are then taken to site, cut to the required size in situ and then secured in place with fresh foam leaving a solid barrier in preparation for the clay balls to be installed immediately. This method negates the need for a re-visit once the foam has cured sufficiently prior to filling with clay balls, so also provides a cost saving.

In summary this simple idea saves:

- Time spent completing the foam installation at each location
- The frequency of the overflow of foam that then needs to be cut away
- Shift time spent trackside (due to no re-visits required for this activity)

Think. Feel. Act.

#offerwithoutfear - An individual came up with this idea, and discussed it with the Construction Manager

#hearothers – the Construction Manager listened to the idea and gave it the approval

#deliverthanks – During a SLT1 Safety Tour this was deemed as Good Practice and needed to be shared



Fig 1: Pre-formed foam moulds created in depot



Fig 2: Pre-formed foam moulds held in place with fresh foam, behind which clay balls are installed in one visit

Discussion Points

1. Do your individuals have the confidence to *#offerwithoutfear* and suggest initiatives or ideas on the understanding that they will be listened to?
2. Are all initiatives/new ideas shared with the business? You may think it's normal, but that may not be the case.
3. Is positive feedback and recognition passed onto site teams when efficiencies have been made?

Wales and Western
Port Talbot West 2

Project Director – Micheal Garton
Project Manager – Tom Boreham
Author – Trevor Senior

For more information about this report please contact trevor.senior@siemens.com



Think



Feel



Act

Be fit for
work

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Report unsafe
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Stop work
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ZERO
HARM

My Sentinel

<https://mysentinel.me/Account/LogOn/?ReturnUrl=/>

Do you know that you can view all of your own Sentinel Competencies in real time?

- See the competency expiry dates and assessment due,
- look at your medical and Drugs and Alcohol test records.
- Receive emails directly from Sentinel
- Search and email Sentinel sponsors directly
- Follow the link to my sentinel above and set up your own Sentinel profile



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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 are 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

<https://www.rssb.co.uk/standards/types-of-standards-and-how-they-work/the-rule-book>



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1. Introduction

The purpose of this code

This section of the code tells you about getting access to the Network Rail standards and controls, which you will need to do before carrying out work on the rail infrastructure.

2. Network Rail standards and controls

Network Rail standards and controls are a set of documents we produce to define the way we work. They set out the information we share, the principles we have and the business requirements we work to.

Together, they give us a consistent, safe and coherent set of working practices across the whole company. By having a single external source for this information, we can be sure that contractors and suppliers have access to the most up-to-date standards and controls information. We publish Network Rail standards and controls quarterly. Publication dates are the first Saturday in March, June, September and December. We'll communicate any changes through the Network Rail Standards and Controls Change Summary Report.

All our principal contractors:

- Should show that they have systems in place to access our standards and controls and brief their own people on changes.
- Should brief their subcontractors on changes or, assure us that the subcontractors are competent to brief themselves.
- Must not distribute our standards and controls outside their organisation.

To aid your briefing process, you may give your subcontractors a copy of the Network Rail Standards and Controls Change Summary Report.

3. Who do I contact for more information?

Suppliers, principal contractors and subcontractors can access Network Rail standards and controls and the change summary report by registering for the [Network Rail Standards Portal](#).

To register, please complete and submit the webform. Please [click here](#). [Click Here](#)

To find out more, please contact the Network Rail Standards & Controls Management Team:
STSupplierSupport@networkrail.co.uk

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.

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

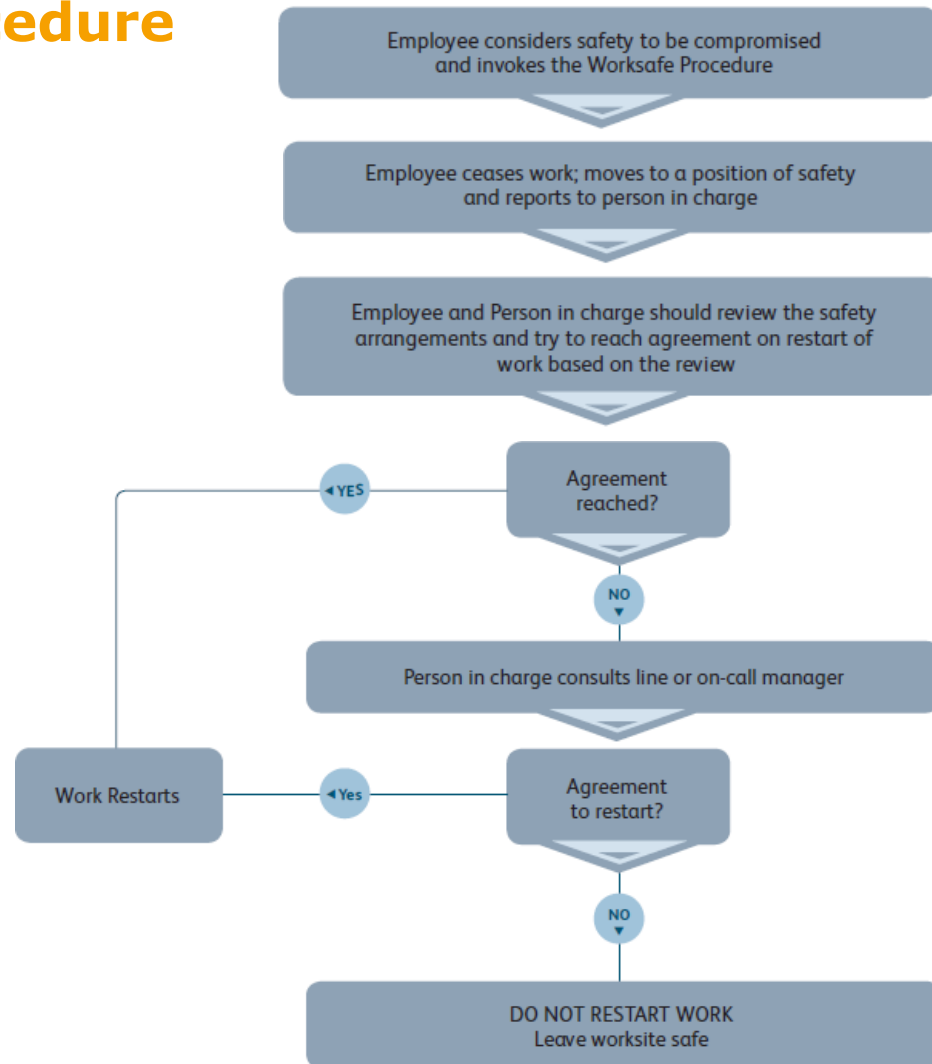
If you are still unhappy DO NOT RESTART; escalate to the next level by contacting one of the following:

- 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



Contact the Rail team

24 hour on call - 07786 265531 Store this number in your phone in case of an emergency.

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.

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

Previous monthly rail briefings

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

Safety sQuaRed

See it, Scan it, Share it

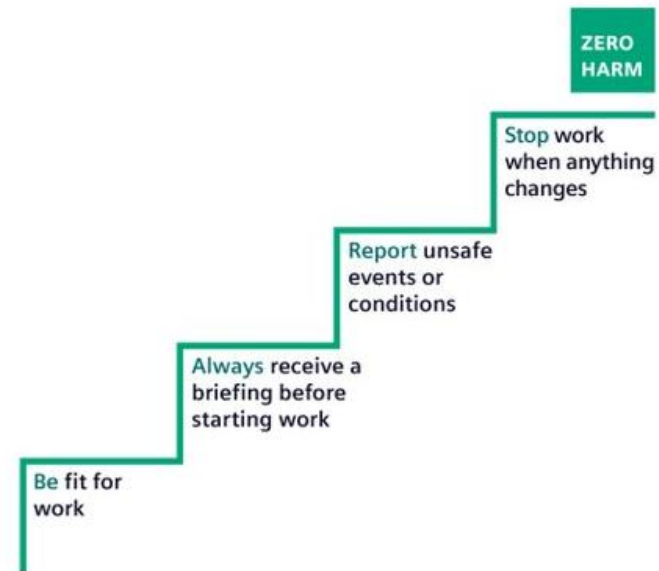


<https://www.gattacaplc.com/report-near-misses>

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.



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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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CIRAS

CIRAS

Confidential Safety Hotline

If you have a safety concern,
make the right call and report it.

Tell your supervisor, or contact us in complete confidence.
Call 0800 4 101 101 or download our CIRAS reporting app.



Scan me

 Google Play

 App Store

We find safety in listening.



Scan me