

Accident frequency rate (AFR) period 01 - target audience: all staff

We have had 0 accidents throughout the month of January. The AFR for 2015 stands at 0.00 and the 12 month rolling stands at 0.10. The AFR is common industry measure of how many RIDDOR reportable accidents and incidents have occurred per 100,000 hours worked (the expected number of hours worked by a construction worker in his or her lifetime.)

Outperformance – target audience: all

LU Track Partnership – Labour Solutions – Earls Court, Sloane Square and Fulham Blockade –
VGC received the following feedback from Neil Gaskin, Senior PM: "I would like to take this opportunity to thank you all personally for the hard work, commitment and professionalism during the six-day blockade at Earls Court/Fulham Broadway/Sloane Square. This was a real team effort, everybody played their part. The effort that went into the success of this closure cannot and should not be under estimated. Rightly so, the works have been acknowledged and recognised by the senior management team as "World Class" delivery. This is down to you all. THANK YOU. I hope you felt the same sense of achievement as I do, to be part of this monumental success is something that will stick with me for years to come. Once again, thank you one and all."

Costain Skanska JV – Construction – London Power Tunnels, Earls Court – Taghd Bolger –
After recent inspections by VGC and National Grid which achieved maximum scores, VGC would like to thank Taghd for his efforts in setting up VGC's works and ensure they progress in a safe manner. Well done.

Balfour Beatty – Personnel – Crossrail South East Section Project – Charmaine Bailey –
Charmaine recently was awarded a Quality Coin Award by Crossrail and Network Rail in a recent audit of the quality documentation produced for the project. Well done Charmaine, and keep up the good work.

Healthy hearts – target audience: all staff

February is national heart month. There are about 2.6 million people in the UK living with coronary heart disease (CHD). Every single one of us has a heart which means every one of us is at potential risk.

Keeping your heart healthy, whatever your age, is the most important thing you can do to help prevent and manage heart disease.

Making small changes to your life can reduce the risk of heart disease and improve the health of your heart:

- ✦ Diet: limit intake of foods that contain refined sugar, saturated fats, and cholesterol.
- ✦ Exercise: staying active is great for keeping your heart healthy.
- ✦ Monitoring your weight: exercise, along with eating a healthy diet can help you manage your weight.
- ✦ Avoiding tobacco products and alcohol.
- ✦ Regular medical check-ups: if you are concerned about heart disease, your doctor can give you specific advice to make sure you are staying healthy.

If you have any concerns or questions regarding prevention/symptoms of heart disease, contact your medical practitioner or seek advice from the British Heart Foundation website www.bhf.org.uk.

Environmental – pumping and over-pumping – target audience: all staff

What?

Excavations often require dewatering (ie the pumping out of any rainwater or groundwater). This water may contain silt and/or other contaminants that, if disposed of incorrectly, could result in pollution of controlled waters (rivers, streams, groundwater, lakes and the sea). Pumped water must not be discharged into watercourses, gullies drains or sewers without prior permit/authorisation or consent granted by the appropriate regulator or local sewerage undertaker. Sections of existing sewers and pipelines are sometimes taken out of service to allow construction or repair works to take place, and flows can be maintained by installing temporary pumps and 'over-pumping' those sections - if not controlled correctly over-pumping can cause pollution.

Why?

Avoid environmental harm: water pumped from excavations can be muddy (silty) and, when the excavations are in previously developed or brownfield land, it can be contaminated. The improper discharge of water polluted by mud or contaminants can cause serious pollution to watercourses

Avoid environmental harm: over-pumping is often required in maintaining the flows of foul sewage that, if it is allowed to escape to find its way into a watercourse, can have a devastating effect on wildlife

Fatal accident (non VGC) – A21 Sevenoaks bypass - target audience: all staff

On Friday 16 January 2015, shortly after midnight, an employee, working as part of UK Construction road maintenance division area 4, was crushed between two site vehicles and fatally injured. It appears that the worker was caught between two trailer units. A full investigation is currently under way.

Until the full details are established of the circumstances leading to this tragic incident, the following steps must be taken to eliminate the risk of injury. **With immediate effect, all projects must cease coupling up and un-coupling of large articulated semi-trailer activities until they have been reviewed to confirm they are being carried out safely.** Operations can continue in line with the following advice:

- ✦ Ensure there is adequate clearance between the rear of the tractor unit cab and the front of the semi-trailer to work in safely when coupled up.
- ✦ All necessary brakes must be applied and drivers must isolate their vehicles before they exit.
- ✦ Check any locking devices for any signs of damage – if there are signs of damage, do not continue.
- ✦ Carry out all necessary tests while other workers are in a safe place, out of the line of fire.
- ✦ Before pulling away, carry out standard pre-use checks on the vehicle and trailer as a combination.

Workers suffer electric shock from 11KV overhead cables – target audience: all staff

On Monday 26 January 2015 two operatives were involved in the installation of a metal lighting column, which was being lifted into place with an excavator. The 8m column was supported in a vertical position by the excavator whilst one of the operatives guided it into a pre-installed ground spigot.

As the column was manoeuvred into position the top of the column came into contact with energised third party 11kV overhead cables. The operative guiding the column received an electric shock, suffering serious burns to the knees, one hand and their neck. The second operative also received an electric shock when he pulled the operative away from the lighting column. The picture shows the column continuing to arc after the event. The work was part of constructing a new rail operating centre at Basingstoke and away from the operational railway.



While we are investigating the causes of the incident, please take the time to consider the following and discuss in your teams:

- ✦ Do you have the ability to influence the design of assets with similar risks? If so how can you make sure that we have identified all site risks and taken steps to eliminate them, or if not possible to have suitably controlled them?
- ✦ Before starting work on site, how do you check to make sure that all electrical risks are identified and that the appropriate control measures are in place?
- ✦ How can you use HSE Guidance Note GS6 Avoiding danger from overhead power lines and the Energy Networks Association 'Look Out - Look Up' booklet to improve our risk management?

VGC driver responsibilities – target audience: all company drivers

Here is just reminder of a few of your responsibilities as a driver of a VGC vehicle.

- ✦ As the driver of a vehicle for business purposes you are responsible for ensuring that your vehicle is safe and legal to drive.
- ✦ You are responsible for carrying out daily checks on the vehicle to ensure it is fit for use.
- ✦ The vehicle must be locked and secured when not in use.
- ✦ Company property must not be left unattended in a company vehicle. In the event that company property is stolen from a vehicle the full replacement cost will be charged to the driver.
- ✦ You must not smoke in a company vehicle at any time.
- ✦ You must not use handheld mobile phones while driving.
- ✦ Everyone in a moving vehicle must wear a seatbelt.
- ✦ You do not have the authority to allow anyone else to drive a company vehicle.

Train collision with trolley – target audience: all NR staff

Background: On the morning of 28 December a Heathrow Express train struck a trolley on the UP airport line at Stockley. The two operatives who were placing the trolley jumped clear of the train just before the impact. This was very close to being a multiple fatality.

The works were the commissioning of the new Stockley flyover, which is part of the Crossrail project.

Underlying causes

- ✦ The activity being undertaken (lay out troughing) was unplanned and had not been addressed in the task briefing statement
- ✦ The COSS was not with the operatives when the incident occurred and had not briefed them.
- ✦ Poor communication between ES, COSS, supervisor and the operatives is a contributory factor.

Immediate action required by all persons affected:

- ✦ Individuals must take personal responsibility to not start work if they have not been adequately briefed by their supervisor and the COSS or if they doubt the competency of either.
- ✦ If the safe system of work requires a COSS, then works do not start without the COSS being present.



Use of excavators on LU – target audience: all LU staff

The purpose of this brief is to raise awareness of safe working practices applied when using and excavators.

- ✦ Machine operators must not work alone. A banksman/signaller must be provided in a safe position to direct the excavator and pedestrians.
- ✦ Engine must be switched off when not in use.
- ✦ Machinery must have LU approval and be operated in accordance with approval conditions.
- ✦ Machines should be left secure when not in use and left in a location to prevent unplanned or unauthorised use.
- ✦ Machine operators and banksman/signallers must be trained and competent.
- ✦ People must be kept away from areas where machines are working, and safe routes provided for pedestrians.

The planning and delivering safe work (P&DSW) programme - target audience: NR staff

The planning and delivering safe work (P&DSW) programme is implementing a number of safety changes that will ultimately touch everyone that works on the railway infrastructure. We want to make sure that we communicate what we are doing to as many people across the business as possible in an effort to explain the three key elements of the programme and alleviate any concerns that people have. These three elements are:

- ✦ New electronic permitting (ePermit) technology or Permit to Work tool, which will replace safe system of work packs: "The new Permit to Work tool will bring multiple improvements to all personnel working on the railway. It will guide users through the planning and risk assessment processes to produce relevant paperwork that fully describes the plan, and attached track schematics will allow us to visualise all activity on our infrastructure in one place."
- ✦ A single national control of work process: "With the aid of the ePermit tool we will make use of the new Control of Work process, which will be used to plan, risk assess, deliver and hand back all work carried out on Network Rail infrastructure."
- ✦ A single accountable person: "One of the largest changes being introduced will be the new competence of Safe Work Leader (SWL). The individual appointed to act as the SWL will be the person accountable for safe delivery of work within a worksite, ensuring that risks associated with both work site and task are appropriately managed."

The route-by-route training and rollout of the PDSW programme is well under way. The aim of the following is to update holders of a principal contractor's licence (PCL) and railway contractors certificate (RCC) of key next steps to ensure that all identified staff are fully PDSW competence trained ahead of each route go live date.

Planned earliest go live dates:

Route	Date
East Midlands	16 March
Anglia	27 April
LNE – South	27 April
Scotland	26 June
Wales	27 July
LNE North & Central	10 August
LNW – North	17 August
LNW – South	17 August
Western	31 August
South East	2 November
Wessex	26 November

