



DYER & BUTLER

Safety Matters

November 2014



Safe by choicenot by chance



02380 742222



steve.broom@dyerandbutler.co.uk



www.dyerandbutler.co.uk



Introduction

November has been a particularly busy period for Dyer & Butler and during the month we have safely delivered a number of large complex rail projects such as the Hayle Viaduct blockade works and the ongoing London Overground Capacity Improvement Project works.

It is particularly pleasing to note that the increase in workload has been delivered in conjunction with a major reduction in the company's accident frequency rate which is now the lowest it has been since May 2009.

This is excellent news for the company... However, we cannot afford to become complacent and we must maintain our focus on preventing and challenging unsafe acts on site to ensure that causes of accidents on are eliminated.



2014 has been a challenging year in health and safety terms, but as an organisation we have learnt from the challenges that we have faced and have continued to improve our performance and we must continue to do so as we head into 2015.

Steve Broom
Head of SHEQ & Training

Safety Performance

Accident Frequency Rate – 0.056

Dangerous Occurrence – 24/11/14 – Hayle Viaduct – Clean Compound –

An excavator made contact with a live overhead electrical cable during work to install a temporary haul road on site. Goal posts had not been erected at the time and the protective fencing warning the staff on site of the hazard had been removed by the works team to allow the works to progress. No-one was injured as a result of this incident and there was no loss of supply or machinery damage.

Minor Accidents

1/10/14 – **NLL Platforms** – An operative received cement burns to his forehead after wiping his brow with contaminated clothing.

15/10/14 – **NLL Platforms** – An operative fixing tying wire sustained a cut to their hand after the wire punctured their protective gloves.

24/10/14 – **River Ray, Swindon** – An operative sustained a muscle injury to his elbow after moving a wheelbarrow containing concrete.

27/10/14 – **Stratford Station** – A dumper operator was stung on the wrist by an insect as he drove the machine around the site.

29/10/14 – **Pond F, Gatwick** – An operative carrying out de-vegetation works disturbed a wasp nest and was stung as a result.

31/10/14 – **NLL Platforms** – A train driver threw a bottle of urine out of a passing train window showering a nearby operative.

Near Misses

3/10/14 – **River Ray, Swindon** – A street light cable was damaged by a hand held breaker.

5/10/14 – **NLL Platforms** – An RRV dislodged an isolated overhead cable whilst carrying out works on site

7/10/14 – **Heathrow** – An operative was sprayed with resin when he loosened a resin delivery pipe that was still under pressure.

9/10/14 – **Ladbroke Grove** – A line of Heras fencing blew over onto some stationary cars during a period of windy weather.

17/10/14 – **Hayle Viaduct** – A small diesel spill occurred when the fuel pump of the welfare container started leaking.

22/10/14 – **Colnbrook** – A lamp column that was being lifted out broke in half and fell to the ground due to corrosion of the column.

23/10/14 – **Heathrow** – A traffic monitoring loop cable was damaged during road planning activities.

29/10/14 – **BTM Conveyor** – A live electrical cable was discovered during works to remove the cable conduit on site.

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New Appointments

During the past month Dyer & Butler have strengthened the SHEQ and Training team through a number of key appointments.

Allan Guy has recently been appointed to a new post within the organisation and takes on the role of Rail Assurance Manager. Allan joins us from the audit and compliance organisation, Achilles. Allan will be responsible for overseeing all matters relating to rail assurance and compliance to ensure that we continue to meet the needs of our key clients.

Andrea Parker has also recently joined the team as the Training and Development Manager. Andrea joins us from another local construction industry training organisation where she co-ordinated all aspects of construction training. Andrea will be responsible for managing the operations of the Dyer & Butler training team and will be involved in work covering all divisions and departments within the organisation.

Both Andrea and Allan will be based at the Dyer & Butler Head Office in Nursling and can be contacted by calling 023 8074 2222. Please ensure that welcome them into the organisation and give them any assistance that they require as they settle in to their new roles.

Monitoring PPE Costs

In last months "Safety Matters" we reported that Dyer & Butler had decided to use Bolle as our preferred supplier of safety eyewear. The take up for the new safety eyewear has been excellent. However, the cost of supplying the new eyewear is considerably more than the standard type that was previously supplied and for this reason we must now ensure that good records are kept of those people who are issued with the new Bolle eyewear.

To assist with monitoring this, all Site Agents are reminded that any PPE that is issued on site should be recorded on the PPE Issue Record Form – (SE-FM-05)

Ecological Incidents

Over the past year, Dyer & Butler has experienced a growing number of issues which relate to the control of ecological risks on site.

Ecology is defined as the relationship between an organism and its environment and it is therefore common for construction activities to have an impact on the habitats and wildlife that may live or visit the places where we work.

No matter where Dyer & Butler is carrying out work, the effects of what we are doing and how this will impact on the ecology must be considered. You should consider the following...



Review all pre-construction information and survey results to identify the species and habitats that could be encountered at the work site. **Remember - some of these could be specifically protected by law.**

Develop site specific management plans and environmental risk assessments that are specifically detailed as to how the species or habitats that have been identified at the pre-construction phase of the works will be protected.

If required, appoint a licenced ecologist to carry out ecological surveys of the site prior to the commencement of works. Monitoring of the site may also be required during the works.

Brief all staff on site in relation to the specified control measures and make sure that they know the action to be taken in the event of damage or discovery of the protected species or habitats.

All reports of damage to a protected habitat, or species or the unintended discovery or a protected species on site should be reported immediately to the Regional SHEQ Advisor. If working on a Network Rail site, a report to NSC must also be made.

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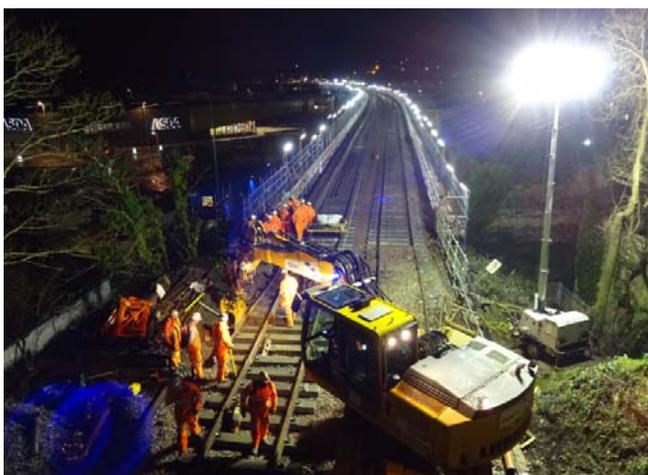


Safety Success Stories

It was mentioned in the introduction that Dyer & Butler have recently been commended on a number of contracts for our approach and management of health and safety.

The ongoing project works to extend the platforms at 17 stations on the London Overground transport network have been progressing well and over the past few weeks the works have reached a peak. Currently work is taking place at 12 of 17 stations and during the weekend possessions, the contract has been utilising the services of more than 200 site personnel per shift. The works are being delivered on time and to date there have been no lost time incidents or reportable accidents on any of the work sites.

The works that were carried out at the Hayle Viaduct site in Cornwall involved a 2 week blockade of the railway line. This allowed for the track, ballast and deck timbers to be removed and replaced which involved the reinstallation of over 800 timbers which were secured in place with over 3200 bolts. The blockade works were carried out around the clock and were completed with no accidents. Around 90 close call reports were logged during the 2 week period. The rate of close call reporting on site has been commended by the client, Network Rail.



The Dyer & Butler team at the Bristol Temple Meads Conveyor Removal site have also been successful in achieving the standards required to be awarded a Star Award by Network Rail.

These awards are issued to sites that have achieved an outstanding level of performance in relation to all safety, health, environment and quality issues. The site works involve the demolition and removal of the old post office conveyor system from above the platforms at the busy Bristol Temple Meads Station. The picture below shows the Dyer & Butler Site Agent, Matt Dyson receiving the award on behalf of the team from Bill Henry, the Network Rail Project Director for the Great Western Route Modernisation Scheme.



Congratulations to all of the teams mentioned in this month's edition of "Safety Matters".

Close Call - Reminder

Network Rail have seen a drop off in the number of close calls that are being reported throughout the industry. The reporting of close calls is a benefit to the rail industry and our own company as it helps to identify the common cause of accidents and incidents. We can then review the information provided and be proactive by introducing control measures and strategies that are aimed at protecting our workforce.

Please ensure that you regularly report all close calls by sending the completed report card (which is now available within the Rail CMS pool on Workspace) to Anna Whitehouse at Head Office



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Communicating Effectively

It is well known that the railway industry uses a lot of transient labour and as a result, this means that the workforce sometimes includes people from different countries.



This level of diversity within the workforce can sometimes lead to problems with the effective communication of safety briefings (due mainly to different languages, dialects and accents).

The feedback from last month's cascade briefing of "Safety Matters" identified this as a concern and our staff asked for guidance as to how to treat this issue if it is felt that language is a barrier to communication.

The Senior Management team have discussed this issue and explored many possible solutions which included the possibility of translating briefing material into different languages, but this was seen as being too restrictive. Therefore a basic "rule of thumb" should be applied when assessing the capability of an individual in relation to their understanding of critical safety communications.

If the person in charge of the worksite suspects that any person within the group has not understood the briefing, or appears not to have the ability to understand the information that is being communicated (due to issues with language, dialect, or local accents) then that person must not be allowed to take part in the works.

Please note that a close call report should be raised for all instances where issues relating to verbal communication problems are identified on site.

The standard rail induction is currently being updated and this requirement will be introduced within the revised publication to ensure that all members of staff working on site are aware of this requirement.

Security of Plant on Site

An urgent memo was issued recently by Network Rail which provided the details of an incident which involved an item of plant that was purposely placed on the line with the express intention of causing a derailment. The item of plant that was placed on the line was a mobile chipper.

Luckily no trains were derailed as a result of this incident but it has highlighted that further improvements must be made in relation to the safety and security of plant and materials that are left on site. If you are leaving plant or materials on site, you must consider the following points...

Where possible all plant and material should be removed from site and stored in a secure area or compound.

Ensure that all plant and materials on site are kept to a minimum.

If plant is to be left on site, then it should be properly (i.e. locked up to an immovable object), or be positioned in such a way as to prevent its movement.

Multiple small items of equipment should be locked together with a sturdy lock and chain to ensure that they are difficult to move.

Loose materials (i.e. sleepers, logs, etc) should be banded together if they are to be left on site to ensure that they are difficult to move.

If the site where you are working has been designated as a high security risk, additional control measures may be required such as security guards, site lighting and CCTV cameras.

"Hoodies" Are Banned

With the colder weather now setting in we are seeing an increase in "Hoodies" on site. Please remember to brief your teams that the wearing of "Hoodies" underneath hard hats is not permitted as it can impair the hearing of the person, putting them at risk whilst working on the track. Only purpose made balaclavas and hat liners must be used.

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Christmas Drinking

With Christmas just around the corner it won't be long before many of us are celebrating the Christmas period by having a festive drink with family and friends.

Whilst it is good to have a well-earned drink, it is also important to watch what you are drinking... particularly if you are booked onto work over the festive period.

It is well known that alcohol affects a person's ability to make decisions and therefore any amount of alcohol within the body can have a detrimental effect on safety.

One of the dangers of drinking excessive amounts of alcohol is that it can still be in your system a number of hours after you have stopped drinking. Many people are caught out by this and believe that they have had sufficient rest and are therefore able to drive and attend work.

All staff are reminded that you should not turn up for work if you are under the influence of alcohol (or drugs)

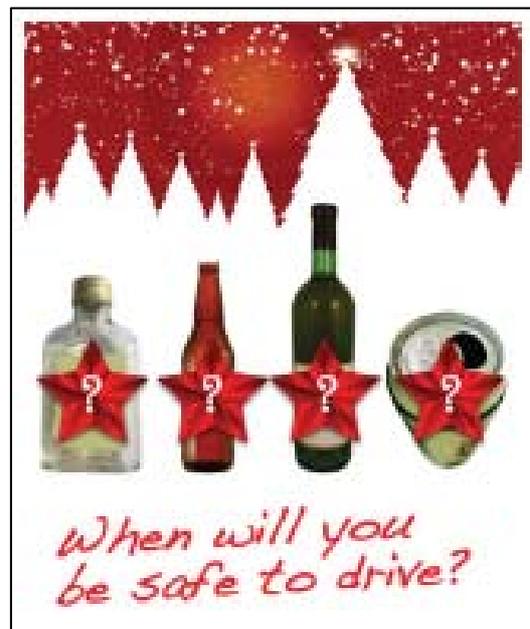
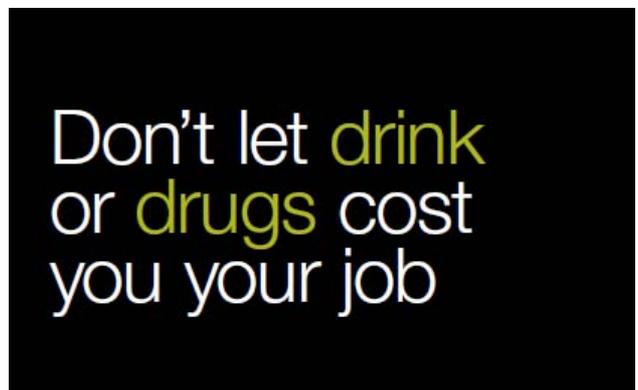
All employees should refrain from drinking at least 8 hours before the start of any shift

If you believe that you are still under the influence of alcohol, then do not turn up for work

Dyer & Butler will be carrying out a program of unplanned random drugs and alcohol tests during the festive period and any person failing the test will be subject to disciplinary action.

Please enjoy the festive period, but make sure that you carefully monitor your alcohol intake in relation to your work commitments.

Merry Christmas and Happy New Year.



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Close Call Feedback and Suggesti

You Said...

Safety boots provided by the company are uncomfortable and poor value for money

The company's procedure for using RRV's is out of date and does not represent what actually happens on site

The safety glasses supplied to site operatives often "steam up" and cannot be used when this happens

That problems exist with downloading the data from the Reactec base stations from 2GB data cards

That the recent changes to the SHEQ Team had not been properly communicated to the workforce

That you were unable to determine who is restricted for HAVS operations

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