

Behavioural Change Programme

Module 2 Briefing – Safe Plant Working

This brief is intended to give you the background information to support the onward cascade of Module 2 – Safe Plant Working and to assist you in adapting the module for your own business needs.

Slide 1 - Between March 08 and April 09 there have been 67 accidents and incidents involving operatives working on or near on track plant. These incidents include 2 fatalities, off track at Brigg 24th June – on track 12th July. In both cases the person suffered fatality injuries as a result of the accident. The 2 people involved were a banksman and a machine controller. Both came into contact with the machine and were crushed.

The outcome of both of these accidents has yet to be concluded.

Other events include vehicles that have runaway due to operator error, vehicles that have overturned or become derailed. The majority of these events are due to human error, machine malfunction or simple rule breaking.

There have been 8 events involving rail mounted machines (tamperers, high output ballast cleaners etc.)

Slide 2 – This is just a list of the types of events that have occurred over the last year involving on track plant and off track plant.

Slide 3 – Lack of concentration – Why? Discuss reasons with team – are there external pressures i.e. issues at home, threat of redundancies, issues with manager/supervisor or work colleague.

Time Pressure – Why? Poor planning of work, possession time's reduced, late start of possessions, early handbacks, plant & equipment not arriving on time can all play a major role.

Bad Habit – Why? Are operatives new to the role, have they been in the role for some time? Why do operatives isolate equipment provided for their's and their colleague's safety – try and get team to discuss reasons why they think it is ok to isolate safety critical equipment. There is currently a big study being undertaken on "On Track Machines" which is also looking into the continuous assessment of machine operators, the need for machine controllers and the overall use of this type of plant.

I haven't included information on all parts of this slide as the remaining headings are self explanatory or have been covered above.

Slides 5 – Work place accidents – Do you/your colleagues have the chance to get involved at the planning stage of a job? Do you have an opportunity to say how much time it will take to complete a task?

Slide 6 – Habit – It only takes 21 times to make a habit.... How many times do you isolate that piece of safety critical equipment? How many times do you accept a piece of plant or equipment that isn't right for the job, or has a fault?

Slide 7 – See information for slide 5 & 6

Slide 8 – Change in the working environment – common cause of events where this change hasn't been communicated to everyone, people become used to their surrounding and if that change isn't communicated then this can lead to an accident or incident. Always stop work, ensure those affected are told.

Slide 9 – “Close Call” – The new name for “Near Miss” – people often wrongly assume that when talking about near misses that it is with a train therefore the railway has introduced close call reporting. Always report it no matter how trivial it may seem. Remember that for every 600 near misses/close calls there are 10 serious accidents. Close call/near miss reporting is being actively encouraged. A trial is currently under way in Construction and Enhancements where by points are awarded for near miss/close call reporting as part of a safety pyramid scheme. (More information is available if needed)

Slide 10 – Shows a picture of a broken rail following a derailment of a RRV (Road Rail Vehicle) Explain within this section the importance of following correct on and off tracking of plant, using RRAPS where needed.

Slide 11 – This picture show's a telehandler (not a RRV) which overturned on a construction site after the operator failed to take into account the gradient and site conditions – again the outcome of this incident is yet to be determined.

Slide 12 – All of these headings are currently being investigated as part of an on going assessment of on track plant. The project is being lead by Steve Sandford.