



Safe and Well

Issue 67 – February 2019

<http://snip.bt.com/safety>

Safe and Well Issue 67 – there's a bit of a fire and power theme to this edition of Safe & Well plus if you've given us your feedback about On The Road, there's a few things we've already improved (thanks to you). Plus an example of what can go wrong with cable drums. But first, we've a bit of conflict resolution to highlight..

Well spotted! Thanks to an eagle eyed lead to cash surveyor who spotted this potentially deadly power infringement in Gloucestershire. He noticed copper and fibre attached on 11KV high voltage power poles.

It is vital to remember that you never attach to or climb high voltage poles. Those yellow "**danger of death**" signs are there for information, not decoration.

Check you've got the [overhead power glove box guide](#) handy as it should be your first point of call if you're unsure of what LV and HV looks like. *(Or if you need a quick refresh on any aspect of working with overhead power - you can download it directly or there is also a version on the Media Store.)*

If it's HV **and** you need to access our equipment, then you will need to involve the safety team.

Do not climb HV poles or use a MEWP on HV. Check the [power guide Section 5](#) for more info on the **safe sector method**.



Spotted some of our plant attached to HV?

If you see any of our plant attached to HV then:

- Raise a A1024 with a **540** defect code
- Get in contact with the safety team at safetydirect@openreach.co.uk

Our plant on the poles in Gloucestershire will now be planned for removal.

Thanks again to the surveyor who spotted this power conflict and called it out to us. If you know of **any** HV conflicts, please let us know so we can sort it. HV conflicts aren't something to be ignored.



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Power:	HV power conflicts Cabling by railways
Equipment:	GDU usage
On the Road:	Updates
Feature:	Winter learning
Training:	PE No1 call backs
Incidents:	Van fire Network Rail share
WAH:	Tetra FAQs
Equipment:	Use the KISS tool
Driving:	Road safety
Feature:	Support from USRs
Firestopping:	That's not right FAQ: Drill bits
Support:	Get help when you need it

Why did the cable cross the railway...? Please remember that under **no circumstances** are our overhead cables allowed to fly over an overhead powered railway (i.e. one with gantries). If we're crossing on a bridge, which crosses an overhead powered railway, then the cables **must** be run in duct, **never** overhead. If you're working on a job where a cable isn't meeting this standard, then raise an A1024 using "**BT Line plant in Conflict or contact with EL**", **Defect Code 539 and Remedy Code 309**.

Full details in [EPT/PPS/B023 - Electrified Railways - Electrical Guarding](#).



Gas Testing – Keep it on! When you've finished carrying out an initial gas test with your GDU and given it the all clear, remember to keep it switched **on throughout** the duration of the work at that location.

Don't turn it off after initial tests, **irrespective of the size of the chamber** (that includes less than 1 mtr)

There's a very good reason: Your GDU has two ways of measuring hazardous conditions:

- **Peak thresholds (STEL – Short term exposure limit)** – these are triggered when the GDU finds a concentration of gas which could be hazardous in the short term, and will immediately alarm.
- **Low level (TWA – Time Weighted Average)** – these are where a low concentration of gas is identified, which doesn't exceed the STEL, but are a hazard over **a longer duration**. Depending on how long is spent in the location, the GDU may then alarm to show a breach of the TWA limits.



And that's why it's important to keep your **GDU on throughout the duration** of your work in that location.

For more info on GDUs, check the [Health and Safety handbook](#).

So how low did you go? If you work underground or where there's a risk of exposure to dangerous fumes, then you know that using a GDU is mandatory and that your GDU units gets tested every six months. But have you ever wondered about the info captured? The reports show all occurrences of GDU usage of more than two minutes duration since the last esitest check (which is a good thing), any instances of the units alarms being activated plus any "low usage" (less of a good thing). In the event of low usage, the line manager is contacted and asked to investigate. But does the process actually work?

Good news – it looks like it does as a recent audit found the majority of line managers had no cause to get a system-generated e-mail for GDU low-usage. And for the small minority who had, the reasons were valid: people changing roles, long term sick or having a mainly desk based role so low GDU use was expected.

The best news: No manager contacted had received a low-usage email as a result of one of their people failing to follow the mandatory safety policy. Having the assurance that people are doing the right thing really does matter. So whether you're the person responsible for using the GDU or the person responsible for investigating any low usage reports, **make sure you know the part you play in keeping everyone safe**.

On the Road – you're already helping to make it better! Thanks to everyone whose already given us an indication about how they feel about "On the Road" (you seem to quite like it), with some suggestions for what needs a bit of a polish and scrub up. We've even been able to improve a few things already (and we haven't got to the end of Feb deadline yet). **So what's already changed?**

"Be good to have extra collision cards" "the accident cards are a bit small to use" Not a problem – if you've used up the collision cards, download a stand alone version at <http://snip.bt.com/OTRCC> and you can print them off any size you like.

"Being able to go straight to the section you want would be good" "Scrolling through each page takes time to navigate" Sorted! Download the [current version](#), you'll see there's now a clickable index plus a "take me home" link on each page.

"Can't always work out a link if I've printed it off " Not an issue for online use, but we've now shown the snip links in full and we'll make all links easier to use in the final version.

And the top comment: **"a hard copy would be handy (just like there used to be...)"** As we have to update "On the Road" quickly when stuff changes, having it as a stores item didn't really work **BUT** you can get your own local copies printed off, wired bound and in your hand. Send a request over your print room if you prefer physical to digital. Yes, they'll only be valid at the time of printing (like an MOT certificate) but there won't be 10,000 out of date copies on the shelves. <https://fixit.bt.com/Pages/article.aspx?articleid=14694>

And there's still time (just) to get involved if you reckon there's something that would really boost the efficiency of On the Road and one lucky person* will get £25 for telling us how they feel. The survey's open until the **end of Feb**, so motor over to <http://snip.bt.com/OTRFBW> and tell us your views.

**Nope, safety team, not you*

Do you want salt with that? Although it might not be wintery conditions right now, in case there's the return of the ice, it's worth calling out something around salt usage (and no, it's not about reduce it on food)

What's the difference between the 10kg bag of rock salt (**i/c 064890**) you carry on your van and the 1kg bag of salt (**i/c 000959**) – other than 9kg? Well, the 1kg is designed to be dissolved in 5 litres of warm water to help release frozen footway and carriageway boxes. It's the 10kg bag you should use to help keep you on your feet by spreading it on icy patches. Although the 1kg bag is lighter in weight, the salt offers very little grip on ice if applied directly and can increase the slip risk if used diluted if the melt water can re-freeze.

Slip on your Yaktrax – rather than slipping on the ground. During the cold snap, there were a few incidents around slips on the ice, and some lead to injury including broken ribs and internal bruising. It's likely that if YakTrax had been worn, these trips wouldn't have happened. **And a tip from the field:** put them on **before** you get out of your van (or going outside) as balancing on one leg on the ice isn't the safest method. And also, please don't wear them when you're actually driving.



Get a grip, not a slip!

If it's icy and you have YakTrax/ice grips – slip them on, rather than slipping over.

Getting "reacquainted" with Platform Elevating No.1 You may be getting a call up to re-attend "ORMWP008 - Platform Elevating No1 familiarisation" course. And yes, many of you have already completed it & had your IPAF log book signed, however there's a really important safety reason we need to bring you back into training.

Our PE No1 MEWP has evolved since the original Versa lift model joined BT Fleet's portfolio in 2016. There's now a further increase in outreach, an upgraded Safe Working Load and yet more travel on the fly boom which all tie in to a new bucket operating system.

Our supplier of the 4x4 PE No8 MEWP also supply a PE No1 model made by Klubb – and that also has differences. So we need to show you how **all** the new PE No1 models work. Plus, under IPAF rules, you can **only** operate MEWPs you're familiar with. And that info has to be formally recorded in your IPAF logbooks. So that's why you need to come back to get reacquainted with the various types of PE No1.

Win £25 by telling us [your views](#) about "On the Road"



What was the root cause of this? Finding out what caused an incident means that we can usually do something to reduce the chance of this happening again. Sometimes, it's not obvious or straightforward. What about this one? It would be easy to assume this was some kind of fault with the van overheating; whereas it was actually an exploding electrical cable underneath it. Not a usual occurrence. And this shows just why getting right underneath the causes of an incident really matters and to keep asking why.

Like just how we're going on to work with the power company here to understand what caused the explosion in the first place... No one was hurt in this one – but the van was a definite casualty.



Safety share: Network Rail – part of keeping everyone safe is sharing learning from incidents and they don't have to be limited to us in Openreach.

Network Rail have shared a recent incident involving a cable drum breaking free on a motorway.

Luckily there were no injuries; the drivers on the M32 stuck in the traffic delays were probably less forgiving!

Check that you know the [right and safe way](#) to work with **our** trailers.

CS200 (Draw) / Rest (Draw) must be used to move the trailer. Do not use the winch to pull the trailer. Do not use the winch to pull the trailer. Do not use the winch to pull the trailer.	CS200 (Draw) / Rest (Draw) must be used to move the trailer. Do not use the winch to pull the trailer. Do not use the winch to pull the trailer. Do not use the winch to pull the trailer.	CS200 (Draw) / Rest (Draw) must be used to move the trailer. Do not use the winch to pull the trailer. Do not use the winch to pull the trailer. Do not use the winch to pull the trailer.	CS200 (Draw) / Rest (Draw) must be used to move the trailer. Do not use the winch to pull the trailer. Do not use the winch to pull the trailer. Do not use the winch to pull the trailer.	CS200 (Draw) / Rest (Draw) must be used to move the trailer. Do not use the winch to pull the trailer. Do not use the winch to pull the trailer. Do not use the winch to pull the trailer.
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Safety Alert

A serious incident has taken place



Cable Drum Trailer Failure - M32

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

Ref: Safety Alert NRX 19-01

Date: 17/01/2019

Location: M32 - Bristol

Overview

On 13 January 2019 at 22.00, a cable drum was reported to have fallen onto the M32 (Bristol) motorway. The incident caused severe traffic disruption but fortunately no reported injury to road users. The cable drum (circa 1 ton) was recovered by the Highways Agency.

The business owner of the cable was established when a Network Rail E&P driver subsequently reported to control (from Gloucester) they had lost a drum of cable from the trailer of their vehicle.

All must ensure that trailer inspection and test records are in date.

No cable trailer should depend solely on hydraulic pressure to retain the load securely.



The initial investigation has established hydraulic failure on one of the lifting jacks. This caused the load to become unsecured, come into contact with the road and roll off the trailer.

All inspection and test records for the trailer were reported to be in order, however subsequent reviews show the trailer (blue) does not have a safety back bar as included on newer trailers (yellow). These bars prevent roll off risk as cable drums would remain within the trailer frame.

All cable carrying trailers that are vulnerable to single point failure must be removed from use immediately.

Part of our group
of Safety Bulletins

Safety
Alert

Safety
Bulletin

Safety
Advice

Shared
Learning

To Tetra or not to Tetra, that is the question As the roll out of the Tetra work at height system gathers speed, the natural question asked is "so, what if I can't use the Tetra system?" This gets covered in the training and also in the flowchart within the [Tetra pocket guide](#).

However to be crystal clear, once you're Tetra trained, if you can't use the Tetra system to secure the ladder, then you can't use the ladder.

And no, the job must not be referred to someone who isn't yet Tetra trained. You'll need to follow the flow chart to request alternative access equipment and capture why Tetra couldn't be used. As part of the course, all previous securing items will be removed through the stores hub.

Our new [Tetra information website](#) is also now up and running, which includes lots of reference materials and frequently asked questions.



Are you KISSing with confidence? When it comes to lifting lids, along with using the roller bar, having a KISS can really make your day a whole safer. Yet, "no KISS tool present" "engineer to order a new safety shim" or "KISS tool on van but not used" are fairly common comments on AMS checks. Knowing the right way to take a lid off can make a real difference to your future health – unless the prospect of a permanently weakened back, neck or shoulders appeals to you. We covered this back in the [Safety Special edition of FEN](#) so it's worth checking you've got the right kit handy, know how to use it and yes, actually do use it.

Lifting the lid on safety

In the safety team we regularly scour FPQ for safety flag trends. It's a great opportunity to spot any knowledge gaps, plus prevent future accidents. And lifting joint box lids has hit the radar.

Bad backs, knees and joint problems can be exacerbated by poor lifting practice. Don't risk twinging or jarring those muscles and joints by dragging lids off incorrectly.



TOP TIPS



KISS

A Key Insertion Safety Shim (KISS) is ideal for worn key holes (item code 056488)



GATE GUARDS

Use them! Remember the 'just five minutes' video snip.bt.com/just5mins



MANAGERS

Remember you can always refresh your knowledge via CBT ORSF813 before heading out to do AMS checks

The right way to lift off lids correctly is as easy as 1, 2, 3...

1 BREAK THE SEAL



Some covers you'll come across weigh almost 60kg, or could be jammed, frozen, welded or locked in the frame. Breaking the seal correctly reduces injury risk.



TOP TIP: 'A' type covers: you'll need to reverse the tang first.

2 USE THE DROP DOWN FOOT AND COUNTER WEIGHT



The Key Joint Box (KJB) No.5 (item code 129320) complements kinetic lifting techniques. Additionally, using the counter weight and drop down foot lets you carry out gas tests safely before removing lids.



TOP TIP: 'A' type covers: you'll need to go to the opposite end to free the lid from the lip before removing it. Don't force it.

3 USE YOUR ROLLER



Please, please, please use the roller bar (item code 129274). It makes shifting the lid a whole lot easier.

Keep road safety in focus Yes damage to a van can be costly, causes inconvenience and generally makes life a bit difficult – but all of that is fixable. People being hurt in vehicle related incidents is a whole lot more than "inconvenient". No one should be hurt due to the work they do – and that includes driving, which **is** part of your work.

Whether it's checking your speed, your distance, the road conditions or staying aware of the potential actions of other road users – taking actions to stay safe behind the wheel is as important as staying safe when working at height or underground. Those 815 days lost to RTCs, they all have a person behind them who was injured.

Road safety dashboard

- 185 million miles driven YTD
- 6451 RTCs YTD
- **815** days lost to RTCs



Cabling that isn't up to standard A great shout out by the local USR at Holmes Chapel which was escalated up to Technology for urgent resolution:

"As you can see, new cables have been installed without the provision of approved cable trays, which are required to comply with the new Wiring Regulations BS 7671, as briefed out by the Safety Team with a mandatory CBT. Please could you escalate this for an urgent resolve due to the Fire Safety implications."

And a "bit" more about fire stopping A query was raised at a recent FND event about whether there small enough drill bits available to drill the 5mm pilot hole for wall dog screws.

Good news – there certainly are and they should be available on all engineering profiles.

Item Code	Description
126702	DRILL TWIST MASRY 5X85MM
127367	DRILL SDS MASONRY 5X110MM
127021	DRILL TWIST METAL 5MM

Need a refresh about fire stopping then it's <http://snip.bt.com/SAFE023>

Use (but please don't abuse) your USR Union Safety Reps (USRs) have an [important part to play](#) in helping to keep people safe at work. Particularly when it comes to involvement with near miss, accident and incident investigations – it's likely that USRs will have been involved in assisting with more investigations than the average line manager so please don't neglect to involve them.

What else do USRs typically get in involved with:

- Workplace and site Inspections including writing up reports and following-up actions.
- USRs keep abreast of current developments, changes in legislation/company working practices and promote these where necessary.
- Trials and projects as USRs may from time to time be called on to participate in trials of new equipment, tools or working practices.
- Ongoing support and promotion of safety campaigns – the Near Miss campaign is a good example
- USR forums to discuss common problems or issues at branch, regional, and business unit level.
- Promoting good health, safety and wellbeing working practices among their work colleagues and to help and advise on issues where appropriate.

We all have a part to play in keeping people safe; USRs are an important part of the safety jigsaw.

If a physical load was too much, you'd ask for help to prevent harm...

... so **don't** carry it all yourself when it comes to "stuff" that's causing you problems.

Let someone help you.

0800 917 6767



The [Employee Assistance Programme](#) (EAP) is available 24/7, it's free, it's for everyone and it's confidential.

So why use it?

- It's separate from BT – run by an outside company
- It's confidential - **and it really is**
- It's not **only** counselling (*but they're pretty good at that*)
- It's a way to get advice on issues like benefits, financial worries, family problems or non work related legal stuff

Everyone needs a bit of help sometimes, make the call.

I want more! More Safety info? Then head over to [Safety Direct](#) to see what else is there. And remember to catch [Group's HSW newsletter](#) as well. Want to have something featured in Safe & Well then [drop us a line](#).