



Safe and Well

Issue 69 – April 2019

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

Safe and Well Issue 69 – Springing safely into April, there’s a shout out that led to cabs getting an accessory, a reminder of why wearing your safety helmet is essential and something you could just shrug away on desk based working. Plus are you under or over the limit when it comes to safe driving. But first, a few small adjustments made a big difference for working at height.

SAFETY BELT NO. 11

IMPORTANT: Please read and understand this information before use



It’s not only batteries that you can order in size AA - the harness for the Safety Belt 11 can now be ordered in size AA too.

The Safety Belt No 11 has three components:

1. A full body safety harness (RGT1)
2. A multi-purpose harness for most applications. With front and rear D-rings for full arrest and rescue, and work positioning side D-rings for hands free working. The design optimises working stress and even distribution of forces in the event of a fall.
3. A work positioning pole belt (RGP1)

Specifically designed with a contoured mesh adjustable buckle to ensure safe operation and adjustment.

3. Energy absorbing lanyard (RGL1). Fit with a shock absorber pack, it can be attached directly to a suitable anchorage point or attached through a point of vertical structure.

Inspecting your Safety Harness, Pole Belt and Lanyard:

CONNECTIVE FIT
Ensure buckles have been given the correct tension by a competent person before use and ensure that the harness will be fitted correctly.

WEAVING/ HOPE
Check all weaving is free for regular use and that all stitching is secure. Check for any fraying, tears, or any other damage to the harness.

TRACABILITY
Check records of when and where you purchased the harness (agent or site list). We recommend recording all inspection and use dates on the inspection and use log provided.

ENERGY ABSORBER
Check the energy absorbing pack is in the correct position and that the energy absorbing pack is not damaged.

HOW TO FIT A SAFETY HARNESS

Ensure the chest strap is near armpit level and the belt is level with the top of the hips.

Back plate should be positioned between shoulder blades.

Close over straps on belt's level and even on the waist belt.

Pull harness down at the back so the sub-pelvic strap sits correctly underneath the buttocks.

Ensure all buckles are adjusted to a snug fit and are assembled correctly without any twisted webbing or loose tails.

[Download the guide](#)

Over the last few months, a number of people have been in contact with the Chief Engineers team and ourselves letting us know that the current size A harness was too big or just didn't fit comfortably. So working together with our supplier Ridgegear and a couple of those engineers, we've got a smaller sized harness developed. And the good news is that following several trial fittings, it's now available to order via the usual process.

Ridgegear have also produced a fitting guide for us and that can be found at <http://snip.bt.com/Safety Belt No.11 Guide>. It may be the case that your vital statistics haven't moved a millimetre since you were first fitted for your safety belt, but if you have moved to a different size in jeans over the years, it might be worth checking your belt fits as it should. It's not just a question of comfort (that matters), it could be the difference between being safe and unsafe when working at height. Have a look at the [size guide](#) to see if you still measure up perfectly.

	Size	AA 096467	A 005783	B 005933	C 005937	D 005938
A Chest		33 - 39" 83.5 - 98.5cm	36 - 42" 91 - 106cm	42 - 50" 106 - 127cm	50 - 54" 127 - 137cm	54 - 58" 137 - 147cm
B Waist		27 - 33" 68.5 - 83.5cm	30 - 36" 76 - 91cm	36 - 44" 91 - 111cm	44 - 48" 111 - 121cm	48 - 52" 121 - 132cm
C Hips		35 - 41" 88.5 - 103.5cm	38 - 44" 96 - 111cm	44 - 52" 111 - 132cm	52 - 56" 132 - 142cm	56 - 60" 142 - 152cm

We're working with Ridgegear on possible future developments of the climbing harness and we'll keep you posted. If you need more info about Safety Belt 11, [Martin Nottage](#) from the Chief Engineer's Office is the product owner.

And because keeping people safe is never a one size fits all approach, you'll be pleased to know that **high viz jerkins, pole jackets** can also be ordered in **XS sizes**. Just drop the [corporate clothing helpdesk](#) a line.

Keeping every body safe in Openreach – whatever the shape or size.

SNW069 April 2019

Be safe and secure Our colleagues in the Security team have a new version of the ["Stop and Think" Insight guides](#) for engineers. It also includes a reminder to [report any assaults \(verbal or physical\)](#) in the same way you would any other sort of incident you have at work – plus a few handy tips for staying safe at customer premises. Stay safe **and** secure.



- WAH:** Better fit on SB 11
- Stay Secure:** Stop & Think
- Incident:** Why PPE matters
- Health:** Desk & screen health
People support
What about Weil's?
- Great idea:** Top box expansion
- Vehicles:** Tyre checks
- Drivers:** Check your liquid limits
- Managers:** Licence To 2019

What do you notice first about this scene - the countryside, the pole, the guarding?
What about the safety helmet? Have a closer look at it in picture two. And that was a "good" outcome..



This is a shared incident highlighting what can happen if keeping people safe isn't the main focus when planning and executing work.

These are part of the investigation into an incident where a member of a poling gang was struck on the head by a falling D-pole that was being removed in a rural location. He suffered lacerations to his head, fractured vertebrae and shoulder and, due to the location, there was a 45 minute wait for the ambulance.

If he hadn't been wearing his hard hat, this would have been a very grave outcome. The investigation has highlighted various concerns around supervision, risk assessment, control zones, format of documentation and training which are being addressed by the relevant people.



Any safe systems of work that have been developed are only going to keep people safe if they are understood, followed and reviewed. If you don't understand why you have to wear a certain type of PPE, or what your safe zone is or what the **potential for harm is** – then call it out.

If the work you're doing requires a certain type of PPE, use it. **A relevant example is the change in requirement around eye protection** for [working with Cobra rods](#) following someone being blinded in one eye.

In the case of this incident, wearing a hard hat as risk assessment required probably saved this man's life.

No one should get harmed by coming to work.

Useful links

- [Risk Assessment](#)
- [PPE](#)
- [Supervision and active monitoring](#)

That's not IT waste A quick share from Technology following the recent discovery of an unexpected item in the recycling area. It's not IT waste, it's not electrical waste, it's a fairly dangerous thing to have been dumped into the local IT equipment bin in Nottingham. The potential for someone to have been hurt is clear. When recycling items, make sure you are using the [right method](#) and also that you aren't putting someone at risk of injury.



As found in an IT waste container

A top notch idea for a top box expansion We had a great result on safety collaboration where an idea from the field was acted on, and resolved by, the Chief Engineer. David Martin, Operations Manager for BVK556 in Luton, came across a cabinet that had the expansion box fitted to the top, and although the design stops the door falling out when opened, he felt an extra layer of safety would help.



David asked the Safety team whether an extra strap could be added to the design to hold the door when the engineer opens it. Danny Calver in the Chief Engineers Office devised a simple and effective solution.

A chain with a carabiner has been added to allow engineers to disconnect it when starting work and reconnect it when finished. The pic shows the prototype idea; the permanent solution will have the chain fixed to the top box. Want to know more about the fitting of a PCP Top-Box Expansion? Have a look at [ISIS AEI/BPG/G015](#)

If you work on one these top-boxes, please reconnect the door and chain when you complete your job. That way, you're keeping your colleagues safe when they come to work there next; always good to look out for each other.

You're the experts after all you use the kit, processes and stores every day, so if you have any safety ideas that you feel we could act upon, and make your working life safer, drop us an email via [Safetydirectg](#)

Looks can be deceiving It matters to give your tyres more than just a cursory check. And nothing demonstrates why a [thorough check](#) is so important than this safety shout out from Luke Bailey (BNJ32).

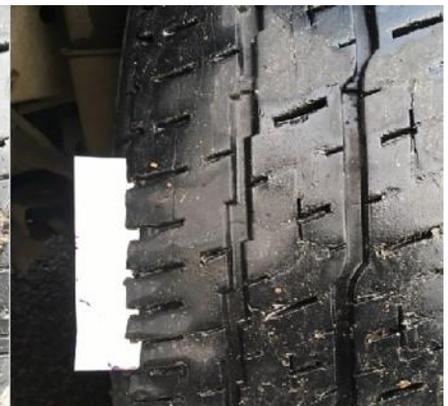
"Check out these pictures of my tyre, the pictures show how important it is to give yourself time to check your tyres! I've used one of those white labels the CSTs use on the poles (pre climb label) to show how slashed it is. They don't know how this has happened but it was fresh and border line ready to blow out apparently"



Looking good, plenty of tread..



Hmm, on closer inspection..



Well that's had it, like this all the way around

Are you an “undrunk” driver? We’re all familiar about the dangers of driving when over the alcohol limit, and also around driving whilst under the influence of drugs (both legal and non-legal – check those hay fever tablets for drowsiness) – but what about driving *under* the limit? We’re talking about good old **H₂O** here.

Did you know? When motorists were put through a series of tests on a driving simulator by scientists at Loughborough University to assess the effects of mild dehydration on reaction time and performance, the results were startling.

They made **twice as many minor errors** when dehydrated as they did while hydrated; that’s on a par with same number as those who have been drink-driving.

That’s because concentration and alertness were significantly reduced. Errors included drifting out of the lane as well as braking too early or too late. And according to the Department for Transport, **driver error** is the biggest cause of road accidents in the UK, with **68% of crashes as a result of this**.

Know the signs of dehydration

- Loss of focus
- Feeling drowsy
- Dry mouth
- Feeling dizzy or lightheaded
- Slower reaction times
- Muscle cramps

Stay hydrated and safe

To keep well hydrated, health authorities recommend drinking around two litres of water a day, especially in hot weather.

If you do feel tired while driving, **stop** for a drink that contains caffeine or sugar to give you a boost or take a rest until you feel more awake.

Don’t overuse air con (if you have it!) as this can have a drying effect on the atmosphere.

Make sure you drink enough fluids before setting out on car journeys, even if it means taking regular loo breaks along the way. And speaking about needing a pee...

“There is no question that driving while incapable through drink or drugs increases the risk of accidents, but our findings highlight an unrecognised danger and suggest that drivers should be encouraged to make sure they are properly hydrated.”

“Healthy pee is 1 – 3, 4 – 8 must hydrate”



That’s a handy app to tap into

Refill is a phone app that’ll show local businesses who will top up your water bottles for free. **Refill** will plot on a map willing businesses from Wetherspoons and Costa Coffee to small independent retailers and it’s now on the **Openreach iPhone App Store**. (App Store/All/Information)

It’s part of a Challenge Cup idea by our learning and development team to reduce the high numbers of single-use plastic water bottles ending up in land-fill – and we think it’s a good source of info to quench your thirst when out and about.

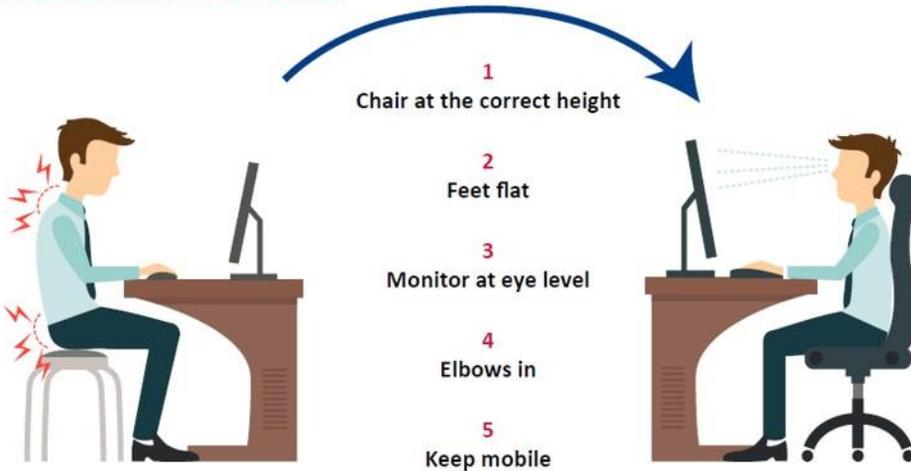
You can download a copy for your personal phone either from [Google Play](#) or the [iPhone App Store](#).

<p>Hydrated</p> <p>These colourations 1 – 3, show that you are fully hydrated. However if you have reached level 3 (pale yellow) you are beginning to show the signs of dehydration, and should up your water intake.</p>	1
	2
	3
<p>De-hydrated</p> <p>Level 4 (a darker yellow than level 3), indicates that you have started the dehydration process and need to drink more water. From level 5 upwards to level 8, you are in fact dehydrated. Whilst not critical at level 5, more water is necessary to prevent symptoms worsening.</p> <p>At Level 8, you are seriously dehydrated and in need of rapid hydration to increase your electrolytes.</p>	4
	5
	6
	7
	8

That's a right set-up! Loads of us are more used to working outdoors than in an office, but there's still a considerable desk based population in Openreach. So something that's fairly important is getting it right on desk, screen and DSE. Luckily, the [safe office working factsheet is here to help](#). Here's some hints for starters.

RW RehabWorks Safe Office Working Fact Sheet

5 STEPS TO WORKSTATION SUCCESS:



Enhance your workstation There are a few accessories that could make life a work lot better – and when you do your [regular DSE Assessment](#), you'll be able to work out which can make things less of a pain.

Double vision If you've a multi-screen set up, check that:

- Both screens should be matched in size and quality (display luminance and contrast)
- Both monitors are the same height and viewing distance
- The monitors as close together as possible
- The monitor you use the most is closest to the centre of your viewing angle
- Your secondary monitor is slightly angled towards you and slightly offset



20-20-20 vision reduce visual fatigue with the 20-20-20 technique: Every **20** minutes look at something that's **20** feet away for **20** seconds

How much are you lugging around? Give yourself a surprise and stick your work laptop bag on the scales. Anything you can take you to lighten the load? And are you a one shoulder slinger? Putting all the stress on unfairly on one side, you are storing up shoulder and neck pain. If your backpack has two straps, use them. Want some ideas on simple str-et-ches to keep you flexible? – have a look at the [safe office working factsheet](#). It's the one time when shrugging your shoulders really is a **good thing** to do.

Take your [DSE assessment seriously](#); after all it's your health that's at stake.

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, it's OK to ask.

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](#).