

# NEWSLETTER

SEPTEMBER 2021

**nCS**  
NETWORK CONSTRUCTION SERVICES

At **Network Construction Services (NCS)** we **'Never Compromise Safety' (NCS)**. It is at the heart of everything we do. The safety of our people and anyone that comes into contact with our service, like members of the public, is paramount. We believe in **'protecting our work family and getting them home safe to their families, everyday'**.

## NETWORK RAIL STANDARD CHANGES:



Network Rail have published their new Standards Catalogue (NR/CAT/STP/001 – issue 121), which also includes any updates or changes. After a detailed review, no amendments to Sentinel skills and compliance is required.

Please visit our website ([www.ncsjob.co.uk](http://www.ncsjob.co.uk)) to download for free the RSSB Rulebook Briefing Leaflet issue 36 and others like it. You can also download your rulebooks and handbooks free of charge. There were lots of handbook changes this period. A powerpoint uploaded to our website will explain the changes.



Please visit our website to see Network Rail's recent safety briefings



Never use a hand-held or hands-free phone, or programme any other mobile device, while driving.

Our safety vision outlines the commitments which empower us all to get home safe every day. The vision and commitments are supported by our lifesaving rules, which tackle the ten most common causes of injury and loss of life on the railway.

It doesn't matter what uniform you're wearing, how long you've been on the railway, or how senior you are. We all have a responsibility to behave safely, and challenge unsafe behaviours and conditions when we see them.

We all deserve to get home to our families.

We are honing in on a particular lifesaving rule this time. Never use a hand-held or hands-free phone, or programme any other mobile device, while driving. If you need to use a mobile phone for your job, it is important it is used in a position of safety and only if safe to do so, and approved by local site rules. If you are uncertain, please ask your supervisor. Distraction is one of the biggest causes of accidents. Don't allow this to happen to you.

## CLOSE CALL



A close call is something that could happen, whereas an incident has already taken place.

For example, if a trip hazard is spotted it can be reported as a close call because someone could trip over it. If someone actually trips because of the hazard, it is then classed as an incident.

What to do if you see a Close Call?

**Safety is everyone's responsibility. If you see something that could cause harm or damage, follow these steps:**

- Recognise – Could it cause harm or damage?
- Respond – What can you do?
- Fix the situation, if you can do so safely – then report it
- Always challenge unsafe behaviour – then report it
- Inform others around you so they are aware of any risk.
- Report – Always report Close Calls



## WORKSAFE

The rail industry doesn't expect any employee to work in an unsafe manner to achieve results. If you think something is unsafe, then stop work. You should never feel that you have to do something if you believe it's unsafe. Wherever you work, whether you're trackside, in an office or visiting a site; if you have concerns about safety the worksafe procedure exists giving you the right to stop work and have the situation assessed in a fair way.

At NCS we have our own Policy and procedure, which is driven by an external Network Rail standard:

## WORKSAFE BRIEFING

If you're asked to undertake a task without the required training, equipment or personal protective equipment, or if there is no safe system of work then you can invoke the worksafe procedure and prevent a potential accident. You can expect support from your manager – to listen, evaluate and agree an action with you. How worksafe works:

1. Stop work, move to a position of safety, and immediately contact the person in charge, explaining that you have invoked the Worksafe procedure and explain why you have stopped work.
2. The person in charge shall, in discussion with the employee, make an assessment of the situation and determine the course of action required.
3. An agreement should be reached that there has been a suitable and sufficient risk assessment of the task, the system of work is safe and that the work can be restarted.

If no agreement can be reached, the work will not be restarted and the person in charge would consult their manager to agree when the work can be made safe, when staff can return and assign them to other work in the meantime.



*Click here to watch video*