



# Welcome to RIHSAC 104

Dilip Sinha, Secretary, RIHSAC

10 January 2017

*ORR protects the interests of rail and road users, improving the safety, value and performance of railways and roads today and in the future*



OFFICE OF RAIL AND ROAD



# Managing risk from hand arm vibration among contingent labour workers

Sharon Mawhood  
RSD

RIHSAC 10 January 2017

# Challenges of the gig economy?

- 50,000+ rail agency workers: zero hours, umbrella companies, nominal self employment
- HAV risk management just one area of impact
- 2016 ORR review HAVS health surveillance and RIDDOR reporting
- Gaps in health surveillance for contingent labour workers
- Gaps at interfaces between labour users and suppliers
- Driven by uncertainty: who is the employer?



# ORR challenge to the industry

- Need clarity and consistency on 'who does what' in the supply chain
- Fair and workable solution that all can sign up to
- Share current thinking on employment status
- Offer good practice principles on managing HAV risk for suppliers and users of contingent labour
- Industry ownership: delivered by industry steered by ORR



# Working with RIAG: roles and responsibilities

- **Users of contingent labour:** contractor in control of work manages HAV risk on site irrespective of employment status
- **Labour suppliers:** nominal employer for contingent labour: ensure fit for work with vibrating tools; provide health surveillance for at risk workers
- **Exchange of information** needed between users and suppliers on HAV risk control, vibration exposures, and health surveillance outcomes
- **Designing out risk:** tool selection; time limited product acceptance (new technology?)
- **Common understanding risk:** sharing real life vibration emission data to inform risk assessments and tool tagging
- **Sentinel upgrade 2018+:** capture individual HAV exposure records and health surveillance outcomes through supply chain

# Education and awareness campaign



## FACTSHEET

## Hand Arm Vibration Syndrome (HAVS)

### Did you know?

Hand Arm Vibration Syndrome is caused by **REPEATED USE** of vibrating tools over a period of time

It can cause **IRREVERSIBLE DAMAGE** to a persons hands and be severely disabling

Network Rail adheres to all legislation to **PROTECT THE HEALTH** of its workers from the effects of vibration

### What can you do?

✓ **ALWAYS** use the right tool for the job

Where possible **AVOID** using vibrating tools altogether

👍 Check tools before using them to make sure they are **WORKING PROPERLY** and have been maintained

**LIMIT** the amount of time you spend in a day **USING** vibrating tools

☁️ Keep your hands **WARM** and **DRY** in cold weather

Learn to **SPOT** the early signs of vibration and if they occur **REPORT** them to your manager as soon as possible

📄 **ALWAYS** participate in any **HEALTH** surveillance programme

### What can you do next?

🔄 **OR** 🗣️

For more information visit the occupational health and wellbeing pages on connect

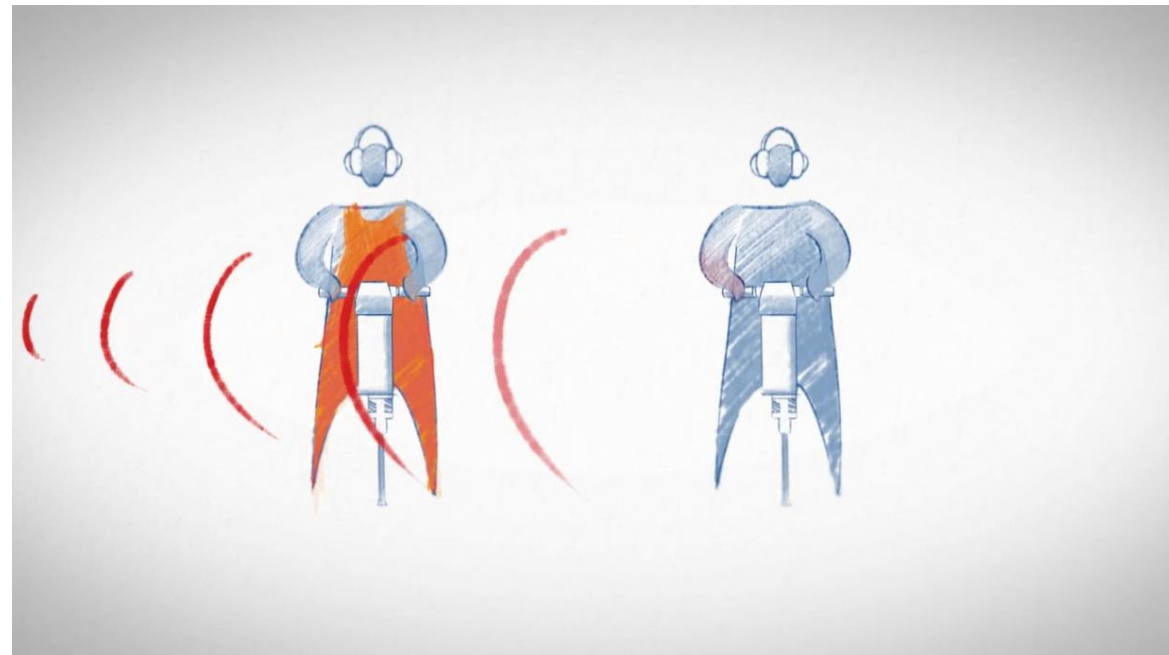
If you have any concerns speak to your line manager who will arrange occupational health support

### What are the main symptoms of Hand Arm Vibration Syndrome?



### For more information...

visit the occupational health and wellbeing pages on connect, or to download podcasts, videos and presentations visit Safety Central: [Safety.networkrail.co.uk/Communication-and-Health/Occupational-Health-and-Wellbeing](https://safety.networkrail.co.uk/Communication-and-Health/Occupational-Health-and-Wellbeing)



## What we'll cover today

- ⊖ What is Hand Arm Vibration Syndrome (HAVS)?
- ⊖ Things to look out for
- ⊖ When are you at risk?
- ⊖ How you can reduce the risk
- ⊖ The importance of Health Surveillance



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**Thank you**

**Your views?**



## **Infrastructure authorisations and a proposal to make the process more efficient**

RIHSAC 10 January 2017



# The scope of the issue

- It is inefficient for infrastructure managers to seek authorisation in real time for many individual work packages which are part of a larger programme.
- Our aim is to make the authorisation process for programs to upgrade existing infrastructure more efficient.

To do this.....

- It requires the infrastructure manager to put in place the required criteria and governance and agreed with ORR.
- It needs the engagement of the Conformity Assessment Bodies.
- We think there are potential benefits to this approach in reducing assessment costs for the applicant - particularly for programs such as GWML and ETCS trackside fitment.

# The proposal

- Infrastructure managers will be able to propose grouping together authorisation applications into larger packages and submitting these for authorisation at a later date against an agreed plan.
- Authorisations will be required before the larger packages of works or the entire project will be put fully into use.
- To take advantage of this proposal applicants will have to produce an authorisation plan and comply with relevant criteria.
- The applicant will still have to employ Conformity Assessment Bodies and obtain Interim Statements of Verification for works completed in advance of authorisation.
- The CSM on risk assessment will still apply and Safety Assessment Reports will need to be aligned with work packages

# Potential benefits

Reduce the risk that large projects are not in service on the expected date of commissioning (less paperwork to manage and a clearer objective for all parties)

Bring more work in scope of authorisation and result in a more interoperable network;

Reduce the interface assessment costs between multiple smaller projects; and

Make the boundaries clearer adding clarity to the method to demonstrate safe integration.

Reduce the overall industry costs of applying the interoperability process (each authorisation requires dedicated resources from project: third parties and ORR)

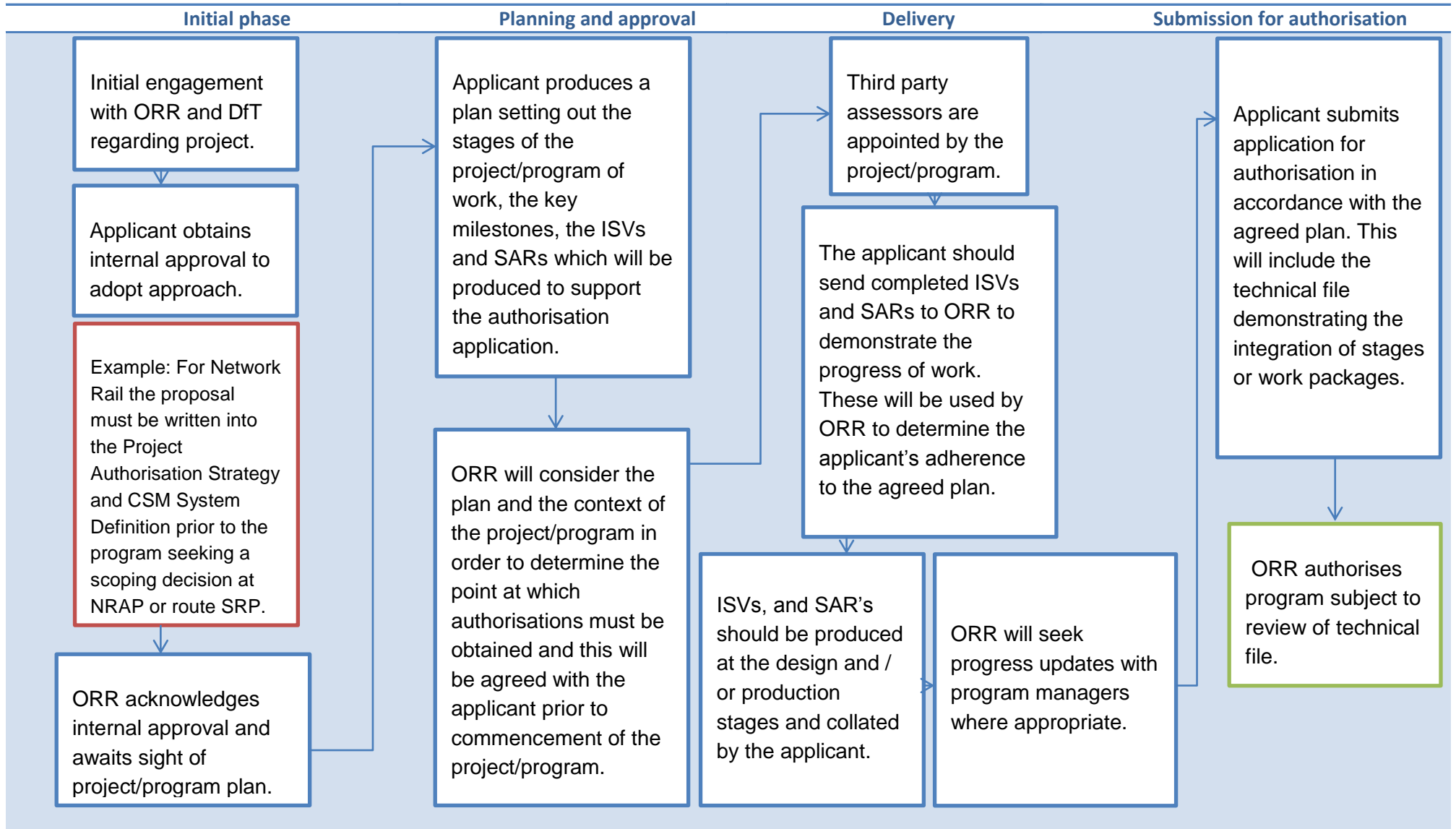
It will inform and lead to simplification of the infrastructure authorisation process for national trackside ERTMS programmes;

# Governance and process rules

- The applicant must make a proposal to ORR and obtain ORR's agreement that this approach is appropriate prior to the commencement of any work.
- Where ORR confirms this approach is appropriate in the circumstances, the applicant will need to comply with such requirements as ORR determines is necessary.
- An authorisation plan (agreed in advance with ORR) must be produced - setting out how the project or program of works will be undertaken and the point at which authorisations must be obtained:

For each phase of a project or program of work, the applicant must continue to:

- Employ Conformity Assessment Bodies who will provide ISVs for each individual phase of work
- Obtain an appropriate Intermediate Statement of Verification (ISV) from the assessment body, which will need to be supported by a (positive) Safety Assessment Report;
- obtain Common Safety Method Safety Assessment Reports



# Next steps

- Conduct a consultation during January and February. The consultation closes on Friday 3 March 2017.
- We will meet with stakeholders during this period to discuss the approach.
- Publish a policy statement by the end of March 2017.

**Any questions?**



# Horizon-scanning

Follow up discussion

John Gillespie on behalf of  
Robert Cook. RIHSAC Jan 2017



# Purpose of horizon-scanning

Purpose:

- to identify issues for further work and
- commission future internal projects,

So that....

- ORR will remain an effective regulator over time.

We have a pipeline of internal projects:

- Live
- Shortlist
- Longlist

# RIHSAC member contributions

Being taken into account:

- To add items to the project pipeline
  - Example: Supply chain capacity across the sector.
- To improve the scope and context of projects in the pipeline
  - Examples of items in our project pipeline

# RIHSAC member contributions...

Covered:

- User demand and ageing population
- Supply chain capacity and skills
- Technology developments, and the implications for people
- Brexit.
- Funding for future investment
- HS2 and Crossrail.
- Resilience, including climate change
- Political and operational devolution
- Major safety or security incidents.

**Are there issues that RIHSAC would find it valuable to have an in-depth conversation around in future sessions?**



**Remove this killer dust**

Make all workplaces asbestos-free

***Paul Clyndes – Senior Health and  
Safety Officer - RMT***





This year, according to official figures, 5,000 people in Britain are likely to die prematurely as a result of asbestos exposure. This is around three times the number of road accident deaths.

In the railways deaths are still occurring and will continue to occur as a result of the historical legacy of the railways where asbestos was commonly used in rolling stock, buildings, tunnels, location cases, wiring and signalling systems.

RMT regularly secure compensation payments for past exposure to asbestos in the rail industry. Compensation figures are usually at least six figure sums.





RMT have joined the TUC's campaign to look afresh at asbestos management in UK industry. RMT policy is now for the removal of all asbestos rather than simply managing it.

This policy follows on from an All-Party Parliamentary Group on Occupational Safety and Health report which calls for asbestos to be eradicated from workplaces and public buildings by 2035.

RMT believe there should be an industry enquiry into a fundamental shift in attitude by the rail industry and a cross industry group set up which will look at the long term implications of such a change.





RMT believe that the long term costs, year on year, of 'managing asbestos' in the rail industry will eventually far outweigh the cost of a proportionate and managed approach to asbestos removal.

RMT have evidence of both approaches to managing asbestos and removing it.

Success in removing – Location Boxes in Sussex.

Lack of success in managing – Northern and City Line tunnels.





RMT believe a cross industry group, led by the ORR should be established to examine and report on steps the rail industry could take to remove asbestos from the railway environment.

This should include examining current levels of information and the accuracy of that information on the presence of asbestos in railway premises.

Any refurbishment, repair or remedial work done in the vicinity of asbestos materials should plan for its removal.

If no work is planned in premises for the foreseeable future then plans should be developed whereby asbestos is removed as soon as possible, but certainly no later than 2035.







## LINKS:

<https://www.tuc.org.uk/workplace-issues/health-and-safety/asbestos/asbestos-eradication-campaign>

[https://www.tuc.org.uk/sites/default/files/Guide%20for%20reps%20May%202016%20pdf\\_0.pdf](https://www.tuc.org.uk/sites/default/files/Guide%20for%20reps%20May%202016%20pdf_0.pdf)

<https://www.tuc.org.uk/sites/default/files/asbestoseradication.pdf>





# Safety by Design Update

Mersyrail train  
procurement

Ian Raxton, RSD  
10 January 2017

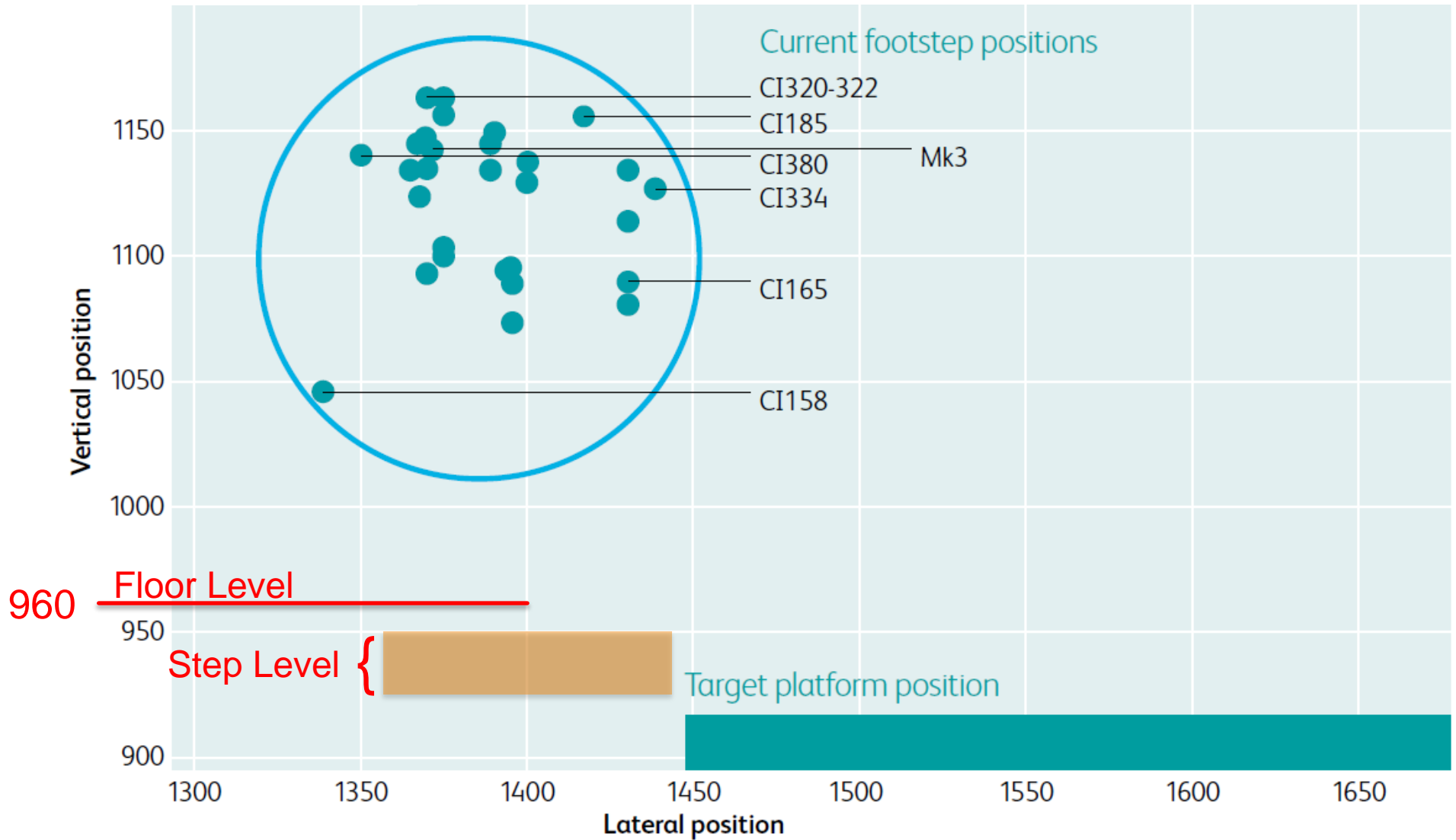
# Progress

- Internal and external guidance published
- Engaging with major projects
- Work with Network Rail on changes to processes
- Updating of key technical guidance documents
- Specific example – Merseyrail new train fleet

## Next Steps

- Updating guidance to refer more clearly to cyber security issues
- Better guidance for inspectors on what a ‘good’ design process might look like
- Inspectors will continue to address as part of RM3 and other inspection work

# Merseyrail



Background chart taken from RSSB's "Platform train interface strategy", January 2015



