



RailSafety Summit

2017



Speaker name
Company

The true cost of an incident and the learnings gained from an incident



2015-16

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There were no workforce fatalities in 2015-16 for the first time since the ORR Rail Safety Statistics series began.

There were 6,597 workforce injuries on the mainline, with 157 of those being major accidents, changing peoples lives!

- Each one of those accidents/injuries could have resulted in a fatality!



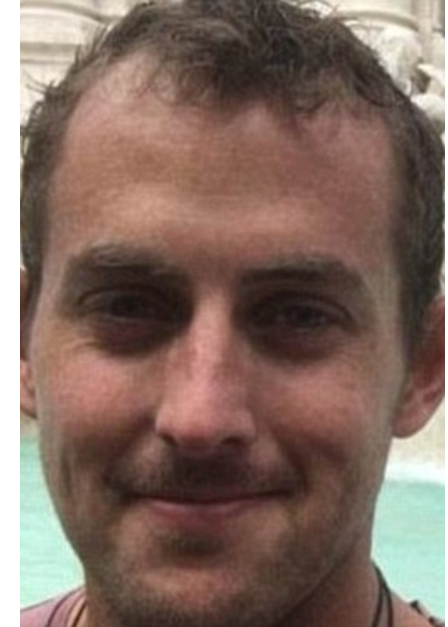
The True Cost of an Incident

Gavin Roberts

Gavin Roberts, who worked on the Great Western electrification project for NR, died whilst driving to work a nightshift on the High Output Plant system (HOPs) electrification train at Moreton cutting.

A car had crossed the central reservation and collided with him head on. In an attempt to save Gavin's life he was airlifted to hospital in Oxford by the Thames Valley air ambulance.

Lewis Stratford later pleaded guilty to causing death by dangerous driving. Stratford lost control of his vehicle whilst using a mobile phone when driving.



Lewis Stratford met Meg Williamson (Gavin's Girlfriend) ahead of his sentencing. Stratford started conversion by saying: "I know I've caused a lot of pain with something that could have waited. I know the lives I've ruined, I deserve everything I get. I am sorry but I can't keep saying that because it's not going to make things better."



What is the true cost of an Incident?

Time consequences? Financial Implications? Bad Press?

All of the above are expendable!

Family



Friends



Colleagues



Morale



Why does it take an incident, for us to begin taking notice and to start reacting?

Should it cost us a fatality or an accident to raise the profile of safety?

Learnings gained from an incident

What are the learnings gained from an incident and how can these drastically affect the way we think and act?

Behaviours!

- It doesn't matter how many procedures, policies and systems we put in place, if we don't have the correct behaviour when undertaking tasks or activities these quickly become redundant.
- Although we try to teach people to change their behaviours, it often takes experience to really make our mindsets change and understand the consequence of not adopting the right behaviours.



"Guess what you forgot to take with you this morning!"



Learnings gained from an incident

The perception of Risk?

- We often don't see risk to ourselves
- Everyone in this room including myself has at some point compromised their own safety, to make life that little bit easier, momentarily. Why?
- Why do we continue to believe we are invincible?

Why then are we so good at seeing the risks for others?

I know I wouldn't let any of my family near the rail without full PPE and the appropriate safety precautions in place.



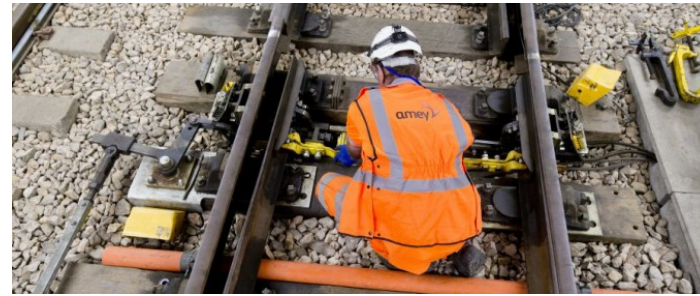
Learnings gained from an incident

Knowledge & Experience

The simple fact is that if we haven't been burnt in the past, we often perceive the risk to be low.

It is a natural evolution, We're born into this world with virtually no knowledge and rapidly develop an understanding of the environment we know and live, through interaction and our experiences. Often learning the hard way as a child, my experiences: Irons burn, Ice can break arms, you cant breathe under water and animals will only tolerate so much provoking!

What's worse is, as we grow we develop complacency



Learnings gained from an incident

What can we do?

Incidents aren't inevitable!



Amey along with most other organisations in the Rail industry take a zero tolerance to the statement “Accidents can happen and there is nothing we can do about it, we cant stop them all.”

Our campaign, ‘Target Zero,’ has been extremely successful and places accountability on everyone to raise close calls throughout the business, no matter how big or small they may be.

Furthermore, what’s key is our approach doesn’t end at the end of the shift, Target Zero is a way of life and encourages our employees to take the attitude home with them.



Learnings gained from an incident

How can we use disruptive technology to change behaviours?



It's well documented that people who have been involved in a near miss or who have experienced/witnessed an incident often have much better safety behaviours.



Learnings gained from an incident

Virtual & Augmented Reality (VR & AR)



For us the safety of our people is not a game and injuries aren't inevitable. The health and safety of our employees, clients and the people around us is of paramount importance.

VR technology has unleashed a new type of immersive training experience that is readily available, cost effective and repeatable. It helps us to deliver training in a stimulating way, providing personal interactive learning experiences in a safe and controlled environment.

Due to the versatility of VR technology, we can use it for a variety of different types of beneficial activity including:

- Task rehearsal activities
- Site familiarisation
- Operational briefings



Learnings gained from an incident

What can we change to reduce the risk exposure present?

The demands on today's networks mean that inspections need to be done faster and more often. Human inspection of assets (walking, roped access, using binoculars) is not only expensive, but also time consuming, and most importantly can compromise safety.

The ability to accurately inspect assets at low cost and ensuring accurate data processing whilst safeguarding engineers is becoming vital on a regular basis , so what can be done in order to achieve this?



Drone Technology

ameyVTOL



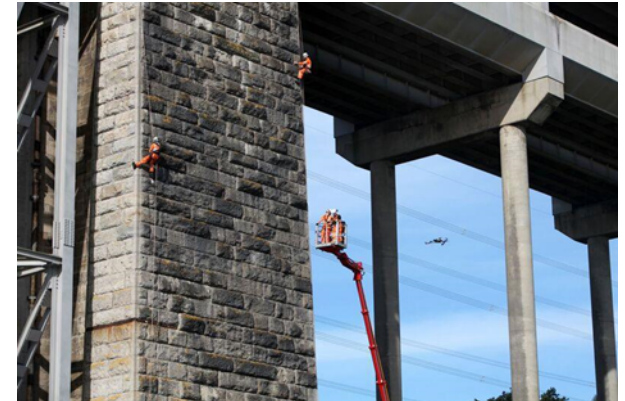
Learnings gained from an incident

Drone Technology

AmeyVTOL recently supported our CEFA team completing a complex project to inspect Wales' Britannia Bridge on behalf of Network Rail.

Connecting Anglesey to the mainland of Wales, this bridge carries thousands of motorists and hundreds of railway passengers every day, so regular inspections and data collection is crucial to the maintenance of this iconic structure.

We used a drone to complement the hands-on inspection techniques enabling examinations of areas that had previously been inaccessible. As a result, we were able to keep the bridge open and totally eliminate any travel disruption whilst ensuring the safety of our engineers



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Q&A's

