



April 2022

E Call SOS – The Safety Feature that Gets You Help Faster

Since April 2018, most cars and vans have been fitted with an emergency call system, known as eCall. This built-in safety feature is automatically activated in the event of an incident when the airbags are deployed. This can also be manually activated by the driver or passenger by pressing a button – this button is known as eCall SOS.



What is eCall and how does this safety feature save lives?

We are working with the Society of Motor Manufacturers and Traders (SMMT) to build greater awareness and understanding of eCall and eCall SOS button functions.

You do not need to be carrying a mobile phone for this vehicle built-in safety feature to work. eCall should only be used if the situation requires the emergency services.

When activated, eCall contacts a 999 operator and provides your vehicle's exact location directly to emergency services. This means help arrives more quickly.

Where is the eCall SOS button?

The eCall SOS button can be found in the ceiling console by the internal rear-view mirror, behind a pop-out hatch or on the centre console. Please refer to your vehicle manual, your car manufacturer or authorised dealership.



There is no need to check if your eCall is working, as the system will carry out a self-test each time the vehicle is started.

In case of any fault, a malfunction lamp or message may illuminate or appear on your vehicle dashboard. Your car manufacturer or authorised dealership can provide further advice if required.

How does eCall work?

When eCall is activated, the system transmits your vehicle location including the direction of travel whilst contacting a 999 operator. This happens when eCall is activated automatically by vehicle sensors, and manually when you press the eCall SOS button.

It reduces the time it takes for the police, fire service or ambulance to respond and arrive at your exact location. This gets you quicker help if you or others have suffered a serious injury.

Some vehicle owners have access to private eCall through a subscription service. Automatic and manual activation of the private eCall will connect you to your vehicle manufacturer's call centre. The call centre operators work with 999 operators and will communicate your exact location to the emergency services.

eCall is not a 'black box' and does not monitor your vehicle's movements.

It will only locate your vehicle's position when this safety feature is activated automatically by the vehicle sensors, or manually when you press the eCall SOS button.

Manual activation of the in-vehicle emergency call system

You might have a medical emergency or see someone else needing help.

Or you might find yourself with a problem and unable to get out of your car safely:

1. Turn your hazard warning lights on
2. Activate your vehicle's built-in emergency call system by pushing the eCall SOS button to contact a 999 operator.
3. Keep your seatbelts on.

The 999 operators will automatically receive your vehicle details including your location and direction of travel. Through your vehicle's speaker system, they will then ask for further information to establish the nature of the emergency.

If the emergency call system fails to work when you press the eCall SOS button, use your phone to call 999 for help. eCall must only be used in an emergency requiring the police, fire service or an ambulance.

Do not use the emergency call system or press the eCall SOS button if you only require breakdown recovery or vehicle roadside assistance.

Automatic activation of the in-vehicle emergency call system

If you are involved in an incident that triggers your airbags: Your vehicle sensors will automatically activate the onboard emergency call system and send your vehicle details including your location and direction of travel when contacting a 999 operator.

The 999 operators will use your vehicle's built-in safety feature to speak to you and ask for further information to respond quickly and appropriately.

If you can, clearly tell the 999 operator you need urgent assistance. If you are unable to respond to the 999 operators, your vehicle details will be automatically passed to the police.

Press the eCall SOS button to manually trigger the emergency call system if your vehicle sensors fail to activate this feature automatically.

If the emergency call system fails to work when you press the eCall SOS button, use your phone to dial 999 for help.

When should I use eCall or bCall?

If you have broken down and can leave your vehicle safely, press your bCall button if you have one or use your phone to call for breakdown recovery or roadside assistance.

If you have stopped in a live traffic lane are unable to exit the vehicle and require emergency services, use eCall.

- Stay in your vehicle and keep your seatbelts on
- Turn your hazard warning lights on
- Activate your in-vehicle emergency call system by manually pressing the eCall SOS button. This immediately sends your vehicle location and direction of travel to a 999 operator.

The 999 operators will contact you through your in-vehicle eCall using the speaker system. They will ask for further information to establish the nature of the emergency. Inform the 999 operator you are in a dangerous/vulnerable location and whether you are:

- not able to exit your car safely
- Experiencing a medical emergency
- Disabled or a vulnerable motorist such as an older person

The emergency services can alert National Highways, so we can close motorway lanes and send other help as required, such as a traffic officer.

If the emergency call system fails to work when you press the eCall SOS button, use your mobile phone to dial 999.

Climate Disclosures to be Mandatory

The UK government has become the first G20 country to announce that Climate related financial disclosure (TCFD) will be mandatory for the country's largest companies and financial institutions. This means they will be required to disclose their climate change risks and opportunities in accordance with new legislation that comes into force in April 2022. It will include companies with a turnover of £500m plus and around 1,300 companies will be affected. The aim is that it makes sure that the largest companies are addressing the risks from climate change and thinking about emission reduction plans and how they adapt to climate change.

Source: Osborne



Highways Passport – Where are you in Your Journey?

Many Principal Contractors and Contractors are successfully using and gaining benefit from the Highways Passport. But my own personal experience of has been that it's a bit like the proverbial elephant – you need to eat it one chunk at a time.

At the M42 J6 project Skanska are mandating the Highways Passport not just for our own staff but throughout our supply chain too.

The minimum requirement is to hold a card, complete the Highways Common Induction and ensure that details of minimum competency requirements are uploaded onto the system. Scanned copies of cards or certificates are adequate evidence. This helps to ensure that persons who enter a construction area hold a recognised construction-based competence card and allows for easy spot checks on site. The information uploaded onto all cards should include:

- Highways Common Induction
- Site Induction
- Base competency e.g., CSCS, CPCS, LANTRA, Sector Scheme training etc.
- SMSTS, SSSTS for supervisors
- First aid certificate

Of course, this list is not exhaustive and indeed one of the ways you can really make the system work for you is by recording everything you need to be able to surface as competency data – Skanska plan to use it for recording attendance through our Injury Free Environment culture programme for example. And these type of project specific competencies can be set up and awarded easily within the Passport system.

For more information and up to date Inside Lane Passport Newsletters please see this link:

<https://www.highwayssafetyhub.com/passport-documents.html>

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The A428 Black Cat to Caxton Gibbet Scheme

The A428 Black Cat to Caxton Gibbet scheme is a Complex Infrastructure Programme scheme involving an upgrade of two existing roundabouts, the construction of a new 10-mile dual carriageway and several junction improvements. The £950 million scheme is designed to bring communities together and support the long-term economic growth of the region.

Skanska have been working on the scheme since 2019 when our ground investigation (GI) works began. The GI phase is currently entering its third year of works with completion due in 2022. To enable this continuous workflow Skanska have inducted over 500 persons. The scope of works have included:

- Trial trenching
- Utility trial holes
- Surveys – ecological walkover and bat surveys
- Boreholes, windowless samples, trial pits, water monitoring and sampling.

This phase of the project has currently undertaken 145, 867 hours incident free which is a great achievement. Over 1339 trial trenches, 120 utility trial holes, 198 trial pits and over 88 boreholes have been completed to name check just a few statistics.

Skanska has worked hard to ensure that right from the start we have worked closely with our supply chain partners creating a successful and high performing team where everyone is clear about their roles and responsibilities. This phase of the project has been treated with the same energy, drive and commitment, that we apply routinely to the main construction phase - and it has really paid off.

Dedication towards upskilling and supporting our supply chain supervisors has been a key part of our success in delivering our health safety and wellbeing culture. Front line supervisor assessments have been undertaken and regular one to ones between supervisors and key members of the project operational team are scheduled. Supervisors have all attended and understand the Injury Free Environment culture Skanska seeks to create and maintain. Encouraging supervisors to speak up and raise concerns together with ensuring members of our project operational team listen and deliver on promises made. As an example of how this operates in practice, very early on in GI one of our delivery partners Van Elle (Strata) highlighted an issue with a step that is used by the controller of the drilling rig – the step they have always used was unstable, small, and posed a trip hazard. Collaboratively the two respective site teams worked together to create a more suitable solution that has been implemented across this and other projects.

We have worked collaboratively with our delivery partners to deliver on our digital transformation agenda and all start of shift briefings, permits, RAMS, positive interventions are shared and captured digitally.



There have been challenges along the way especially around the number of different supply chain partners starting and leaving the project at different times. However, we have actively listened, adapted and worked to find solutions together. This has paid dividends in enabling us to maintain and grow our culture with the outcome that to date we have had no lost time injuries, no RIDDORS, no service strikes and no major near misses related directly to our works since we commenced the GI phase of the scheme.

We have by no means finished our journey in the GI phase and we are now getting ready to start the exciting challenge of construction but we are building on a fantastic foundation.

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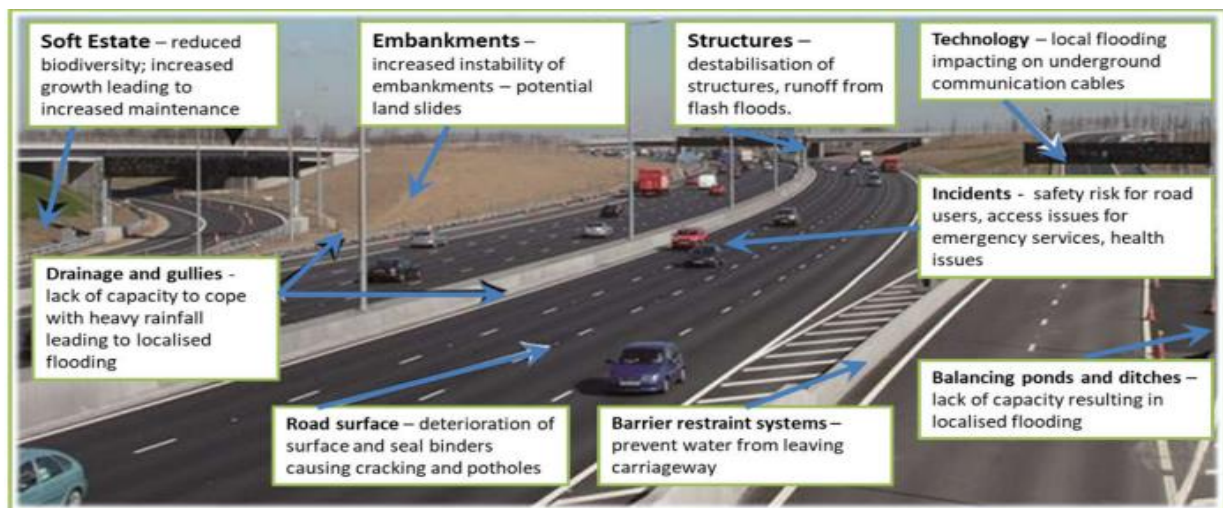
Source: Skanska

Infrastructure Vulnerability to Climate Change

The case for building in climate change adaptation to engineering projects is now compelling. While business is looking at opportunities for reducing carbon emissions and embedding net zero principles, we are also reacting to the existing realities of climate change and how it impacts on our work and infrastructure.

What are the issues for infrastructure?

Flooding on the highways causes massive disruption, high winds shut bridges and falling trees prevent the rail network from operating. There are also other potential impacts from climate change that are less obvious, and our infrastructure networks are as vulnerable as ever to sustained extreme weather events that impact all areas of asset management.



What can we do about it?

We need to consider how we adapt our approaches to engineering technology and landscape solutions.

We all have our part to play considering how to improve the resilience to climate change, whether it be using technology to predict weather events before they happen for incident response, developing design solutions that will improve flood water capacity or planting different fauna on the verges. All these solutions can benefit and reduce the potential for disruption on our networks due to extreme weather.

Einstein said, “we need a substantially new way of thinking if humanity is to survive” and that will take resolve, commitment, investment and cross party and organizational collaboration. As engineers we will be at the forefront of this change and designing for resilience will be part of our Sustainable Legacy.

What we can't do is nothing and expect the issue to go away.

Source: Osborne March 2022

Focus on Personal Security Risks

What happened

A member of staff who had attended a networking/charity event was on their way back home. To avoid a tram ride and walk home alone in the dark they decided to take a taxi. When the time came to pay, the card machine did not work.

The driver, instead of taking them to a nearby cashpoint, locked the taxi doors and insisted on driving around to find better service. This caused considerable concern to the passenger.

During the journey, regular contact had been maintained with their partner. At this point their partner called and spoke to the driver on loudspeaker to highlight their inappropriate behaviour and the impact it was having on the staff member. The taxi driver agreed to take alternative action and unlocked the doors.



Learning

- Prior to entering the taxi, the driver confirmed that they accepted card payment.
- If practicable, can the trip be pre-paid, to reduce any issues relating to payments. Consider your taxi provider and the security options available (e.g., Uber require the driver to enter a unique PIN number for each journey).
- It can be a good idea to carry some cash as a precaution when travelling
- Planning your journey, assessing the risks and thinking through the precautions to take is an essential part of any journey, whether project, work related or personal.
- HIS-60 provides more guidance on managing the risks at corporate events.

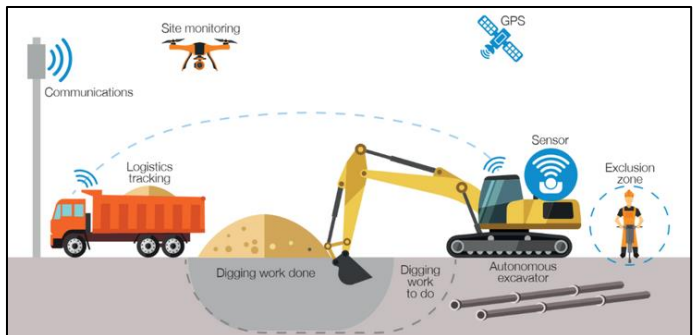
Discussion points for wider teams

- Do you risk assess work activities and events which are not directly related to projects?
- Do you know where your team members are and how they will arrive and get home safely?
- Share your journey with a contact, so someone knows where you are

Connected and Autonomous Plant – Roadmap to 2035

National Highways will be unveiling a new industry wide scoring system for Connected and Autonomous Plant (CAP) to construction leaders.

CAP has the potential to revolutionise the construction sector by making work safer, quicker whilst also bringing significant benefits to the environment.



The Roadmap sets out the vision and key activities that need to be delivered for CAP to become business as usual across UK construction.

National Highways have set out its Digital Roads Strategy on a new website. The website clearly sets out the Digital Roads 2025 vision for safer and greener roads and how the growth of digital technology and the move to electric, connected and autonomous vehicles will fundamentally change our roads in the future.

The ongoing digital revolution in the construction industry can increase production dramatically and generate billions of pounds in savings. At the same time, digital transformation can reduce disruption to the public and improve safety.

To visit the Digital Roads website : [Digital Roads - Highways England \(nationalhighways.co.uk\)](https://www.digitalroads.gov.uk/)

Raising the Bar Checklist

This will help check compliance with the guidance by highlighting significant elements. A link is posted below that will direct you to the Highways Safety Hub website where there are also a lot of interesting items. Also consider joining the Twitter group which gives out lots of useful information regarding changes and uploads including the latest safety alerts.

<https://www.gov.uk/government/collections/health-and-safety-for-major-road-schemes-raising-the-bar-initiative>

Stop Right There – National Highways Advice on HGV AEB Systems

AEBS, also referred to as autonomous and automatic braking systems, activates the brakes when a potential collision is detected and is highly effective in stopping or minimising the severity of a crash where the driver has failed to react.

It operates in three stages, each activating only if the driver has failed to act and a crash looks likely:

- **STAGE 1:** An audio-visual warning on the dashboard if the system spots that the truck could potentially collide with traffic in front.
- **STAGE 2:** A short, sharp application of the brakes to grab the driver's attention if it seems a collision remains likely and the driver has failed to respond with either a steering or braking input. The system also charges the braking system in readiness for full application.
- **STAGE 3:** If a collision is still imminent, the brakes are applied using the full force of the system – braking harder than the driver would be able to do on their own, bringing the vehicle to a halt or, if that is not possible, significantly reducing impact speed.



Despite Advanced Emergency Braking systems having been a mandatory fitment for most new HGVs since 2015, there remains many misunderstandings around their capabilities and usefulness.

With this in mind, National Highways with our Driving for Better Business colleagues have created some simple guidance for drivers and operators about this life-saving equipment.

These **free** resources include short explanatory videos, a guide for transport managers and driver posters and are available to all at www.drivingforbetterbusiness.com/AEBS

Please make use of these resources and share within your organisation and supply chain.

HSE Updates from April 6th, 2022

From today April 6th, 2022, new PPE regulations come into force amending the 1992 regulations.

The only change is an extended duty for the employer to supply PPE to limb (b) workers as defined by PPER 2022. Limb (b) workers are,

- Those who carry out casual or irregular work for one or more organisations.
- Only carry out work if they choose to
- Are not employed directly by the client.
- Are on a temporary or zero hours contract.



Please note: Changes do not apply to the self-employed.

[Personal protective equipment \(PPE\) at work regulations from 6 April 2022 \(hse.gov.uk\)](https://www.hse.gov.uk/ppe/)

Employers now have the same health and safety responsibilities for people working at home as for any other worker.

The guidance is applicable to those who,

- Work at home long term
- Routinely split their time between their home and workplace (sometimes called hybrid working)



Homeworker risk assessment should include,

- Stress and poor mental health,
- Safe use of computers and laptops,
- Safe working environment,
- Accident and incident reporting procedure.
- Lone working

[Managing home workers' health and safety - Overview - HSE](#)

Safety Alert Database

Safety Alert Database - All Alerts

Safety alerts etc. index listing – Issue 13 (31 Mar 2022): “Big Jim Mountain”

This database contains **2,366no.** document entries, including SHEQ alerts, bulletins, learning, best practice, guidance and other docs, produced onto an Excel File, that provides links to each document. Although containing messages that cover S, H, E and Q topics, for ease of reference the database is titled “**Safety alerts etc. index listing**”.

To use the database download the excel spreadsheet to your desktop, enable editing and then use sorting columns to find the information you need.

Please ensure your firewall allows access to Google Drive to view linked alert documents.

How to access

- The latest “Safety alerts etc. index listing”, has been posted on the Highways safety hub web site, nested in the alerts tab page; <http://www.highwayssafetyhub.com/all-alerts-database.html>
- It can be used by opening the Excel File copy held on the web site, or by opening after saving a copy onto your own PC.
- To access individual documents from the links in column “G”, users will need internet access
 - All documents have been uploaded onto the index listing from a Google Drive account

Trivia note: Issue 13, containing 2,366 document entries, is referred to as “Big Jim Mountain” >

Big Jim Mountain is a 7,763-foot (2,366-metre) mountain summit located in Chelan County of Washington state in the US of A. It is situated 9 miles (14 km) northwest of Leavenworth, within the Alpine Lakes Wilderness, on land managed by the Okanogan–Wenatchee National Forest. Big Jim Mountain is the fourth-highest peak in the Chiwaukum Mountains, a subset of the Cascade Range.