

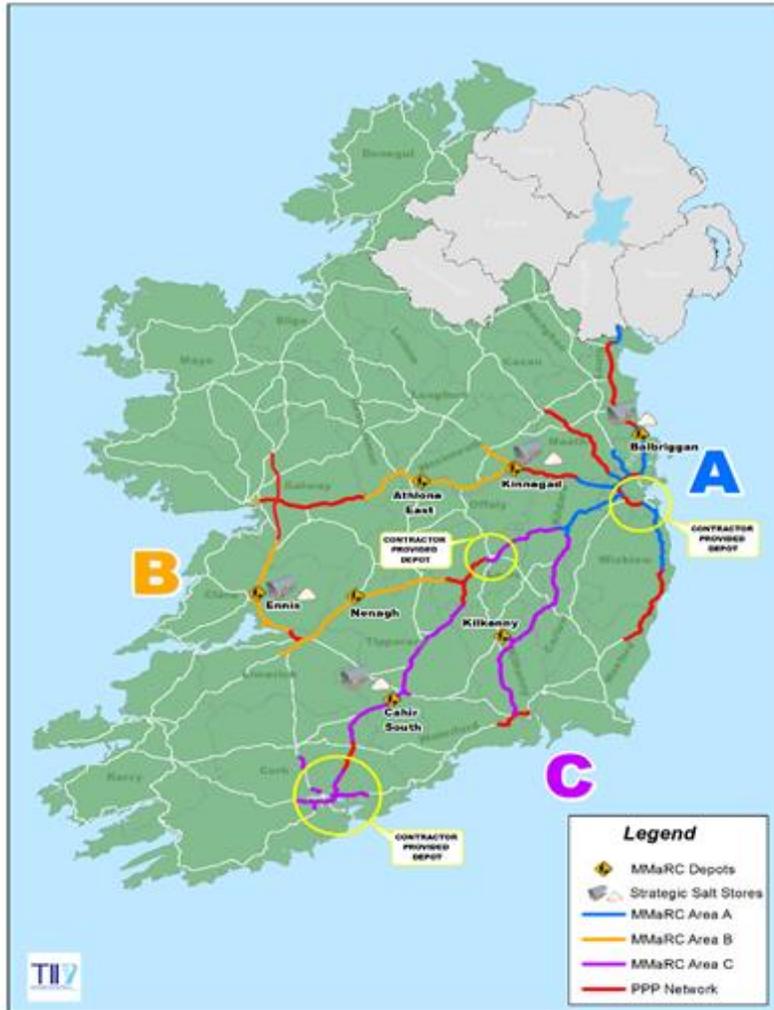


Egis Lagan Services

MMaRC Generation 2

Winter Resilience
during Covid-19

Network Area – Key Metrics



- MMaRC Network C – Southern High Speed Network
- 330km
- 59 interchanges
- 4 Maintenance Depots
- 11,500 tonnes of pre-season salt stock
- 22 winter fleet vehicles
- 4 Brine Saturators
- 31 Snow Ploughs
- 60 Winter Drivers

Primary Elements for Winter Resilience



Salt



Contract Specification:

The stockpile shall be sufficient to cover 63 runs at 25g/m² on all of the treatment routes on the Network based on whichever method of treatment is contained in the Contractor's Acknowledged Winter Service Plan.

This equates to 10,400 tonnes for network C, however, the contract specifies a minimum 11,500 tonnes.

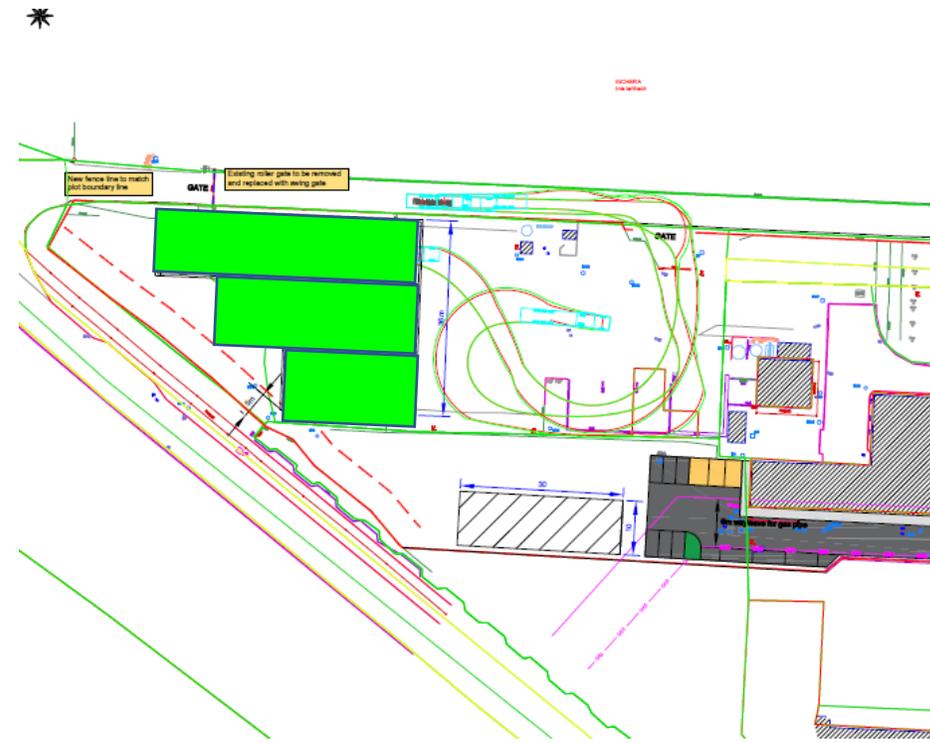
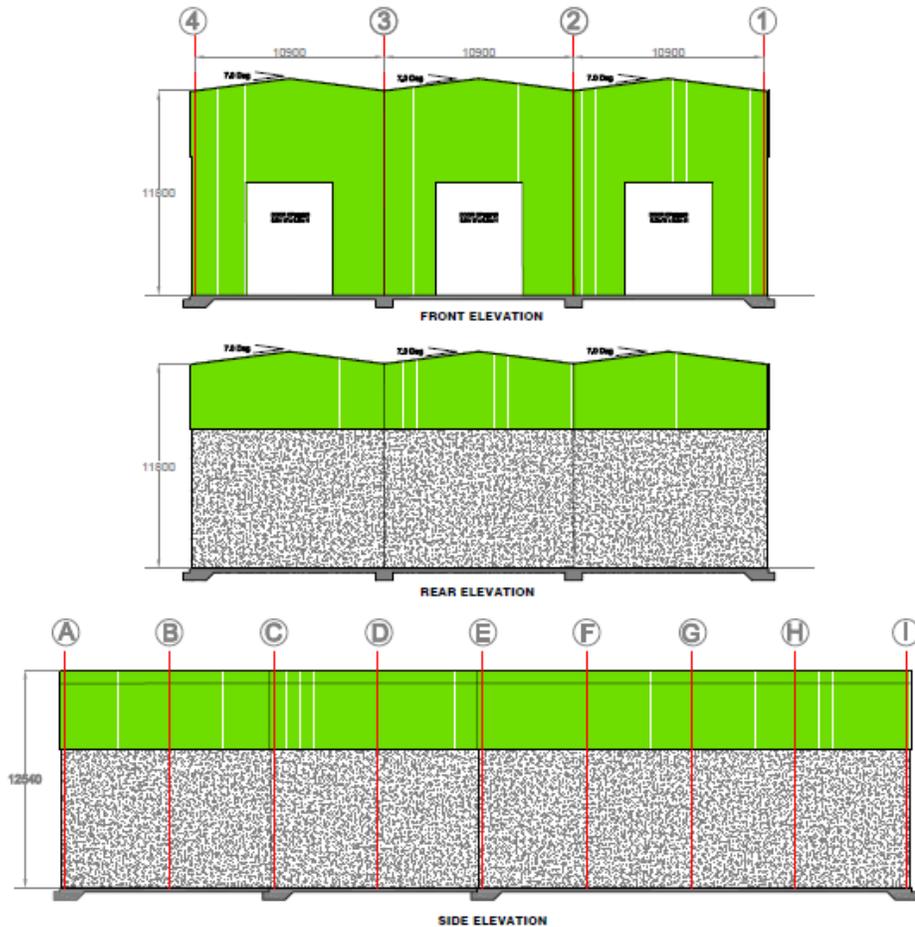
Salt



The maximum salt usage across the previous 7 years occurred in 2018 (Storm Emma) when we spread just under 11,000 tonnes across the winter season. Therefore the resilience measures in relation to salt stocks leaves the contract well positioned to deal with demands during extreme events.

Salt – Future Capacity

Planning process underway – 10,000 tonne unit



Salt – Resilience Barn in Cahir



Salt – Resilience Barn in Cahir



Staff – Covid Measures



- Most challenging/dynamic aspect to address
- Review of the HSE, HSA and Government guidelines for safety in the workplace
- There was no 'return to work' – rather a rapid roll-out of Covid mitigation measures since February/March
- Review of Company Safety Statement, Business Continuity Plan and Risk Assessment/Method Statements (RAMS) completed
- Staff induction and toolbox talks (repeated at each update of the documentation)
- Staff training curtailed/postponed

Staff – Covid Measures



- Toolbox talks undertaken (in the sheds instead of in the offices)
- Increased communication via Teams and WhatsApp group messages
- ‘One person per vehicle’ where possible
- Partitions within crew cab vehicles where dual occupancy required
- Limitations on personnel presence within the depot (including managerial, engineering and administrative resources)
- Restrictions on access to office & canteen facilities
- Forward ordering of stocks including PPE

Staff – Covid Measures



- No staff movement between depots
- Appointed Covid Compliance Officers and Staff Safety Representatives to develop, communicate and monitor compliance on the ground
- Each staff member must complete a 'close contact' register each day (in addition to the shift register of staff on site)
- HR maintaining separate register of sickness versus Covid related absences (including restricted movement and self-isolation)
- Working from home part time – administrators, engineers, managers
- Minimum 6 month stocks of consumables maintained

Staff – Winter Service



- 3 drivers per truck 'route' plus 25% = 60 drivers
- 87% (52) internal staff, 13% external (8)
- Crew segregation – 3 week roster for drivers
- Crew segregation maintained throughout the winter season to avoid cross-contamination
- Variety of shift patterns, but largely based on 1 x night crew and 2 x day crews with split shift start time

Staff – Winter Service



- Additional resilience through subcontracted supply chain partners for backup drivers
- Exactrac fleet monitoring system being established at present – this provide route navigation and mitigates the challenge of driver route knowledge
- 3 x neighbouring PPP Contractors who are sister companies to Egis Lagan Services shareholders
- 2 mechanics at each depot, with backup agreements with equipment suppliers

Decision Maker	Week Commencing on	Mark Fitzpatrick	David Molloy	Martin Whitty	Jim Delaney	Denis Lynch	Donal McDonald	Liam O Neill	Robert Hartley	Richard Bambrick	Ross Cummins	Dan Fogarty	Lorcan Ryan
John Moore	01-Oct-20	W	IR	W				W		W			
Thomas Nolan	09-Oct-20			IR	W						W	W	W
Pat Delaney	16-Oct-20		W		IR	W	W		W				
John Moore	23-Oct-20	W		W		IR		W		W			
Thomas Nolan	30-Oct-20				W		IR				W	W	W
Pat Delaney	06-Nov-20		W			W	W	IR	W				
John Moore	13-Nov-20	W		W				W	IR	W			
Thomas Nolan	20-Nov-20				W					IR	W	W	W
Pat Delaney	27-Nov-20		W			W	W		W		IR		
John Moore	04-Dec-20	W		W				W		W		IR	
Thomas Nolan	11-Dec-20		IR		W						W	W	W
Pat Delaney	18-Dec-20		W	IR		W	W		W				
John Moore	25-Dec-20	W		W	IR			W		W			
Thomas Nolan	01-Jan-21				W	IR					W	W	W
Pat Delaney	08-Jan-21		W			W	W	IR	W				
John Moore	15-Jan-21	W		W			IR	W		W			
Thomas Nolan	22-Jan-21				W				IR		W	W	W
Pat Delaney	29-Jan-21		W			W	W		W	IR			
John Moore	05-Feb-21	W		W				W		W	IR		
Thomas Nolan	12-Feb-21	IR			W						W	W	W
Pat Delaney	19-Feb-21		W			W	W		W			IR	
John Moore	26-Feb-21	W	IR	W				W		W			
Thomas Nolan	05-Mar-21			IR	W						W	W	W
Pat Delaney	12-Mar-21		W		IR	W	W		W				
John Moore	19-Mar-21	W		W		IR		W		W			
Thomas Nolan	26-Mar-21				W		IR				W	W	W
Pat Delaney	02-Apr-21		W			W	W	IR	W				
John Moore	09-Apr-21	W		W				W	IR	W			
Thomas Nolan	16-Apr-21				W					IR	W	W	W
Pat Delaney	23-Apr-21		W			W	W		W		IR		
John Moore	30-Apr-21	W		W				W		W		IR	
Thomas Nolan	07-May-21		IR		W						W	W	W
Pat Delaney	14-May-21		W	IR		W	W		W				

Machinery



Machinery



- 22 Winter Gritters (9m³ Permanent Mount)
- 6 'spare' units – minimum 1 per depot (16 predefined routes)
- 5 Telescopic Handlers
- 31 snow ploughs
 - 22 primary trucks
 - 4 IPVs
 - 3 Tractor ploughs
 - 2 Rigid Bodies



Depot Equipment

- 4 x 20,000 litres brine saturators
- 15,000 litre minimum fuel storage at each site
- 1,000 litre Ad-blue



Machinery – Liquid Spreader



Key 'Lessons Learned' during storm Emma



- Local Hotel Accommodation for staff rest breaks and food provision
- Depot “runner” – wash-downs, maintenance, re-loading, rest-breaks
- Additional subcontracted resources for urban areas
- On-call mechanics
- Adjusting focus of the plough lights & increased wattage
- Snow + extreme cold (e.g. -7°C) => heavy spread rates worked well (up to 40g/m² used), plus having a brine base in place in advance
- Night-time echelon ploughing is very hazardous during heavy snowfalls – better to focus on lane 1 and junctions and then focus on additional lanes when snowfall ceases

Additional Covid measures & challenges:



- Essential Services Categorisation
- Self Isolations and restricted movements
- Local Hotel Accommodation for staff – will it be open?
- If so – individual rooms required
- Accommodation on site / guesthouses?
- Vehicle clean-down procedure between shift changes
- Potentially lower traffic volumes, which can be beneficial for treatment operations, but traffic also essential in maintaining treatment effectiveness – may need to consider additional patrolling.
- Flu vaccine



Thank
You!

