

ANGE 206

Reporting and Responding to a Condition Affecting the Network (CAN)

Applicability

NSW
SMS

Publication Requirement

External Only

Document Status

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3.0	11 October 2015

Purpose

To prescribe the rules for reporting and responding to unsafe conditions affecting or potentially affecting the *Australian Rail Track Corporation (ARTC) NSW Network*.

Reporting

Conditions that can or do affect the safety of operations in the ARTC NSW Network *must* be reported promptly to the *Network Control Officer* responsible for the affected portions of line.

The Network Control Officer must record the report on a Condition Affecting the Network (CAN) form (ANRF 004).

Responding

If necessary, the Qualified Worker reporting the Condition Affecting the Network (CAN) must:

- prevent *rail traffic* from approaching the affected portions of line, and
- apply protection in accordance with Rule ANTR 400 Protecting trains.

The Network Control Officer must:

- promptly tell other affected Network Control Officers about the CAN
- advise affected nominated *Operators' Representatives*.

As necessary, affected Network Control Officers must:

- arrange to warn *Drivers* and *track vehicle operators* of rail traffic approaching the affected portions of line
- arrange to prevent rail traffic from approaching the affected portions of line, and apply *blocking facilities* as necessary
- arrange for the 1500V supply to be isolated in accordance with Rule ANGE 228 *Unplanned removal of 1500V supply*
- ask *Maintenance Representatives* to investigate.

The *Network Controller* may declare the CAN to be a major incident.

The *Network Controller* must respond to a declared major incident in accordance with Rule ANGE 208 *Responding to a major incident*.

Infrastructure restoration work arising from a CAN must be undertaken only after the *Protection Officer* has obtained the appropriate *work on track authority*.

Warning Rail Traffic

The Network Control Officer must give written warning using a CAN form to Drivers and track vehicle operators if:

- *CAN block working* is introduced
- faulty or potentially faulty *level crossings* have been reported
- level crossing warning equipment has been deactivated
- rail traffic must be *restrained*.



On Phoenix Electronic Train Order Territory a Restraint (Restraint Authority) is issued on Form B.

If possible, the Network Control Officer must arrange for a Qualified Worker to give the CAN form to Drivers and track vehicle operators before rail traffic enters the affected portion of line.

If it is not possible for a Qualified Worker to give the CAN form to Drivers or track vehicle operators, the Network Control Officer must dictate the CAN warning details to the Driver or track vehicle operator.

The Network Control Officer may give spoken warnings to Drivers and track vehicle operators about other CANs.

Drivers and track vehicle operators must acknowledge and comply with warnings.

The Network Control Officer must continue to warn Drivers and track vehicle operators until:

- the CAN no longer exists, or
- Drivers and track vehicle operators are warned by other means.

Recording

Drivers and track vehicle operators must use either a CAN form or other method to record in *permanent form*:

- details of CAN warnings, and
- CAN reference numbers.

Network Control Officers must keep CAN forms for 90 days.

Returning to normal working

If Maintenance Representatives have been asked to investigate a CAN, they must *certify* the line as safe for rail traffic before the Network Controller may *authorise* return to normal working.

Related ARTC Network Procedures

ANPR 707	Clipping points
ANPR 709	Using detonators
ANPR 715	Protecting type F level crossings
ANPR 720	Protecting trains
ANPR 721	Spoken and written communication
ANPR 722	Manual block working

Effective Date

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