

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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3.2	13 December 2021

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 rail operations in the ARTC NSW Network *must* be reported promptly to the *Network Control Officer* responsible for the affected portions of track.

The Network Control Officer must record the information on the Train Control Graph or where used in the Train Register Book.

Responding

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

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

The Network Control Officer must:

- promptly tell other affected Network Control Officers and if necessary, promptly tell adjoining *Access Providers* about the CAN, and
- advise affected nominated *Operators' Representatives*.

As necessary, affected Network Control Officers must:

- arrange to warn *rail traffic crews* of rail traffic approaching the affected portions of track
- arrange to prevent rail traffic from approaching the affected portions of track, and apply *blocking facilities*
- 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*.

Warning Rail Traffic

The Network Control Officer must give written warning using a CAN form or where provided, by electronic transmission to rail traffic crews 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* where blocking facilities cannot be applied
- speed restrictions during hot weather have been reported
- temporary speed restrictions have been reported and no signs erected.

In Train Order territory, a CAN form is not required where the Network Controller is able to give the written warning to rail traffic crews in the Special Instructions section of the applicable Train Order or where provided, by using electronic transmission if:

- faulty or potentially faulty level crossings have been reported
- level crossing warning equipment has been deactivated
- speed restrictions during hot weather have been reported
- temporary speed restrictions have been reported and no signs erected.

If possible, the Network Control Officer must arrange for a Competent Worker to give the CAN form to rail traffic crews before rail traffic enters the affected portion of track.

If it is not possible for a Competent Worker to give the CAN form to rail traffic crews, the Network Control Officer must dictate the CAN warning details to the rail traffic crew or provide the CAN warning details by electronic transmission using the In-Cab Equipment.

The Network Control Officer may give spoken warnings to rail traffic crews about other CANs.

Rail traffic crews must acknowledge and comply with CAN warnings.

The Network Control Officer must continue to warn rail traffic crews entering the affected portion of track until:

- the CAN no longer exists, or
- rail traffic crews are warned by other means.

Infrastructure restoration

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

Keeping Records

Network Controllers must make a permanent record of the CAN report and warning details.

Network Control Officers must keep CAN forms for 90 days.

Rail traffic crews must use either a CAN form or other method to record in *permanent form*:

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

Returning to normal working

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

Ending the restraint of rail traffic

To end the restraint of rail traffic, the Network Control Officer must tell affected Rail Traffic Crews that:

- the condition for restraint no longer exists, and
- the rail traffic can be moved.

Related ARTC Network Procedures

ANPR 707	Clipping points
ANPR 709	Using Railway Track Signals
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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