ANWT 300

Planning Work in the Rail Corridor

Applicability

NSW
SMS

Publication Requirement

External Only

Document Status

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Purpose

To prescribe the rules for planning work within the *Rail Corridor* and assessing the work for safety.

General

Work planned for the Rail Corridor *must* be assessed for safety and its potential to intrude on the *Danger Zone.*

Work must not be carried out in the Danger Zone unless there is a *safe place* that can be easily reached.

Work in the Danger Zone must be carried out only by using one of the five methods listed in this Rule.

The level of safety must not be reduced:

- to allow *train* and *track vehicle* movements, or
- because of a lack of trained workers.

Unless constantly in a safe place on a *platform* or in other premises, workers in the Rail Corridor must wear approved high visibility clothing.

Effective communication with *Network Control Officers (NCOs)* must be maintained.

Protection Officer

A worksite must have a *Protection Officer (PO).*

A Protection Officers primary duty is to keep the worksite and workers safe.

The Protection Officer must be satisfied other work will not interfere with *protection* duties.

The Protection Officer must

- make a safety assessment;
- make sure that the work is done safely, and;
- keep records about protection arrangements.

Assessing Safety

When making a safety assessment, Protection Officers must consider, amongst other factors, if:

- appropriate numbers of *Qualified Workers* are available to protect the work
- the requirement for an easily-reached safe place for workers can be met
- it is possible to close the affected line during the work
- there will be *rail traffic* on *adjacent lines*
- there will be rail traffic between and/or within worksites
- *controlled signals* or *automatic signals* are available to protect worksites
- other *work on track* will affect the worksites
- there is safe passage to and from worksites
- the work will intrude on *level crossings*
- the line is electrified
- the line is *track-circuited*
- the formation of the line and the *location* will affect the work
- effective communication is available
- equipment used in the work will intrude into the Danger Zone
- other groups need to be told about or involved in the work
- the level of noise from equipment and rail traffic will be excessive.

Methods for Working Safely on Track

In Shunting Yards

Attended Yards

If rail traffic needs to be excluded from a work area within a *shunting yard*, the Protection Officer must speak to the officer in charge of the *yard.*

Where practicable, the Protection Officer must secure *points* to prevent *unauthorised* rail traffic entry into the work area.

Unattended Yards

Where there is not an officer in charge of the shunting yard, the Protection Officer must make arrangements with the Network Control Officer responsible for giving entry into the yard.

The Protection Officer must confirm protection arrangements with *Drivers* and *track vehicle operators* already in the yard.

Other Than in Shunting Yards

Work in the Danger Zone must be carried out only by using one of the following five methods:

- *Local Possession Authority (LPA)*, as described in *ANWT 302 Local Possession Authority*
- *Track Occupancy Authority (TOA)*, as described in *ANWT 304 Track Occupancy Authority*
- *Track Work Authority (TWA)*, as described in *ANWT 306 Track Work Authority*
- *Controlled Signal Blocking (CSB)*, as described in *ANWT 308 Controlled signal blocking*
- *Lookout Working,* as described in *ANWT 310 Lookout Working*.

Local Possession Authorities and Track Occupancy Authorities are the preferred methods of working on track.

NOTE

Each work on track method has mandatory minimum safety measures. However, extra safety measures *may* be applied.

Working in the Danger Zone

Work in the Danger Zone must not begin before the Protection Officer has put the required safety measures in place.

Persons who are only walking in the Danger Zone must comply with *ANGE 200 Walking in the Danger Zone*.

Local Possession Authority

A Local Possession Authority (LPA) closes a defined portion of *track* for a specified period.

The portion of track defined by an LPA may be occupied by a number of separate work groups and their *work trains* and equipment.

The intention to take an LPA must be *advertised* in a *Train Alteration Advice* at least 7 days in advance.

Track Occupancy Authority

A Track Occupancy Authority (TOA) *authorises* the occupation of track within specified limits for an agreed period.

A TOA gives *exclusive occupancy* except for:

- *joint occupancy* by mutual agreement, with another worksite or for a track vehicle to *travel* on the Network, or
- joint occupancy following a train movement, or
- joint occupancy, by mutual agreement with the holder of a Track Work Authority.

A TOA does not need to be advertised.

Track Work Authority

A *Track Work Authority (TWA)* authorises the occupation of a defined portion of track between train movements.

A TWA does not give exclusive occupancy of lines or *sections*.

A TWA must be used if rail traffic may need to be stopped or slowed before reaching the worksite and passing through the worksite.

The Protection Officer must manage rail traffic between the limits of the TWA.

A TWA does not need to be advertised.

Controlled Signal Blocking

If the safety assessment shows that it is safe, some kinds of work may be done in the Danger Zone using Controlled signal blocking (CSB) as the safety measure.

Controlled signal blocking:

- **must not be used where a work on track authority is in place, and**
- **must only be applied to absolute signals.**

Controlled signal blocking may be used:

- to allow vehicles and livestock to cross the track;
- for work using *light, powered hand tools*, or;
- for work using *light, non-powered hand tools*.

At the request of a Protection Officer, the Signaller may authorise CSB by:

- setting and keeping controlled signals at STOP with *blocking facilities* applied to the signal controls, or
- authorising the removal of an ESML handle to set controlled signals at STOP.

A Signaller may authorise the CSB method only for signals in their area of control.

Before setting controlled signals at STOP, the Signaller must speak to the *Train Controller* about the request to exclude rail traffic.

Before work starts, the Protection Officer must confirm from the Signaller that:

- the controlled signals have been set at STOP with blocking facilities applied, and
- there is no rail traffic approaching the worksite.

Lookout Working

If the safety assessment shows that it is safe, some kinds work may be done in the Danger Zone using Lookouts as the safety measure.

Lookout Working is one of those methods.

If the safety assessment shows that a *work on track authority* is necessary, work must not be done using Lookout Working.

Only light, non-powered hand tools may be used for work using Lookout Working.

Workers must be able to remove themselves, tools and materials to a safe place immediately when told to do so by a Lookout.

Lookouts must:

- keep watch for rail traffic approaching the worksite from any direction, and
- warn workers immediately if rail traffic approaches, and
- not do any other work.

Related ARTC Network Procedures

ANPR 700	Using a Local Possession Authority
ANPR 701	Using a Track Occupancy Authority
ANPR 702	Using a Track Work Authority
ANPR 703	Working using Controlled Signal Blocking
ANPR 704	Using Infrastructure Booking Authorities
ANPR 705	Removing 1500V supply
ANPR 706	Removing 1500V supply in Electric Vehicle Maintenance Centres
ANPR 707	Clipping points
ANPR 708	Using X, Y and Z keys
ANPR 709	Using detonators
ANPR 710	Piloting trains and track vehicles
ANPR 711	Lookouts
ANPR 712	Protecting work from rail traffic on adjacent lines
ANPR 713	Placing temporary speed signs
ANPR 714	Removing 1500V supply in unplanned situations

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