

Safety Alert

ARTC No. 129
Issued 11/06/2021

Two Road Rail Vehicles (RRV's) travelled on the main line without a safe work 'Authority' (Protection) to conduct the works.

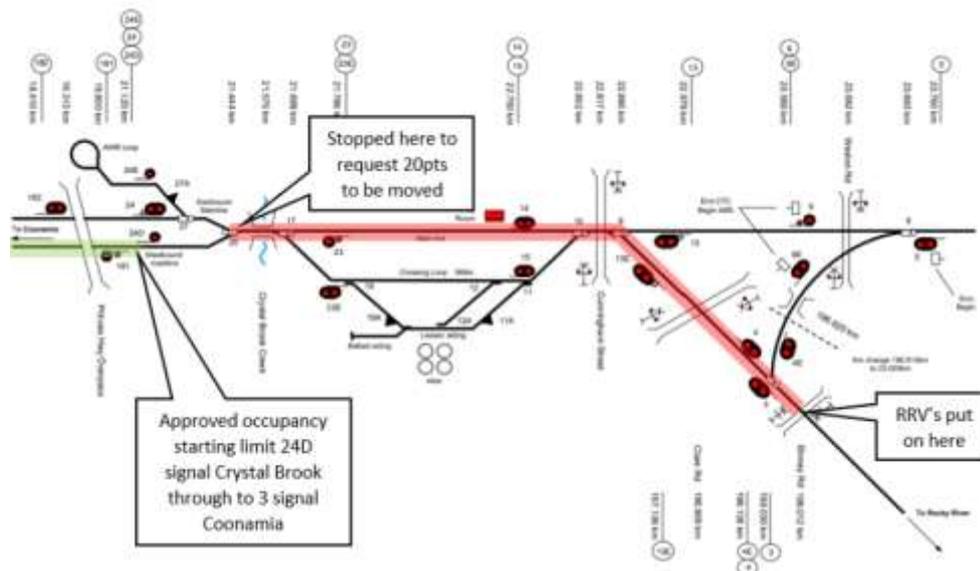
Incident

On the 10/06/2021 a sub-contractor Protection Officer (PO) working for SPENO (Contractor) was conducting Ultrasonic Testing. The PO contacted Network Control to arrange Protection to allow the team to conduct testing. Protection was agreed for the Down Main line between the limits of Signal 24D at Crystal Brook (21.120km) and Signal 3 at Coonamia (0.146km). Two RRV's have then accessed the track and commenced travel.

The PO has identified that 20 Points (21.444km) were not set for the passage of the movement and contacted Network Control. It was then identified that the points and the RRV's were outside of the protection limits.

It was further identified that the two RRVs had accessed the main line at Binney Road (196.012km) in the Crystal Brook to Rocky River section and then travelled towards their current location approximately 2km away on the main line without protection.

Diagram: from the Network Information Booklet



Post Incident

SPENO works were stopped across the network. SPENO are to provide ARTC assurance that adequate controls are in place to prevent a reoccurrence.

Learnings

This event highlights the importance of validating the location of your protection limits for all works, particularly as a RRV is undetectable to track circuitry.

Actions Required

- When taking protection - always ensure that your location is validated by a second person, this includes the second person verifying the location of the worksite using a fixed landmark and verifying protection is in place as per the Worksite Protection Plan.
- When making contact with Network Control, the Protection Officer is to:
 - ✓ identify themselves and their location with 3 points of reference (name/title/location)
 - ✓ When identifying their location include; the location name and Kilometrage (KM), or KM and Signal Number.
- When communicating with Network Control, always ensure that the PACC (Professional, Accurate, Clear & Concise) standards for communications are utilised this includes providing accurate information to the Network Controller. As per the recent SWIP E training.
- When planning on-track travel, ensure adequate pre planning and scoping is undertaken to ensure the area, access points and route to be taken are clearly understood and within the defined limits of protection.

Communication and Distribution

1. Place Safety Alert on display and make copies of this alert available to people who report to you (without regular email access) and ensure that the contents of the safety alert are discussed/explained to your staff.
2. If engaging contractors, ensure they are made aware of current ARTC Safety Alerts.
3. Ensure a method of sign-off is obtained (eg via tool-box/safety meetings/morning briefings etc) to verify that the Safety Alert has been distributed and discussed.
4. If you have any safety concerns with this Safety Alert please speak directly to your supervisor.

Further information

- All Safety Alerts issued can be [found here](#).

For further information contact:

- Greg Whelan Manager National Plant- 0428 294 922