

Safety Alert

ARTC No. 108
Issued 03/07/2018

Track Occupancy Authority & Track Warrant Working (Protection Requirements)

Incident

This alert has been issued following an incident where a workgroup were conducting a bridge inspection in the danger zone under a Track Occupancy Authority and a train entered the worksite and collided with their scaffolding. Initial investigations have identified the workgroup were on the wrong track and did not have the appropriate worksite protection in place for the Track Occupancy Authority at the time of the incident.

Protection Officers within NSW, who obtain a Track Occupancy Authority, are reminded of the requirements within Network Rule ANWT 304 Track Occupancy Authority.

Protecting fixed worksites

Fixed worksites must have the extra protection of three detonators and a red flag/red light, at least 500m on **each side of the worksite**, or **at the limits of the Authority**.

If there is only one fixed worksite within the limits of the TOA, detonator protection is not required:

- in Train Order territory, or
- if a staff or half pilot staff can be secured for the duration of the TOA.

If there is more than one worksite within the limits of the TOA, or a second Authority is issued within the limits, fixed worksites must have three detonators and a red flag/red light:

- at least 500m **on each side of the worksite**, or
- at the limits of each Authority.

Unless a set of points can be secured to prevent access to the portion of track within the TOA limits, the distance between the signal protecting the limits of the Authority and the fixed worksite must not be less than 500m.

Track Force Protection Coordinators in Victoria operating under TA20 are reminded of the requirements within Section 15 Rule 21 Track Warrant Working.

Protection under Track Warrants

The work performed under a Track Warrant must be protected by **STOP** signs / red lights placed at least 500 metres on each side of the work site.

If points can be secured with point clips and locks for a different route to prevent unauthorised entry of rail traffic to the Track Warrant limits, **STOP** signs / red lights are not required.

Track Worker in Charge of Protection in SA / WA and Western Victoria are reminded of the requirements within the Code of Practice (CoP) 3.11.12.

The Worksite Supervisor may provide additional local protection to protect against Authority overruns by —

- (i) trains into the section; or
- (ii) track vehicles and machines into the specified limits.

For your action

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](#).
- Further information can be found on the ARTC website located at <http://www.artc.com.au/customers/operations/rules-procedures/>
- For further information please contact Greg Watson, National Rules Manager 02 4046 8214.