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Temporary Speed Restriction Management

OPE-PR-067

Applicability

ARTC Network Wide SMS

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1.0	22 Jan 26		First issue of procedure to supersede PP-163 (v1.6) & EGP-36-01 (v1.0).

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Table of Contents

Table of Contents **2**
1 Introduction **3**
1.1 Purpose 3
1.2 Scope 3
1.3 Document Owner 3
1.4 Responsibilities 3
1.5 Reference Documents 3
1.6 Definitions 4
2 Temporary Speed Restrictions **5**
2.1 Identify and Report Fault 5
2.2 Categorise Defect and Document Response 5
2.3 Advise Network Control and Apply TSR 5
2.4 Generate Speed Restriction Notification and Update TSR Systems 5
2.4.1 NatRAMS *5*
2.4.2 Transport Equip *6*
2.5 Removal of TSRs 6
2.5.1 Removal of TSRs in the vicinity of a Passive Level Crossing *6*
2.6 Amendment of TSRs 6
3 Planned TSRs **7**
3.1 Request for TSR 7
4 TSR Reporting **7**
4.1 External Reporting 7
4.2 Internal Reporting 7
Appendix A: Example of Completed Form OPE-FM-050 (NSW/QLD) **8**
Appendix B: Example of Completed Form OPE-FM-051 (SA/WA/VIC) **10**

1 Introduction

1.1 Purpose

This procedure provides guidelines for the management of Temporary Speed Restrictions (TSRs) on ARTC owned, leased or managed track.

1.2 Scope

This procedure covers the management of TSRs only. Permanent Speeds are managed in accordance with EGP-37-01 Permanent Speeds.

1.3 Document Owner

The Manager Operations Services is the document owner.

1.4 Responsibilities

Area Managers are responsible for the implementation of this procedure and the application of TSRs within their respective areas.

Specific responsibilities of other ARTC employees and contractors are detailed within the procedure.

1.5 Reference Documents

The following documents support this procedure:

- ARTC Network Rules and Procedures (with respect to placement and meaning of TSR signs, and IBA and CAN requirements)
- ARTC Track and Civil Code of Practice
- OPE-PR-001 Preparation and Distribution of Operational Notices
- COR-PR-034 Event Response and Notification
- OPE-PR-026 NCCN Graphing Procedure
- OPE-PR-055 NCCS Compiling Train Control Graphs
- OPE-PR-056 NCCW Compiling Train Control Graphs
- ARTC WebRAMS User Guide
- OPE-FM-050 Speed Restriction Notification Form (NSW/QLD)
- OPE-FM-051 Speed Restriction Notification Form (SA/WA/VIC)

1.6 Definitions

The following terms and acronyms are used within this document:

Term or acronym	Description
Maintainer	ARTC infrastructure staff or contractors who detect and repair any defective infrastructure asset. For the purpose of categorising defects, a Maintainer must hold a Track Inspector or equivalent competency.
NatRAMS	National Rail Access Management System that contains Speed Restriction Information and Track Warnings for SA/WA/VIC for access by network users via WebRAMS which produces the ASTRI form for rail crews.
NCC	Network Control Centre: • NCCN – North • NCCS - South • NCCW - West
Transport Equip	Online system provided by Transport for NSW (TfNSW) that contains Speed Restriction Information for NSW/QLD.
TSR	A Temporary Speed Restriction is a temporary reduction in the maximum permissible speed on a section of track, overriding any existing permanent speed restrictions.

2 Temporary Speed Restrictions

2.1 Identify and Report Fault

Infrastructure defects can be detected within the rail corridor during a planned inspection, work process or live operations. All defects that require a TSR must be reported to Network Control by the person or persons identifying the defect.

When defects are found and reported during planned inspections or work processes (i.e. prior to live operations), the Asset Team or Network Controller raises a Category C Event in Horizon360 (H360), reportable to ONRSR annually.

When defects are reported outside of maintenance inspections or routines (e.g. rail traffic crew reporting a fault or defects impacting signalling), the Network Controller notifies the relevant Maintainer and raises a Category B Event in H360, reportable to ONRSR within 72 hours.

Note: the event owner should be allocated to the Area Manager of the affected area. Once the defect is rectified, the Area Manager should close out the event report in H360, referencing the relevant Ellipse number.

2.2 Categorise Defect and Document Response

The Maintainer (Track Inspector or equivalent competency) categorises the infrastructure defect condition based on criteria provided in ARTC Track and Civil Code of Practice / ARTC Engineering Standards and determines the TSR based on the defect level. The Maintainer estimates response times to conduct an unscheduled inspection and/or repair the defect and records this information on the Speed Restriction Notification form (OPE-FM-050 for NSW/QLD or OPE-FM-051 for SA/WA/VIC). Worked examples of the forms are provided in Appendix A and Appendix B.

2.3 Advise Network Control and Apply TSR

The Maintainer contacts the Network Controller and reports the location, maximum speed/s and any other relevant details of the TSR. The Network Controller permanently records the TSR in accordance with the relevant NCC procedures. The Network Controller must issue a CAN warning to rail traffic crew approaching the TSR in accordance with the Network Rules and Procedures.

The Maintainer positions temporary speed signs around the fault site as soon as practicable and advises the Network Controller. The Maintainer must advise the Network Controller immediately of any amendments to or removal of TSRs and must complete and submit the relevant section of the Speed Restriction Notification form in accordance with section 2.4 to ensure rail traffic crews are adequately informed.

2.4 Generate Speed Restriction Notification and Update TSR Systems

2.4.1 NatRAMS

In SA/WA/VIC, the Maintainer submits the Speed Restriction Notification form to the relevant ASO. The ASO provides the information to the Data Administrators in MEDIC, who enter the information into NatRAMS. Network users access TSR information and Track Warnings via WebRAMS, which produces the ASTRI form for rail crews.

Note: In NCCW controlled areas, the Network Controller may be requested to complete a local form to provide to the Data Administrator the Mile End Data Integrity Centre (MEDIC) for urgent entry into NatRAMS, prior to submission of the Speed Restriction Notification form. Once the Maintainer submits the Speed Restriction Notification form to the relevant Asset Data Administrator (ADA) or Area Support Officer (ASO), the details are compared with the original advice received from Network Control.

2.4.2 Transport Equip

In NSW/QLD, the Maintainer submits the Speed Restriction Notification form to the relevant ADA or ASO. The ADA/ASO updates Transport Equip for access by network users.

2.5 Removal of TSRs

When the infrastructure defect has been rectified, the Maintainer removes the speed restriction by notifying the Network Controller and following the process described in sections 2.3 and 2.4. The details are recorded on the 'speed restriction removed' section of the Speed Restriction Notification form. The TSR is then removed from NatRAMS or Transport Equip.

2.5.1 Removal of TSRs in the vicinity of a Passive Level Crossing

Prior to removing a TSR in the vicinity of a passive level crossing that has been in place for more than 3 months and reduced the speed by more than 20km/h, it is necessary to assess the impact on level crossing users. The responsible Area Manager should assess the impact on the public. Considerations may include, but are not limited to:

- Status of level crossing (public/private)
- Who is affected by the TSR
- Impact of the time of the year
- Protection status of the level crossing
- Geographical impact
- Time based impact
- Train speed increase impact.

Refer to the community notification guidelines on the ARTC Community Engagement (internal) site.

2.6 Amendment of TSRs

When the TSR requires modification, the Maintainer advises the Network Controller of the amendment, and follows the process described in sections 2.3 and 2.4. The details are recorded on the relevant section on the Speed Restriction Notification form. The Maintainer must also record the original TSR number and description on the same form.

An existing TSR can only be modified if the kilometre limits do not exceed the kilometres within the segment in which the TSR has been originally placed. If the kilometre limits do exceed the kilometres, the TSR will be 'removed' and a new one will be created.

If the limits of the TSR do not include any portion of the original TSR, a new one must be created.

3 Planned TSRs

3.1 Request for TSR

The need for TSRs should be identified early in the planning of a project as part of the project scope development. These are approved by the ARTC Operations Interface for the affected area and will only be approved if the project can demonstrate that there is no other possible way to complete the project, or a TSR is mandated by an Engineering Standard. The Speed Restriction Notification form is completed and submitted as per section 2.4 (refer section 2.5 for removal and 2.6 for amendments. For project contractors, this process may be coordinated through the Area Maintenance Contractor or as agreed prior to work commencing.

A Train Notice / SAFE Notice is prepared in accordance with OPE-PR-001 Preparation and Distribution of Operational Notices. This notice is issued prior to works commencing and, where possible, it will provide information relating to project works, including details of TSRs.

Planned TSRs are to be reviewed by the Project Manager on a regular basis.

4 TSR Reporting

4.1 External Reporting

External TSR reporting is provided by the Manager Network Performance. This includes customer reports to Operators, Lease reporting for VIC and NSW, and input into ACCC reports in accordance with the Interstate and Hunter Valley Access Undertakings.

4.2 Internal Reporting

Internal TSR reporting is provided by the Asset Performance Team.

Appendix A: Example of Completed Form OPE-FM-050 (NSW/QLD)

ARTC

Operations Services Procedure - Form
OPE-PR-067 Temporary Speed Restriction Management
Form number: OPE-FM-050 (Formerly PP163F-01)

SPEED RESTRICTION NOTIFICATION (NSW & QLD ONLY)

To be entered into Transport Equip (TfNSW)

TO	<<name of ASO / ADA>>	EMAIL	<<email of ASO / ADA>>	AREA MANAGER DETAILS	<<name of Area Manager>>				
FROM	<<name of individual reporting new, amended or lifted TSR>>	POSITION	<<position of individual reporting new, amended or lifted TSR>>	COMPANY	ARTC	DATE	<<date>>	SIGNED	<<*signature*>>

COMMENTS	<<if required>>

SPEED RESTRICTION ADDED

Restriction No.	Location	Basecode	Speed (KM/H)		Kilometres		Direction	Imposed Date	Forecast Lift Date	Period*	Public Reason**	Speed Boards Erected (Y/N)	Industry Reason for Restriction / Notes	Entered in Transport Equip Name / Signature / Date
			Normal Freight / Passenger / Express Passenger	Restriction Freight / Passenger / Express Passenger	Start / End		Up / Down / Both			A / B / C / D	BR / CRTO / GEO / OHW / RA / SD / SUM / TG / WP			
12345	Braefield	10003	115/160	20/20	384.250	384.350	Both	10/09/25	15/11/25	A	RA	Y	Wing rail cracking out. Defect in for hard face build up.	<<name / *signature* / date>>

SPEED RESTRICTION AMENDED

Restriction No.	Location	Basecode	Speed (KM/H)		Kilometres		Direction	Imposed Date	Forecast Lift Date	Period*	Public Reason**	Speed Boards Erected (Y/N)	Industry Reason for Restriction / Notes	Amended in Transport Equip Name / Signature / Date
			Normal F / P / Ex P	Restriction F / P / Ex P	Start / End		Up / Down / Both			A / B / C / D	BR / CRTO / GEO / OHW / RA / SD / SUM / TG / WP			
12345	Braefield	10003	115/160	20/20	384.250	384.350	Both	15/11/25	17/11/25	A	RA	Y	Wing rail cracking out. Defect in for hard face build up. Repairs underway.	<<name / *signature* / date>>

EXAMPLE

ARTC

Operations Services Procedure - Form
OPE-PR-067 Temporary Speed Restriction Management
Form number: OPE-FM-050 (Formerly PP163F-01)

SPEED RESTRICTION REMOVED

Restriction No.	Location	Basecode	Speed (KM/H)	Kilometres		Direction	Actual Lift Date	Speed Boards Removed (Y/N)	Removed from Transport Equip
			Restriction F / P / Ex P	Start / End		Up / Down / Both			Name / Signature / Date
12345	Braefield	10003	20/20	384.250	384.350	Both	17/11/25	Y	<<name / *signature* / date>>

*Period	**Public Reason
A – Always B - Per Way Signals Exhibited C – During Certain Hrs of the Day D – Whilst Loop is Occupied	BR – Bridge CRTO – Crossing/Turnout GEO – Geotechnical OHW – Overhead Wiring RA – Rail SD – Sighting Distance SUM – Summer Speed TG – Track Geometry WP – Worksite Protection

EXAMPLE

Appendix B: Example of Completed Form OPE-FM-051 (SA/WA/VIC)

ARTC

Operations Services Procedure - Form
OPE-PR-067 Temporary Speed Restriction Management
Form number: OPE-FM-051 (Formerly PP163F-01)

SPEED RESTRICTION NOTIFICATION (SA, WA & VIC ONLY)

To be entered into NatRAMS by MEDIC

TO	<<name of ASO / ADA>>	**EMAIL**	<<email of ASO / ADA>>	**AREA MANAGER DETAILS**	<<name of Area Manager>>				
FROM	<<name of individual reporting new, amended or lifted TSR>>	**POSITION**	<<position of individual reporting new, amended or lifted TSR>>	**COMPANY**	ARTC	**DATE**	<<date>>	**SIGNED**	<<*signature*>>

LOCATION	Benalla	**BASECODE**	37500	**COMMENTS**	<<if required>>

SPEED RESTRICTION ADDED ☒ OR AMENDED ☐ (select which applies)

Restriction			Effective dates		Basecode		Segment		Section		Kilometres	
Number	Year	Issued	From*	Est. To	Corridor	Basecode	From	To	From	To	From	To
<<no.>>	2025	10/09/25	10/09/25	15/11/25	Main East	37500	Somerton	Yarrawonga Rd	Voilet Town	Benalla	194.490	194.730

Track Speed (KM/H)		Direction	Speed Boards Erected (Y/N)	Reason / Comments	Entered / Amended in NatRAMS Name / Signature / Date
Normal	Restricted	Up / Down			
Passenger trains: 130 Other trains: 115	Passenger trains: 80 Other trains: 80	Bidirectional	Y	Track Geometry issues in Bridge	<<name / *signature* / date>>

SPEED RESTRICTION REMOVED

Restriction		Lifted	Kilometres		Track Speed (KM/H)		Direction	Speed Boards Removed (Y/N)	Comment	Removed from NatRAMS Name / Signature / Date
Number	Year		From	To	Normal	Restricted	Up / Down			
<<no.>>	2025	15/11/25	194.490	194.730	Passenger trains: 130 Other trains: 115	Passenger trains: 80 Other trains: 80	Bidirectional	Y	Repairs completed.	<<name / *signature* / date>>

** Note: In the case of an amendment to an existing TSR, the 'effective from' date is the date the amendment is effective, not the original TSR.*

EXAMPLE