



Australian Rail Track Corporation Ltd

# SAFETY ALERT

ARTC NSW No. 44



Issued 23/11/10

## ARTC Network Rules and Procedures

### Introduction of New Rule ANWT 310 Lookout Working and Procedure ANPR 711 Lookouts

Effective from 0001 hours on Sunday 19 December 2010, ARTC will implement amendments to the Network Rules and Procedures as detailed in this Safety Alert.

Network Rule ANWT 310 'No Authority Required' will be renamed '**Lookout Working**' to better specify the method of working to be used. Network Procedure ANPR 711 '**Lookouts**' will be amended to include additional safety requirements.

The Rule and Procedure is to be applied by all users of the ARTC Network, including above and below rail operators.

With the introduction of the Lookout Working Rule and Lookouts Procedure, **Safe Notice 2-860, 2008 issued on the 10 July 2008 is to be withdrawn from 0001 hours Sunday 19 December.**

The rule will introduce a number of mandates that are designed to improve safety within the Network. These new requirements include;

- change the rule name to **Lookout Working** to more positively identify the nature of the activity,
- work in the Danger Zone using the Lookout Working method **must be done in daylight hours only, for a maximum of two (2) hours** this requirement is to be applied by rail traffic crews and track workers,
- **if access for additional time is required, this must be treated as a new request for access,**

*If the work is to continue beyond two (2) hours the Protection Officer must contact the Network Control Officer and request Lookout Working again. There is no restriction on the number of times this can be carried out.*

- Lookout Working must be only used where the **visibility conditions allow clear sighting of rail traffic** (terrain, fog, heavy rain or dust may restrict visibility),



Australian Rail Track Corporation Ltd

- Lookouts do **not work continuously at the same location for more than 60 minutes**,

*This restriction is designed to manage fatigue and distraction issues for Lookouts who may be required to work for extended periods. Given the nature of Lookout Working, the Lookout is absolutely critical to the safe operation of this method of working.*

*The Protection Officer will need to ensure that the Lookout is either rotated or rested every 60 minutes to avoid fatigue and distractions. This may only need to be for a short period to refresh and then restart work, similar to taking a break when driving.*

- only **one additional Lookout may be placed in each direction** from which rail traffic may approach,
- work in the Danger Zone **must not begin until the Protection Officer has spoken to the Network Control Officer** about the use of Lookout Working,
- **the Protection Officer must also get information about rail traffic movements** likely to occur at the work location during periods of access from the Network Control Officer,

*Information about rail traffic movements is not train running information; it is for example, 7 rail traffic movements are to pass your work location in the next hour. This information may or may not include the times of the rail traffic.*

- the **Protection Officer must tell the Network Control Officer when work is completed** and the workers and their equipment are clear of the Danger Zone,
- information about likely rail traffic movements is provided **only as a guide for rail traffic movements** and is not to be relied upon as the only safety measure.

The procedure will introduce a number of new safety characteristics that are designed to improve safety within the Network. These new requirements include;

- Lookouts must have **one or more audible warning devices**,
- the **maximum** number of Lookouts in any running direction **on each line is two (2)**, one lookout and one additional lookout only,
- the **additional Lookout must stay within sight and hearing of the Lookout closest to the worksite**.
- Lookouts **must not use radios or telephones to warn workers**,
- **tell the Protection Officer if you need to move** from your designated position, and only move if all workers and their equipment are in a safe place, or a new Lookout is in position,
- **if conditions such as visibility change**, tell the Protection Officer.

A black side-bar (as shown to the right) indicates where changes have occurred within Rule ANWT 300 Planning Work in the Rail Corridor, Procedures ANPR 712 Protecting Work from Rail Traffic on Adjacent Lines, ANPR 721 Spoken and Written



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Communication and ANPR 740 Responding to Faulty Points and the inclusion within the Glossary.

The amended Network Rules and Procedure are available on the ARTC web site located at <http://www.artc.com.au/Content.aspx?p=196> .

The applicable status sheets will be amended accordingly.

<b>Rule No.</b>	<b>Page No.</b>	<b>Section</b>	<b>Amendment / Comment</b>
ANWT 300 Planning Work in the Rail Corridor	3	Methods for Working Safely on Track	<b>Delete</b> reference to No Authority Required. <b>Insert:</b> 'Lookout Working'.
ANWT 300 Planning Work in the Rail Corridor	7	Lookout Working	<b>Delete</b> reference to No Authority Required. <b>Insert:</b> 'Lookout Working'.
ANWT 310 Lookout Working	All	All	Replace existing Rule with Lookout Working.

<b>Procedure No.</b>	<b>Page No.</b>	<b>Section</b>	<b>Amendment / Comment</b>
ANPR 711 Lookouts	All	All	Replace existing Procedure with new Procedure 'Lookouts'.
ANPR 712 Protecting Work from Rail Traffic on Adjacent Lines	1	Means of risk reduction	<b>Delete</b> reference to No Authority Required. <b>Insert:</b> 'Lookout Working'.
ANPR 721 Spoken and Written Communication	7	Written communication abbreviations	Remove abbreviation NAR, No Authority Required.
ANPR 740 Responding to Faulty Points	1	Introduction	<b>Delete</b> reference to No Authority Required. <b>Insert:</b> 'Lookout Working'.

<b>Glossary</b>	<b>Page No.</b>	<b>Section</b>	<b>Amendment / Comment</b>
	11	L	Insert: 'Lookout Working'.
	13	N	Delete reference to No Authority Required.