



Australian Rail Track Corporation Ltd

# SAFETY ALERT

ARTC NSW No. 56



Issued 07/06/12

## **Southern Sydney Freight Line (SSFL) and Metropolitan Freight Network (MFN) Shared Rail Corridor Network Rules and Procedures**

**This information has been prepared to inform ARTC employees, contractors and other affected industry stakeholders about the upcoming exceptions to Network Rules and Procedures on the Southern Sydney Freight Line (SSFL) and Metropolitan Freight Network (MFN), ARTC and RailCorp shared rail corridor.**

ARTC will commission the Southern Sydney Freight lines (SSFL) from 24 June 2012.

ARTC will take-up the lease and licence of the Metropolitan Freight Network (MFN) from 8 July 2012.

To ensure a consistent approach to Safeworking and the application of Network Rules and Network Procedures ARTC and RailCorp have agreed to the following variations.

With the above changes there will be changes to several Rules and Procedures in this area.

### **ANWT 304 Track Occupancy Authority and ANPR 701 Using a Track Occupancy Authority**

To align the ARTC Rule and Procedure with the RailCorp Rule and Procedure, it will not be possible to obtain a "Verbal Track Occupancy Authority" in these areas. Therefore all Track Occupancy Authorities issued by ARTC will require the compilation of a form (ANRF 002B).

In exception to the requirement in ANWT 304 page 4, Authorisation, Attended locations and ANPR 701 page 3, Obtaining a Track Occupancy Authority, Network Controllers, Network Control Officers and Protection Officers must compile a Track Occupancy Authority form (ANRF 002B) when a Track Occupancy Authority is wholly within the yard limits of an ARTC attended location.



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## **ANWT 308 Controlled Signal Blocking**

In exception to the requirement in ANWT 308 page 2, General and to align the ARTC Rule with the RailCorp Rule, when requesting Controlled Signal Blocking, Protection Officers must make sure that:

- two consecutive controlled signals can be set at STOP with blocking facilities applied, or
- an ESML handle can be removed to exclude rail traffic, or
- one controlled signal can be set at STOP with blocking facilities applied, and
  - a set of points can be secured to prevent access, or
  - an easily-reached safe place is available and a Lookout is provided.

## **NWT 310 Lookout Working**

To align the RailCorp Rule with the ARTC Rule, RailCorp will not use Lookout Working during hours of darkness.

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).

Protection Officers when requesting Lookout Working must make sure that:

- work in the Danger Zone using the Lookout Working method must be done in daylight hours for 2 hours only, and
- if the work is to continue beyond this time, it is to be treated as a new application.

## **ANPR 705 Removing 1500V Supply**

To align the ARTC Procedure with the RailCorp Procedure:

The Procedure has been amended to include the RailCorp 1500V Supply Removed form, SMS-06-FM-0606 Advice 1500 Volt Supply Removed.

**Note:** The switching and removal of the 1500V supply will still be performed by staff in the RailCorp Electrical Operating Centre.

## **ANPR 714 Removing 1500v Supply in unplanned situations**

This aligns the ARTC Procedure with the RailCorp requirements.

This Procedure has been amended to include the RailCorp 1500V Supply Removed form, SMS-06-FM-0606 Advice 1500 Volt Supply Removed.

**Note:** The switching and removal of the 1500v supply will still be performed by staff in the RailCorp Electrical Operating Centre.

## **Safeworking Competencies**

With ARTC and RailCorp controlling adjoining lines on some sections of the shared corridors in the SSFL / MFN, it will be necessary for ARTC employees /contractors to access the RailCorp Corridor and in some instances, the RailCorp Danger Zone. Similarly, RailCorp employees /contractors may need to access the ARTC Danger Zone.

Rail Safety Worker Cards and RISI cards issued by either ARTC or RailCorp will be recognised for work being performed on the SSFL, MFN and adjoining RailCorp track.



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The above exceptions are summarized in the following table:

**ADDITIONAL REQUIREMENTS**

<b>RAILCORP</b>	<b>ARTC</b>
<b>NWT 304</b> NIL	<b>ANWT 304</b> A Track Occupancy Authority form (ANRF 002B) must be compiled when a Track Occupancy Authority is wholly within the yard limits of an ARTC attended location.
<b>NWT 308</b> NIL	<b>ANWT 308</b> <ul style="list-style-type: none"><li>• two consecutive controlled signals can be set at STOP with blocking facilities applied, or</li><li>• an ESML handle can be removed to exclude rail traffic, or</li><li>• one controlled signal can be set at STOP with blocking facilities applied, and<ul style="list-style-type: none"><li>• a set of points can be secured to prevent access</li><li>or</li><li>• an easily-reached safe place is available and a Lookout is provided.</li></ul></li></ul>
<b>NWT 310</b> <ul style="list-style-type: none"><li>• Work in the Danger Zone using the Lookout Working method must be done in daylight hours only, for a maximum of two (2) hours, and</li><li>• if the work is to continue beyond this time, it is to be treated as a new application.</li></ul>	<b>ANWT 310</b> NIL

### **Who will be affected by these changes?**

- ARTC Network Control staff who may be required to participate in the switching of the 1500v power supply need to be aware of the updated requirements in the procedures
- RailCorp staff who may be required to participate in the switching of the 1500v power supply need to be aware that their activities must be co-ordinated with the ARTC Network Control Centre South
- ARTC staff need to be aware of the prohibition of a Verbal Track Occupancy Authority
- RailCorp staff need to be aware on the prohibition of Lookout Working in hours of darkness or low visibility
- RailCorp staff need to be aware of the additional requirement to re-apply for Lookout Working after 2 hours
- ARTC staff need to be aware of the additional requirement for 2 signal protection or 1 signal and set of points secured to prevent access or a Lookout is provided during a CSB.

### **Will Briefing sessions be conducted?**

Yes, briefing sessions will be set up and conducted by representatives from RailCorp and ARTC.

A timetable with locations will be issued shortly to ensure that people who work in the affected area can receive a briefing.

### **Will a SAFE Notice be issued?**

Both ARTC and RailCorp will issue SAFE Notices to cover the altered Rules and Procedures. These will be available on their respective websites.

### **What if I still have questions?**

ARTC staff can contact the National Rules Manager whilst RailCorp staff can contact the Network Rules Unit.