

Safety Alert

ARTC No. 76
Issued 3 September 2015

Passing Signals at STOP and the Use of An Infrastructure Booking Authority (IBA)

A recent audit identified a worksite that had **temporarily** booked a signal out of use (in accordance with ANWT 312), using an Infrastructure Booking Authority form (ANRF 003) (**IBA**), with the belief that this then allowed track vehicles to pass signals at STOP without the appropriate authority.

This is incorrect

A signal needs to be **permanently** removed (in accordance with ANWT 312), using an IBA form, to allow track vehicles to pass it at STOP.

Pursuant to ANSG 606, a signal is **permanently** removed if it has:

- a large white "X" hung over the signal, or
- if next to a functioning signal, it has its head covered or turned away from the line.

If ANSG 606 has not been complied with (even if the signal's fuse has been pulled &/or there's no indication of a signal) then the signal will not have been **permanently** removed from use and any operator passing it (without permission) will be in breach of ANWT 312.

Possession Protection Officers, Protection Officers, Track Vehicle Operators and Pilots are to ensure they follow the requirements of ANWT 316 Track Vehicles when passing controlled and automatic signals at STOP.

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. 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.
3. 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](#).