

Corridor Safety System

Network Maintenance Division

Communication for CSS Script Changes

Over the past six months, the CSS has engaged with stakeholders including Network Rules Specialists, Human Factors, Safety Professionals, Incident Rail Commander, Network Maintenance Protection Officers (POs), Rail Safety Mentor, TfNSW Safe Working Manager, External Contract POs, and External Contract Safe Working Managers. The representatives formed a workgroup to collectively revise CSS Scripts for Work on Track Methods and Authorities.

The review of CSS scripts sought to:

- Address issues raised by POs including time taken to obtain a CSN and the relevance of specific questions;
- Enable Corridor Safety Officers to better support POs; and
- Ensure the CSS scripts are user friendly.

The Corridor Safety Centre will introduce revised CSS scripts for the following forms of worksite protection:

- Lookout Working
- Absolute Signal Blocking
- Signal Key Switch Blocking
- Track Occupancy Authority
- Track Work Authority
- Routine Network Maintenance Worksite Protection Plans

Rail Safety Coaches and Corridor Safety Officers will be available to clarify and assist Protection Officers with the understanding of the new script changes.

The revised scripts have been developed to align with the Network Rule Forms, Network Rules Documentation and Network Rule Updates. The revised scripts will allow Corridor Safety Officers to focus mainly on reviewing the information provided by the Protection Officers that has been documented on their Worksite Protection Plan or Routine Network Maintenance Worksite Protection Plan.

Absolute Signal Blocking Revised script will be introduced in the CSS application on 20.12.20 in line with the ASB update.

The revised scripts for the other Work on Track will be introduced in February 2021.

All the scripts will be published in Railsafe (Amendments-Pre Release tab) in December prior to the release of the Revised ASB script.

The changes to the CSS scripts will enable Corridor Safety Officers to provide support to POs by validating the PO's assessment of:

Lookout Working

- Maximum Track Speed provided for the worksite location
- MWT calculation/s
- Large worksites and Worksites that include areas stated in the Lookout Working Prohibited Locations Register

Absolute Signal Blocking

- Nominated Worksite Location
- Planned Protection as per the ASB rule.
- MWT calculation if required

Signal Key Switch Blocking

- Worksite location
- Distance of worksite location from SKS Signal
- MWT calculation if required

Track Occupancy Authority

- TOA Limits
- Worksite Location
- Protection Arrangements by the PO
- Entry points within the TOA have been protected by PO by clipping and locking points.

Work within Stabling Yards or Maintenance Centres

No Changes

Track Work Authority

- Worksite Location using reference points and KM
- How the TWA will be protected
- Location of Handsignallers, KM and Signals
- Distances from Protection Arrangements will be validated
- Entry points reduced by clipping and locking points will also be validated

LPA

No Changes

Routine Network Maintenance Worksite Protection Plan (RNMWPP)

A new script has been created to verify these RNMWPPs for their currency and scope of work.

Lookout Working Re-design Version 1

Icon Corridor Safety, You are speaking with: insert officer name

1. Can I please start with your name?
CSO will confirm company details and Safeworking qualification before proceeding.
2. Is this protection required for a callout by ICON for Incident Response?
If NO , continue to next question.
If YES , capture Incident Number and move to Question 4.
3. What type of work will be performed in the Danger Zone?
CSO will be able to question PO on what type of tools will be used, if required.
4. What type of Work on Track protection will be used?
5. Which division has requested this work?
6. What document are the Worksite Protection details recorded on?
7. What station will you be working near?
8. Which line/s will you be working on or near?
9. What is your worksite location?
10. What is the date and planned duration?
11. Have you identified all possible points of entry into the worksite?
12. How many Lookouts are you using?
13. Are you using any additional Lookouts?
14. What are the KMS positions of Lookout?
15. Are you using Warning Lights as part of your Minimum Warning Time Calculation?
16. If YES, which NLA specifies the use of Warning Lights? <i>Make sure Lookouts are positioned within sight and hearing of the worksite to warn workers of approaching rail traffic.</i>

17. What is your:

See Time

Move Time

Safe Time

Minimum Warning Time (MWT)

Maximum Track Speed

Minimum Sighting Distance

Action by CSO to validate Maximum Speed and Minimum Sighting Distance,

18. Has another Minimum Warning Time Calculation been documented on NRF 015B?

Statement Ensure each time a Lookout is positioned you verify that the Minimum Sighting Distance can be maintained.

19. How will the Lookout warn the workers of approaching rail traffic?

Please ensure all warning devices are tested for effective communication.

20. Are there areas where Lookout Working is prohibited within your worksite location?

If **YES**, please identify the Red Zones.

CSS will List Hazards'

CSO will review the hazards and controls

21. Can you confirm Lookouts will be positioned in a Safe Place and the all workers have access to an easily reachable Safe Place within the warning time?

End Statement:

Before starting work, you must speak with the Signaller about the use of Lookout Working.

Would you like the phone number for the Signaller?

When working at night, please ensure a nominated worker in the group wears a flashing beacon to improve visibility).

Before work starts ensure you brief workers and qualified staff about the Worksite Protection Arrangements.

Your CSN is '*****'.

Please record the CSN in your Worksite Protection Workbook and quote the CSN to the Signaller.