

Network Rules and Procedures Amendments

Effective 30 May 2021

Briefing for
Sydney Trains, NSW Trains,
TfNSW Employees,
Contractors and
Private Operators
www.railsafe.org.au

This flyer summarises important changes to Sydney Trains' Network Rules and Network Procedures.

Amendments to the Network Rules and Network Procedures scheduled to come into effect in April 2021 has been deferred and will now come into effect at 00:01 hours on Sunday, 30 May 2021.

All users of the Network Rules and Network Procedures should familiarise themselves with these changes, and ensure their copies of the Network Rules and Network Procedures are amended accordingly.

For further information:
email: NRU@transport.nsw.gov.au
web: www.railsafe.org.au

NGE 206 Reporting and responding to a Condition Affecting the Network (CAN)

In addition to the requirements for returning to normal operation additional Signaller instructions for ending the restraint of rail traffic has been included.

NRF 004 Condition Affecting the Network (CAN)

NRF 004 CAN Form change - Item 5 *CAN restraint details* has been amended to incorporate a section to record details when the restraint ended.

NRF 004 CAN Unit change - Item 5 *CAN restraint details* has an additional instruction for completing the section restraint ended.

NWT 300 Planning work in the Rail Corridor

In addition to the requirements for creating a safe place using stationary rail traffic the Driver or track Vehicle Operator must be able to see the worksite from the lead vehicle for the duration that the safe place is created.

NWT 304 Track Occupancy Authority and NPR 701 Using a Track Occupancy Authority

Added instructions:

- for authorising a joint occupancy TOA with stabled rail traffic
- for placing protection immediately in front of stabled rail traffic to prevent unintended movements within the TOA or towards worksites
- for restraining all disabled rail traffic within the proposed limits of a joint occupancy TOA with disabled rail traffic.

Amended nominating the limits of worksites or road/rail access point as being between two signals for joint occupancy following a unidirectional rail traffic movement.

Replaced the requirement to use red flags/red lights with worksite protection markers.

Reinforced the requirement to place a worksite protection marker if points have been secured to prevent rail traffic access to the TOA limit, when establishing a worksite within 500m of a TOA limit.

Updated example figures in NPR 701.

NRF 002 Track Occupancy Authority (TOA)

NRF 002 TOA Form change -

Revised TOA Form.

Amended mandatory items.

Added optional items:

- for joint occupancy assurances
- for relieving Protection Officer.

NRF 002 TOA Unit change -

Added instructions for numbering forms.

Amended mandatory items and instructions.

Added optional items and instructions.

NPR 709 Using railway track signals

Amended instruction to allow the placing of railway track signals at a fixed signal, STOP sign or BLOCK POST sign to be varied if it is specified in another Network Rule or Network Procedure.

NPR 710 Piloting rail traffic

Amended to include reference to Coordinating Protection Officer.

Glossary

Amended definitions:

- disabled - Unable to travel due to a defect or a Condition Affecting the Network (CAN)
- bidirectional - Allowing for signalled movements of rail traffic in either direction between yard limits

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