

SAFE Notice 2021

Number: 2-4799

Network Rule and Procedure Track Occupancy Authority Protecting Worksites Amendment

General

Commencing from Monday 03rd May 2021 SAFE Notice 2-4742 issued on the 10th February 2021 is withdrawn and replaced with this SAFE Notice.

Commencing from Monday 03rd May 2021 until further notice, the requirements for protecting worksites within the limits of a Track Occupancy Authority on the ARTC Network have been amended as detailed in this SAFE Notice.

Worksites located within a Track Occupancy Authority must be protected by:

- three railway track signals and a red flag/red light, at least 500m on each side of the worksite, or at the limits of the Authority, or
- a STOP sign/red light, at least 500m on each side of the worksite, or at the limits of the Authority.

If there is only one worksite within the limits of the Track Occupancy Authority, railway track signal protection or STOP sign/red light protection is not required if the points are secured to prevent unauthorised rail traffic entry to the Track Occupancy Authority limits.

Network Rule - ANWT 304 Track Occupancy Authority

Under the heading of Protecting worksites **delete** the existing text:

Worksites must be protected by:

- three *railway track signals* and a red flag/red light, at least 500m on each side of the worksite, or at the limits of the Authority, or
- STOP sign/red light, at least 500m on each side of the worksite, or at the limits of the Authority.

If there is only one worksite within the limits of the TOA, railway track signal protection or STOP sign/red light protection is not required:

- in Train Order territory, or
- if a staff or half pilot staff can be secured for the duration of the TOA, or
- if the points are secured to prevent unauthorised rail traffic entry to the TOA limits.

If rail traffic can approach from more than one direction, the Protection Officer must make sure that there is protection at all points of entry into the portion of track within the TOA limits.

Insert:

Worksites must be protected by:

- three *railway track signals* and a red flag/red light, at least 500m on each side of the worksite, or at the limits of the Authority, or
- STOP sign/red light, at least 500m on each side of the worksite, or at the limits of the Authority.

If there is only one worksite within the limits of the TOA, railway track signal protection or STOP sign/red light protection is not required if the points are secured to prevent unauthorised rail traffic entry to the TOA limits.

If rail traffic can approach from more than one direction, the Protection Officer must make sure that there is protection at all points of entry into the portion of track within the TOA limits.

Network Procedure - ANPR 701 Using a Track Occupancy Authority

Under the heading of Protecting worksites **delete** the existing text:

Railway Track Signal protection or STOP signs/red lights are not required:

- in Train Order territory, or
- if the points are secured to prevent access, or
- if the staff or half pilot staff for the section has been taken and safeguarded, and
- if there is no other work on track authority or worksite in the section, and
- if the worksite is more than 500m from the protecting signal.

Railway Track Signal protection or STOP signs/red lights, placed 500m from the entry limits of the worksite, is required if:

- there is more than one worksite within the TOA, or
- an additional TOA is granted within the section.

Insert:

Each worksite must be protected with Railway Track Signal protection or STOP signs/red lights, placed 500m from the entry limits of the worksite.

If the points can be secured to prevent access to a worksite, Railway Track Signal protection or STOP signs/red lights are not required.

Safeworking Arrangements

The work must be carried out as per the appropriate ARTC Network Rules and Procedures.

SAFE Notice recipients must ensure this SAFE Notice is circulated to and understood by all personnel affected by, or needing to know, its content.

SAFE Notices must be issued to all affected Competent Workers.

Competent Workers who receive a SAFE Notice must follow the requirements in the SAFE Notice.

28 April 2021

Approved by Delivery Support Manager Hunter Valley and Service Delivery Manager South

ARTC

FOR THE INFORMATION OF ALL COMPETENT WORKERS AND USERS OF THE ARTC NETWORK

Use of Infield Protection for TOA



ARTC



CURRENT STATE: USE OF IN-FIELD PROTECTION

Under the NSW Network Rules and Procedures in-field protection (ATWS or STOP signs) is mandated for a Track Occupancy Authority unless there is only one worksite within the limits and:

1. Points can be secured away from the worksite, or
2. The half pilot staff is taken, or
3. The TOA is being taken out in TMACS or PTOS Train Order territories.

While the removal of the half pilot staff does prevent the NC from clearing the signal it does not prevent rail traffic from a SPAD into a TOA / worksite.

NB: There were 47 Driver Error SPAD's in IS last year

Similarly, in Train Order territories the blocking is interlocked with the form within the system, however there are still 2 error mechanisms:

1. NC may insert the information on the form incorrectly
2. Rail Traffic Crew may overrun their authority

NB: There were 58 Driver error overrun's of authority in IS last year

ARTC

TOA CONTROLS IN NSW RVDS

Preventative Controls

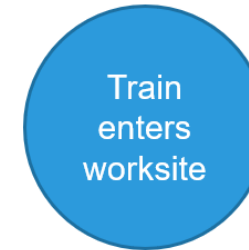
- Points Secured away
- Half pilot staff taken
- Signal Block
- TOA Form/ETAP in NCC
- TOA form in field/ETAP
- Blocking on TCG
- Worksite Protection Plan

Note: Half pilots where available (not mandatory) & many are being removed

Mitigating Controls

Rail Track signals

SPAD Alarms



Note: Detonators not required if half pilot taken – does not mitigate driver SPAD

TOA CONTROLS IN NSW TMACS AND PTOS

Preventative Controls

- Points Secured away
- TOA Form interlocked with system block
- Worksite Protection Plan
- TOA form in field

Mitigating Controls

Out of Authority Alarms



CURRENT REQUIREMENTS – ANWT 304 AND ANPR 701

ANWT 304 Track Occupancy Authority

Protecting worksites

Worksites must be protected by:

- three *railway track signals* and a red flag/red light, at least 500m on each side of the worksite, or at the limits of the Authority, or
- STOP sign/red light, at least 500m on each side of the worksite, or at the limits of the Authority.

If there is only one worksite within the limits of the TOA, railway track signal protection or STOP sign/red light protection is not required:

- in Train Order territory, or
- if a staff or half pilot staff can be secured for the duration of the TOA, or
- if the points are secured to prevent unauthorised rail traffic entry to the TOA limits.

If rail traffic can approach from more than one direction, the Protection Officer must make sure that there is protection at all points of entry into the portion of track within the TOA limits.

CURRENT REQUIREMENTS – ANWT 304 AND ANPR 701

ANPR 701 Using a Track Occupancy Authority

Protecting worksites

Railway Track Signal protection or STOP signs/red lights are not required:

- in Train Order territory, or
- if the points are secured to prevent access, or
- if the staff or half pilot staff for the section has been taken and safeguarded, and
 - if there is no other work on track authority or worksite in the section, and
 - if the worksite is more than 500m from the protecting signal.

Railway Track Signal protection or STOP signs/red lights, placed 500m from the entry limits of the worksite, is required if:

- there is more than one worksite within the TOA, or
- an additional TOA is granted within the section.

AMENDMENT TO – ANWT 304 AND ANPR 701

ARTC will introduce amendments to Network Rule ANWT 304 Track Occupancy Authority and Network Procedure ANPR 701 Using a Track Occupancy Authority through the issuing of a SAFE Notice, to mandate that in field protection is required for all worksites within the limits of a Track Occupancy Authority.

The exception to this requirement is where the points are secured to prevent unauthorised rail traffic entry to the TOA limits. This is no change to current requirements.

AMENDMENT MADE BY SAFE NOTICE – ANWT 304

ANWT 304 Track Occupancy Authority

Under the heading of **Protecting worksites**:

Worksites must be protected by:

- three *railway track signals* and a red flag/red light, at least 500m on each side of the worksite, or at the limits of the Authority, or
- STOP sign/red light, at least 500m on each side of the worksite, or at the limits of the Authority.

If there is only one worksite within the limits of the TOA, railway track signal protection or STOP sign/red light protection is not required if the points are secured to prevent unauthorised rail traffic entry to the TOA limits.

If rail traffic can approach from more than one direction, the Protection Officer must make sure that there is protection at all points of entry into the portion of track within the TOA limits.

CHANGES MADE BY SAFE NOTICE: ANPR 701

ANPR 701 Using a Track Occupancy Authority

Under the heading of **Protecting worksites:**

Each worksite must be protected with Railway Track Signal protection or STOP signs/red lights, placed 500m from the entry limits of the worksite.

If the points can be secured to prevent access to a worksite, Railway Track Signal protection or STOP signs/red lights are not required.