

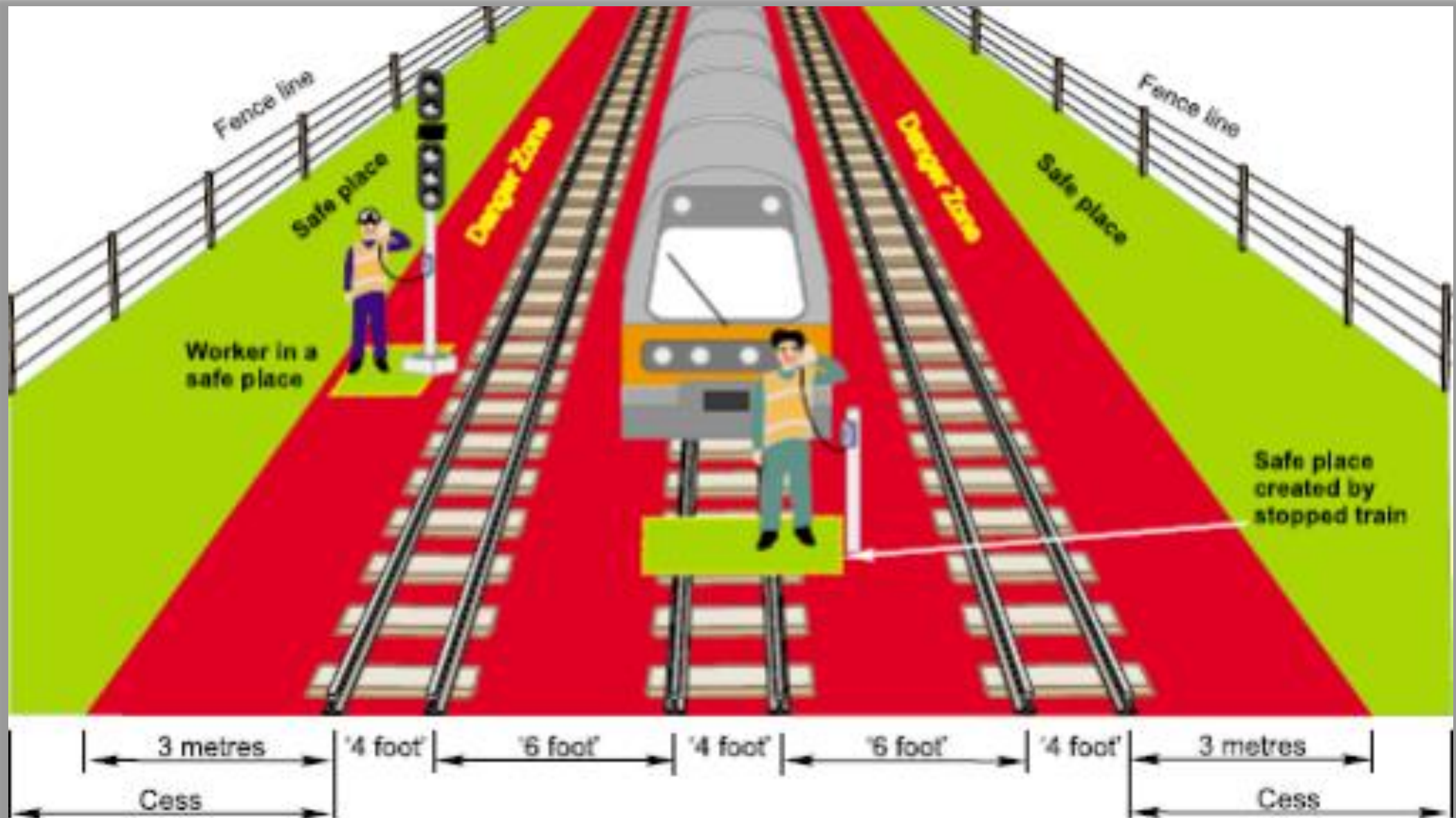


MANDATORY REQUIREMENTS FOR ADJACENT LINE PROTECTION

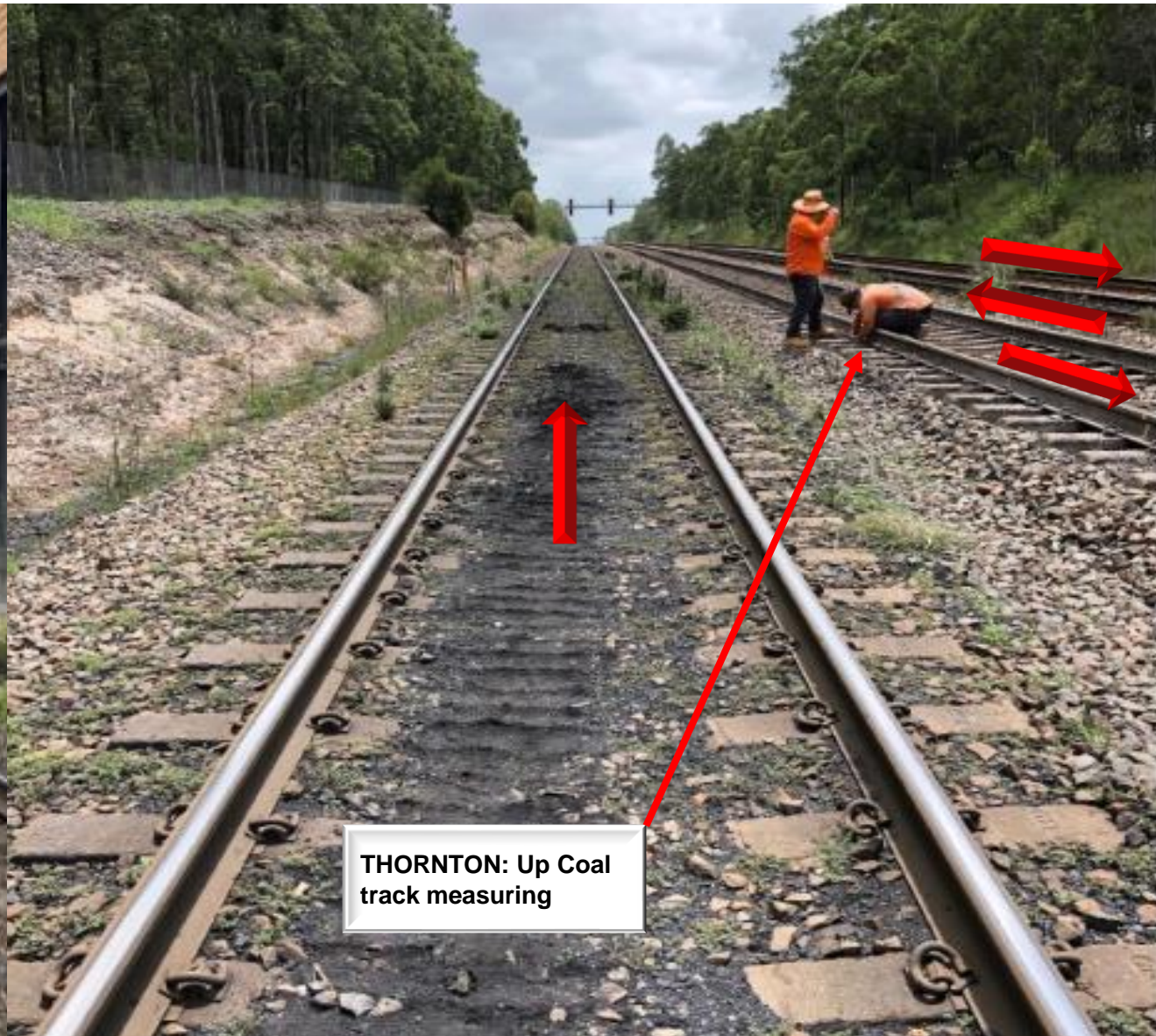
ARTC

WHAT'S THE DEFINITION OF A "SAFE PLACE"

NSW Rules ANGE 200



THIS ALLOWS US TO OPERATE IN CLOSE PROXIMITY TO LIVE TRACKS AT LINE SPEED LEAVING NO MARGIN FOR ERROR



THIS IS NOT SAFE WORKING



LAST WEEK WE HAD A VERY CLOSE CALL

An ARTC Tamper and Ballast Regulator were conducting resurfacing works during nightshift on the MSA corridor between Seymour and Benalla.

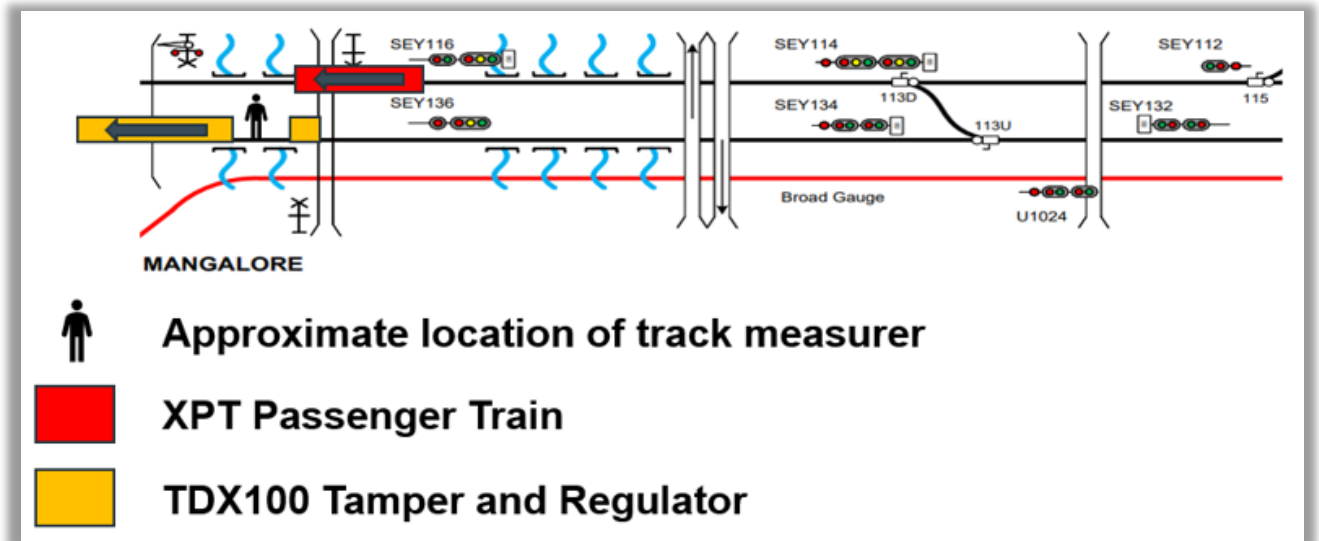
Two of our track measuring teammates were working behind the tamper.

The East line had Track Force Protection in place, with the broad-gauge line remaining unprotected.

The Track Force Protection Coordinator*¹ advised the workgroup that an XPT needed to pass the worksite on the East line (adjacent line).

The XPT train was authorised to pass the worksite and was travelling at line speed (120kph) narrowly missing the worker who had stepped out of the four foot of the West line into the 6 foot between the West and East lines.

The worker immediately returned to the 4 foot of the West line.



*¹ Protection Officer (NSW) or Track Worker (SAWA)

**THIS
CANNOT
CONTINUE**

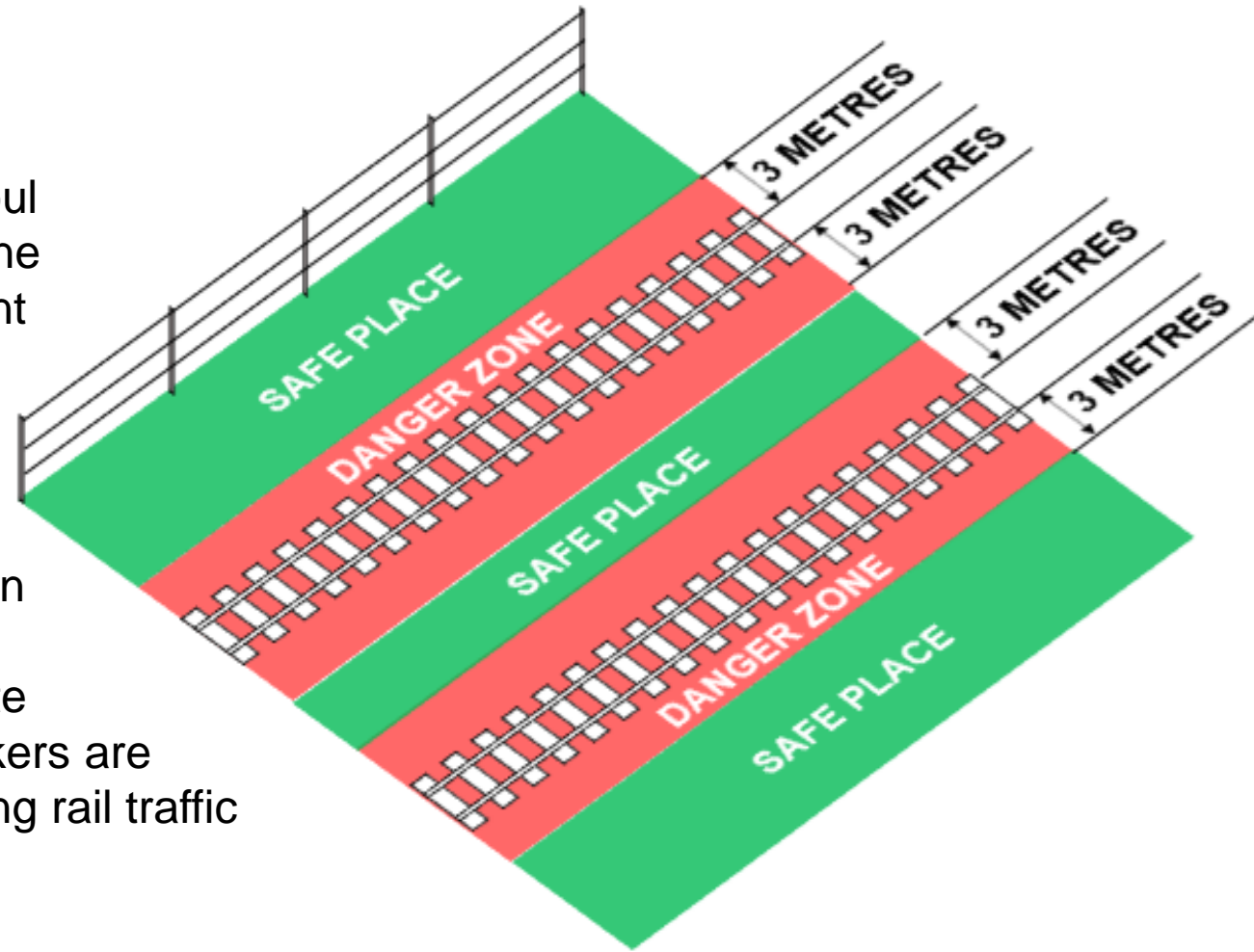


ACTION REQUIRED

Where the work activity involves any potential to foul (or encroach) on the danger zone of an adjacent line rail traffic must either be excluded from the adjacent line or a work on track authority (TWA / TFP) must be planned and implemented to safely manage rail traffic passing the worksite.

The Track Force Protection Coordinator / Protection Officer / Track Worker managing rail safety at the worksite must obtain confirmation from the Worksite Supervisor that **all work has stopped** and all workers are in a safe place (position of safety) before authorising rail traffic to pass the worksite.

Worksite protection must be reapplied to the adjacent line prior to authorising workers to recommence work or move out of the safe place (position of safety).

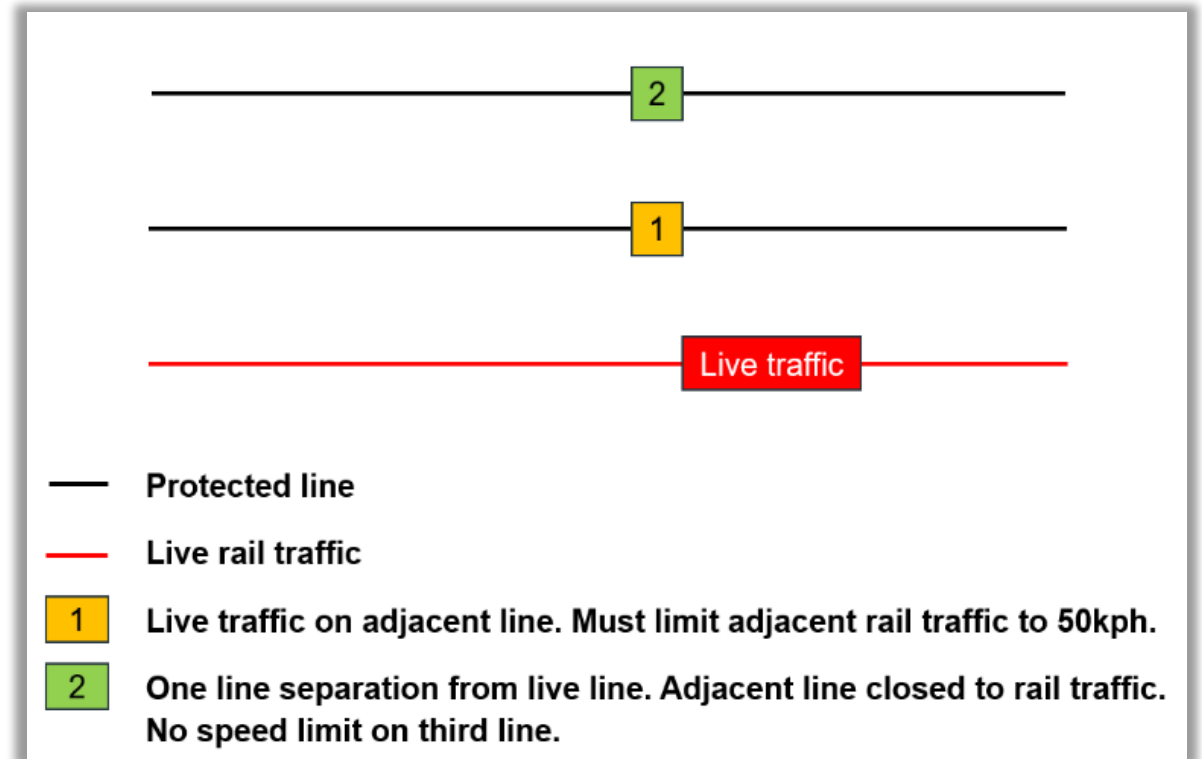


ACTION REQUIRED

If the work cannot be safely stopped, then only workers critical to the work task may remain on track the speed of rail traffic on the adjacent line must be restricted to a maximum of 50km/h when passing the worksite **and** an approved temporary barrier is in place.

If the safe place (position of safety) is located with at least one-track separation from the adjacent line (position 2 in the diagram below), the designated track speed on the adjacent line can remain in place.

The purpose of this control is to achieve a safe place (position of safety) with at least one-track separation from an adjacent line to prevent workers being struck by the rail traffic.



Any variation to the controls in this flash alert must be supported by a documented risk assessment and require prior review, approval and sign off from the Business Unit Group Executive responsible for the area where the work is to be completed.

WHAT GOOD LOOKS LIKE



Major C/Down works Victoria street,
Adjacent line taken to create separation



Adjacent line protected

WHAT GOOD LOOKS LIKE



Separation achievable from adjacent line



QUESTIONS?

1. Who decides if rail traffic can or can't be excluded from the adjacent line?

Wherever possible adjacent line requirements will be identified in the planning process

- Interstate this means the area manager will approve all work through existing processes.
- HV the Integrated scheduling coordinator will be responsible for approval of work requests.

If adjacent line requirements are not possible or are not approved, the work is not to commence. If it's not safe, we do not do the work.

2. What about emergency work?

If work is deemed an emergency the track supervisor has the authority to close and repair the track.

3. What are the reasons why it wouldn't be excluded?

The work on track or the safe place does not have potential to encroach or foul the danger zone of the adjacent line.

4. What happens on hi rail vehicle to a track machine?

Getting out of a track machine on the live side: if you're going to be in the danger zone of the adjacent line you need to contact train control and establish an adjacent line protection for your worksite.

5. Is lookout working a work on track authority?

No.

6. What is an adjacent line?

Any parallel line within 6 metres needs to be considered when preparing protection plans.

7. Can we keep working on track within the danger zone of a live line if an "approved physical barrier" is in place?

A documented site-specific risk assessment should be conducted during the planning phase for this to be acceptable. The speed of rail traffic on the adjacent would also need to be reduced. This should be identified in the works protection planning process.

QUESTIONS?

8. What is an Approved physical barrier?

A permanent or temporary barrier that physically prevents a person from entering or falling into the danger zone. For example (if available) Vortek barriers or Jersey Kerb, chain mesh fencing. Note: fencing and barriers cannot infringe on the rolling stock outline.



9. Is there a difference in application between fixed and mobile worksites?

The method of Safeworking to be applied is determined during the planning and by the PO implementing the protection. Moving worksites must also cease works if rail traffic is being managed past worksite.

10. How will track patrols be managed?

Track patrol procedures need to be reviewed with regard to the Safety Flash Alert taking into consideration to the safe working method in the local area. If exiting the RRV, a worksite needs to be established, (as FAQ 3 above).

11. How do I choose what level of protection to put in place?

The type of work and the distance to the adjacent line will determine the protection required for that line. Under the Network rules it is an established requirement that the highest reasonably practicable form of protection is to be used. Exclude or manage.

QUESTIONS?

12. What if there is more than one adjacent line?

All adjacent tracks are to be considered in protection planning. The planning of worksites with an adjacent rail line on both sides of the worksite is not to occur without the exclusion of traffic on at least one of the adjacent lines.

13. What is the requirement if my safe place is deemed to be within a piece of on-track machinery?

If your safe place is deemed to be within a piece of on track machinery, work must stop as the rail traffic approaches and you must move to your safe place and remain there until the rail traffic has passed and you are given permission to leave your safe place and resume work. If all workers are in a safe place onboard the track machinery, rail traffic may pass at line speed.

14. Why do these requirements exist? Don't we already have adjacent line protection requirements?

The Seymour near miss is still under investigation, however this event has highlighted some examples of whereby worksites have been significantly encroaching on the danger zone of the adjacent line with limited controls in place.

The requirements in the safety alert are consistent with existing rules. We're making clear how to apply our rules to make sure we improve the safety of our people working on track.

15. How will these new requirements impact track access, productivity and cost?

This is in the process of being reviewed. In the short term some non-critical work activities may be replanned and there will likely be some commercial impacts for both ARTC and our customers. Safety is our No 1 priority and No Harm is our core value.

16. When do I not need to protect the adjacent line?

If your work activities and your safe place does not have potential to encroach or foul the danger zone of the adjacent line.

17. I've read the FAQs and I still have a problem. What should I do?

Talk to your leader. If questions cannot be answered that they will be collated for feedback and consideration.

FEEDBACK & CONTINUOUS REVIEW

- We continue to welcome feedback, comments, questions and concerns
- Please raise these through your leader who should raise them with their business division safety teams
- We want to understand the issues, and work towards solutions.

