



ARTC NO. F0015

# Seymour Near Miss

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## Title/Subject

Print

Significant near miss with track worker - Seymour

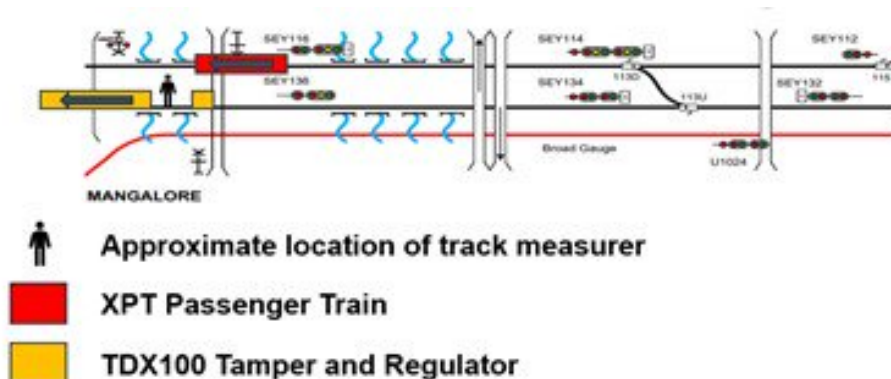
**Type:** Health & Safety Information

## LOCATION

ARTC Rail Corridor – Seymour, Victoria

## BRIEF DESCRIPTION

An ARTC Tamper and Ballast Regulator were conducting resurfacing works, during nightshift on the MSA corridor between Seymour and Benalla. Two track measuring personnel were located behind the tamper. The East line had Track Force Protection in place, with the broad-gauge line remaining unprotected. The Track Force Protection Coordinator (Protection Officer (NSW), Track Worker (SA/WA) or Safeworker) advised the workgroup that an XPT needed to pass the worksite on the East line (adjacent line).

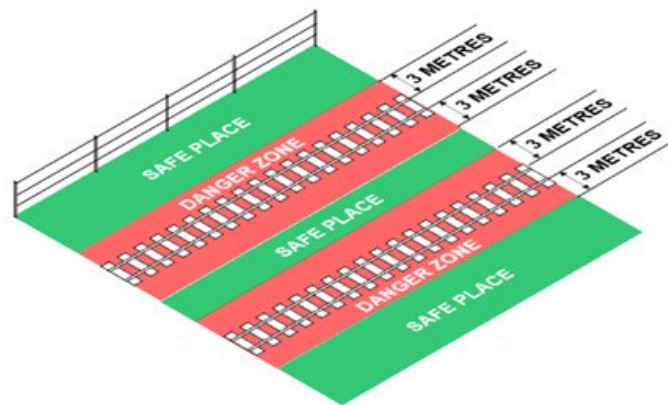


The Work Group Leader (WGL) confirmed all workers were clear of the East line, to remain in the 4 foot of the West line. Work continued during passage of the train. The rear track measurer was observed by the WGL, slowly wandering towards the live East line with their back to the approaching train. They proceeded to step out of the 4 foot of the West line and into the 6 foot between the West and East lines.

The XPT train was authorised to pass the worksite and was travelling at line speed (120kph) narrowly missing the worker who had moved into the 6 foot between the West and East lines. The worker immediately returned to the 4 foot of the West line.

## ACTION REQUIRED

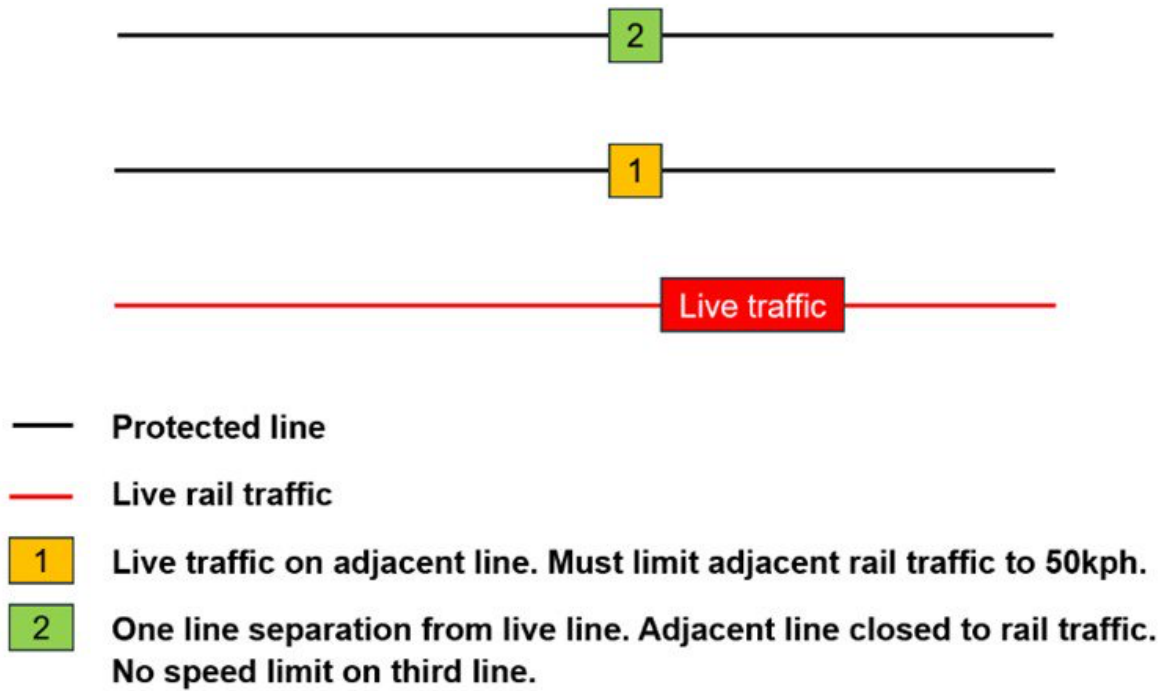
Where the work activity involves any potential to foul (or encroach) on the danger zone of an adjacent line, rail traffic must either be excluded from the adjacent line or a work on track authority (TWA / TFP) must be planned and implemented to safely manage rail traffic passing the worksite.



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).

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 and Group Executive Health Safety and Environment.

The actions in this alert come into force from Monday 11 April 00:01.

Leaders are to share this Safety and Environment Flash Alert, with their teams to ensure the immediate controls are understood and implemented.

- Leaders are to obtain a method of sign-off for the Safety and Environment Flash Alert to validate the alert has been shared and explained to teams.
- If working with contractors, those managing the contract are to ensure all contractors are issued with this alert and provide acknowledgement of its receipt.

If there are any issues identified with this alert that would prevent its implementation, please raise it immediately with your leader.

Title

Seymour Near Miss

Approved by



Stephen Jones

Applicability

All ARTC Staff and Contractors

Notice Type

Flash

Issued By

Corporate Safety

HSE Category

Rail Safety

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