TITLE/SUBJECT:

Changes to Piggybacking Process

Type: Safety Information

PURPOSE

To communicate a process change to the 'piggybacking' practice used by road-rail vehicles and track vehicles on the ARTC Network.

The term 'piggybacking' is used to describe the practise where one workgroup works under another workgroups' 'work on track authority/method'.

SUMMARY

Following a Safeworking Incident at Mile End outlined in Safety & Environment Flash, ARTC will implement requirements from 6 July 2022 to prevent road-rail vehicles or track vehicles from 'piggybacking' on the ARTC Network. SAFE Notice 2022 and Train Notices Heavy Track Equipment (CoP) and Track Machine (TA20) have been published to formalise this requirement.

Supporting materials for NSW and VIC, SA & WA have been prepared to assist in understanding this requirement.

ACTION REQUIRED

Please share this Bulletin and relevant information with your team where applicable.

Contact your Safety Advisors if you have any queries.

Approved by: Stuart Ross, A/GM Safety & Environment   Applicability: All ARTC staff

Issued by: Corporate Safety   HSE Category Rail Safety
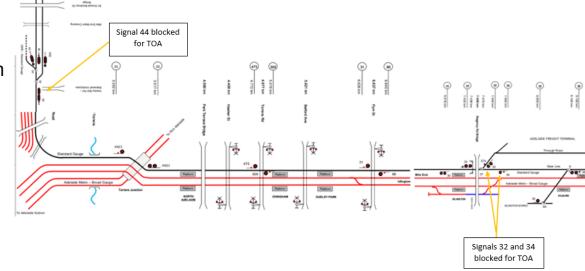
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AUSTRALIAN RAIL TRACK CORPORATION

Prepared by

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21 March 2022

EVENT SYNOPSIS

- Protection Officer (PO) (contractor) obtained a TOA from Network Control (NC) with the limits being from signals 32 & 34 at Islington South to signal 44 at Mile End.
- ARTC Track Inspector arrived at signal 34 Islington to continue the patrol and requested permission from the PO (TOA #1) to travel within the limits of TOA #1 from signal 34 Islington to signal 44 Mile End.
- At 07:42 hrs, NC requested the PO to hand back TOA #1, to facilitate a Locomotive and coach movement out of the South End of Islington, and the PO handed back the TOA at 7.44hrs, failing to communicate this with the ARTC Track Inspector leaving him on track without protection.
- At 07:46 hrs, Track Inspector reported to the NC on arrival at signal 44 Mile End to obtain permission to continue.
- At this point the NC realised TOA #1 had been handed back with the Track Supervisor still on track and immediately placed blocking protection to prevent any train movements from entering the section of track occupied by the Track Inspector.

Signal 44 blocked for TOA

Signals 32 and 34 blocked for TOA

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WHY
PIGGY BACKING IS USED
AND
WHY
IT KEEPS FAILING?

This is the term used to describe the practise where one workgroup works under another work groups' 'work on track authority/method'.

It is used for two reasons:

1. The belief that it is not possible to take individual work on track authorities/methods

2. It's 'quicker'.

The fundamental issue with this process for RRV travel is that:

- Only one work on track authority (or method) is applicable for multiple workgroups, therefore requiring only <u>one block</u> to be applied for the multiple workgroups in the same section

- The Network Controller is only required to annotate the one workgroup holding the authority on the train control graph

- For RRV's transiting through another work on track authority it is usually not practical for the PO/TFPC/TW to physically sign on and receive a briefing – this is done verbally.

- The process is susceptible to human error (2 events in the last 6 months where track workers have been left on track with no protection)

We do not want the next event to result in an injury to one or our people

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WHAT
THE CHANGES ARE:

It is now **mandated** that:

1. Track vehicles, including RRVs, must obtain their own track occupancy method and not utilise the existing occupancy as the method to safely travel on track; and

2. Prior to travelling through an existing track occupancy, agreed arrangements must be in place between the occupancy owners; and

3. The Network Controller must confirm that agreed arrangements are in place before authorising the occupancy for the track vehicle to travel through the worksite.

HOW:

- In NSW if travelling under a TOA, obtain a TOA with agreed arrangements (and a supplementary code for ETAP) to transit through another TOA.
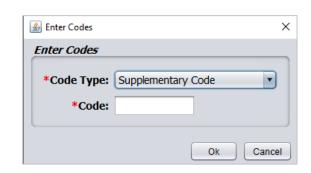
Exception:

All other joint occupancies with RRV's are not permitted <u>unless</u> those vehicles are associated with the works
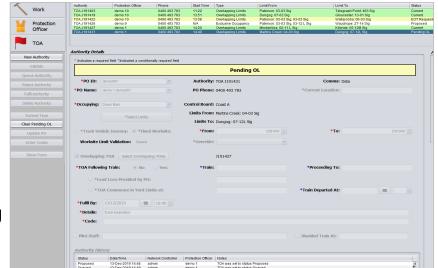
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HOW

ETAP SUPPLEMENTARY CODES

✓ A Supplementary Code can also be entered manually by the NC by selecting the "Enter Codes" button.

✓ This displays an area that the NC can enter a code given by a PO.

✓ Once this code has been entered the TOA status will be changed to "Pending OL"
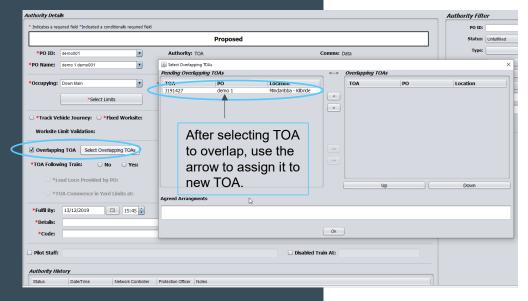

✓ When eTAP (4ABS) receives a Supplementary Code from the eTAP Application (PO entered from app) it displays the TOA in yellow in the TOA Summary panel and the status will change to "Pending OL".
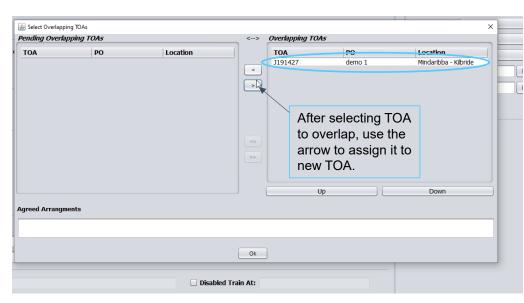
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HOW

ETAP SUPPLEMENTARY CODES

✓ Once this code has been entered the TOA status will be changed to "Pending OL". The Network Controller then enters all details as per creation of TOA. To link the two TOAs select "Overlapping TOA" checkbox and a TOA that is in the status of Pending OL will be displayed in the drop-down box for selection.

✓ When the new TOA has been accepted and its status is Current the original TOA will be updated back to a status of current and its Type will be updated to Overlapping.

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