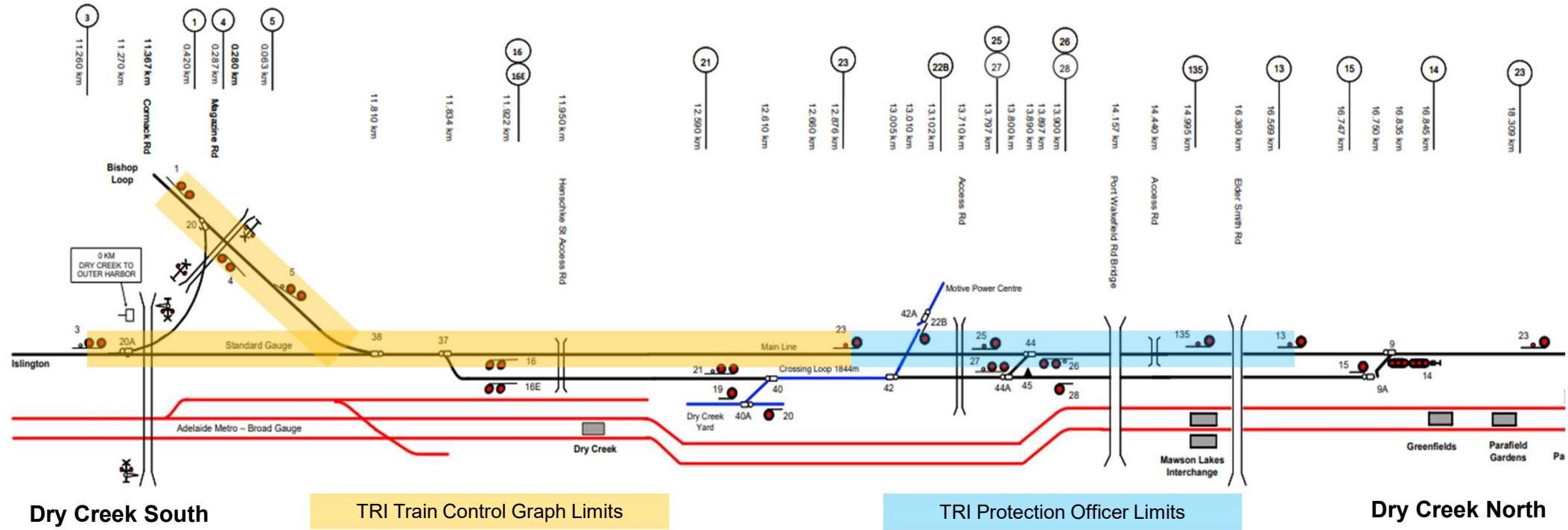




DRY CREEK SAFEWORKING EVENT

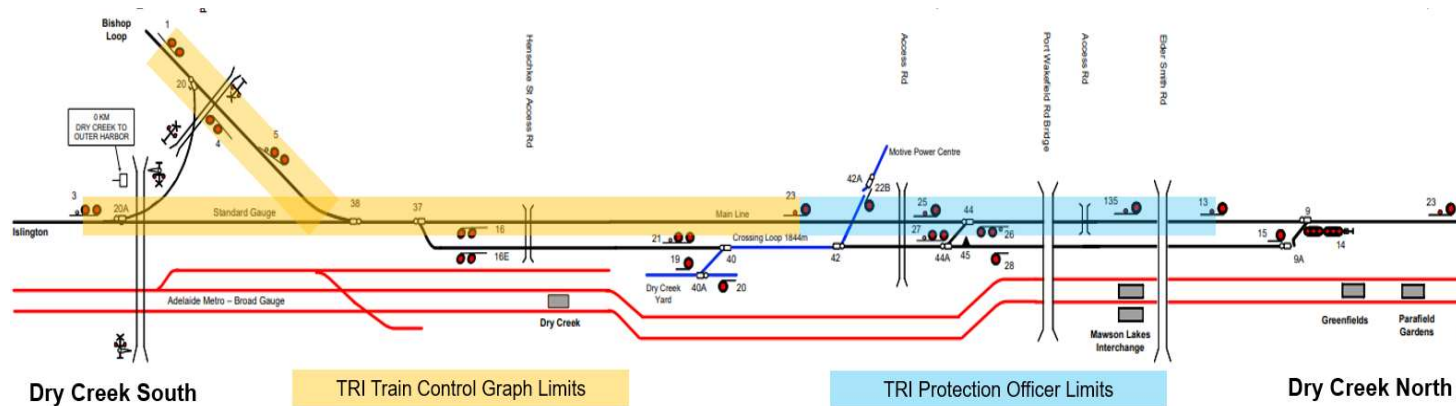
ARTC

SAFEWORKING ISSUED AND DRY CREEK LOCATION



COMMUNICATIONS SUMMARY

- Initial call between PO and NC was at 0805 location of PO was not identified by correct protocols.
 - PO initially said would required limits of Signals 1 and 3 and 13 and said may shorten to Signal 23. (No mention location of signals – essential in SA due to same numbers in different locations)
 - PO then clarifies Signals required would be Signal 13 to 23, NC reads back Signals 1 and 3 and signal 23



- Dry Creek South
- NC initiated both calls to the PO to facilitate blocking for TRI
- Both TRI conversations contained communication errors with the Network Controller communicating “*Signal One and Three to Signal Two-Three,*” and the Protection Officer communicating “*Signal One-Three and Signal Two-Three.*”

SAFeworking Arrangements

THE SITE SUPERVISOR IS RESPONSIBLE FOR PREPARING AND DELIVERING THE PRE-WORK CHECK

Worksite Location: Don Creek Date and Time of Work: 10/1/24 0800 Scope of Work: VIR Cable WPP Ref:

Site Supervisor: Don Creek Name: Don Creek PO / TPC/JW

Network Controller Emergency Contact No: 0152 20 747 Plant Supervisor (if applicable):

Emergency Assembly Point: Work Vehicle First Aider's: 0 First Aid Location: Work Vehicle

Emergency Warning Alarm: Phone/Voice/VHF #7 225 Emergency Services Access Point: Nearest Access Pt.

HAZARD IDENTIFICATION

Are controls in place to manage safe access & agree to work site? If YES, DO NOT START

Is communication required with other work groups?

Does the work affect track circuits, crossings, points or signals? If YES, SPEL BY

Is a second form of communication available? VHF #7 225

SITE SPECIFIC HAZARDS AND CONTROLS

FATAL AND SEVERE RISKS	TRIPS & RELEVANT	CONTROLS / LIFE SAVING BEHAVIOURS IMPLEMENTED	SITE SPECIFIC HAZARDS	CONTROLS IMPLEMENTED
Struck by Rail Traffic	<input checked="" type="checkbox"/>	PO to have correct elements of TRM ready to enter rail corridor, gates closed. Control all entry to rail corridor. PO to be active on crossing tracks.	MOBILE PHONE	Use phone only in danger zone. Stay on top of work priority at all times.
Rail Traffic Collision	<input checked="" type="checkbox"/>	Traffic Management on site if required. Be vigilant at all times.	Hydration	Water to be changed regularly. Use mineral water.
Vehicle Accidents	<input checked="" type="checkbox"/>	Follow lifting procedure unless person is fit to lift. Use correct lifting technique. Use correct lifting technique. Use correct lifting technique.	Access and egress	Speed gate. Use VHF. Work to be changed regularly. Use mineral water.
Manual handling	<input checked="" type="checkbox"/>	Follow correct working at height methods and safety equipment.	Diving	Work to be changed regularly. Use mineral water.
Struck by Mobile Plant	<input checked="" type="checkbox"/>	Follow on SOP JSEA and SWMS at all times.	Weather	Work to be changed regularly. Use mineral water.
Hazardous Chemicals, Hot Works or Confined Spaces	<input type="checkbox"/>		Flora / Fauna	Work to be changed regularly. Use mineral water.
Crushed by Crane or Lifted Load	<input type="checkbox"/>		HAND TRACE OF WIRES	TAPE YOUR TIME
Contact with Electricity	<input checked="" type="checkbox"/>		HAVE YOU CONSIDERED HANDICAPPED ACCESS	USE CORRECT TOOLS
Fall from Height	<input type="checkbox"/>		HAVE YOU CONSIDERED WORKING IN ACTIVE LOCATIONS	BE AWARE, STOP
Contractor Management	<input checked="" type="checkbox"/>		DO WEATHER CONDITIONS AFFECT THE WORK?	

- TRI requires train running information to be obtained which was given at 0805 with clearance times to be advised.
- Safeworking controls for TRI are to be applied in field, with PO utilising train running to remove workers from track.
- Common practise is to apply blocking facilities for 'on track' TRI and the PO would utilise clearance times and train running to clear workers and equipment from track – in this instance clearance times were not given.
- Worksite was active and with no blocks applied for approximately 2 hours
- 3 Trains were routed between the 2xTRI issued one with the potential to transit through the worksite

INITIAL KEY LEARNINGS & ACTIONS

The following initial key learnings have been identified and must be communicated and implemented:

- It is critical when first establishing contact with Network Control, the Competent Rail Safeworker (CRSW) identifies their geographical location.
- At the time of making a work on track request, the CRSW must identify the location by either the location name and Kilometrage (KM), or KM and Signal Number.
- Network Controllers must where possible verify the physical location of the CRSW's KM location using for example the train control graph, workstation mimic panel or Network Information Books, and that it is located within the correct section of track before validating a track workers request to access the Rail Corridor.
- All safety critical communications must be communicated in accordance with the OPE-PR-043 ARTC Network Communications Standard, including the PACC (Professional, Accurate, Clear, Concise) Principles. The use of the PACC principals are a critical control and must be adhered to at all times. It is especially critical when defining signal numbers with similar numbers in adjacent sections.
- When using Train Running Information as a method of work on track, clearance times for train running information must be obtained / provided.