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Walking in the Danger Zone or working in the Rail Corridor

This information has been prepared to reinforce the requirements when walking in the Danger Zone or working in the Rail Corridor.

Access to the Danger Zone is restricted to persons who hold:

- the applicable Rail Safety Worker (RSW) authorisation, or
- a valid Rail Industry Safety Induction (RISI) authorisation and are accompanied by a person holding an RSW authorisation.

Before entering the Rail Corridor to work, all activities must be assessed for their potential for the work or workers and their equipment to intrude into the Danger Zone. This is a mandatory requirement of NWT 300 Planning work in the Rail Corridor.

This assessment must be carried out by a Qualified Worker holding a RSW authorisation with Track Protection Officer, Assess Corridor Safety or other Safeworking Certification with relevant competency.

The Safety Assessment must consider all factors associated with the work and consider all activities to be performed.

Individuals should consider how their presence within the Rail Corridor may be perceived by Drivers or Track Vehicle Operators.

Walking in the Danger Zone

Walking in the Danger Zone is defined as walking from place to place and doing no work other than placing or removing protection. In accordance with the requirements of NGE 200 Walking in the Danger Zone.

If a worker is performing any other activity including visual inspections, this activity is regarded as working in the Danger Zone.

Workers must only walk in the Danger Zone if there is no practicable alternative and an easily reached safe place is available.

When walking in the Danger Zone workers must:

- wear high-visibility clothing
- look frequently in both directions for approaching rail traffic
- carry a light at night, in tunnels, and where visibility is limited
- not step on or within points.

NOTE

Workers must expect rail traffic to approach from either direction, at any time.

A useful video about Walking in the Danger Zone is available on [RailSafe](https://www.railsafe.org.au) or accessing the following link <https://youtu.be/KRvoYsruqa0>.

Working in the Danger Zone

Work must not be carried out in the Danger Zone unless there is a safe place that can be easily reached.

Unless a safe place can be created or exists, work in the Danger Zone must only be carried out using one of the following:

- Lookout Working (LW)
- Absolute Signal Blocking (ASB)
- Signal Key Switch Blocking (SKS)
- Track Occupancy Authority (TOA)
- Track Work Authority (TWA)
- Local Possession Authority (LPA)
- Protecting activities associated with in-service rail traffic (NTR 432)

Workers must not allow the level of safety to be reduced for any reason, including allowing rail traffic movements, or because of a lack of trained workers.

If the appropriate levels of safety cannot be achieved and maintained, workers must not enter the Danger Zone.

During the work, the safety assessments should be regularly reviewed to ensure the appropriate levels of safety are maintained. A new safety assessment must be conducted if any of the factors in the original assessment change or new factors arise.

The re-assessment of work and protection arrangements is a particularly important consideration.



See online for all
Safeworking information
www.railsafe.org.au