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## Reporting and responding to a Condition Affecting the Network (CAN)

This information has been prepared to reinforce the requirements of *NGE 206 Reporting and responding to a Condition Affecting the Network (CAN)*

It is critical for workers to effectively respond to incidents on the rail network in the first instance. These first actions may enable fast and effective intervention and may greatly reduce the risk of harm to people and damage to infrastructure.

### Reporting a Condition Affecting the Network (CAN)

Any condition that affects, or has the potential to affect, the safety of the Network must be reported immediately to the Signaller responsible for the portions of track.

If necessary, the Signaller must:

- prevent rail traffic from approaching the affected portions of track, by placing protecting signals at STOP and applying blocking facilities, and
- promptly advising adjacent Signallers, or
- If necessary, using the DTRS Emergency All Stop Trains Functionality

### Examples of Condition Affecting the Network (CAN)

While not exhaustive, the following is a list of example conditions that will or have the potential to impact the safety of rail operations on the Network.

- Collision or derailment
- Defects to rail Infrastructure
- Natural events (landslide, flood, storm, bushfire)
- Trespassers in the Rail Corridor
- Defective rollingstock, or dragging equipment
- Road vehicle or objects placed on the line



### Responding to a Condition Affecting the Network (CAN)

If necessary, the Qualified Worker reporting the Condition Affecting the Network (CAN) must:

- Prevent rail traffic from approaching the affected portions of track
- Protect affected portions of track in accordance with NTR 400 Protecting rail traffic.

The Signaller must promptly report the CAN details to the Network Controller and tell other affected Signallers.

The Network Controller must:

- Promptly tell other affected Network Controllers about the CAN
- Advise affected nominated Operators' Representatives.

As necessary, the affected Network Controllers must make arrangements:

- To warn Drivers and Track Vehicle Operators of rail traffic approaching the affected portions of track
- For the 1500V supply to be isolated in accordance with NGE 228 Unplanned removal of 1500V supply
- For Maintenance Representatives to investigate.

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### Warning rail traffic

The Signaller must use a CAN form to give written warning to Drivers and Track Vehicle operators if:

- CAN block working is introduced
- Faulty or potentially faulty level crossings have been reported
- Level crossing warning equipment has been deactivated
- Rail traffic must be restrained where blocking facilities cannot be applied
- It is specified in another Network Rule.

If it is not possible for a Qualified Worker to give the CAN form to Drivers or Track Vehicle Operators, the Signaller must dictate the CAN warning details to the Driver or Track Vehicle Operator.

A separate NRF 004 Condition Affecting the Network (CAN) form is not required if level crossing warning details are recorded on an:

- *NRF 005 Special Proceed Authority (SPA)* form, or
- *NRF 008 Pilot Staff Notice (PSN)* form

The signaller must continue to warn Drivers and Track Vehicle Operators until:

- The CAN no longer exists, or
- Drivers and Track Vehicle Operators are warned by other means

### Infrastructure Restoration Work

Infrastructure restoration work arising from a CAN must be undertaken only after the Protection Officer has obtained the appropriate work on track authority or work on track method.

### Recording

Drivers and Track Vehicle Operators must use either a CAN form or other method to record in permanent form:

- Details of CAN warnings
- CAN reference numbers

### Returning to normal operation

If Maintenance Representatives have been asked to investigate a CAN, they must certify the line as safe for rail traffic before the Network Controller may authorise a return to normal operation.

### Ending the restraint of rail traffic

To end the restraint of rail traffic, the

Signaller must tell affected Drivers and Track Vehicle Operators that:

- The condition for the restraint no longer exists
- The rail traffic can be moved.

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## CAN Summary

