

# SAFE Notice 2020

002

**Permanent**

## **SHARED CORRIDOR PROTOCOLS – METROPOLITAN FREIGHT NETWORK (MFN) – SOUTHERN SYDNEY FREIGHT LINE (SSFL)**

From Monday, 24 February 2020 until Friday, 24 July 2020 this Permanent SAFE Notice cancels and replaces SAFE notice 014-2019:

### **METROPOLITAN FREIGHT NETWORK (MFN)**

The Train Control function is performed by the ARTC Network Control Centre South (Juneec)

The signalling control function is performed by the ARTC Network Control Centre South (Juneec)

ARTC Network Control Boundaries:

Botany (inclusive) to Enfield South (exclusive)

Enfield (inclusive) to Flemington South Junction (exclusive), Chullora Jct, Enfield West (inclusive) to Leightonfield (inclusive) and Sefton Park Junction (exclusive).

### **SOUTHERN SYDNEY FREIGHT LINE (SSFL)**

ARTC SSFL extends from Enfield West exclusive to Macarthur. Train movements on this section of the SSFL are controlled by the ARTC Network Control Centre South (Juneec).

Consistent with existing ARTC requirements, Sydney Trains staff must contact the ARTC Network Controller at Juneec prior to entering the Rail Corridor immediately adjacent to the ARTC track within the SSFL.

## **Safeworking Competencies**

With Sydney Trains and ARTC controlling adjoining lines on some sections of the shared Rail Corridor in the MFN and SSFL, it may be necessary for ARTC employees / contractors to access the Sydney Trains Rail Corridor and in some instances, the Sydney Trains Danger Zone. Similarly, Sydney Trains employees / contractors may need to access the ARTC Danger Zone.

Transport for NSW Rail Safety Worker (RSW) cards including RISI cards, held by Sydney Trains and NSW Trains personnel and contractors, and RSW cards, Rail Industry Worker (RIW) cards and RISI cards recognised by ARTC are mutually recognised by both parties for any work that is performed in Enfield, on the MFN, SSFL and the adjoining Sydney Trains track.

Rail Safety Workers engaged to undertake work on behalf of ARTC on the SSFL / MFN must have a current Rail Industry Worker card issued by an ARTC accredited Card Issuing Body.

## **SHARED CORRIDOR PROTOCOLS – Network Rules and Network Procedures**

ARTC and Sydney Trains have developed shared corridor protocols to facilitate rail operations on the Southern Sydney Freight Line (SSFL) and Metropolitan Freight Network (MFN), due to the minor differences to their respective Network Rules and Network Procedures.

The shared corridor protocols detailed in this Safe Notice apply to all tracks, both ARTC and Sydney Trains, within the following boundaries:

MFN – Enfield Junction to Marrickville Junction

SSFL – Macarthur to Sefton Park Junction

The shared corridor protocols were designed to provide a consistent application of work on track methods in the rail corridor where the SSFL and MFN run adjacent to Sydney Trains' lines.

To simplify the implementation and application of the Network Rules in these areas, Sydney Trains and ARTC agreed to the following variations:

## **NWT 302 LOCAL POSSESSION AUTHORITY and NPR 700 USING A LOCAL POSSESSION AUTHORITY**

Where a Local Possession Authority is implemented on a portion of track that adjoins the Sydney Trains territory, Railway Track signals must be used in conjunction with Possession Limit markers/STOP signs when protecting the limits.

## **NWT 308 Absolute Signal Blocking and NPR 703 Using Absolute Signal Blocking**

To align the ARTC rule with the Sydney Trains rule, when requesting Absolute Signal Blocking, Protection Officers must make sure that:

Two consecutive controlled signals can be set at STOP with blocking facilities applied, or

One controlled signal can be set at STOP with blocking facilities applied, and

- removal of an ESML/EOL key, or
- A set of points can be secured to prevent access, or
- An easily-reached safe place is available and a Lookout provided.

## **NWT 310 Lookout Working**

To align the Sydney Trains rule with the ARTC rule, Sydney Trains will not use Lookout Working during hours of darkness. Lookout Working must only be used where the visibility conditions allow clear sighting of rail traffic (terrain, fog, heavy rain or dust may restrict visibility).

Lookout working must not be implemented for work involving more than eight workers including lookouts.

Protection Officers, when requesting Lookout Working, must make sure that:

Work in the Danger Zone using the Lookout Working method must be done in daylight hours only, for a maximum of two (2) hours. If access for additional time is required, this must be treated as a new request.

## **NPR 705 Removing 1500V supply**

The ARTC have amended this procedure to include the Sydney Trains Advice 1500V Supply Removed/Restored form (FM-0606).

**SYDNEY, 13 FEBRUARY 2020**

**DIRECTOR SAFETY AND STANDARDS SYDNEY TRAINS**

Returned to Controlling Manager: Date: ..... Signed: .....



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*(Cut along this line and forward the detached receipt to your Controlling Manager)*

To Controlling Manager:.....

Received SAFE Notice No. 002 – 2020 Date:..... Signed: .....

Name (print): ..... Location: .....

*(Controlling Manager to retain this Acknowledgement of Receipt of the SAFE Notice for record purposes for 90 days)*