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## Network Rules, Procedures and Forms Amendments May 2025

**This information has been prepared to inform industry stakeholders about the key changes to the Sydney Trains Network Rules, Network Procedures and Network Forms.**

From Sunday, 04 May 2025, changes to the Network Rules, Network Procedures and Network Forms will be implemented to align with the Safeworking needs of our stakeholders.

### General changes

- Revised text:
  - Plain English, corrected typos and grammar.
  - added , and , or to the end of bullet points as appropriate.
- Terminology update:
  - replaced train/track vehicle with rail traffic as appropriate.
  - points of entry replaced with routes that allow entry to try and avoid confusion between a set points vs a point of entry.
  - leading motive power unit replaced with leading vehicle.
  - updated business names to reflect current titles.
  - updated role names to reflect current title.

### NGE 202 Handsignals

- reference to CAUTION handsignal has been updated to reflect the correct term PROCEED AT CAUTION.
- the requirements for responding to a PROCEED AT CAUTION HANDSIGNAL has been transferred from the glossary to NGE 202.

### NGE 204 Network Communication & NPR 721 Spoken and written Communications

- if communication is interrupted, the sender must restart the communication:
  - if information has changed, from the beginning, repeating items already sent, or
  - from the next item that has not been confirmed by the receiver.
- updated the requirements for when to use open-channel communication.
- reinforced the requirement for Qualified Workers to provide their details in full, such as name and Safeworking designation etc. when requested.

### NGE 206 Reporting and responding to a Condition Affecting the Network (CAN)

- updated the requirements for ending the restraint of rail traffic including:
  - recording details in permanent form.
  - obtaining the correct authority before rail traffic resumes travel.

### NGE 208 Responding to a major incident

- the text for rail traffic to set back to allow passenger detrainment has been revised.

### NGE 216 Level crossings

- additional mandates to allow vehicles to cross the track at designated network access level crossings.

### NGE 230 Communications equipment

- updated role title in line with current structure.

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### NWT 302 Local Possession Authority

- updated the mandate for when points, allowing entry into a Local Possession Authority (LPA) via an intermediate access route are to be clipped and locked.
- if half-staffs are available at signals used as the limits of an LPA, the Possession Protection Officer must arrange for the half-staffs to be taken and secured.
- updated the protection arrangements for worksites between 500m and 1000m apart, allowing protection to be placed midway between:
  - a worksite and a coordinated worksite, or
  - a coordinated worksite and another coordinated worksite.
- Lookout Working must not be implemented where worksites within an LPA are already established.
- rail traffic movements within worksite limits must not exceed 25km/h.
- reinforced the requirements for obtaining the correct authority before rail traffic departs the LPA.

### NPR 700 Using a Local Possession Authority

- additional steps and figures supporting the LPA Rule change about protection arrangements for worksites between 500m and 1000m apart.

See also *ST 2025-02 Managing worksites within a Local Possession Authority*.

### NWT 304 Track Occupancy Authority

- simplified text relating to a TOA including more than one section.
- amended the description for nominating TOA limits as being between defined clearance points. Defined clearance point is a new Glossary term.
- if a TOA is on more than one line, the Protection Officer must nominate the TOA limits separately for each line.
- reinforced how track vehicle entry into TOA limits must be authorised.
- aligned the requirements for travelling within TOA limits as specified in NWT 316 track vehicles.
- reinforced the requirements for obtaining the correct authority before track vehicles depart the TOA.
- reinforced Signaller requirements when fulfilling a TOA such as:
  - remove blocking facilities if no longer required.
  - telling the Network Controller that the TOA is fulfilled and about any operating restrictions.

### NWT 306 Track Work Authority & NPR 702 Using a Track Work Authority

- reinforced requirements that a Track Work Authority (TWA) must not be issued if there is approaching rail traffic between the protection and the identified worksite.
- reinforced Signaller requirements when fulfilling a TWA such as:
  - remove blocking facilities if no longer required.
  - telling the Network Controller that the TWA is fulfilled and about any operating restrictions.

### NTR 400 Protecting rail traffic

- updated requirements for Signaller to advise the direction from which assistance will be provided.

### NTR 402 Inspecting trains

- updated role title in line with current structure.

### NTR 408 Using whistles

- updated whistle code meaning for ● ● ● ● .

### NTR 420 Shunting and marshalling

- remove reference to:
  - gravitational shunting
  - loose shunting
  - dangerous goods.

### NTR 424 Propelling rail traffic

- reinforced the requirements of NTR 418 for wrong running-direction propelling movement within yard limits.
- reinforced the requirement of using a Special Proceed Authority for train that has completely overrun a platform in a section, to set back.
- added mandate for propelling in Maintenance Centres and stabling yards.

### NTR 430 Train Operating Conditions (TOC) Waivers

- updated role title in line with current structure.



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### **NTR 432 Protecting activities associated with in-service rail traffic & NPR 750 Protecting activities associated with in-service rail traffic**

- the nominated rail traffic location provided by the Qualified Worker is used to assist the Signaller to locate that rail traffic on the track indicator diagram.
- added mandates for the Signaller to assess the rail traffic location to identify:
  - the length of rail traffic
  - the affected portion of track to be protected
  - routes allowing entry into the affected portion of track.
- added mandate to protect the full length of rail traffic unless, the affected portion of track is shorter than the rail traffic.

See also *ST 2025-03 Protecting activities associated with in-service rail traffic*.

### **NSY 516 Pilot staff working**

- reinforced requirements for operating points and crossovers when a safe place is available and when a safe place is not available.

### **NPR 002 Using a Track Occupancy Authority (TOA) Form, NPR 003 Using an Infrastructure Booking Authority (IBA) Form, NPR 004 Using a Condition Affecting the Network (CAN) Form & NPR 005 Using a Special Proceed Authority (SPA) Form**

- updated with instructions for compiling digital forms

### **NPR 008 Using a Pilot Staff Notice (PSN), NPR 725 Using a large pilot staff & NPR 726 Using half pilot staffs**

- the number of worksites updated for when *NRF 011 Worksite Warning* form must be completed.

### **NPR 014 Using a Worksite Protection Pre-work Briefing Form**

- updated Protection Officer's (PO) worksite protection pre-work briefing requirements.
- added mandate that a PO, before joining a Local Possession Authority (LPA) worksite must receive a worksite protection pre-work briefing from the PO of an established LPA worksite.
- Updated instructions for compiling a *Worksite Protection Pre-work Briefing*.

### **NRF 014 Worksite Protection Pre-work Briefing**

- updated Workplace Supervisor details and acknowledgement.
- updated Participant acknowledgement.

See also *ST 2025-04 Completing Worksite Protection Pre-work Briefings*.

### **NPR 015 Using a Worksite Protection Plan**

- reinforced when a Worksite Protection Plan must be prepared.
- reinforced the requirements for a Protection Officer to confirm details described in a SWMS or SWI used for worksite protection.

### **NRF 015B Worksite Protection Plan**

- updated warning method options

### **NPR 712 Protecting work from rail traffic on adjacent lines**

- added requirements for reducing speed of rail traffic on adjacent lines.

### **NPR 713 Placing temporary speed signs**

- updated steps for placing temporary speed restriction signs.
- updated incorrect figures.

### **Glossary**

- removed obsolete terminology.
- updated definitions for:
  - block work
  - clearance post
  - infrastructure
  - loop
  - Network Controller
- added glossary term and definition:
  - defined clearance point: A specified limit defined by a controlled absolute signal, points, the end of a terminal line, a YARD LIMIT sign, an END YARD LIMIT sign.
  - stabling yard: A system of track, not including running lines, used for stabling rail traffic.

### **NRF 008 Pilot Staff Notice (PSN)**

- reinforced requirements for Drivers to be prepared to STOP before level crossings.
- the number of worksites updated for when *NRF 011 Worksite Warning* form must be completed.



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