

SAFE Notice 2019 007

Permanent

THIS PERMANENT SAFE NOTICE CANCELS AND REPLACES PERMANENT SAFE NOTICE 019 – 2018 DUE TO EXPIRY

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

From Thursday, 6 June 2019 until Thursday, 5 December 2019

METROPOLITAN FREIGHT NETWORK (MFN)

In July 2014, ARTC assumed the signalling control function of Marrickville to Enfield South (exclusive) section of the MFN.

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

In December 2012, operations commenced on the ARTC SSFL from Enfield West exclusive to Macarthur. Train movements on this section of the SSFL are controlled by the ARTC Network Control Centre South (June).

Consistent with existing ARTC requirements, Sydney Trains staff must contact the ARTC Network Controller at June 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

With ARTC commissioning the Southern Sydney Freight Line (SSFL) and Metropolitan Freight Network (MFN), ARTC and Sydney Trains have developed shared corridor protocols to facilitate rail operations on both networks, 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 304 TRACK OCCUPANCY AUTHORITY AND NPR 701 USING A TRACK OCCUPANCY AUTHORITY

To align the ARTC rule with the Sydney Trains rule, it will not be possible to obtain a “Verbal Track Occupancy Authority”.

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).

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).

NPR 714 REMOVING 1500V SUPPLY IN UNPLANNED SITUATIONS

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

USE OF FORMS

ARTC will apply Sydney Trains Network Rules and Procedures including utilising Sydney Trains forms when required.

In exception to Sydney Trains Network Rules and Procedures,

- ARTC will advertise Local Possession Authority (LPA) in a Train Alteration Advice (TAA)
- ARTC will record Network Incident Notices (NIN) on a Train Control Report (TCR)

SYDNEY, 23 MAY 2019

DIRECTOR SAFETY AND STANDARDS SYDNEY TRAINS

Returned to Controlling Manager: Date: Signed:



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

To Controlling Manager:

Received SAFE Notice No. 007 – 2019 Date: Signed:

Name (print): Location:

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