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

## Purpose

To prescribe the rules for reporting and responding to unsafe conditions affecting or potentially affecting the Network.

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## Reporting

Conditions that can or do affect the safety of operations in the Network must be reported promptly to the Signaller responsible for the affected portions of track.

The Signaller must record the report on an *NRF 004 Condition Affecting the Network (CAN)* form.

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## Responding

If it is necessary to prevent or protect an emergency, the Qualified Worker reporting the Condition Affecting the Network (CAN) must:

- prevent rail traffic from approaching the affected portions of track, and
- protect affected portions of track in accordance with *NTR 400 Protecting rail traffic*.

If it is necessary to prevent or protect an emergency, the Signaller receiving the CAN report must stop all rail traffic from approaching the affected portion of track by placing available protecting signals, at STOP with blocking facilities applied.

If immediate contact is required to stop rail traffic:

- Use the ALL STOP Digital Train Radio System (DTRS) function, or
- contact the Driver or Track Vehicle Operator by any other means available.

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

A Network Controller receiving the first report of a CAN requiring urgent action to protect or prevent an emergency, must arrange to stop rail traffic from approaching the affected portions of track.

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The Network Controller must:

- promptly tell other affected Network Controllers and Signallers about the CAN,
- confirm blocking facilities are applied,
- advise affected nominated Operators' Representatives,
- If necessary, arrange for the 1500V supply to be isolated in accordance with *NGE 228 Unplanned removal of the 1500V supply*.

If it is not necessary to stop rail traffic from approaching the affected portion of track, the Network Controller must arrange:

- to warn Drivers and Track Vehicle Operators of rail traffic of the CAN,
- for Maintenance Representatives or relevant Qualified Worker to investigate.

The Network Controller may declare the CAN to be a major incident.

The Network Controller must respond to a declared major incident in accordance with *NGE 208 Responding to a major incident*.

Work to make the infrastructure available for a return to normal operation following a CAN, must be undertaken only after the Protection Officer has obtained the appropriate work on track authority or work on track method .

## 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, or
- faulty or potentially faulty level crossings have been reported, or
- level crossing warning equipment has been deactivated, or
- rail traffic must be restrained where blocking facilities cannot be applied, or
- it is specified in another Network Rule.

If possible, the Signaller must arrange for a Qualified Worker to give the CAN form to Drivers and Track Vehicle Operators before rail traffic enters the affected portion of track.

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.

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The Signaller may give spoken warnings to Drivers and Track Vehicle Operators about other CANs. The Signaller must record details of the spoken warning on a *NRF 004 Condition Affecting the Network (CAN)* form.

Drivers and Track Vehicle Operators must acknowledge and comply with warnings.

**i Note**

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
- an 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.

## Recording

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

- details of CAN warnings, and
- CAN reference numbers.

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## Returning to normal operation

Returning to normal operation is authorised by the Network Controller.

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.

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## 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, and
- the rail traffic can be moved.

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## Related Documents

<i>NPR 707</i>	<i>Clipping points</i>
<i>NPR 709</i>	<i>Using railway track signals</i>
<i>NPR 715</i>	<i>Protecting Type F level crossings</i>
<i>NPR 720</i>	<i>Protecting rail traffic</i>
<i>NPR 721</i>	<i>Spoken and written communication</i>
<i>NPR 722</i>	<i>Manual block working</i>