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Changes to NGE 208 Responding to a major incident

This information has been prepared to summarise the changes for responding to a major incident.

From 0001hrs on Sunday, 30th September 2018, *NGE 208 Responding to a major incident* will be amended to incorporate updated terminology and introduce additional instructions.

Terminology update

As part of the September amendments the term 'Train Controller' has been replaced by 'Network Controller'.

Is a Network Controller the same as a Signaller?

A Network Controller is a Qualified Worker who on a day-to-day basis manages the safe and efficient operation of the Network as specified in *NGE 236 Responsibilities of Network Controllers*.

A Signaller is a Qualified Worker who issues Occupancy Authorities, and operates points, signals and other signalling equipment to manage routes for safe and efficient transit of rail traffic in the Network in accordance with *NGE 234 Responsibilities of Signallers*.



See online for all
Safeworking information

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Moving rail traffic from an incident site or affected line

If an incident is classified as significant or above, the Network Controller may authorise rail traffic in the section to set back, only if:

- emergency services request the rail traffic to be set back to allow rescue operations to be performed, or
- the rail traffic will set back only as far as the nearest platform to allow passenger detrainment.

Before the movement occurs:

- the Network Controller must be assured that the rail traffic will be operated from the leading end in the direction of travel and accompanied by an Incident Rail Commander
- the Incident Rail Commander must confirm with the Signaller:
 - the locations of other rail traffic in the affected portion of track
 - that all other rail traffic in the affected portion of track has been restrained
 - that the route is clear for the movement.
- the Incident Rail Commander must make sure that the Driver understands:
 - the direction of the movement
 - the limit of the movement
 - the need to travel at restricted speed.

Can a movement be authorised if rail traffic cannot be operated from the leading end in the direction of travel, or if an Incident Rail Commander is not present?

The movement must not be authorised if these safety measures cannot be applied, an alternative means of authorising the movement must be implemented.

Is there a form to compile before these movements can be authorised?

A form is not required, however all the safety measures and assurances must be adhered to, and the details must be recorded in permanent form.

Infrastructure Restoration Work

If infrastructure restoration needs to be performed, the appropriate work on track authority must be obtained.

