

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

This information has been prepared to reinforce the requirements of NGE 206 Reporting and responding to a Condition Affecting the Network (CAN), and to answer some Frequently asked questions (FAQ's) regarding the application of the CAN Rule.

It is critical for workers to effectively respond to incidents on the rail network in the first instance. These first actions may enable fast and effective intervention and may reduce the risk of harm to people and damage to infrastructure.

Examples of a Condition Affecting the Network (CAN)

While not exhaustive, the following is a list of example conditions that will, or have the potential to, impact the safety of rail operations on the Network:

- collision or derailment
- defects to rail Infrastructure, that do or have potential to affect safety
- natural events (landslide, flood, storm, bushfire)
- trespassers in the Rail Corridor
- defective rollingstock, or dragging equipment
- road vehicle or objects placed on the line.



Reporting a Condition Affecting the Network (CAN)

Any condition that affects, or has the potential to affect, the safety of the Network must be reported immediately to the Signaller responsible for the affected portions of track.

Signallers must record any reported CAN on a *NRF 004 Condition Affecting the Network (CAN)* form.

If necessary, the Qualified Worker reporting the Condition Affecting the Network (CAN) must:

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



Responding to a Condition Affecting the Network (CAN)

If necessary, the Signaller receiving a report of a CAN must:

- prevent rail traffic from approaching the affected portions of track, by placing protecting signals at STOP and applying blocking facilities, and
- promptly advise adjacent Signallers
- use the DTRS Emergency All Stop Trains Functionality to stop rail traffic in the affected area.

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

The Network Controller must:

- Promptly tell other affected Network Controllers about the CAN
- Advise affected nominated Operators' Representatives.

As necessary, the affected Network Controllers must make arrangements:

- to warn Drivers and Track Vehicle Operators of rail traffic approaching the affected portions of track
- for the 1500V supply to be isolated in accordance with NGE 228 Unplanned removal of 1500V supply
- for Maintenance Representatives to investigate.

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Warning rail traffic

The Signaller must use a *NRF 004 Condition Affecting the Network (CAN)* form to give written warning to Drivers and Track Vehicle operators if:

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

If it is not possible for a Qualified Worker to give the CAN form to the Drivers or Track Vehicle Operator the Signaller must dictate the warning details to the Driver or Track Vehicle Operator.

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
- 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
- CAN reference numbers.

Returning to normal operation

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.

Frequently asked Questions FAQs

Q: Do I always need to warn rail traffic when there is a report of a defect to rail infrastructure?

A: If the type of Defect does, or has potential to, affect safety on the Network, for example a broken rail, other types of track defect, or damage to overhead wiring, trains must be warned and any speed or other restrictions applied until the condition no longer exists.

For other types of defects such as track circuit failures it may only be necessary to warn trains and track vehicles until it has been established that the failure has not been caused by a broken rail or obstruction to the track. In this instance, Drivers and Track Vehicle Operators will receive information about the condition of the track ahead and affected signals in accordance with the requirements of *NSG 608 Passing signals at STOP*.

Q: What does certifying the line as safe for rail traffic mean in the context of the CAN Rule?

A: In accordance with the Network Rules and Procedures Glossary, **Certify** means: "To classify infrastructure or rolling stock as fit for purpose (able to be used for the function required)."

For example, if the maintenance representative tells the Signaller that the infrastructure can be used for its normal function, without speed or other operating restriction, the Network Controller may authorise to stop CAN warning and to return to normal operations.



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Safeworking information
www.railsafe.org.au