

general

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 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*.

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 and Signallers about the CAN
- advise affected nominated Operators' Representatives.

general

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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
- to prevent rail traffic from approaching the affected portions of track, and make sure blocking facilities are applied
- for the 1500V supply to be isolated in accordance with *NGE 228 Unplanned removal of the 1500V supply*
- for Maintenance Representatives 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*.

Infrastructure restoration work arising from 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
- 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.

general

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

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.

The Signaller may give spoken warnings to Drivers and Track Vehicle Operators about other CANs.

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



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.

general

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

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.
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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.

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
 - the rail traffic can be moved.
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general

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Network Procedures

- NPR 707 Clipping points*
 - NPR 709 Using railway track signals*
 - NPR 715 Protecting Type F level crossings*
 - NPR 720 Protecting rail traffic*
 - NPR 721 Spoken and written communication*
 - NPR 722 Manual block working*
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Effective date

30 May 2021
