

Requirements prior to cutting or blocking track during LPAs

This information has been prepared to inform Sydney Trains' employees, contractors and TfNSW on general requirements to adhere to both the Sydney Trains Network Rules and Procedures and all applicable possession related procedures prior to the "Cutting" or blocking of track/s during Local Possession Authorities.

Background

Recent possession incidents have occurred during Local Possession Authority (LPAs) where the track (rail) was either cut or blocked which prevented access to possession rail traffic, which included work trains and track vehicles. This has the potential to affect the delivery of critical production and/or reduction of work and in some cases has significantly impacted scope such as grinding and resurfacing.

The Chronological Train List (CTL) is a document developed and approved by the Asset Scheduling & Delivery Coordination team. The CTL is the **planned** Configuration possession work train and track machine (track vehicles) movement timetable for rail traffic whilst within the LPA boundaries. The CTL is produced to consider and include the identification of clashes with various worksites, critical arrival times, work train configuration, train pathing and stabling requirements. The CTL will form part of the distributed Possession Notes.

Requirements

Whilst the CTL is a key planning document, the following requirements must be adhered to **prior** to any workgroup cutting rail or blocking track/s:

- The workgroup Protection Officer in consultation with the worksite supervisor will review the CTL as a guide in the first instance
- The Protection Officer **must** contact the applicable Possession Management Centre (PMC) or Possession Office advising of the planned location of work and timeframe expected for the duration of the work and receive approval from the Possession Protection Officer (PPO) or PPO Assistant (PPOA) prior to cutting or blocking any track that it is approved to do so
- Where there is a dedicated role of Work Train Coordinator (WTC) working on shift within the PMC, the PPO or PPOA will confirm with the WTC that the work is safe to proceed prior to confirming with the workgroup Protection Officer.

The Final Word

Each and every person who manages or works on track with a possession has a responsibility to work in a safe manner and to be aware of, and comply with all applicable rules and procedures.

Network Access Managers and/or delegates as applicable are to please ensure that this Notice is placed within Possession Notes and highlighted at prepossession meetings to all work teams potentially involved with either the cutting or blocking of track/s during LPA's.



Peter Beardsley
Associate Director, Asset Scheduling and Delivery Coordination

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