

Operating rail traffic

1. Purpose

This standard prescribes the requirements for operators and managers of Train Crews and Track Vehicle Crews relating to:

- fitness for work
 - route knowledge
 - traction knowledge
 - integrity of on-board safety systems
 - crew compartment security.
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2. Scope

This standard applies to the operators of rail traffic in the Sydney Trains Network and the managers of Train Crews and Track Vehicle Crews.

Exception

This Standard does not apply to track vehicles operating exclusively within the limits of a Work on Track Authority, in which case the requirements of the following Network Rules apply:

- *NWT 302 Local Possession Authority*
 - *NWT 304 Track Occupancy Authority*
 - *NWT 316 Track vehicles.*
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3. References

Network Rules:

- *NWT 302 Local Possession Authority*
- *NWT 304 Track Occupancy Authority*
- *NWT 314 Working Trains*
- *NWT 316 Track vehicles*
- *NTR 410 Defective equipment.*

*Sydney Trains Network Rules and Network Procedures
Training Standards*

*Sydney Trains Network Rules and Network Procedures
Certification Standard*

Rail Safety (Adoption of National Law) Act 2012

*National Standard for Health Assessment of Rail Safety
Workers.*

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4. General responsibilities

Operators must have procedures in place to:

- check the fitness of their rail traffic crews for work
 - make sure that Train Crews and Track Vehicle Crews are certified as competent in the Systems of Safeworking relevant to their area of operation, in accordance with the *Sydney Trains Network Rules and Network Procedures Training Standard and Network Rules and Network Procedures Certification Standard*
 - ensure the integrity of the on-board safety systems of rail traffic
 - place restrictions on access to crew compartments
 - prevent Train Crews and Track Vehicle Crews who have not operated a route in a period as specified in this Standard from operating on the route without the prerequisite training or re-certification
 - make sure that Train Crews and Track Vehicle Crews operating in the Sydney Trains Network have current knowledge of, and familiarity with, the rail traffic they are required to operate.
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5. Fitness for work

Operators must have procedures in place to make sure that any person who operates rail traffic in the Sydney Trains Network has been assessed and is fit for work in accordance with the requirements of:

- *Rail Safety (Adoption of National Law) Act 2012*
 - *Rail Safety (General) Regulation 2012*
 - *Rail Safety (Drug & Alcohol testing) Regulation 2012*
 - *National Standard for Health Assessments of Rail Safety Workers (NTC)*
 - *Sydney Trains Network Rules and Network Procedures Training Standard*
 - *Sydney Trains Network Rules and Network Procedures Certification Standard.*
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6. Route knowledge

General

Operators must have procedures in place to make sure that rail traffic crews operating in the Sydney Trains Network have been assessed as competent to operate on all routes they are required to travel.

Methods

Route knowledge must be learnt by travel over the route in the relevant crew compartment of a rail-bound vehicle as a passenger, second crew member or trainee Driver/crew member.

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Initial certification

Initial certification competency must be assessed by a trainer or assessor while operating over a route. The number of journeys over the route must be sufficient to demonstrate competence and knowledge.

Currency

Route knowledge competencies lapse after the times given in the table below. If a route knowledge competency lapses, a competency reassessment must be conducted by the relevant means.

At any time, if a rail traffic crew considers that their knowledge of a route has lapsed, relearning and competency reassessment must be undertaken.

Track Vehicle Crews

For Track Vehicle Crews, both initial competency assessments and reassessments apply only to the class of vehicle in which the assessments are conducted. For example, certification or reassessment in a hi-rail does not apply to tamping machine.

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Route knowledge requirements

Category	Limitation of competency (See Notes 1 and 2)	Certification reassessment requirement
1. Sydney Trains Network, except Category 2 below	12 months	Trainer/ Assessor On-board
2. Morisset to Islington Junction	24 months	On Track refresher journey If more than 36 months—then same as initial certification.



NOTE

For all routes, route knowledge competency for Guards, Passenger Service Supervisors, or other Qualified Workers responsible for the safety and supervision of passengers is maintained if they travel a route in both directions within 24 months.

For routes in Category 1, initial certification competency may not be conducted in a light locomotive.

For NSW Trains Drivers on the Unanderra to Moss Vale route the limitation of competency is six months.

Rail traffic Pilots

If a Driver or Track Vehicle Operator has not operated a route in the period specified in this standard, a suitably competent Pilot must accompany the Driver or Track Vehicle Operator.

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Special pilot conditions

If operating between Springwood and Katoomba, the Pilot must:

- be competent for the rail traffic type
 - operate the rail traffic.
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7. Traction knowledge

Operators must have procedures in place to make sure that rail traffic crews operating in the Sydney Trains Network have current knowledge of, and familiarity with, the rail traffic they are required to operate.

If a crew member has not operated a rollingstock type for less than two years, there is no re-training requirement, unless:

- significant change has been made to the rollingstock or new technology has been introduced, or
- a crew member is not confident that they have sufficient knowledge or familiarity to operate the rail traffic.

Currency

Traction knowledge lapses, and requires re-training and assessment, in accordance with the requirements below.

If a crew member has not operated a rollingstock type for more than two years:

- a skills gap analysis must be conducted to determine if there is a re-training requirement, and
- if required, re-training and a competency assessment must be conducted by a qualified trainer and assessor.

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NOTE

Re-training and assessment must be conducted on the type or class of rollingstock to be operated by the crew member, or on an approved simulator.

8. Integrity of on-board safety systems

Operators must have procedures in place to make sure that workers do not intentionally override the on-board safety systems of rail traffic.

9. Crew compartment security

Operators must have procedures in place to make sure that unauthorised people do not enter or remain in an operating crew compartment.

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The only people permitted in operating crew compartments are:

- people holding the appropriate written authority from the rail traffic operator
- people holding a Rail Safety Work Card for rail traffic crew, e.g. Driver, Guard or Track Vehicle Operator
- people assessing or monitoring the performance of rail traffic crews
- people inspecting or conducting repairs to the rail traffic or infrastructure
- Qualified Workers delegated to pilot the rail traffic
- NSW Police or other people with a statutory authority.

10. Definitions

Driver	A Qualified Worker controlling the movement of rail traffic.
On-board safety system	A safety system fitted to rail traffic that will stop the rail traffic if the crew does not respond as required, e.g. vigilance control or Drivers deadman.
Operator	An organisation that manages, operates or maintains rail traffic on the Sydney Trains Network.
Pilot	A Qualified Worker who accompanies, directs and advises rail traffic crews.
Rail traffic	Trains and track vehicle or vehicles travelling on the network.

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Route knowledge	A demonstrable and measurable understanding of the infrastructure and normal conditions along a route.
Track vehicle	A vehicle, usually self-propelled, used for inspecting and/or maintaining infrastructure.
Track Vehicle Operator	A Qualified Worker controlling the movement of a track vehicle.
Qualified Worker	A worker certified as competent to carry out the relevant task.

11. Effective date

21 July 2018