ASB Worksite Protection for Dapto Routine Network Maintenance Activities

WORK DESCRIPTION	Routine Network Maintenance Activities
WPP NUMBER	SC58C 10118
SCOPE	This SWI is applicable for the worksite protection arrangements using ASB for Routine Network Maintenance Activities performed by South Coast Maintenance Teams Work activities include: • Points Maintenance • Train Stop Maintenance • Track Circuit Testing • Turnout Inspections • KK Testing • Track Patrol • OHW Inspections • Structures Examinations
AUTHORISATIONS:	**Protection Officer:** Protection Officer Level 1 or higher **Lookout:** Handsignaller Level 1 or higher, Protection Officer Level 1 or higher
SAFETY CONTROLS: Absolute Signal Blocking (ASB) arrangements:	ASB established to exclude rail traffic on the South Coast Branch Line, Main Line, Loop Line and Dock and Dapto. *For reference only;* The assessed ASB protection is: • **41.3 Signal** at STOP with blocking facilities applied for City side protection. • **41.5 Signal** at STOP with blocking facilities applied for City side protection. • **41.6 Signal** at STOP with blocking facilities applied for Country side protection. • **41.2 Signal** at STOP with blocking facilities applied for Country side protection. • **49 Points** Spiked and XL Locked (to be visually verified)
PRESTART REQUIREMENTS:	Protection Officer assessment checklist must be completed before instructions in this SWI are followed. Tools and equipment required: • Protection Officer requires a phone to contact the Signaller • Lookouts require a high-visibility arm sleeve and a whistle / horn
FURTHER INFORMATION:	*NWT 300 Planning work in the Rail Corridor* *NWT 308 Absolute Signal Blocking* *NPR 703 Using Absolute Signal Blocking* *NGE 200 Walking in the Danger Zone* *NLA 418 Wollongong – Bomaderry (Nowra)*

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Protection Officer assessment checklist	
Protection Officer's name:	Yes *(Tick if Yes)*
This document has not expired 12 months beyond the issue date.	
On-site safety assessment has been completed and additional hazards and controls recorded on the pre-work briefing (Page 3).	
SWI details and protection arrangements have been reviewed and validated for the assessed worksite location.	

Corridor Safety Number	**Protection Officer Signature**	**Date**

Warning:

If an above item does not apply, the Protection Officer must not use this Safe Work Instruction. A new worksite protection plan must be completed in accordance with NRF 014 Worksite Protection Pre-work briefing and NRF 015 Worksite Protection Plan.

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Worksite Protection Pre-work Briefing

Briefing date: / /

Protection Officer Details

name	signature	contact no.

Work location: **Dapto**

Scope of work:

Worksite protection: **ASB** Refer to Worksite Protection Plan for details

Hazards (e.g. Site-specific hazards identified, including physical environment, human errors, plant and equipment)	**Controls** (to be implemented to eliminate or reduce the risk to the lowest practicable level)	Person responsible for Control
Approaching rail traffic	ASB implemented. Workers to remain within worksite limits Workers are to stop and move to a safe place immediately on being warned by the Protection Officer	Protection Officer
Adjacent live lines	Designated work and walk areas as instructed by the Protection Officer. Workers must remain within the ASB nominated worksite location limits whilst work is being performed.	Protection Officer
Access to / Egress from worksite	Protection Officer will assess and instruct when it is safe for workers to use NGE 200 Walking in the Danger Zone to move to and from the worksite or safe place.	All
Mobile phone distraction	Mobile phone usage is not allowed in the Danger Zone. Mobile phones may be used only in a safe place after informing the Protection Officer.	All

☐ A final site inspection has been conducted immediately before commencing work, and any new hazards and controls have been included.

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Workplace Supervisor Details

name	signature	contact No.

Yes ☐ the Workplace Supervisor acknowledges that the Protection Officer will arrange worksite protection as required.

Participant Acknowledgment

NOTE: Recipients of the briefing are to question the Briefer if they don't understand any part of this briefing.

All workers listed below acknowledge that they:

1. hold the applicable and current Rail Safety Worker Authorisation
2. have been briefed on the identified hazards and controls
3. have been briefed on the risks from adjacent lines and/or worksites
4. have been briefed on the planned worksite protection
5. understand the limits of the worksite
6. have been briefed on the contents of the Worksite Protection Plan
7. have been shown the worksite protection diagram or map

Name	Signature	Time of briefing: hh:mm	Amendment briefing: hh:mm and initial

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Worksite Protection Plan – Absolute Signal Blocking

1. ASB Request – Protection Officer Details

name	signature	contact no.
RSW or RIW no.	designation	Planned Duration

Type of work:

2. Worksite Location

On the **South Coast Branch Line, Main Line, Loop Line and Dock Siding** from **41.5 Signal** to **41.6 Signal**

3. Protection to be used

Signal(s) at STOP with blocking facilities applied

Points secured

Protection is required from other Signallers at Location / panel Location / panel

4. Assurances

All points of entry into the affected portion of track are protected and blocking facilities applied ☐

The last rail traffic to pass the protection was rail traffic ID

The last known location of rail traffic is location

Confirm that there is no rail traffic between the protection and the worksite ☐

5. Authorisation

Authorised by Signaller

name **South Coast Panel** **hr** **/ /**

Protection Number

Notes

6. Temporarily Suspending ASB

Provide the name and worksite location ☐ Workers and equipment are clear of the Danger Zone ☐ Provide protection number ☐	Provide the name and worksite location ☐ Workers and equipment are clear of the Danger Zone ☐ Provide protection number ☐	Provide the name and worksite location ☐ Workers and equipment are clear of the Danger Zone ☐ Provide protection number ☐
ASB suspended at hr	ASB suspended at hr	ASB suspended at hr

7. Re-establish ASB assurances

The worksite location is identical ☐ All points of entry into the affected portion of track are protected and blocking facilities applied ☐	The worksite location is identical ☐ All points of entry into the affected portion of track are protected and blocking facilities applied ☐	The worksite location is identical ☐ All points of entry into the affected portion of track are protected and blocking facilities applied ☐
The last rail traffic to pass the protection was rail traffic ID	The last rail traffic to pass the protection was rail traffic ID	The last rail traffic to pass the protection was rail traffic ID
The last known location of rail traffic is location	The last known location of rail traffic is location	The last known location of rail traffic is location
There is no approaching rail traffic between the protection and the worksite ☐	There is no approaching rail traffic between the protection and the worksite ☐	There is no approaching rail traffic between the protection and the worksite ☐
ASB re-established at hr	ASB re-established at hr	ASB re-established at hr
Protection No	Protection No	Protection No

8. Ending

Provide name and worksite location ☐ Workers and equipment clear of the Danger Zone ☐ Provide protection number ☐ Ended at hr

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6. Temporarily Suspending ASB					
Provide the name and worksite location Workers and equipment are clear of the Danger Zone Provide protection number	☐ ☐ ☐	Provide the name and worksite location Workers and equipment are clear of the Danger Zone Provide protection number	☐ ☐ ☐	Provide the name and worksite location Workers and equipment are clear of the Danger Zone Provide protection number	☐ ☐ ☐
ASB suspended at	hr	ASB suspended at	hr	ASB suspended at	hr
7. Re-establish ASB assurances					
The worksite location is identical All points of entry into the affected portion of track are protected and blocking facilities applied	☐ ☐	The worksite location is identical All points of entry into the affected portion of track are protected and blocking facilities applied	☐ ☐	The worksite location is identical All points of entry into the affected portion of track are protected and blocking facilities applied	☐ ☐
The last rail traffic to pass the protection was	rail traffic ID	The last rail traffic to pass the protection was	rail traffic ID	The last rail traffic to pass the protection was	rail traffic ID
The last known location of rail traffic is	Location	The last known location of rail traffic is	location	The last known location of rail traffic is	location
There is no approaching rail traffic between the protection and the worksite	☐	There is no approaching rail traffic between the protection and the worksite	☐	There is no approaching rail traffic between the protection and the worksite	☐
ASB re-established at	hr	ASB re-established at	hr	ASB re-established at	hr
Protection No		Protection No		Protection No	

Notes

6. Temporarily Suspending ASB					
Provide the name and worksite location Workers and equipment are clear of the Danger Zone Provide protection number	☐ ☐ ☐	Provide the name and worksite location Workers and equipment are clear of the Danger Zone Provide protection number	☐ ☐ ☐	Provide the name and worksite location Workers and equipment are clear of the Danger Zone Provide protection number	☐ ☐ ☐
ASB suspended at	hr	ASB suspended at	hr	ASB suspended at	hr
7. Re-establish ASB assurances					
The worksite location is identical All points of entry into the affected portion of track are protected and blocking facilities applied	☐ ☐	The worksite location is identical All points of entry into the affected portion of track are protected and blocking facilities applied	☐ ☐	The worksite location is identical All points of entry into the affected portion of track are protected and blocking facilities applied	☐ ☐
The last rail traffic to pass the protection was	rail traffic ID	The last rail traffic to pass the protection was	rail traffic ID	The last rail traffic to pass the protection was	rail traffic ID
The last known location of rail traffic is	location	The last known location of rail traffic is	location	The last known location of rail traffic is	location
There is no approaching rail traffic between the protection and the worksite	☐	There is no approaching rail traffic between the protection and the worksite	☐	There is no approaching rail traffic between the protection and the worksite	☐
ASB re-established at	Hr	ASB re-established at	hr	ASB re-established at	hr
Protection No		Protection No		Protection No	

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INSTRUCTIONS:	1. Workers enter the rail corridor via 100 95.134 U Access Gate 2. Protection Officer briefs workers about the worksite protection arrangements. 3. Protection Officer contacts the Signaller at South Coast Panel to request ASB. 4. After ASB has been authorised. start work within the limits of the nominated worksite location. 5. After work is complete, workers move to a safe place. 6. Protection Officer contacts the Signaller at South Coast Panel to end ASB. 7. All workers egress the rail corridor via 100 95.157 D Access Gate
ADDITIONAL DETAILS	**Suspending ASB** If the ASB is required to be suspended, the Protection Officer must make sure all workers and equipment are clear of the Danger Zone and are in a safe place before suspending the ASB. **49 Points Secured** PO must ensure that 49 Points remains booked out of use and is XL Locked before proceeding with ASB via visual inspection or confirmation from South Coast Panel.
IMAGES:	 **Image 1:** Access gate 100 95.134 U on **Bong Bong RD, Dapto**. (Next to Platform 1) **Image 2:** Access gate **100 95.157 D** on **Bong Bong RD, Dapto**. (Opposite country side of Platform 2)

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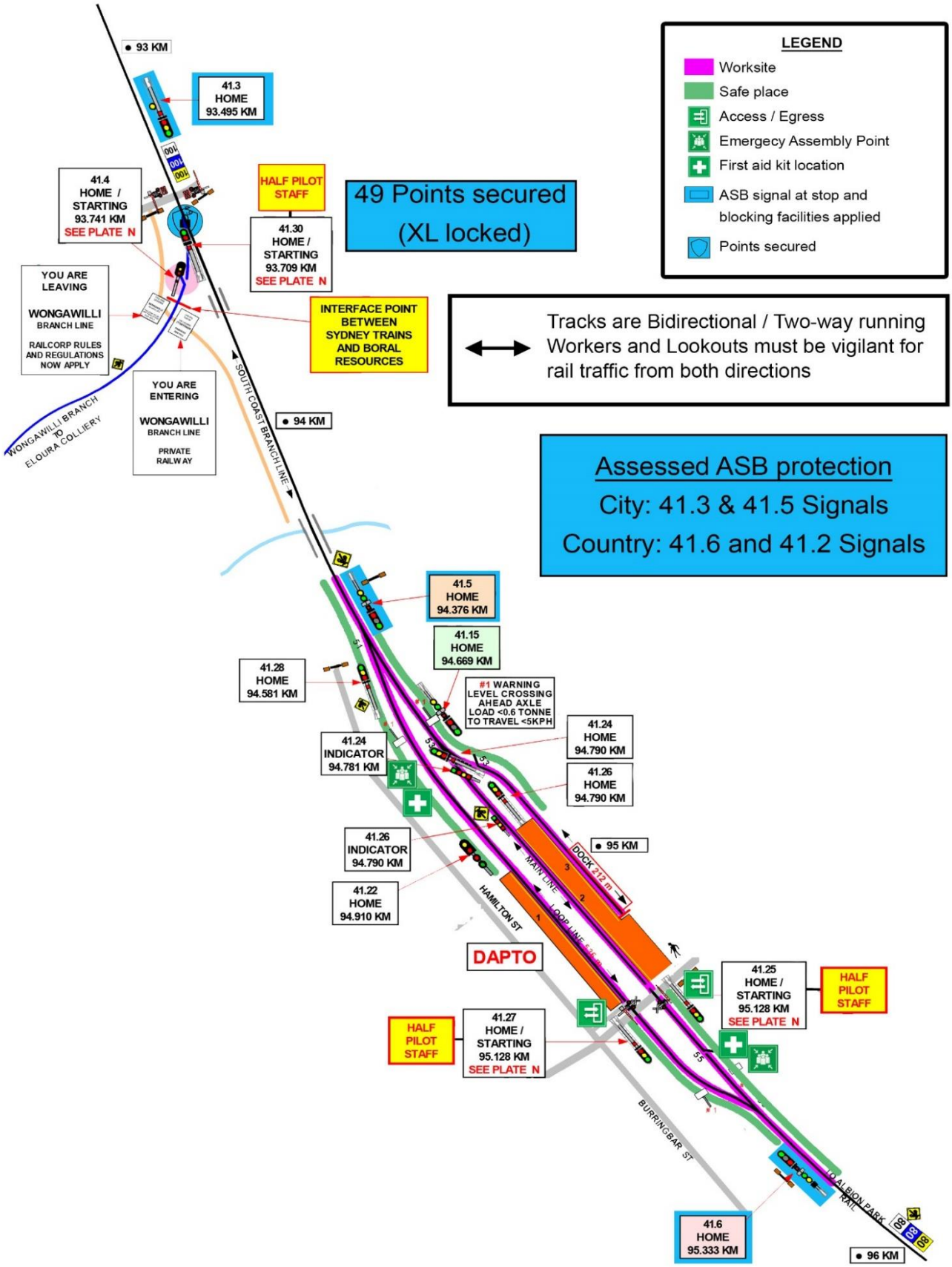
Diagram



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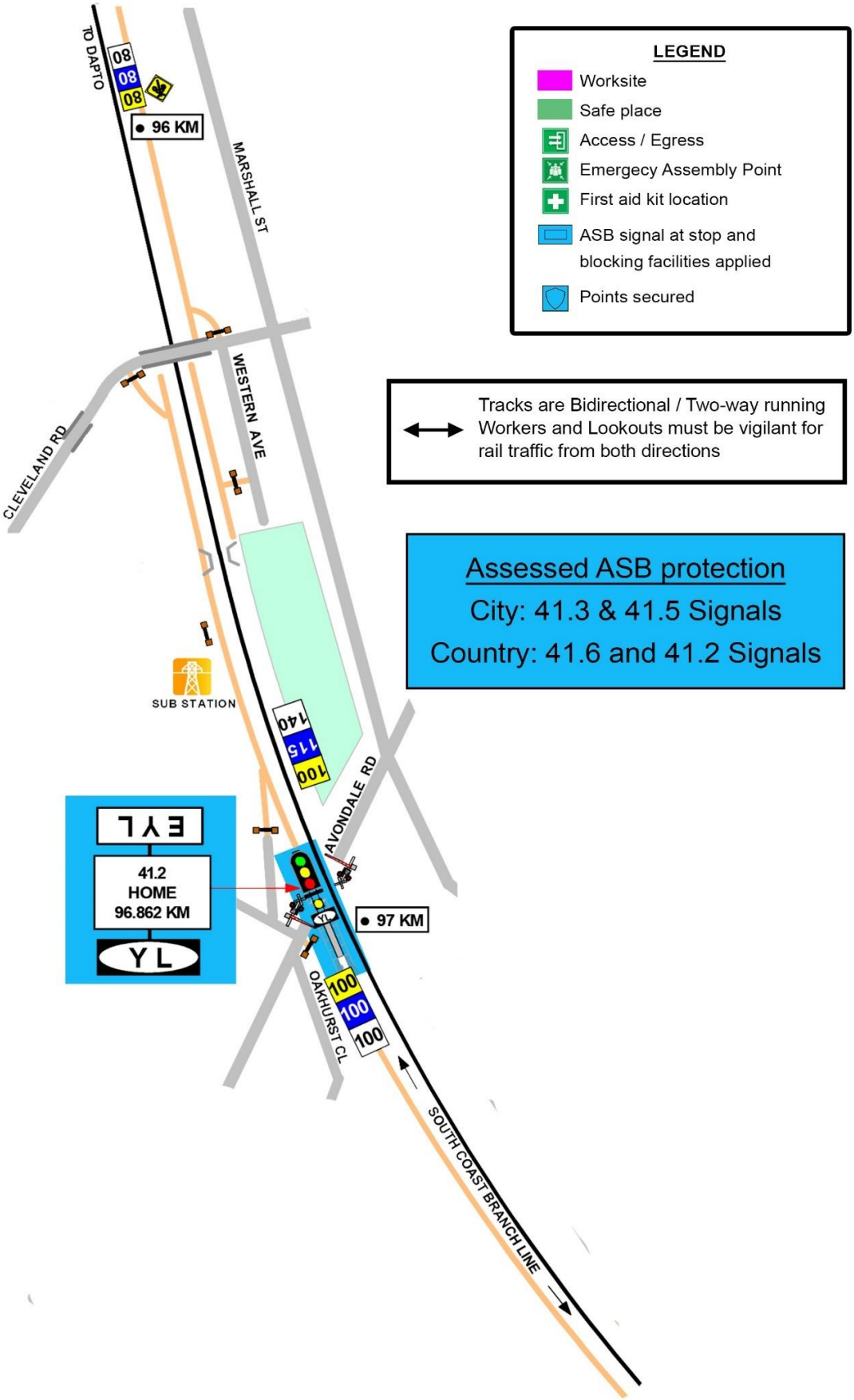

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Protection Officer's Diary

Date	Time	Notes

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