

Lookout Working Worksite Protection for Berry Routine Network Maintenance Activities

DOCUMENT NO.	D2021/1024
WORK DESCRIPTION	Routine network maintenance activities
WPP Number	SC1B 10118
SCOPE:	<p>This SWI is applicable for the worksite protection arrangements using lookout working concerning routine network maintenance, defect management and repair of assets within the limits specified below and in the attached plan.</p> <p>Work activities include:</p> <ul style="list-style-type: none"> Routine preventative and corrective work such as inspections and maintenance as appropriate for the type of protection being applied as part of this plan.
AUTHORISATIONS:	<p>Protection Officer: Protection Officer Level 1 or higher</p> <p>Lookout: Engineering Hand signaller Level 1 or higher or Protection Officer Level 1 or higher.</p>
SAFETY CONTROLS: Lookout working arrangements	<p>The nominated worksite location for Lookout Working includes the South Coast Branch Line, Up Siding & Down Siding between BE 3 Signal and BE 7 Signal.</p> <p>The nominated worksite location for Lookout Working is a moving worksite, where workers are working along the track within the limits of the nominated worksite location up to the where the Lookout is established.</p> <p>As work moves along the track, the Protection Officer must assess the new location and:</p> <ul style="list-style-type: none"> Establish and/or re-establish Lookouts as required to watch for approaching rail traffic from all entry points Designate and instruct which safe places the workers are to use as the work is completed along the work route within the worksite limits.
PRESTART REQUIREMENTS:	<p>Protection Officer assessment checklist must be completed before instructions in this SWI are followed.</p> <p>Tools and equipment required:</p> <ul style="list-style-type: none"> Protection Officer requires a phone to contact the Signaller. Lookouts require a high-visibility arm sleeve and a whistle/horn.
FURTHER INFORMATION:	<p><i>NWT 300 Planning work in the Rail Corridor</i></p> <p><i>NWT 310 Lookout Working</i></p> <p><i>NPR 711 Using Lookouts</i></p> <p><i>NPR 751 Calculating Minimum Warning Time</i></p> <p><i>NPR 712 Protecting work from rail traffic on adjacent lines</i></p> <p><i>NGE 200 Walking in the Danger Zone</i></p> <p><i>NLA 418 Wollongong – Bomaderry (Nowra)</i></p> <p><i>Lookout Working Prohibited Locations Register</i></p>

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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.		
SWI details and protection arrangements have been reviewed and validated for the assessed worksite location, including: <ul style="list-style-type: none"> On-site safety assessment has been completed for relevancy of works being undertaken The required protection details, environment and tasks are unchanged from the details of this SWI 		
The Protection Officer and Qualified Workers deploying qualifications are current and have practiced in the last 6 months. If not practiced, then a Rail Safety Coach must be contacted for guidance.		
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:

Scope of work:

Worksite protection: Refer to Worksite Protection Plan for details

Hazards (e.g. environment, plant, equipment, human error)	Controls (to be implemented to eliminate or reduce the risk to the lowest practicable level)	Person responsible for Control
Approaching rail traffic	Lookouts must be trained and competent to perform lookout duties. Lookouts must be rotated if performing lookout for extended periods of time Workers to remain within worksite limits as set out in this procedure. Lookouts must be placed as per protection plan on page 8. Workers are to stop work and move to a safe place immediately on being warned by the lookouts	Protection Officer and Lookout
Live adjacent lines	Lookouts must provide warning to workers when rail traffic is approaching from the adjacent line in either direction.	Protection Officer and Lookout
Two - way running / multiple entry points into worksite	One Lookout placed watching each direction before work starts. Lookouts are to warn workers of approaching rail traffic, including rail traffic entering or travelling within the worksite. Workers are to stop work and move to a safe place.	Protection Officer and Lookout
Obstruction to Minimum Sighting Distance	Lookouts must provide warning to the workers whenever their line of sight is obstructed by passing rail traffic. Workers must stop work and move to a safe place and reassess positioning and method	Protection Officer and Lookout
Adjoining/Surrounding Worksites	Lookouts must have two independent audible warning devices that can be heard by workers over any noise generated by adjoining/surrounding worksites. Lookouts are to provide warning if their line of sight is obstructed by adjoining/surrounding worksites.	Protection Officer and Lookout
Access to / Egress from worksite	Access and egress points must be agreed prior to entering the danger zone, consideration should be given to ease of access and safest possible entry and exit points.	All
Slips, trips, falls and hazards carrying equipment	Protection Officer will assess and instruct when it is safe for workers to use <i>NGE 200 Walking in the Danger Zone</i> to move to the worksite or safe place.	All
Mobile phone	Mobile phones use is not permitted in the danger zone unless being used by maintenance staff for critical maintenance communications or recording of defects.	All

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

Safe Work Instruction

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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 acknowledgement

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

Table with 4 columns: Name, Signature, Time of briefing: hh:mm, Amendment briefing: hh:mm and initial. Multiple empty rows for data entry.

Safe Work Instruction

Lookout Working Worksite Protection for Berry Routine Network Maintenance Activities



Worksite Protection Plan – Lookout Working

Signaller details

name Berry Panel 02 4223 5766

Protection Officer details

name signature contact No. RSW or RIW No. designation Planned duration

Workplace Supervisor details:

Type of work: Routine Network Maintenance Activities

Worksite location on the South Coast Branch Line, Up Siding and Down Siding between BE3 Signal and BE7 Signal

Worksite assessment

The Lookout Working Prohibited Locations Register been consulted Yes

Warning method

Horn Whistle

Minimum Warning Time Calculations

Maximum track speed 90 km/h

Number of Lookouts used 2 Position of Lookouts 140.570 km to 141.197 km

Number of additional Lookouts* used 0 Position of Lookouts km to km

* Add an additional 5 seconds See Time if an additional Lookout is used

Note - Lookouts are relocated to positions within these KMs as workers move along the worksite.

Table showing MWT calculations: See Time (S) + Move Time (M) + Safe Time = Minimum Warning Time (MWT) for 90, 80, and 50 km/h track speeds.

Note – Additional MWT calculations can be recorded in the Protection Officer’s Diary.

Where are the safe places identified for the Lookouts and the workers?

Lookouts: Cess/Platform/Behind Structures

Workers: Cess Behind Structures

Ensure the workers have been briefed about these work details Yes

Diagrams, notes, and detailed instructions are over the next pages. These are to be read and followed as part of this worksite protection plan for Lookout Working.

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INSTRUCTIONS:

1. Workers enter the rail corridor via **Berry Station customer entrance**.
2. Protection Officer briefs workers about the worksite protection arrangements.
3. Protection Officer contacts **Berry Panel** and tells the Signaller about the use of Lookout Working.
4. Establish Lookouts at designated locations.
5. Workers start work up to designated locations.
6. Workers move to safe place.
7. Re-establish Lookouts at next designated location.
8. Repeat steps 6-8 until work is complete.
9. Workers move to a safe place.
10. Recall lookouts.
11. Workers egress the worksite via **Berry Station customer exit**.
12. Protection Officer contacts **Berry Panel** to end Lookout Working.

ADDITIONAL DETAILS

Obstruction to Minimum Sighting Distance

Stabled rail traffic on any tracks and conditions on the day may obstruct minimum sighting distance. When this hazard is identified, workers must stop work and move to a safe place until the Protection Officer makes an assessment and relocates lookouts to achieve the required minimum sighting distance.

LOOKOUTS



Image 1: View of Up direction Lookout at **140.920 KM**
(Next to 140.920KM Post)



Image 2: View of Down direction Lookout at **140.920 KM**
(Next to 140.920KM Post)



Image 3: View of Up direction Lookout at **141.074 KM**
(Next to D1 Signal)



Image 4: View of Down direction Lookout at **141.074 KM**
(Next to D1 Signal)



Image 5: View of Up direction Lookout at **141.197 KM**
(Next to BE 7 Signal)



Image 6: View of Down direction Lookout at **141.197 KM**
(Next to BE 7 Signal)



Image 7: View of Up direction Lookout at **140.790 KM**
(Adjacent BE 4 Signal)



Image 8: View of Down direction Lookout at **140.700 KM**
(Adjacent 140.700KM Post)



Image 9: View of Up direction Lookout at **140.700 KM**
(Adjacent 140.700KM Post)



Image 10: View of Down direction Lookout at **140.570 KM**
(Next to BE 3 Signal)

Diagram



