

TOA Worksite Protection for B Frame at Cringila

WORK DESCRIPTION	Routine Network Maintenance Activities
WPP NUMBER	SC20A2 10122
SCOPE	This SWI is applicable for the worksite protection arrangements using TOA for routine Network Maintenance performed by South Coast maintenance teams Work activities include: • 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:	Protection Officer: Protection Officer Level 2 or higher. Placing TOA Protection: Handsignaller Level 1 or higher, or Protection Officer Level 1 or higher.
SAFETY CONTROLS – Track Occupancy Authority (TOA)	The TOA limits are from: • Clear of 190 points and clear of 186 points on the Down Port Kembla Line. • WG 51 D Signal and clear of 531 points on the No 1 Siding Road. Protection is placed at: Railway Track Signal protection and Worksite Protection Markers are placed clear of 190 and 186 points and 531 points are protected by BHP road control and Protection Officer is issued a permit number. • 190 and 186 points are clipped and locked to prevent unauthorised entry into the TOA
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. • Qualified Workers clipping and locking points require • Qualified Workers placing protection require: ○ 9 x Railway Track Signals ○ 3 x Worksite Protection Markers ○ 2 x Tangential / Standard point clips ○ 2 x SL locks and 1x SL key
FURTHER INFORMATION:	• NWT 300 Planning work in the Rail Corridor • NWT 304 Track Occupancy Authority • NPR 702 Using a Track Occupancy Authority • NPR 707 Clipping points • NRF 002 Track Occupancy Authority (TOA) • NPR 712 Protecting work from rail traffic on adjacent lines • NGE 200 Walking in the Danger Zone • NLA 608 Port Kembla

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.

Worksite Protection Pre-work Briefing

Briefing date: / /

Protection Officer details

name	signature	contact no.
---------------------------	--------------------------------	----------------------------------

Work location: **Cringila B Frame**

Scope of work: **Routine Network Maintenance Activities**

Worksite protection: **TOA** 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	TOA implemented.	Protection Officer
Adjacent live lines	Designated work and walk areas as per Protection Officer’s instructions. All work must stop when warned by Protection Officer until rail traffic has passed.	Protection Officer
Mobile phone distraction	Mobile phone usage is only allowed in the Danger Zone when required for work purposes. Other than being used for work purposes, 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.

UNCONTROLLED COPY WHEN PRINTED

name _____ signature _____ contact no. _____

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

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

[illegible]

Worksite Protection Plan – Track Occupancy Authority

Signaller details

name	Wollongong Panel	02 4223 5538
-----------------------------------	-------------------------	---------------------

Protection Officer details

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

Workplace Supervisor
details:Type of work: **Routine Network Maintenance**

Worksite location

on the

Down Port Kembla Line

between

Clear of 186 Points

and

Clear of 190 Points

on the

No 1 Siding / Down Port Kembla Line

between

Clear of 531 Points (BHP Sidings)

and

WG 51 D Signal

The following are diagrams, notes and detailed instructions. These are to be read and followed as part of this worksite protection plan for TOA.

INSTRUCTIONS:	- Workers enter the rail corridor via access gate 100 87.923 via Blue Scope - Protection Officer conducts the worksite protection pre-work briefing. - Protection Officer calls BlueScope Road Control (02 4275 7494) and requests 531 points be secured to prevent rail access to B Frame. Protection Officer receives and records <u>BlueScope Isolation Number</u>. - Protection Officer contacts the Signaller at Wollongong Panel and requests TOA - Instruct Qualified Workers to clip and lock 186 points and 190 points on the Down Port Kembla Line to prevent access to the worksite. - Instruct Qualified Workers to place Railway Track Signal protection and Worksite Protection Markers clear of 186 points and 190 points lines. - Protection Officer places a Worksite Protection Marker clear of 531 points and informs the workplace supervisor it is safe for work to start. - Workers start work. - After all work is completed, move all workers and equipment into a safe place. - Instruct Qualified Workers to remove all Railway Track Signal protection, Worksite Protection Markers and point clips from the TOA. - After all protection is removed, Protection Officer contacts the Signaller Wollongong Panel that work is complete, all protection has been removed from the line, workers and equipment are clear of the Danger Zone and if any restrictions have been applied to fulfil the TOA. - Protection Officer calls BlueScope Road control and advises that all work is complete under the provided isolation number. - Workers egress the rail corridor via egress gate 110 87.923 via BlueScope.
ADDITIONAL DETAILS	531 points are controlled and operated by BlueScope Road Control, before any work can take place the Protection Officer must call and advise BlueScope Road Control that protection is required at 531 points as it is an intermediate access point. When BlueScope Road Control have applied the protection (clipped and locked 531 points to prevent access into the worksite), they will issue the Protection Officer an Isolation Number. The Protection Officer must then provide the Isolation Number to the Signaller before the requested TOA is issued. The Protection Officer must place the worksite protection marker light clear of 531 points (image 3) once the TOA is issued prior to work commencing. Upon completion of work and fulfilment of TOA with the Signaller, the Protection Officer must contact BlueScope Road Control and end Isolation.

TOA LIMITS:
Points to be
clipped and
locked to
prevent rail
traffic.



Image 1. Wollongong Side TOA limits – 190 Points (position circled)



Image 2. Port Kembla Side TOA limits 186 Points (position circled)



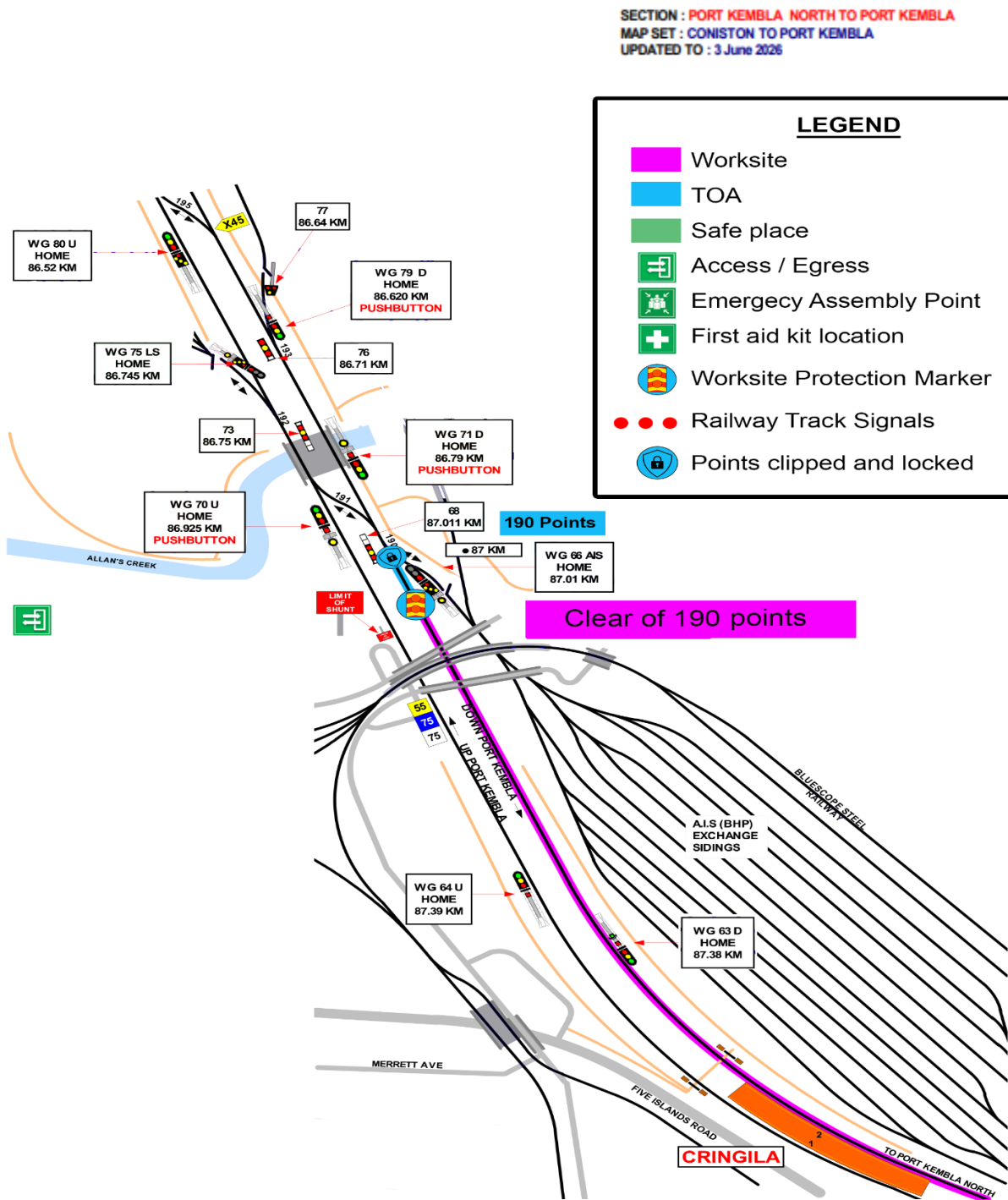
Image 6: 335 points

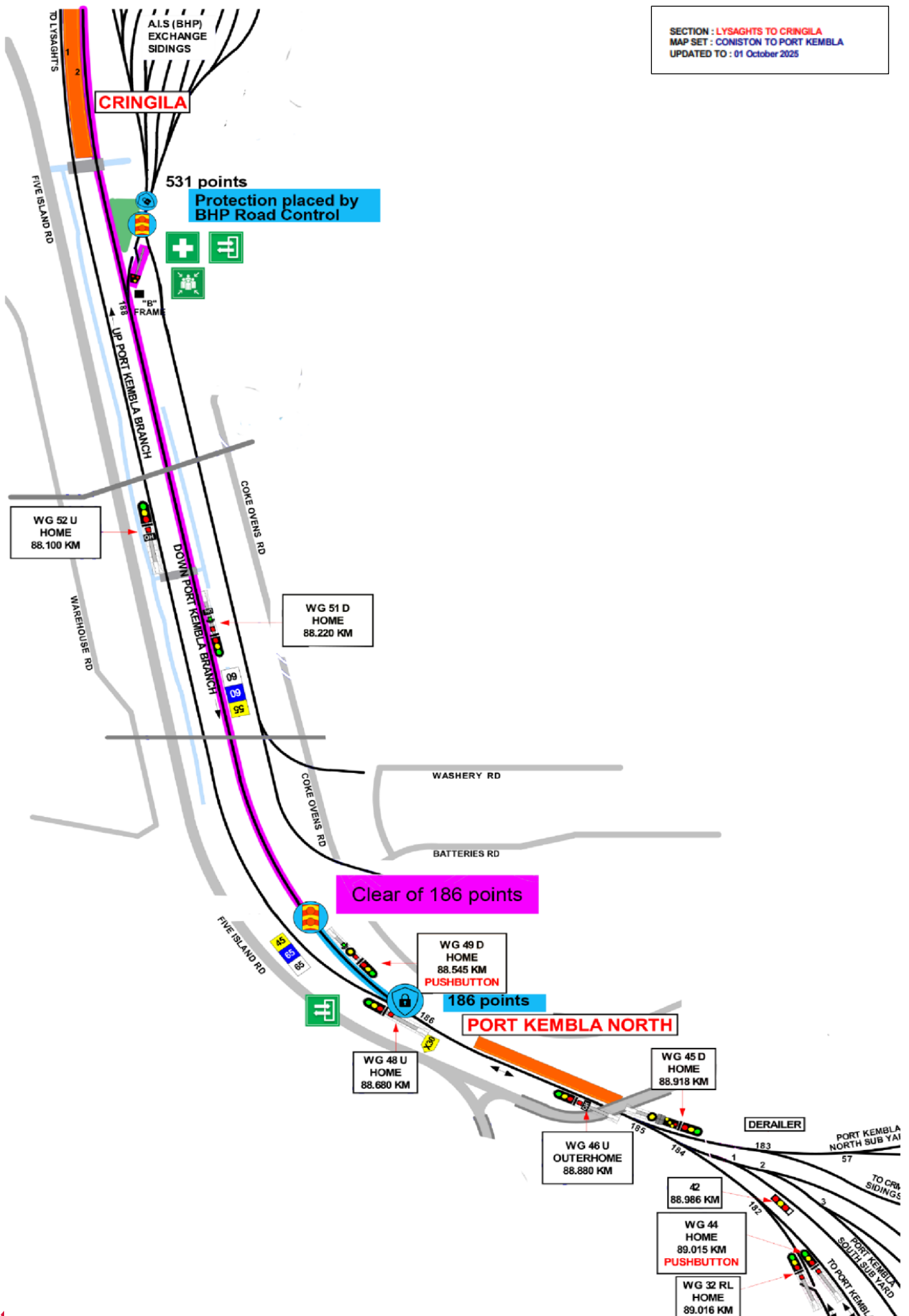


Image 4 Worksite Protection Marker placed clear of 531 Points (531 points clipped and locked by BlueScope Road Control).

UNCONTROLLED COPY WHEN PRINTED

Diagram





UNCONTROLLED COPY WHEN PRINTED

[illegible]