

PUBLIC TRANSPORT AUTHORITY
SAFEWORKING RULES AND PROCEDURES

2009
REPORTING
AND RESPONDING
TO A CONDITION
AFFECTING
THE NETWORK
(CAN)

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1. PURPOSE

The purpose of this rule is to detail instructions for reporting and responding to unsafe conditions affecting or potentially affecting the Public Transport Authority (PTA) *Network* and rail operations.

2. GENERAL

Conditions that can or do affect the safety of operations in the PTA *Network* must be reported promptly to the *Train Controller* responsible for the affected *Section*.

At times it may be necessary to reduce the speed of *Rail Traffic* to protect *Infrastructure* and to ensure the safety of *Rail Traffic* during periods of severe weather.

The *Train Controller* must make a *Permanent Record* about the report.

3. RESPONDING

If necessary, the *Competent Worker* reporting the *Condition Affecting the Network (CAN)* must:

- prevent *Rail Traffic* from approaching the affected *Section*; and
- where instructed by the *Train Controller*, protect the *Obstructed* line in accordance with the following rules;
 - Rule 3001 Local Possession Authority;
 - Rule 3005 Track Occupancy Authority;
 - Rule 3011 Absolute Signal Blocking; or
 - Procedure 9000 Clipping Points.

The *Train Controller* must promptly provide advice about the *CAN* to:

- *Maintenance Representatives*;
- other affected *Train Controllers*;
- affected *Operator's Representatives*; and
- Emergency Services, as required.

3.1. TRAIN CONTROLLER ASSURANCES

As necessary, affected *Train Controllers* must:

- arrange to warn *Rail Traffic Crew* approaching the affected *Section*;
- arrange to prevent *Rail Traffic* from approaching the affected *Section*;
- apply a *Blocking Facility* as necessary;

- arrange for the *Overhead Supply* to be *De-Energised* in accordance with **Rule 2023 Unplanned De-Energisation of Overhead Supply**; and
- ask *Maintenance Representatives* to investigate the incident.

3.2. WARNING RAIL TRAFFIC CREW

The *Train Controller* must give *Warning* of the *CAN* to *Rail Traffic Crew* if:

- a faulty or potentially faulty *Level Crossing* has been reported;
- *Level Crossing Warning* equipment has been deactivated;
- *Rail Traffic* must be restrained; and
- *Speed Restrictions* have been imposed.

Where possible, the *Train Controller* must arrange for *Rail Traffic Crew* to be given written *Warning* before *Rail Traffic* enters the affected *Section*.

If it is not possible for *Rail Traffic Crew* to be given written *Warning*, the *Train Controller* must tell affected *Rail Traffic Crew* about the *CAN* by whatever means available.

Rail Traffic Crew must acknowledge and comply with *CAN Warnings*.

The *Train Controller* must continue to warn *Rail Traffic Crew* entering the affected *Section* until:

- the *CAN* no longer exists; or
- *Rail Traffic Crew* are warned by other means.

3.3. IMPOSING SPEED RESTRICTIONS

The *Train Controller* must be notified of weather conditions that require *Speed Restrictions* to be imposed, by the *Maintenance Representative*.

The *Train Controller* must arrange for advice about *Speed Restrictions*, and the hours during which the restrictions apply, to be given to affected *Rail Traffic Crew* and other affected *Workers*.

Unless different advice is given, weather *Speed Restrictions* apply only on the day they are imposed.



NOTE

As weather *Speed Restrictions* may cover extended and remote areas of *Track*, *Speed Restriction* signage is not necessary.

3.4. ALTERING AND CANCELLING SPEED RESTRICTIONS

Maintenance Representatives must notify the *Train Controller* if weather *Speed Restrictions* are:

- altered; or
- no longer required.

If weather *Speed Restrictions* are altered or no longer required, the *Train Controller* must arrange to tell affected *Rail Traffic Crew* and other affected *Workers*.

3.5. DECLARING THE CAN TO BE A MAJOR INCIDENT

The Transperth Train Operations Manager may declare the *CAN* to be a *Major Incident* in accordance with the PTA **9000-000-011 Emergency Management Manual**.

3.6. INFRASTRUCTURE RESTORATION



WARNING

Work in the *Danger Zone* must not commence until appropriate *Protection* is in place.

Infrastructure restoration work in the *Danger Zone* arising from a *CAN* must be undertaken only after the *Protection Officer* or *Possession Protection Officer* has obtained the appropriate *Work on Track Authority*.

4. EVIDENCE RETENTION

Evidence relevant to the incident must be protected and preserved as directed by the *Incident Controller*.

5. RETURN TO NORMAL WORKING

Rail Traffic may resume operation in the affected area only if:

- the *Incident Controller* tells the *Train Controller* that it is safe to do so;
 - the *Train Controller* has *Authorised* resumption of operations; or
 - *Maintenance Representatives* that have been asked to investigate a *CAN*, have *Certified* the line as safe for *Rail Traffic* before the *Train Controller* may *Authorise* return to normal working.
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6. REFERENCE

Rule 2007 Network Communications

Rule 2015 Protecting Active Control Level Crossings

Rule 2023 Unplanned De-Energisation of Overhead Supply

PTA 9000-000-011 Emergency Management Manual

7. EFFECTIVE DATE

| 19 February 2016