

Network Safeworking Rules and Procedures

Walking in the Danger Zone

Rule Number: 2001

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Document History

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Table of Contents

1.	Purpose.....	3
2.	General	3
2.1	The Danger Zone	3
2.2	Safe Place.....	4
3.	Walking in the Danger Zone.....	5
3.1	Before Entering the Danger Zone	5
3.2	If Walking in the Danger Zone	5
3.3	Visual Inspection or photography.....	6
3.4	Rail Traffic Crews	6
4.	References.....	7
5.	Effective date	7

1. Purpose

This rule provides instructions for workers to walk safely in the *Danger Zone*.

2. General

Workers must not walk in the *Danger Zone* where there is a practical alternative.

Walking in the *Danger Zone* is:

- walking from place to place in the *Danger Zone*; and
- doing no work other than placing or removing *Protection* for a worksite or *Rail Traffic* or visual inspection of *Track*.

2.1 The Danger Zone

The *Danger Zone* is all space within three (3) metres horizontally from the nearest rail and any distance above or below this three (3) metres, unless a *Safe Place* exists or can be created. Workers not to remain on *Running Lines* when *Rail Traffic* is approaching.

When *Rail Traffic* is approaching, workers in the *Danger Zone* must not remain on any *Running Lines*, nor between them if the space is less than 4 metres between the inner rails of the two lines, but must at once move *Clear* of all lines unless they can distinctly see that they are in a *Safe Place*, are in no danger from other *Rail Traffic* approaching them unobserved.

The workers must remain in the *Safe Place* until the *Rail Traffic* has cleared a sufficient distance to enable them to see that no *Rail Traffic* is approaching on other *Adjacent* lines before they re-cross the rails.

Where circumstances compel workers to remain in the space between *Rail Traffic* passing on *Adjacent* lines, they must lie down.

Where workers are working in a tunnel or confined spaces:

- when *Rail Traffic* is approaching in both directions on double lines they must, if unable to reach a recess in the walls lie down either in the space between the two *Running Lines* or between the line and the side of the tunnel until the *Rail Traffic* have passed and on single lines if unable to reach a recess lie down between the line and the side of the tunnel until the *Rail Traffic* has passed; and
- every worker must become acquainted with the width of space in order that the place which affords greatest safety may be selected.

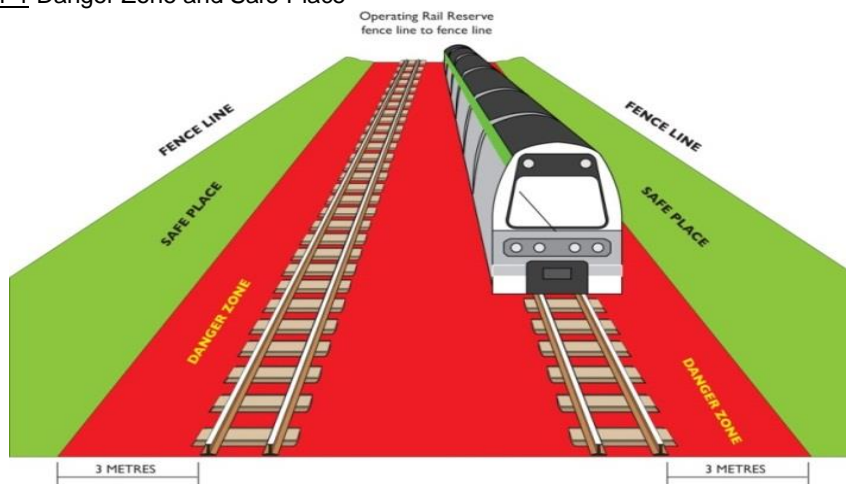
2.2 Safe Place

A *Safe Place* is a place where workers and equipment cannot be struck by *Rail Traffic*.

A *Safe Place* is:

- where there is at least three (3) metres clearance from the nearest *Running Line*;
- on a *Platform* behind the safety lines;
- within a purpose-built refuge or shelter;
- where a structure or physical barrier has been erected to provide a position of safety; or
- immediately in front of stationary and *Secured Rail Traffic*, in accordance with Procedure 9020 Using Standing Rail Traffic for Protection.

Figure 2001-1 Danger Zone and Safe Place



3. Walking in the Danger Zone



WARNING: *Rail Traffic can approach from either direction at any time.*

Where workers must walk in the *Danger Zone*:

- an easily-reached *Safe Place* must be available; and
- visibility conditions must allow enough *Sighting Distance*, in accordance with Rule 3013 Lookout Working, for workers to reach a *Safe Place* before the arrival of *Rail Traffic*.

The *Protection Officer* must also get information of *Rail Traffic* movements for the work *Location* from the *Network Controller*.

3.1 Before Entering the Danger Zone

Before entering the *Danger Zone*, workers must:

- advise the *Network Controller* responsible for the section of *Track*;
- get information from the *Network Controller* about *Rail Traffic* for that *Location*;
- make sure they can see that *Tracks* are *Clear* of approaching *Rail Traffic*;
- ensure there is an easily-reached *Safe Place* available; and
- limit the equipment taken into the *Danger Zone* to handheld photographic equipment.

3.2 If Walking in the Danger Zone

If walking in the *Danger Zone*, workers must:

- wear approved Personal Protective Equipment (PPE);
- where possible, walk in the direction facing approaching *Rail Traffic*;
- look frequently in both directions to ensure the *Sighting Distances* for approaching *Rail Traffic* can be achieved;
- carry a light during hours of darkness or *Low Visibility*;
- not step on or within *Points* blades, *Interlocking* equipment or on rails; and
- carry equipment to enable communication to be maintained with *Network Control*.

3.3 Visual Inspection or photography

If walking in the *Danger Zone* for visual inspections or photography, workers must:

- wear approved Personal Protective Equipment (PPE);
- where possible, walk in the direction facing approaching *Rail Traffic*;
- maintain vigilance by looking every 5 seconds in both directions for approaching *Rail Traffic*; and
- ensure *Sighting Distances* are met in accordance with Rule [3013 Lookout Working](#).

Workers must add the inspection time required to the minimum warning time, to calculate the *Sighting Distance* required.

The time spent within the *Danger Zone* must not exceed the minimum warning time.

Workers must inform the *Network Controller* when they have exited the *Rail Corridor*.

3.4 Rail Traffic Crews

Rail Traffic Crews may need to *Access* and walk in the *Danger Zone* to perform tasks associated with the operation of *Rail Traffic*. This includes, but is not limited to:

- operation of *Points* and associated *Infrastructure*;
- vehicle examination, including preparation for *Travel*;
- preparation of *Disabled Rail Traffic* for assistance; and
- minor/light repairs or other tasks, en-route.

Rail Traffic Crews must assess the risks associated with *Accessing* the *Danger Zone*. These may include risks associated with:

- the required tasks;
- *Rail Traffic* on *Adjacent* lines;
- the ability to communicate with the *Network Controller*;
- the ability to communicate with other workers in the vicinity; and
- the operation of the *Rail Traffic*.



NOTE: Where required the *Rail Traffic Crew* must arrange for *Adjacent* lines to be *Protected* in accordance with Procedure [9010 Protecting Work from Rail Traffic on Adjacent lines](#).

4. References

3013 Lookout Working

9010 Protecting Work from Rail Traffic on Adjacent Lines

9020 Using standing rail traffic for protection

5. Effective date

21 November 2022