

Network Safeworking Rules and Procedures

Walking in the Danger Zone

Rule Number: 2001



Brookfield
Rail

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Glossary for this Rule

<i>Access</i>	A designated safe way into, along, across or out of the Rail Corridor.
<i>Adjacent</i>	Near to, close to, parallel to.
<i>Civil Infrastructure</i>	The track, track formation and drainage, and fixed structures beside, over or under the track. The term includes supports for overhead electric traction equipment and supports for signalling and telecommunications equipment, but not the equipment itself.
<i>Clear</i>	A proceed indication displayed by a signal. In reference to a track circuit, block, section or signal route, the absence of rail traffic. In reference to track workers being clear of track.
<i>Competent Worker</i>	A worker certified as competent to carry out a relevant task.
<i>Danger Zone</i>	Everywhere within Three (3) metres horizontally from the nearest rail and any distance above or below this Three (3) metres, unless a safe place (see Safe Place) exists or has been created.
<i>Disabled</i>	Unable to travel due to a defect.
<i>Electrical Infrastructure</i>	may include: Equipment and systems for supplying and distributing electricity Wires, cables, electrical equipment, electrical switch rooms, signalling and substations.
<i>Infrastructure</i>	See civil infrastructure; electrical infrastructure; signalling infrastructure and telecommunications infrastructure.
<i>Interlocking</i>	Interaction of interconnected locking equipment controlling points and/or signals to prevent conflicting movements to make sure routes are set correctly.
<i>Location</i>	A place in the Network with a designated name, identification number, or signalling reference.
<i>Network</i>	A combination of track and other associated infrastructure controlled by Brookfield Rail.
<i>Network Controller</i>	A Competent Worker who authorises and issues Occupancy Authorities, and works points, signals and other signalling equipment to manage routes for safe and efficient transit of Rail Traffic in the Network.

<i>Platform</i>	A designated raised or level area, next to the line, that allows passengers to enter and leave trains.
<i>Points</i>	A track component consisting of paired pieces of tapered rail (blades) that can be moved and set to allow tracks to diverge or converge.
<i>Protection</i>	The means used to prevent Rail Traffic from entering a worksite or other portion of Track, or to prevent road or pedestrian traffic entering a level crossing.
<i>Protection Officer</i>	The Competent Worker responsible for managing the rail safety component of worksite protection (i.e. compliance with Network Safeworking Rules and procedures).
<i>Rail Traffic</i>	Trains and Track Vehicle or vehicles travelling on the Network.
<i>Rail Traffic Crew</i>	Competent Workers responsible for the operation of the Motive Power Unit.
<i>Running Line</i>	A line (other than a siding) that is used for through movement of rail traffic, not normally used for stabling rail vehicles.
<i>Safe Place</i>	<p>A Safe Place is:</p> <ul style="list-style-type: none"> • 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.
<i>Secure</i>	To safeguard against accidental or unauthorised access or movement.
<i>Sighting Distance</i>	The distance that someone can clearly see along the Track.
<i>Signalling and Communications Infrastructure</i>	Signalling equipment and telecommunications equipment used as part of the safeworking and operating systems of the Network.
<i>Track</i>	The combination of rails, rail connectors, sleepers, ballast, points and crossings.
<i>Track Vehicle</i>	A vehicle, usually self-propelled, used for inspecting and/or maintaining infrastructure.
<i>Train</i>	A locomotive or self-propelled vehicle, alone or coupled to one or more vehicles. Rail Traffic.

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.

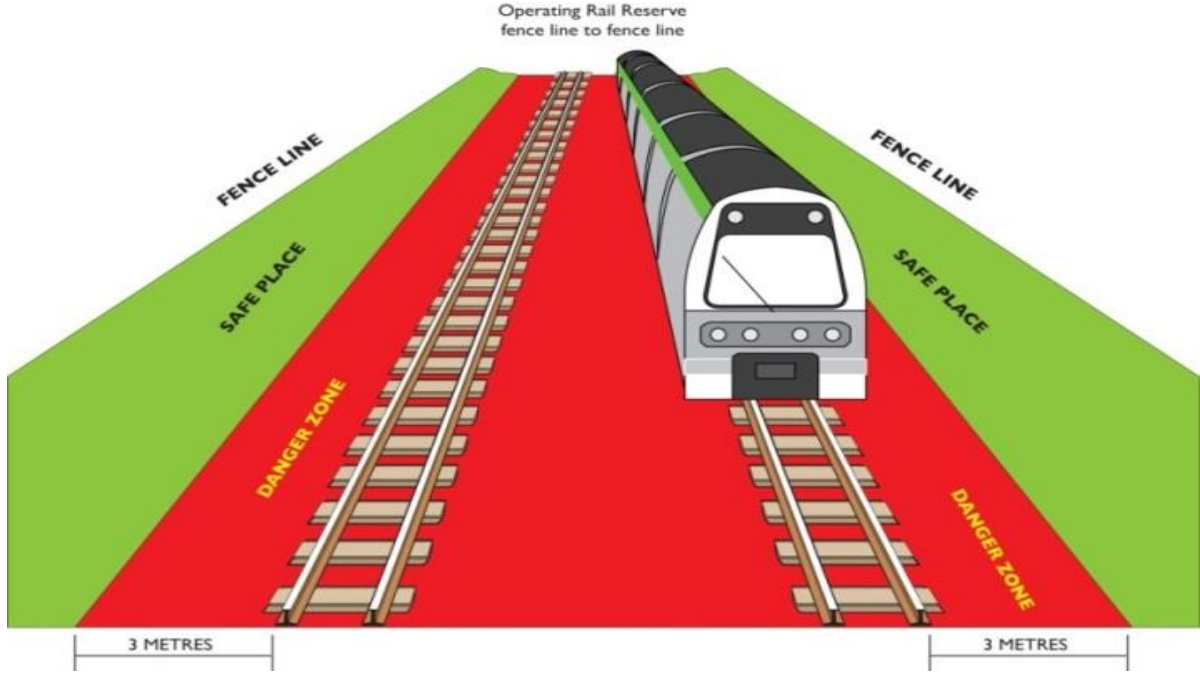
2.2 Safe Place

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:

- get permission from 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 hand held 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 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 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
- 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:

01 October 2016