

Network Safeworking Rules and Procedures

Reporting and Responding to a Condition Affecting the Network (CAN)

Rule Number: 2009

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Document History

Version	Effective Date	Pages updated	Reasons for change
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1. Purpose

The purpose of this rule is to provide instructions for reporting and responding to unsafe conditions affecting or potentially affecting the *Network*.

2. General

Conditions that can or do affect the safety of operations in the *Network* must be reported promptly to the *Network Controller*.



NOTE: Examples of conditions that can affect the *Network* can be found in [Rule 1003 General Responsibilities for Safety](#).

The *Network Controller* must make a *Permanent Record* of the report.

2.1 Heat Speed Restrictions

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

The *Network Controller* must be notified of hot weather conditions that require speed restrictions to be imposed by the *Infrastructure Representative*.

3. Responding

The *Competent Worker* reporting the *Condition Affecting the Network (CAN)* must:

- where possible, prevent *Rail Traffic* from approaching the affected portions of line; and
- where instructed by the *Network Controller*, *Protect* the *Obstructed* line in accordance with the *Network Safeworking Rules and Procedures*.

The *Network Controller* must promptly advise:

- the Approved Operations *Delegate*;
- the Approved Infrastructure *Delegate* on call for the affected *Infrastructure*;
- other affected *Network Controllers*; and
- affected nominated *Operators' Representatives* about the *CAN*.

3.1 Network Controller Assurances

Network Controllers must:

- arrange to warn *Rail Traffic Crews* approaching the affected portions of line;
- arrange to prevent *Rail Traffic* from approaching the affected portions of line;
- apply *Blocking Facilities* where available; and
- ask *Infrastructure Representatives* to investigate.

3.2 Warning Rail Traffic Crews

The *Network Controller* must give written warning of the *CAN* to *Rail Traffic Crews* if:

- Heat Speed Restrictions have been requested by the *Infrastructure Representative*;
- Faulty or potentially faulty *Level Crossings* have been reported;
- *Level Crossing* warning equipment has been deactivated;
- *Rail Traffic* must be *Restrained* due to the *CAN*; or
- *Rail Traffic Crews* are to be advised of the requirement to reduce speed.

Where possible, the *Network Controller* must arrange for *Rail Traffic Crews* to be given warning before *Rail Traffic* enters the affected portion of line.

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

Rail Traffic Crews must acknowledge and comply with *CAN* warnings.

The *Network Controller* must continue to warn *Rail Traffic Crews* entering the affected portion of line until:

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

3.3 Declaring the CAN to be a Major Incident

The Approved Operations *Delegate* may declare the *CAN* to be a major incident in accordance with W100-100-004 Emergency Management Procedures Manual.

3.4 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 *Track Occupancy*.

4. Evidence Retention

Evidence relevant to the incident must be protected and preserved as directed by the *Competent Worker* managing the rail response to the incident.

5. Return to Normal Working

Rail Traffic may resume *Travel* in the affected area only if:

- the *Competent Worker* managing the rail response to the incident tells the *Network Controller* that it is safe to do so; and
- the *Network Controller* authorises *Travel*.



NOTE: If approved *Infrastructure Delegates* have been asked to investigate a *CAN*, they must *Certify* the line as safe for *Rail Traffic* before the *Network Controller* may authorise return to normal working.

6. References

1003 General Responsibilities for Safety

W100-100-004 Emergency Management Procedures Manual

7. Effective Date

3 February 2020