

Network Safeworking Rules and Procedures

Alternative Movement Authority

Rule Number: 5019

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Document History

Version	Effective Date	Pages updated	Reasons for change
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1. Purpose

The aim of this rule is to detail the protocols for using Alternative Movement *Authorities*. These are *Issued* to *Authorise Rail Traffic* movements when the *Proceed Authority* normally provided by the *System of Safeworking* is not available.

2. General

An Alternative Movement *Authority* is an *Authority* that is created in the *Network Control* system where available, or manually by the *Network Controller*.

This is recorded by the recipient on an Alternative Movement *Authority* form and is used to *Authorise Rail Traffic* movements past:

- a Departure Signal at a STOP in Single Line Automatic Signalling areas; and
- for *Single Line Working* in *Double Line Automatic Signalling* areas, in accordance with Rule 5027 Single Line Working.

During Alternative Movement *Authority* working, safe separation between *Rail Traffic* movements must be maintained.

Unless entry is authorised, *Rail Traffic* must be *Restrained* from entering the limits of Alternative Movement *Authority* working.

An Alternative Movement *Authority* must:

- specify the *Limit of Authority* for the movements it *Authorises*;
- specify the line to be used; and
- where necessary, specify any speed restrictions that must be applied.

3. Assurances

The *Network Controller* must be assured that:

- conflicting *Occupancies* or *Routes* are not *Authorised*;
- the *Track* within the limits of the *Alternative Movement Authority* will be *Occupied* only by *Authorised Rail Traffic*;
- *Effective Communication* is established between:
 - *Rail Traffic Crews*; and
 - affected *Competent Workers*;
- previously *Issued Proceed Authorities* have been *Cancelled* or *Fulfilled*;
- current *Work on Track Authorities* in affected *Sections* are *Fulfilled*, or worksites are protected against movements under the *Alternative Movement Authority*;
- other *Competent Workers* known to be affected have been told about the planned movements under the *Alternative Movement Authority*;
- when *Rail Traffic* is *Travelling* in the *Wrong Running-Direction*, *Rail Traffic Crews* are advised of *Temporary Speed Restriction* details until *Temporary Speed Restriction* signs are erected;
- the *Route* to be taken by *Rail Traffic* is:
 - set and *Secured*; or
 - will be set and *Secured* by a *Competent Worker*;
- *Protecting Signals* are at STOP and if the *Alternative Movement Authority* is not been *Issued* within the *Network Control System*, *Blocking Facilities*, if available, applied in accordance with Rule 6003 Blocking Facilities; and
- releasing switches for *Intermediate Sidings* are in the NORMAL position with *Blocking Facilities* applied.

Where *Blocking Facilities* are required, but cannot be applied, *Rail Traffic* must be *Restrained* in writing on a *Restraint Authority* in accordance with Rule 4001 Protecting Disabled Rail Traffic.

3.1 Active Control Level Crossings



WARNING: On *Uni-Directional* lines *Active Control Level Crossing* equipment may be operating correctly, however for a *Wrong Running-Direction* movement, it may not provide the required *Protection* due to the *Level Crossing* equipment not operating until the *Rail Traffic* is too close to the *Level Crossing*.

Where possible the *Network Controller* must be assured that *Active Control Level Crossings* are:

- operating correctly;
- attended by *Competent Workers* if not operating correctly; or
- closed to road and pedestrian traffic.

Where unable to obtain or apply these assurances, the *Network Controller* must advise *Rail Traffic Crews* to treat *Active Control Level Crossings* as faulty and act in accordance with Rule 2015 Active Control Level Crossing Management.

4. Issuing an Alternative Movement Authority

The *Network Controller* *Authorises Travel* by compiling and *Issuing* an *Alternative Movement Authority* form.

The *Network Controller* must arrange for an *Alternative Movement Authority* to be *Issued* to the *Rail Traffic Crew* carrying out the *Authorised* movements.

Rail Traffic Crews must not pass signals at STOP unless:

- *Authorised* on the *Alternative Movement Authority* form; and
- in accordance with Rule 6013 Passing Fixed Signals at STOP.

Rail Traffic Crews must be advised on the *Alternative Movement Authority* form of:

- what is known about the condition of *Active Control Level Crossings*;
- any speed restrictions in the *Wrong Running-Direction*; and
- any speed restrictions that may be applied by the *Infrastructure Representative* because of the fault.

4.1 Limit of Authorities

The *Network Controller* may issue *Alternative Movement Authorities* for *Sections* within their area of control.

An *Alternative Movement Authority* can be *Issued* for more than one *Section*, up to, but not beyond, a *Location* at which a *Crossing* is to take place.

4.2 Competent Workers Receiving Authorities

Competent Workers may receive Alternative Movement Authorities on behalf of the *Network Controller* and deliver them to *Rail Traffic Crews*.

If a *Rail Traffic Crew* does not receive an Alternative Movement Authority directly from the *Network Controller*, the *Rail Traffic Crew* must verify the Alternative Movement Authority with the *Network Controller* before departure.

5. Restraint of Rail Traffic

Rail Traffic must be *Restrained* from entering a *Block* in which Alternative Movement Authority working is *In-Effect*.

The *Restraint Authority* must direct *Rail Traffic* not to depart that *Location* irrespective of any available *Proceed Authority*.

6. Reporting

The *Network Controller* must tell *Rail Traffic Crews* or other *Competent Workers* of the *Locations* at which they are to report entry, progress and exit.

7. Authorising a Following Rail Traffic Movement

Where following movements are permitted by *Permissive Working* the *Limit of Authority* for any following *Rail Traffic* must not be beyond the next *Station*.

When unoccupied *Blocks* behind *Rail Traffic Travelling* on an Alternative Movement Authority are to be released for following *Rail Traffic* movements, the *Network Controller* must tell the *Rail Traffic Crew* to report when the *Rail Traffic* has passed *Complete* beyond:

- nominated *Absolute Signals*; or
- the *Authorised Non-Crossing Location* during *Single Line Working*.

When told by the *Rail Traffic Crew* that the *Rail Traffic* has passed *Complete* beyond nominated *Absolute Signals* or *Non-Crossing Locations*, the *Network Controller* may *Issue* an Alternative Movement Authority for a following *Rail Traffic* movement.

8. Cancelling an Alternative Movement Authority

An Alternative Movement Authority may be *Cancelled* only if the *Network Controller* is assured that the authorised movement has not started or has not been completed.

The *Network Controller* must tell affected *Competent Workers* that the Alternative Movement Authority has been *Cancelled*.

9. Fulfilling an Alternative Movement Authority

An Alternative Movement *Authority* must be *Fulfilled* only when the *Rail Traffic Crew* or *Competent Worker* assures the *Network Controller* that the *Authorised Rail Traffic* movement has been *Completed* and the *Section* is *Clear*.

The *Network Controller* must tell affected *Competent Workers* that the Alternative Movement *Authority* has been *Fulfilled*.

10. Returning to Normal Working

Before normal working is resumed the *Network Controller* must ensure that:

- any *Authority Issued* to enter the affected *Section* is *Cancelled* or *Fulfilled*;
- the affected *Section* is *Clear* of any *Rail Traffic*;
- any *Active Control Level Crossings* in the *Section* are restored to normal operation;
- *Blocking Facilities* are removed;
- if required, *Points* that had been *Secured* are restored for normal operation; and
- instructions still *In-Effect* for the *Restraint* of *Rail Traffic* are *Cancelled*.

11. Keeping Records

Network Controllers must keep a *Permanent Record* of:

- the *Issue* of an Alternative Movement Authority, and
- details of affected *Competent Workers* told about the *Authorised Rail Traffic* movements.

Rail Traffic Crews and other *Competent Workers* must keep a *Permanent Record* of the *Issue* of an Alternative Movement *Authority*.

12. References

2015 Active Control Level Crossing Management

4001 Protecting Disabled Rail Traffic

5027 Single Line Working

6003 Blocking Facilities

6013 Passing Fixed Signals at STOP

13. Effective Date

3 February 2020