

Network Safeworking Rules and Procedures

Alternative Movement Authority

Rule Number: 5019

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Document History

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Table of Contents

| | | |
|-----|---|---|
| 1. | Purpose..... | 3 |
| 2. | General | 3 |
| 3. | Assurances | 4 |
| 3.1 | Active Control Level Crossings..... | 5 |
| 4. | Issuing an Alternative Movement Authority | 5 |
| 4.1 | Limit of Authorities..... | 5 |
| 4.2 | Competent Workers Receiving Authorities | 6 |
| 5. | Restraint of Rail Traffic..... | 6 |
| 6. | Reporting..... | 6 |
| 7. | Authorising a Following Rail Traffic Movement | 6 |
| 8. | Cancelling an Alternative Movement Authority..... | 6 |
| 9. | Fulfilling an Alternative Movement Authority | 7 |
| 10. | Returning to Normal Working..... | 7 |
| 11. | Keeping Records..... | 7 |
| 12. | References..... | 8 |
| 13. | Effective Date..... | 8 |

1. Purpose

The purpose 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 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, are 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

21 November 2022