

Network Safeworking Rules and Procedures

Protecting Work from Rail Traffic on Adjacent Lines

Procedure Number: 9010

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Document History

Version	Effective Date	Pages updated	Reasons for change
2.02	21 11 2022	3	Glossary Term

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1. Purpose

The object of this procedure is to provide instruction for the *Protection* of workers from *Rail Traffic* on *Adjacent* lines in the *Network*.

2. General



WARNING: *Adjacent* lines may be under the control of a different *Network Controller* or *Rail Infrastructure Manager*.

Rail Traffic on lines *Adjacent* to *Track Occupancy* is a danger to workers. Workers must be *Protected* from all *Rail Traffic*.

Where there is an *Adjacent* line, appropriate *Authority*, including required *In-field Protection* and *Blocking Facilities*, must be used on the *Adjacent* line.

An *Authority* for the *Adjacent* line is not required where a Safety Management Plan, approved by the Approved Operations or *Infrastructure Delegate*, has controls in place to prevent intrusion of workers or plant and equipment into the *Adjacent* line's *Danger Zone*.

Excluding *Rail Traffic* from *Adjacent* lines gives the highest level of *Protection*.

During the *Safety Assessment* for the work, and as *Protection* requirements change, the *Possession Protection Officer* or the *Protection Officer* must decide on the best means to reduce the risk from *Rail Traffic* on *Adjacent* lines.



NOTE: Where *Lookout Working* is being used and there is an *Adjacent* line an appropriate *Protection* method must be used for the *Adjacent* line.

3. Means of Risk Reduction

If the *Safety Assessment* indicates that workers need to be *Protected* from *Rail Traffic* on *Adjacent* lines, the *Possession Protection Officer* or the *Protection Officer* must choose one or more of the following means to reduce risk.

3.1 Local Possession Authority

A *Local Possession Authority (LPA)*, in accordance with Rule [3001 Local Possession Authority \(LPA\)](#), may be applied over *Adjacent* lines to exclude *Rail Traffic*.

3.2 Work on Track Authority

A *Work on Track Authority (WoTA)*, in accordance with Rule [3005 Work on Track Authority \(WoTA\)](#), may be applied over *Adjacent* lines to exclude *Rail Traffic*.

3.3 Lookout Working

Lookout Working may be used, in accordance with Rule [3013 Lookout Working](#), to provide warning of approaching *Rail Traffic* on *Adjacent* lines.



NOTE: The use of Rule [3025 Temporary Speed Restriction](#) may be used to reduce the speed of approaching *Rail Traffic* on the *Adjacent* line to ensure correct *Sighting Distance* for *Lookout Working*.

3.4 Using Demarcation Fencing

Demarcation Fencing may be used to define:

- a boundary;
- a *Safe Place*; or
- an exclusion area.

The *Protection Officer* must:

- Put appropriate *Protection* or safety measures in place to *Protect* workers installing *Demarcation Fencing*;
- Make sure that the *Demarcation Fencing* is installed before starting other work;
- Make sure that the *Demarcation Fencing* can withstand disturbances caused by passing *Rail Traffic*;
- Keep workers and equipment on the safe side of the *Demarcation Fencing*;
- If necessary, place *Competent Workers* to make sure that workers stay within the *Demarcation Fencing*;
- Make sure that the *Demarcation Fencing* is kept in good condition throughout the work; and
- Make sure that nothing is stacked or placed against the *Demarcation Fence*.

3.4.1 Demarcation Fencing



WARNING: *Demarcation Fencing* is only a warning that a boundary exists. It may not stop workers from entering a *Danger Zone* on an *Adjacent* line and may not indicate a *Safe Place*.

Demarcation Fencing is an easily seen, continuous boundary marker, placed between a worksite and an *Adjacent* line.

Demarcation Fencing used within the *Network* must be of a type approved by *Arc Infrastructure*.

4. References

3001 Local Possession Authority (LPA)

3005 Work on Track Authority (WoTA)

3013 Lookout Working

3025 Temporary Speed Restriction

5. Effective Date

21 November 2022