Network Safeworking Rules and Procedures

Scope of the Network Safeworking Rules

Rule Number: 1001

Document History

Version	Effective Date	Pages updated	Reasons for change
2.01	TBA	4, 6, 8	General Update

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1. Purpose

This rule sets out the structure of *Arc Infrastructure's Network Safeworking Rules and Procedures*, their area of application and use, and the reference documents used.

Network Safeworking Rules and Procedures provide the means by which the Australian National Rules and Procedures (ANRP) will be applied on the *Arc Infrastructure Network*.

During the development of the *Network Safeworking Rules and Procedures*, the following have been considered:

- the role of *Arc Infrastructure* as an *Access Provider* & operator;

- the interfaces between *Arc Infrastructure* and:

    - various *Rail Traffic* operators;

    - *Track* maintenance organisations;

    - suppliers to *Arc Infrastructure* of goods and services;

- implementation of technological advancement; and

- existing Safeworking procedures, practices and their development.

2. Structure and Management of the Rules and Procedures

2.1 Development

Arc Infrastructure has drawn down a number of rules and procedures from the Rail Industry Safety Standards Board (RISSB) and so far as reasonably practicable be consistent with the ANRP.

Where the rule and the procedure for a particular area are separate ANRP documents, *Arc Infrastructure* has consolidated these into one document.

Where there was no rule or procedure provided by the ANRP or where the ANRP document did not meet the requirements of *Arc Infrastructure*, then *Arc Infrastructure* has developed its own rule or procedure.

2.2 Structure of the Rules and Procedures

The structure of each *Network Safeworking Rule and Procedure* will include, as a minimum, the following:

- Each rule and procedure will have a name and number.

- There will be a purpose statement for each rule and procedure.

- Each rule and procedure will have a date stating when the rule or procedure comes into effect.

- If there are other rules or procedures that are required to be read in conjunction with the rule, they shall be referenced in the document.

- Diagrams will be used to aid the reader in understanding the rules and procedures.

2.3 Managing the Rules and Procedures

Amendments to the rules and procedures must be authorised by the *Arc Infrastructure* Chief Executive Officer (CEO) or Approved *Delegate* and *Advertised* before implementation.

The controlled copy of the rules and procedures are published on the *Arc Infrastructure* internet and intranet websites or as *Issued* by *Arc Infrastructure*.

The *Network Safeworking Rules and Procedures* are uncontrolled when printed.

The *Network Safeworking Rules and Procedures* will be:

- maintained electronically, and

- available for access and download by authorised users.

2.4 Unusual Working

Should a situation arise necessitating working beyond the limits prescribed in these rules, the *Arc Infrastructure* CEO or the Approved Operations *Delegate* at the time, may authorise altered working arrangements.

Any altered arrangements must be in writing, be *Advertised* in advance where practicable and a record maintained.

Any altered working must ensure that:

- so far as is reasonably practicable, every precaution for the safe movement of *Rail Traffic* has been taken; and

- so far as is reasonably practicable, every precaution for the *Protection* of workers has been taken; and

- existing procedures are adopted wherever possible.

A record of the altered working must be sent to the *Arc Infrastructure* Approved Safety *Delegate* for retention.

3. Extent of the Network

3.1 The Arc Infrastructure Rail Network.

<u>Figure 1001-1</u> List of line numbers and sections.

Line No.	Station From	KM		Station To
1	Midland	13	655	Kalgoorlie
2	Mundijong Junction	43	184	Bunbury
3	Millendon Junction	0	452	Narngulu
4	Toodyay West	0	135	Miling
5	Woodbridge West	0	1	Woodbridge South
6	Midland	0	48	Kwinana
7	Cockburn East	0	1	Cockburn North
8	Cockburn North	0	2	Cockburn South
9	Forrestfield	0	5	Kewdale
11	Robb Jetty	24.6	31	Cockburn North
13	Kwinana	0	26	Mundijong Junction
15	Pinjarra	0	3	Alumina Junction
16	Alumina Junction	0	5	Calcine
17	Pinjarra South	0	1	Pinjarra East
18	Kwinana	0	4	Alcoa
19	Kwinana	0	7	CBH
27	Wagerup North	0	6	Refinery
28	Wagerup South	0	1	Wagerup East
31	Avon Yard	0	463	Albany
33	York	0	74	Quairading
34	Avon Yard	0	193	McLevie
	Maya	238	429	Mullewa
35	Goomalling	0	66	Wyalkatchem
	Trayning	110	183	Merredin
36	Amery	0	98	Kalannie
37	Burakin	0	71	Beacon
38	Wyalkatchem	0	121	Mukinbudin
50	West Kalgoorlie West	0	1	West Kalgoorlie South
51	West Kalgoorlie	0	383	Esperance
52	Kalgoorlie	0	259	Leonora
53	Kambalda	0	8	Redmine
59	Narrogin	0	216	Merredin via Corrigin
60	Yilliminning	0	95	Kulin
	Kondinin	118	259	Merredin
61	Wagin	0	182	Newdegate
62	Lake Grace	0	94	Hyden
63	Katanning	0	61	Nyabing
64	Tambellup	0	38	Gnowangerup
65	Redmond	0	1	Mirambeena
71	Brunswick Junction	0	53	Premier
75	Picton Junction	0	149	Lambert
79	Picton Junction	0	10	Bunbury via Inner Harbour
80	Picton Junction	0	3	Picton East
81	Brunswick North	0	1	Brunswick East
82	Worsley	0	11	Hamilton
83	Worsley East	0	1	Worsley North
90	Tilley Junction	0	75	Karara
91	Geraldton	0	107	Mullewa
94	Dongara	0	80	Eneabba

3.2 Arc Infrastructure Rail Network Control Boundaries.

Figure 1001-2 Arc Infrastructure Network and Network Control Boundaries.
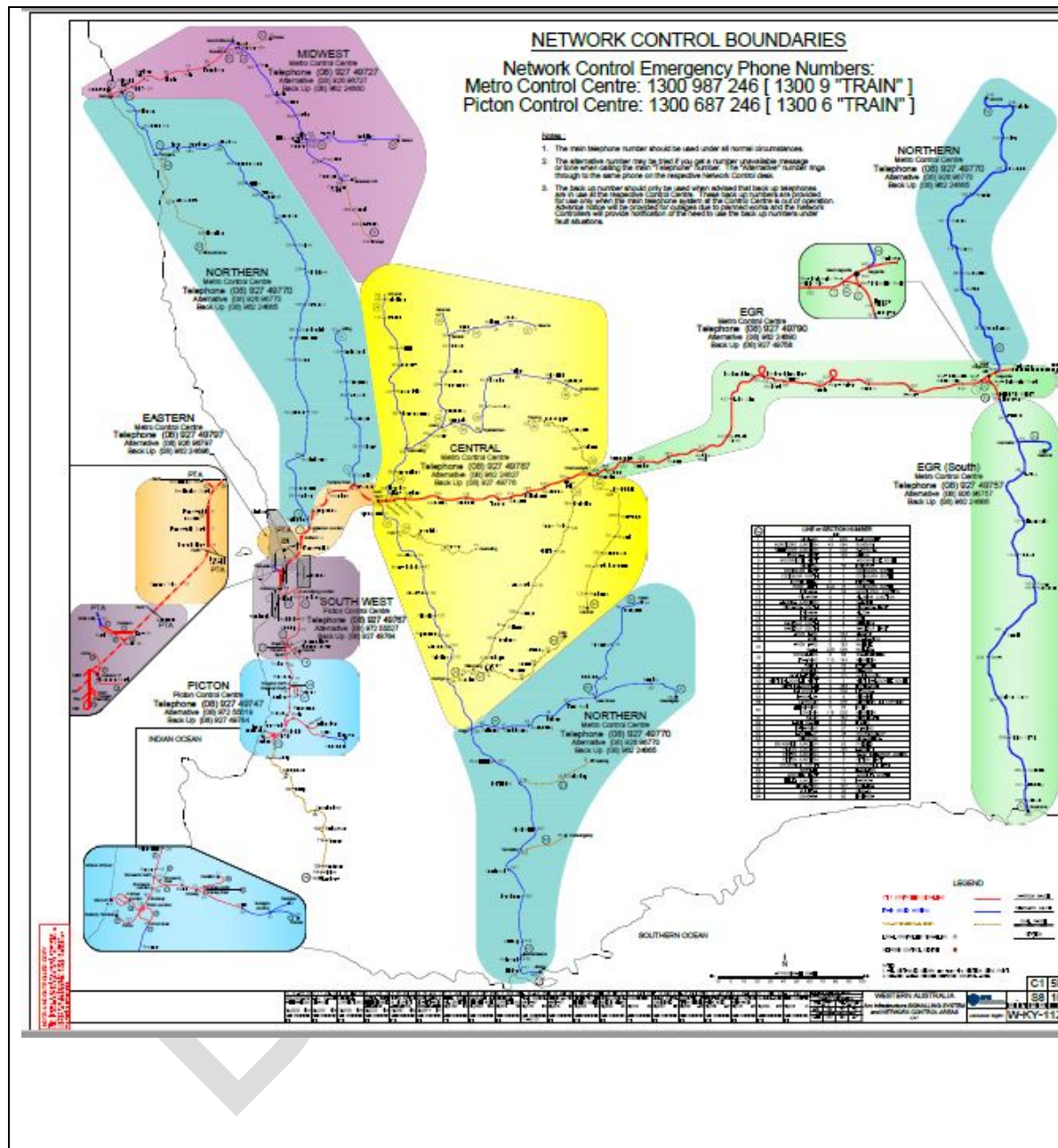
This diagram is available at:

R:\CandC\Current Projects\Sig3481 - Network Control COVID 19 Update\KY112W Model (1) (arcinfra.com)

3.3 Interface locations between Arc Infrastructure and the Public Transport Authority (PTA) Network

At certain locations there is an interface with the Public Transport Authority *Network*. At these *Locations*, as listed below, there are operational and/or signalling protocols to ensure the safe passage of *Rail Traffic*.

3.3.1 Midland

For *Rail Traffic* to enter the *Arc Infrastructure Network* the *Arc Infrastructure Network Controller* must give the Public Transport Authority Train Controller the release on signal 51.

For *Rail Traffic* to enter the Public Transport Authority *Network*, the Public Transport Authority's Train Controller must give the *Arc Infrastructure Network Controller* the release on signal 28.

3.3.2 Woodbridge

For *Rail Traffic* entering the *Network* the *Arc Infrastructure Network Controller* must give the Public Transport Authority Train Controller the release on signal 95.

For *Rail Traffic* to enter the Public Transport Authority *Network*, the Public Transport Authority's Train Controller must give the *Arc Infrastructure Network Controller* the release on signal 85.

3.3.3 Kenwick

This is the junction for the narrow gauge double line on the Armadale line and the single line to Kenwick East. The *Points* and signals are controlled and operated from the Public Transport Authority Train Control Centre.

For *Rail Traffic* to enter the Public Transport Authority Network, the Public Transport Authority's Train Controller must give the *Arc Infrastructure Network Controller* the release on signal 30 (the Public Transport Authority refers to signal 441).

3.3.4 Mundijong

For *Rail Traffic* to depart Mundijong Junction towards Armadale, the Public Transport Authority Train Controller must give the *Arc Infrastructure Network Controller* the release on signal 6B.

For *Rail Traffic* to exit the Armadale to Mundijong Junction section, *Arc Infrastructure's Network Controller* sets the *Route* from No 1 signal.

3.3.5 Fremantle

The Public Transport Authority *Network* from Robb Jetty to Fremantle is controlled by *Arc Infrastructure's* Southwest *Network* Control desk by the *Issue* of *Train Orders*.

Prior to any *Rail Traffic* departing Cockburn on a *Train Order* towards Fremantle the *Arc Infrastructure Network Controller* must provide advice to the Public Transport Authority's Network Controller.

Prior to any *Rail Traffic* departing North Quay the *Rail Traffic Crew* must:

- be in possession of a *Train Order* to *Travel* from Fremantle to Spearwood or beyond; and

- obtain clearance from the Public Transport Authority's Network Controller.

3.4 Interface between Arc Infrastructure and the Australian Rail Track Corporation Network

The railway from Kalgoorlie to Parkeston is under the control of Australian Rail Track Corporation Ltd. (ARTC).

Rail Traffic between *Station Limits* Kalgoorlie and Parkeston are controlled by *Train Orders* Issued by the ARTC Train Controller.

Prior to Up traffic departing Parkeston for Kalgoorlie the *Rail Traffic Crew* must:

- contact the *Arc Infrastructure Network Controller* to obtain permission to depart Parkeston; and

- confirm with the *Network Controller* that they are in possession of a valid Train Authority, Issued by the ARTC Train Controller.

The *Arc Infrastructure Network Controller* must record the number of the Train Authority on the *Network Control Diagram*.

Prior to Down traffic departing West Kalgoorlie for Parkeston the *Arc Infrastructure Network Controller* must ensure the *Rail Traffic Crew* are in possession of a valid Train Authority, Issued by the ARTC *Train* Controller, and the *Arc Infrastructure Network Controller* must record the number of the Train Authority on the *Network Control Diagram*.

When requested by the ARTC Train Controller the *Arc Infrastructure Network Controller* will:

- apply *Blocking Facilities* as required to starting signals at Kalgoorlie; and

- apply the *Blocking Facilities* in accordance with Rule 3005 Work on Track Authority Section 6.5 Request from a person other than a *Protection Officer*.

4. Intent of Safeworking Rules and Procedures

The *Network Safeworking Rules and Procedures* are intended to provide a uniform and coordinated operation that promotes common, consistently applied work practices and *Effective Communication* as a basis for enhancing safety on the *Network*.

The *Network Safeworking Rules and Procedures* apply to all *Rail Traffic* operations, *Network Control* and *Work on Track* activities.

The *Network Safeworking Rules and Procedures* support all other functional areas of the railway including:

- Occupational Health and Safety.

- Rail Worker Competence.

- Interface Coordination.

- Incident Management.

- *Infrastructure* Standards.

- *Rolling Stock Standards*.

5. The Object of the Network Control System

5.1 Object

The system of operation is provided to place Safeworking for any given area under the control of one *Network Controller*.

The *Network Controller*:

- is in charge of the management of *Rail Traffic* working;

- is in charge of the *Issue* of *Track Occupancy* in the area of control; and

- is responsible for the initiation of alternative procedures following incidents that include, but are not limited to, *Rail Traffic* failures, derailments, accidents and washaways.

The *Network Controller's* instructions must be carried out provided they do not conflict with the *Network Safeworking Rules and Procedures* or endanger the safety of passengers, workers and *Infrastructure*.

5.2 Emergency Procedures

The management of day to day operational delays or *Emergencies* is detailed in the *Network Safeworking Rules and Procedures*, however, should any major accident occur or in the event of any other *Emergency* of major significance the Arc Infrastructure Emergency Management Manual is to be enforced.

Emergency procedures will be initiated by the responsible *Network Controller* on becoming aware of a situation where such action is warranted.

5.3 Communication

Communication to and from the *Network Controller* may be by radio, telephone or other available means.

Radios, where available, should be the primary means of communication to and from the *Network Controller*.

All radio communication must be in accordance with correct radio discipline and voice procedures as described in Rule 2007 Network Communications and using the prescribed radio channels allocated to specific areas.

In *Train Order Territory* where there is no radio coverage with *Network Control*, telephone communication, which can be either wayside, mobile or satellite, will be the primary means of communication to and from the *Network Controller*.

All communications into and out of *Network Control* will be recorded.

6. References

2007 Network Communications

W100-100-004 Arc Infrastructure Emergency Management Manual

7. Effective Date

TBA