

SAFETY DIRECTIVE

Safety Critical Communications

Attention All Network Users

The Safety Directive for Safety Critical Communications issued on the 16th July 2020 is amended with the following.

Safeworking forms are now permitted to be issued using telephone communication. Where a safeworking form is issued by telephone, the recipient must make a general broadcast over open channel radio, including Local Channel UHF50 where Control channels are not in use, prior to departing, on-tracking or starting work in the danger zone which contains the following:

For Movement Authorities (MA) (Train Order or Road Rail Vehicle Authority) including Alternative Movement Authorities;

- The Rail Traffic Number – e.g. “this is Train 1234” or “this is RRV029”,
- The start location of the MA – e.g. “at Cowan”,
- The destination location of the MA – e.g. “in possession of a Movement Authority to proceed to Daniell”.

For a Work on Track Authority;

- The Team number or Protection Office Name – e.g. “this is GT4” or “this is Protection Officer Jones”
- The WOTA and worksite location of the MA – e.g. “with a Work on Track Authority for the 192 kilometre Norseman to Daniell Section”,

Rail safety investigations continually identify poor communications as being a contributing factor in incidents. Communication errors can make rail operations less efficient and also affect safety.

All rail safety workers must understand and use effective communication skills as a way of reducing the risk of events as a result of poor communications.

Rule 2007(Network Communications) of the Network Safeworking Rules and Procedures provides protocols for the effective use of spoken and written communications between Network Controllers, Track Workers, Rail Traffic Crews and other users for railway operations.

All Network Users have an individual responsibility to themselves and other users of the network to understand what is required by this rule and ensure adherence.

Critical Communication fundamentals

Communication on the Network must be:

- . Brief and unambiguous;
- . relevant to the task at hand; and
- . agreed as to its meaning before being acted upon.

Communications Equipment used for railway operations must be tested for correct operation:

- . for Rail Traffic prior to entry on to the Network; and
- . for Work on Track prior to starting work.

The receiver must confirm the content of a message by repeating the message back to the sender, if requested by Network Control or the communication is about:

- . an Occupancy Authority;
- . an instruction not to Proceed;
- . Train running information;
- . Special Working; or
- . a Condition Affecting The Network (CAN).

The receiver must not act on a spoken or written communication until the sender confirms that the message has been repeated correctly.

All users of the network must adhere to the requirements of rule 2007 at all times.

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