

Attachment A: Key changes to the Network Safeworking Rules and Procedures

Arc Infrastructure is updating the Network Safeworking Rules and Procedures (the Rules) to bring them into line with modern working conditions and practice. We are also preparing the WA rail freight network for the introduction of the Enhanced Network Control Program (ENCP), an initiative to further streamline and modernise the rail network. Key changes are as follows:

REBRANDING AND QUALITY REVIEW

To increase useability, the Rules have been rebranded to Arc Infrastructure and unnecessary graphics have been removed to facilitate easier downloads. Glossaries have been removed from individual Rules to avoid duplication, and the authorising body for the Rules has been changed to the Arc Infrastructure Rulebook Committee. The Rules have also been refined to ensure language is consistent and concise.

CHANGES TO WORKER ACCREDITATION

Through the review of the Rules, we saw that there was a need to streamline worker accreditation requirements to reduce overlap and meet National Transport Commission standards. These changes have been summarised below:

Current	Future
(BRIAC) Brookfield Rail Individual Access Card	Remove
	Add Rail Corridor Inductee (RCI)
(PO1) Protection Officer L1 (Lookout, ASB, TOSB), Medical Category 3	Combine as Protection Officer (PO), Medical Category 3.
(PO2) Protection Officer L2 (TOA, TWA, LPA), Medical Category 1	Note: <i>Medical Category 1 required if fulfilling lookout duties.</i>
(TMO) Track Machine Operator, Medical Category 3	(TVO) Track Vehicle Operator, Medical Category 1
(PO3) Protection Officer L3, Medical Category 1	Combine as (POTV) Protection Officer, Track Vehicle, Medical Category 1
(RRVO) Road Rail Vehicle Operator, Medical Category 1	
(RRVO1) Road Rail Vehicle Operator L1	Remove
(RRVO2) Road Rail Vehicle Operator L2	Remove
(PPO2) Possession Protection Officer	Remove
(PPO3) Possession Protection Officer	Remove

SIMPLIFICATION OF TRACK ACCESS PROCEDURES

This update will simplify track access procedures. As part of this process, Track Work Authorities, Absolute Signal Blocking and Track Order Signal Blocking will be removed, while Track Occupancy Authorities will be replaced with Work on Track Authorities. A Work on Track Authority (WOTA) will be the new primary method to access Arc Infrastructure managed track.

REMOVAL OF RULES

The update identified several Rules that are now either obsolete due to technology changes or whose content has been consolidated into other Rules. To reduce the training requirement and the potential for confusion, unnecessary Rules will be deleted. Rules to be deleted include:

- 2013 Speed Restrictions During Hot Weather (consolidated)
- 2017 Working Around Electrical Infrastructure (obsolete)
- 3009 Track Work Authority (consolidated)
- 3011 Absolute Signal Blocking (consolidated)
- 3023 Train Order System Blocking(consolidated)
- 5003 Half Pilot Keys and Pilot Key Working (obsolete)

The removal of these Rules and the impact on how you do your job will be covered in detail in the training that will be offered to all impacted rail workers.

ENHANCED NETWORK CONTROL FUNCTIONALITY

Some Rules were changed to support the implementation of the Enhanced Network Control Program (ENCP). For example, alternate manual and electronic authorities and read-back procedure requirements were added to reflect the new ways that movements and occupancies can be authorised.

These changes will enable the new Rules to operate before ENCP functionality is introduced, accommodate degraded working conditions and make provision for future requirements.