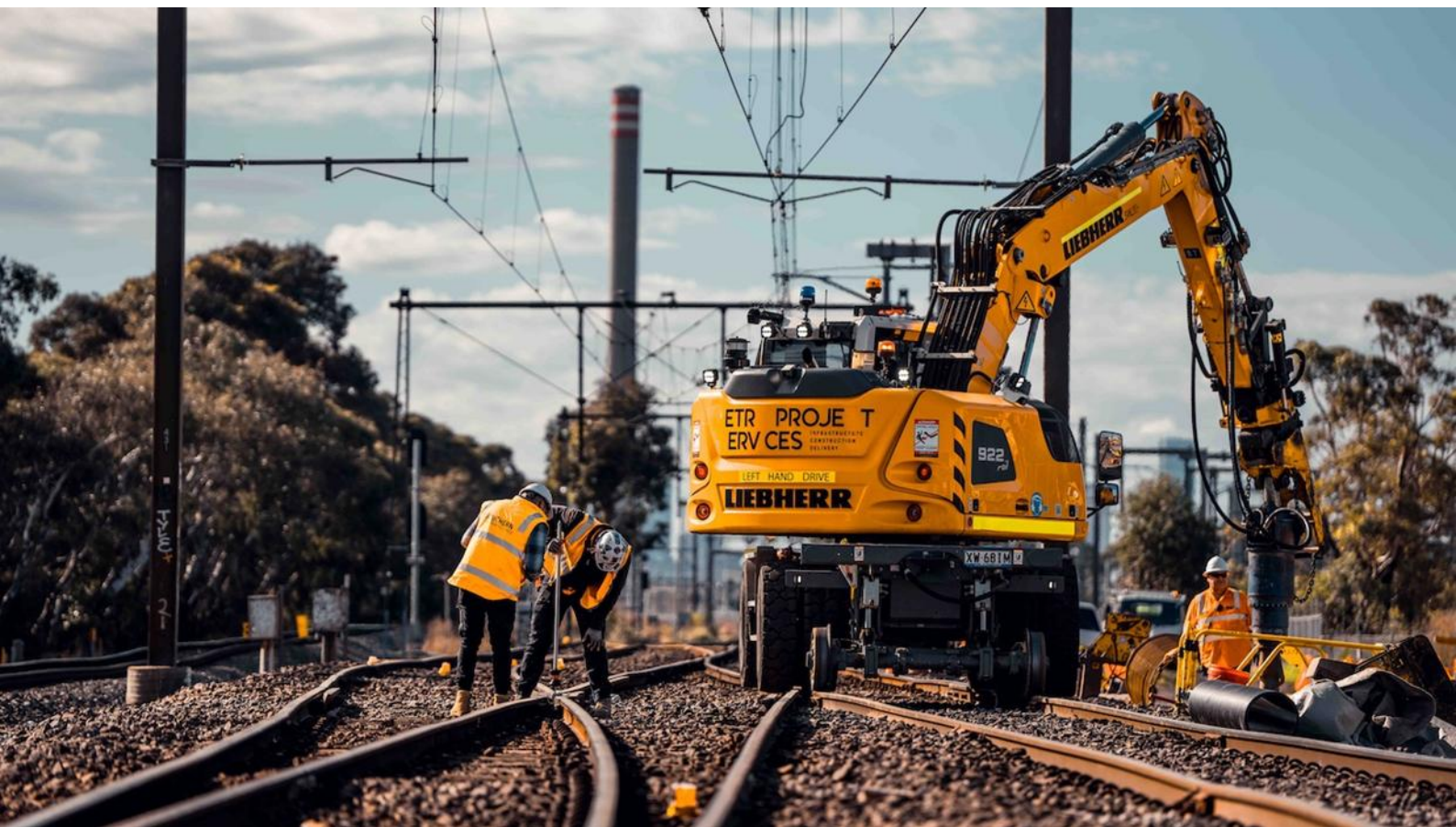


Safely Working in the Rail Corridor (SWIRC)



This course was developed by the
Joint Coordination Committee | Safety Subcommittee
for the Victorian Infrastructure Delivery Authority (VIDA).



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Learning Objectives

- To understand Rail Safety hazards and risks
- To understand Rail construction hazards and risks
- To understand your roles and responsibilities on site
- To understand and implement risk controls
- To remember the key roles in Rail and their responsibilities



ATWS	Audible Track Warning Signal
CSR	Combined Services Route
EAP	Electrical Access Permit
EOL	End Of Line
GPP	Ground Penetration Permit
NAE	Notification and Approval for Excavation
NDD	Non-Destructive Digging
OCCO	Absolute Occupation
ONRSR	Office of the National Rail Safety Regulator
OHLE	Overhead Line Equipment
OSO	Overhead Safety Observer
POS	Position of Safety
PTDT	Permit to Disturb Track
PTF	Permit to Foul
PTWN	Permit to Work Near
RIW	Rail Industry Worker
RRV	Road Rail Vehicle
RSWHA	Rail Safety Worksite Hazard Assessment

RSW	Rail Safety Worker
SAD	Safe Approach Distance
SIMOPS	Simultaneous Operations
SWMS	Safe Work Method Statement
TFPC	Track Force Protection Coordinator
TVO	Track Vehicle Operator
USO	Underground Services Observer
VOC	Verification of Competency
WGS	Work Group Supervisor



Roles in Rail

Superintendent

May be identified by the grey hard hat



- Delivers the site wide Pre-Start to all RSWs
- Promotes safety across the site for all

Track Force Protection Coordinator (TFPC)

Identified by the blue hard hat marked TFPC



- Conducts the Rail Safety Worksite Hazard Assessment (RSWHA)
- Delivers the Rail Safety Pre-Work Brief
- Implements track protection
- Identifies the Position of Safety (POS)
- Grants approvals to enter the Danger Zone

Work Group Supervisor (WGS)



- Delivers the Pre-Work Brief
- Ensures RSWs are fit for work
- Advises works and locations on site
- Advises of hazards, risks, and controls

Rail Safety Worker (RSW)



- Attends and signs the Pre-work Brief
- Ensures they are fit for work
- Free from fatigue, drugs, and alcohol
- Has mandatory PPE
- Follows Metro policies and procedures
- Reports any hazards to the WGS
- Follows the instructions of the WGS and TFPC.

Overhead Safety Observer (OSO)

Identified by the orange hard hat



- A person competently trained in 'live' line protection and implementation
- Watches and stops plant from breaching Safe Approach Distances (SAD) to electrical infrastructure.

Listen & Learn at Pre-Starts



The purpose of a Pre-start is to ensure you are up to date with daily changes to on-site rail construction.

Rail Safety Brief

Conducted by a TFPC and includes the following information:

- Position of Safety (POS)
- Track protection in place
- Emergency information
- Rail operations

Site Pre-Start Brief

Includes the following information:

- Site safety issues
- Incidents / alerts
- Work Group tasks
- Works and progress
- Weather conditions
- Heritage / restricted areas

Pre-Work Brief

Conducted by a WGS and includes the following information:

- Work Group tasks schedule and hazards
- SWMS / Start Card
- Fitness for work
- RIW Scanning
- SIMOPS – Simultaneous Operations with multiple work groups in your worksite

Fit for Work



RIW Card

- Up to date
- Applicable roles



Current Rail Medical

- Hearing and vision
- Category depending on qualification



Free from Drugs & Alcohol

Being under the influence of drugs and alcohol can lead to:

- Incidents
- Major accidents
- RIW card being blocked



Free from Fatigue

Fatigue can lead to:

- Reduced awareness of your environment, i.e. Rail Network
- Slower reaction time to incidents and emergencies
- Poor hand-eye coordination



Mandatory PPE

Ensure you have the mandatory PPE

- Hard hat
- Safety glasses
- Long sleeve shirt
- Pants
- Rail approved Hi-Vis vest
- Steel cap, lace-up, and ankle support boots



Attend & Sign Pre-work Brief

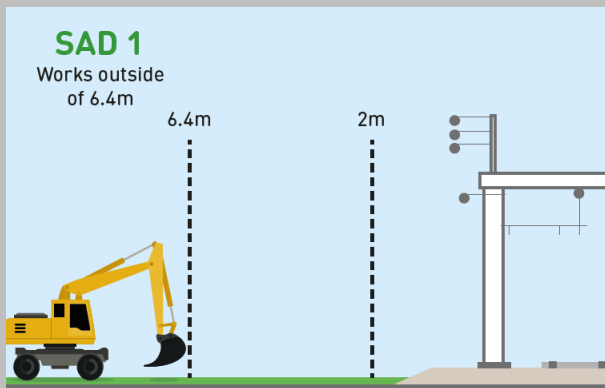
- Legal document you are signing onto
- You are confirming that you are fit for work



The Blood Alcohol Limit for working on all Rail Networks is 0.00%

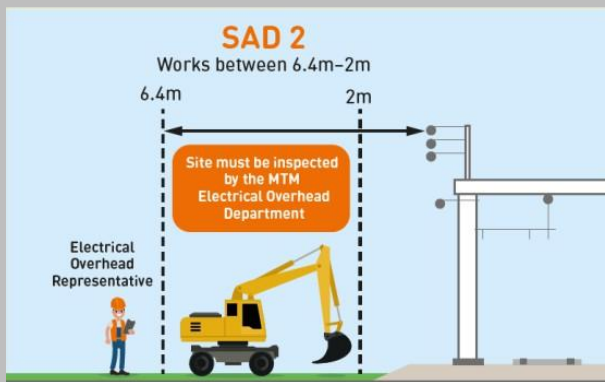
Safe Approach Distance (SAD)

There are strict limits of approach for plant when working around Rail Electrical Infrastructure.



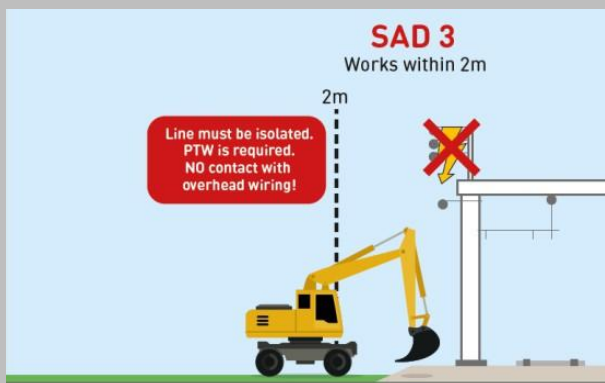
Works outside of 6.4 metres

- An OSO is not required for works outside of 6.4 metres



Works between 2 and 6.4 metres

- Site must be inspected by Metro Electrical Overhead Department.
- An OSO is required at all times



Works within 2 metres

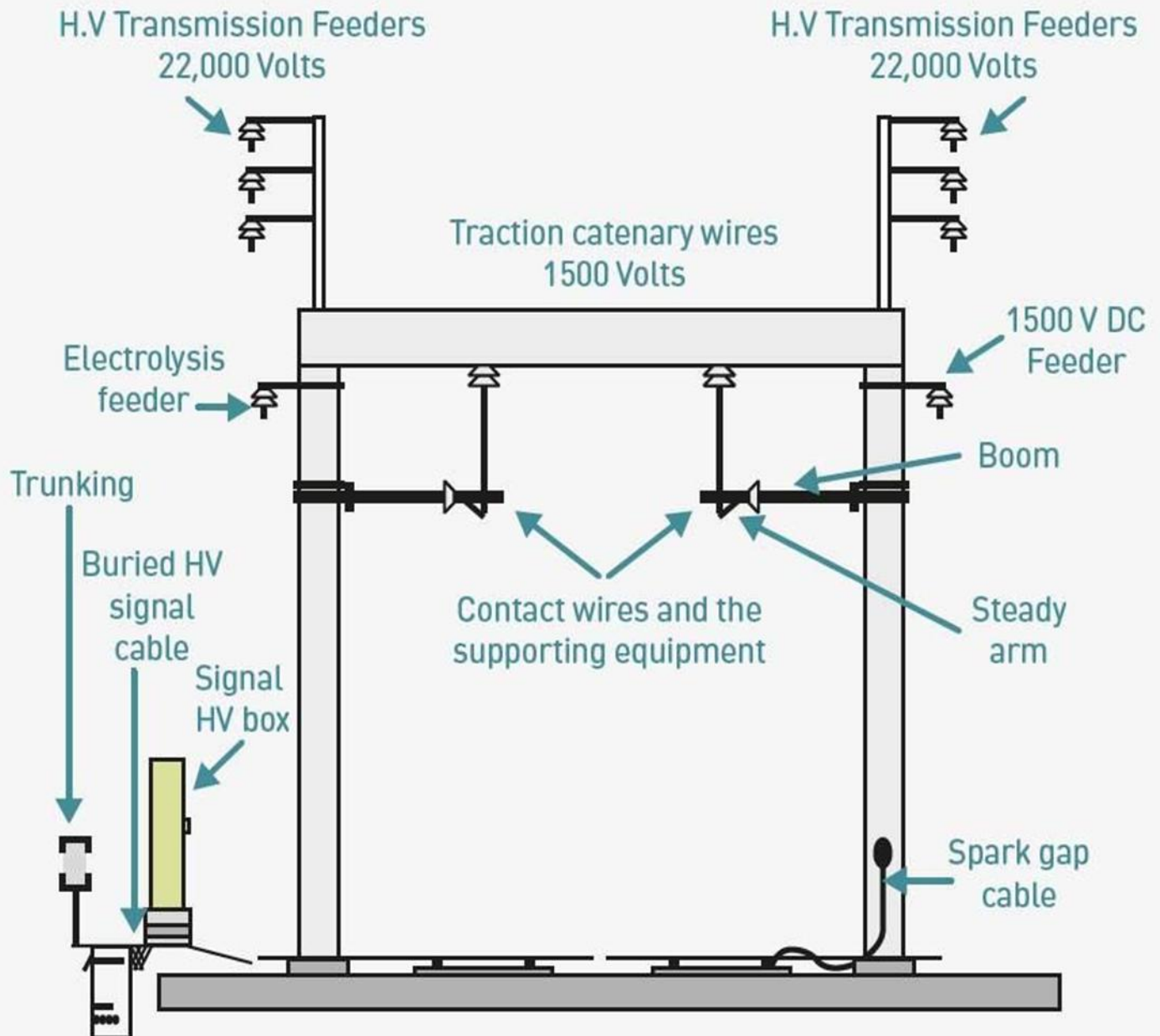
- Permit to Work Near (PTWN) required
- NO contact with electrical wiring!
- Line must be isolated
- NO lifting over exposed equipment!



The SAD for people to Electrical Infrastructure is 2 metres.

Overhead Line Equipment (OHLE)

HAZARD: Live Electrical Overhead lines & Infrastructure.



Risks & consequences

- Contact by personnel or plant causing electrocution
- Plant strikes Overhead Line Equipment (OHLE) causing damage
- Shorting Spark Gaps can cause structures to become 'live'

Underground Rail Services: Can you Dig It?

HAZARD: Dropped objects & loose items.

Risks

- Electrocution
- Workers hit by moving objects
- Striking services
- Obstructing the track
- Public danger
- Damage to other assets

Controls

- Barriers
- PTWNs
- Metro's 4 stage process:
 1. Initial proving
 2. Notification & Approval to Excavate (NAE)
 3. Physical proving
 4. Excavation commences

If you damage, strike or hit **ANY** Rail Infrastructure assets, you must report it to the WGS / TFPC immediately, failure to do so could result in major delays to the Rail Network, or third-party communication Networks may be affected, i.e. – Telstra / Optus



Working at Heights

HAZARD: Dropped objects & loose items.



Risks

- Fouling the track
- Public danger
- Workers injured

Controls

- Tethering of tools
- Exclusion zones
- Good housekeeping
- Hard hat chinstraps



Working Together

Many activities occur when working on or near the Rail. It is essential to remain aware of surrounding activities, particularly where multiple workgroups are operating within the same Worksite. Consider the risks to yourself and your workgroup by maintaining strong situational awareness and positive communication at all times. Always think about how your actions protect the operational Rail Network, the travelling public, and your workmates. -Work Brief.



Follow all directions from your WGS or TFPC.

Protecting the Network

HAZARD: Working on the Metro Network.

Risks

- Commuter safety
- Pedestrian safety, e.g., station precincts
- Traffic (public) safety
- Damaging assets

Controls

- Barriers and signage
- Asset protection plan
- Traffic management plan
- Pedestrian movement plan
- Access / egress



Types of Track Protection

Absolute Occupation

- A section of track is closed for a specified amount of time
- Allows general maintenance or major Infrastructure works to be completed
- Intensity of works
- Congestion on the Rail Network
- Day or night works.

Track Force Protection

- To manage Rail Traffic though the worksite
- Required when work involves obstructing the track with plant or equipment, i.e., a major task / activity
- A TFPC must be on site at all times
- Utilises Audible Track Warning Signal (ATWs) and Handsignallers

Lookout Protection

- Only allowed for minor works involving light powered and non-powered tools only
- Implemented by the TFPC
- Utilises Lookouts to provide early warning of approaching Rail Traffic



Moments of Change



Things don't always go to plan when working on the Rail.

When can it happen?

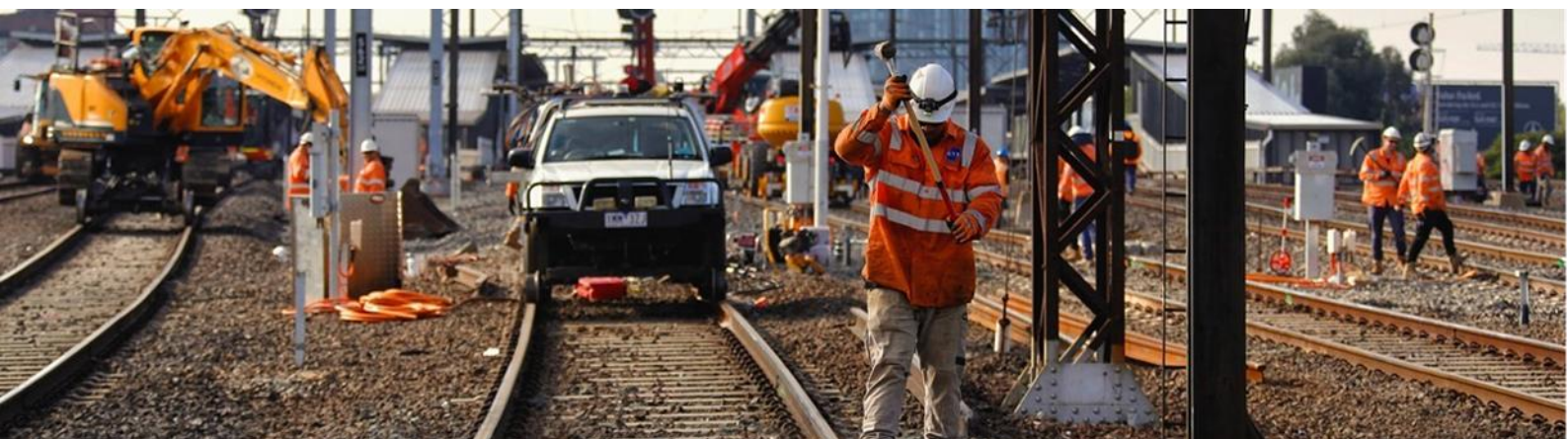
- Scope change
- Not in original plan
- Deviation from approved documents, e.g. SWMS

What should you do?

- STOP work immediately
- Talk to the Work Group Supervisor (WGS)
- Reassess the work activity
- Talk to a TFPC (works reassessment required)

Do not...

- Be afraid to ask
- Ignore it
- Continue working



HAZARD	RISK	CONTROL
<i>EG: TRAIN</i>	<i>HIT / STRIKE / DEATH</i>	<i>TFPC / POS / PPE / SAFEWORKING</i>

Learner Course Evaluation



This information is very valuable and ensures that our best practice is continually monitored.