NETWORK

Annex AA

Aurizon Network – Safety Alert Examples, various 2012

Critical Safety Alert

Confirming of Locations

Issue Ref: **CSA-NS-03-2011**

Attention: All Track Protection Officers and Network Controllers

Background

One of the highest risks that track workers face is being struck by rail traffic. It has been highlighted through recent near misses that while describing worksite locations, misunderstandings have been occurring in the identification of the location. Non-compliance with the location identification and confirmation procedures from the safeworking standards and previous instructions that have been issued is a major contributing factor and has led to workers being in the danger zone without protection.

The critical part for obtaining any work on track authority is that both the network controller and track protection officer understand exactly where they are on the network. The best way to do this is the use of either signals or points which are visible to both parties.

Immediate actions to be taken

1. Managers and supervisors of Network Controllers to communicate that work on track authorities or protection methods will not be issued unless the confirmation process has been completed.
2. Managers and supervisors of Track Protection Officers to communicate to their teams that the confirmation process must be completed before the work on track authorities or protection methods is issued.
3. All Managers and Supervisors to reinforce the procedure as stated in SAF/STD/0038/SWK/NET – Track and Trackside Safety. Below is an extract from SAF/ASTD/0038/SWK/NET.

TS 4.2.3 Confirming the Location of a Proposed worksite

a) Use of Signals

TPO must

- go to the nearest signal that gives access to the worksite
- tell the network controller
  - the signal number
  - the aspect showing in the signal
  - the track they are going to work on

Network Controller must

- confirm that the aspect shown in the signal can be changed.
- change the aspect of the signal to a PROCEED aspect

TPO must

- tell the network controller when the aspect changes

Network Controller must

- confirm with the TPO that the signal aspect is at PROCEED for the correct route
- block the track for the correct route

Critical Safety Alert

TPO must

- tell the network controller that the signal aspect has changed to a STOP aspect.

Note: When on the "Approach side" of a signal, the worker must be looking in the direction of and able to see the aspect of the signal or the name and station code of the block limit board.

When on the "Departure side" of a signal, the worker, when looking at the signal, can only see the back of it (cannot see the aspect of the signal or the block limit board number).

WARNING

If for any reason there is some doubt as to the location of the worker, access to the danger zone is not to be given.

b) Use of Points

TPO must

- tell the network controller
  - the points number for the track that they are on
  - the track they intend to work on

Network Controller must

- electronically move the points
- confirm with the TPO that they saw the points move
- apply track block if needed

c) Identifiers

At some locations, identifiers have been placed on the track to help workers confirm the location of the proposed worksite.

These identifiers give the signal number and track circuit number which must be given to the network controller to confirm the location of the proposed worksite.

WARNING

If the location cannot be confirmed using any of the above, then Work On Track Authorities or Protection Methods will not be issued.

Contact person: Reg Baxter, Operations Co-ordinator Ph: 811006
Approved by: Mauro Soto, GM Safety Systems
Close-out date: 18 July 2011

Critical Safety Alert

Mandatory use of track circuit clips to confirm location

Issue Ref: **CSA-NS-07-2011**

Attention: Track Protection Officers, Network Controllers and their supervisors

Background

Track circuit clips were introduced earlier this year in response to a number of incidents where the worksite was not correctly identified between the control centre and field staff.

Track circuit clips were introduced to give field workers an additional way to positively communicate their location to Network Control. It is an important step forward in improving trackside safety and eliminating the possibility of people working on track without protection due to the incorrect identification of their location.

Track circuit clips are designed to enhance the trackside safety of workgroups through the introduction of a control to help correctly identify the location of teams who require protection when working in the danger zone.

Track circuit clips will only work in track circuited areas and the areas where they are to be used have been identified in GUIDE -SIGS-2012.

Placing track circuit clips is part of placing or removing permanent way protection on the track and is not considered as working in the danger zone. Placing of track circuit clips can be done by using personal continual vigilance.

From 17th November, 2011, the use of track circuit clips will be mandatory to confirm worksite locations in those area's that have been identified as suitable for their use.

Where the track is not track circuited, confirmation of location must be verified between the Track Protection Officer and Network Controller by the use of signals, the use of points or identifiers as described in TS 4.2 of Standard 38.

Immediate actions to be taken

- Track Protection Officers are to use track circuit clips to confirm their worksite location in area's that are identified as suitable for use.
- Affected workers can find further information in NS- BI-6039 Identification and Confirmation of Locations
- Managers and Supervisors of affected workers to ensure their workers are informed of this change

Contact person: Peter Collins, Senior Safeworking Adviser 4932 0516
Approved by: Brad Freeman, Acting General Manager Safety
Close-out date: 17/02/2012

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Critical Safety Alert

Restricted Access Requirements Into Siemens Switching Buildings in the Blackwater System

Issue Ref: **CSA-NS-06-2011**

Attention: All Network Staff with Approved Access into HV Compounds

Background

- Over the last two months, Voltage Transformers (VT) connected to the bus within Siemens Switching Buildings in the Blackwater System have failed.
- These failures have caused tripping (operation) of circuit breakers and activation of the Fire Alert System.
- The failure of the VT consists of an explosion through the outer casing damaging the equipment in the vinictity.
- Sites included in this alert are Bajool TSC, Raglan TSC, Mt Larcom TSC and Edungalba TSC.

Immediate actions to be taken

- No staff are to enter Siemens Switching Building unless the busbars within the building have been de-energised (All circuit breakers opened).

Contact person: Eric Rudorfer Electrical Assets Manager ph 3235 2586
Approved by: Brad Freeman A/GM Safety Systems
Issue Date: 3rd November 2011
Close-out date: 31st January 2012

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Critical Safety Alert

Asbestos in Boom Gate & Points Mechanisms and associated Emergency Maintenance Requirements

Issue Ref: **CSA-09-2012**

Attention: Network signal electricians and their line managers

Background

- Recent samples taken by Queensland Rail Asset Inspectors of some models of **boom gate and points machine clutch mechanisms**, have identified the presence of the Asbestos Containing Material (ACM), chrysotile. At this stage, testing and preliminary investigations have indicated the following assets may be impacted:
    - M3A points machines;
    - M23A points machines;
    - M70MKI, MK2 and MK3 points machines;
    - Nippon KA140C, KA140E and KA302A points machines;
    - Model 10 boom gates
- Confirmation is also being sought from the manufacturers involved. Specifically to identify serial numbers of the affected models.
- These components were manufactured between 1952 and 1989, however may have been installed later, refurbished or used from remaining stock.

Model 10boom gate

Critical Safety Alert

Immediate actions to be taken

Until further notice

- The only activity to be performed on the identified Points Motors and Boom Gates is emergency maintenance required to keep the network operative

Emergency Maintenance on Points Motors and Boom Gates

- To perform emergency repairs on the listed Points and Boom Gate motors, the supplied Work Method Statement must be followed.

Managers and Supervisors must

- Deliver the Asbestos tool box talk prior to commencing works.
- Ensure that if such emergency maintenance work is required, the PPE identified in the work method statement is made available to those workers performing the task. The PPE should be sourced through the same process all other PPE is acquired.

Action going forward

1. QR National will conduct a risk assessment involving key staff and, health and hygiene specialists to determine any long term health risks, the likelihood of potential exposure and follow up as required. The outcomes of this assessment will be communicated directly to any staff impacted by this Critical Safety Alert.
2. A process and program will be developed to change out the clutch assemblies in both boom gate and points assemblies.
3. A Safework method statement will be developed to ensure any change out works can be carried out safely and that there will be no immediate risk to employee's health.

Further Information

- Employees requiring any further information on work process for working with ACM should contact the safety representative for their area.
- For any immediate concern, contact your manager.
- Further updates will be provided as information becomes available.

Contact person: Steven Jaksic
Approved by: Wayne Jones
Close-out date: 20 August 2012

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Critical Safety Alert

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Grinding Stone / Disc Shatters

CSA QR National **03- 2010**

Attention: QR National staff who perform, supervise or manage grinding operations

Immediate actions to be taken

- As part to the pre-use inspection all competent operators must inspect the grinding stone / disc to ensure it is dry. Grinding must not commence if the grinding stone / disc is WET.
- Wet stones / discs must be tagged as OUT OF SERVICE – WET STONES / DISCS must be removed and replaced.
- Grinding machines must always be stowed in a dry place, be covered or have the grinding stones/discs removed and stored separately in a dry place.
- All work method statements or procedures must be reviewed and updated where required to include the controls listed above and re-signed by those performing the work.

Background

On the 18th October 2010 a track team from Queensland Rail Construction were using a Grinding Machine (see pictured). The machine had been stowed on site uncovered and exposed to the elements.

The Machine was operated following a pre-use inspection and after a short period of use, the grinding stone shattered.

The operator sustained cuts and bruising to both legs when struck by flying fragments of the grinding stone.

The injured person was taken for a precautionary medical assessment and was diagnosed as having superficial abrasions upon which he was able to return to his normal duties.

The investigation revealed the stone had been wet due to being stowed uncovered in the open and had been exposed to rain.

Information sourced from the manufacturer stated that if the grinding stones become impregnated by water then they should be replaced due to the high possibility of the stone shattering.

When a wet grinding stone heats up during operation, the water within expands (Steam) causing the potential for the stone to fracture and fly apart, which is what occurred in this incident. This applies equally to grinding discs.

It is critical that you ensure all of staff follows this communication protocols. These protocols are in place to prevent reoccurrence.

For further information contact: Ken McHugh, Rail Safety Specialist, Mobile 0434 070 410

Issued by: Enterprise Gatekeeper: Patrick Weston

Date of Issue: 2nd November 2010

Remove from circulation: 2nd January 2011

ZERO Harm

ALERT

Safety Alert

Issue date: **1st March 2011**

Fatigue Management Limits – QR National

Attention: Managers of People, Safety Gatekeepers

Advice for: All QR National

Background

- As we continue our journey to *ZERO*Harm, a critical component is the management of overtime and employee fatigue levels.
- Please note mandated overtime limits that **apply to <u>all QR National employees are:</u>**

Immediate Actions To Be Taken

- No employees to work more than 40 hours overtime per fortnight;
- No employees to work more than 14.5 hours in a shift;
- No employees to work more than 12 days in a fortnight;
- Mandatory fatigue assessment and risk compliance (FAID review on master or daily rosters to meet Fatigue Tolerance Levels); and
- Overtime continues to be approved by managers once removed.

Breaches are to be reported to the Chief Safety, Health & Environment Officer on a monthly basis including the circumstances under which they occurred.

Given safety is the core value at QR National, addressing overtime and employee fatigue levels is critical if we are to achieve *ZERO*Harm.

We all need to be focused on our vision to become world-class in safety and improve our performance.

These guidelines will help take us closer to this goal.

(Corporate Principle:- PRI-0025-COR)

(Corporate Standard:- SAF/STD/0124/COM/CU)

Contact person: Neil Backer, Chief Safety, Health and Environment Officer
Approved by: Neil Backer, Chief Safety, Health and Environment Officer
Alert name: Fatigue Management Limits – QR National
Close-out date: 28th May 2011

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Critical Safety Alert

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Driving Hazards on Access Roads

CSA QR National 05 - 2010

Attention: **All people operating road vehicles on QR National access roads.**

Immediate actions to be taken

All drivers are to drive to the maximum speed of 40km/hr on QR National access roads.

However all drivers must assess the conditions at the time of travel and operate their vehicles taking into account the factors listed below.

Background

- Due to the extreme weather conditions currently being experienced a number of incidents have occurred recently involving road vehicles on QR Network access roads.
- Workers will experience additional factors associated with driving on access roads in these conditions. Therefore, extra caution is required.

Factors affecting driver safety include:

- the condition of the road. (e.g. boggy conditions, water on the road, rutting of the surface)
- weather conditions. (e.g. poor visibility, fog , rain)
- vehicle capability.
- any loads being carried.
- And the level of experience of the driver for the prevailing conditions.

For further information contact: Patrick Weston GM safety QR National 07 3235 2827

Issued by: Enterprise Gatekeeper: Neil Backer

Date of Issue: 12 December 2010

Remove from circulation: 2nd January 2011

ZERØHarm

QR National

Critical Safety Alert

Working Rail Traffic in Flooded Areas

CSA QR National 04- 2010

Attention: Network Controllers , Infrastructure Services, Rail Traffic Crews including all Operators on QR National Network

Immediate actions to be taken

- Ensure all Network Controllers understand the requirements to stop rail traffic when the integrity of the network has been affected.
- Ensure all rail operators understand the requirements for reporting water levels during times of extensive rainfall.
- Ensure Infrastructure Services personal understand the requirements for reporting water levels during times of extensive rainfall.

Background

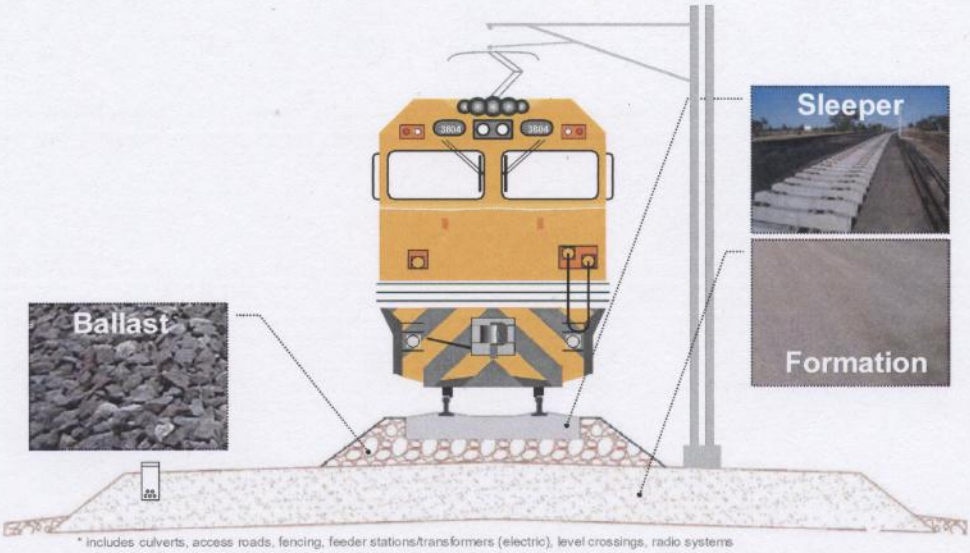
- Due to the current weather conditions with larger than average rain falls and more rain forecasted there is a high potential for the integrity of the network to be affected.
- There have been different interpretations about when the integrity of the network is affected by adverse conditions.

Information for Network Controllers and Rail Traffic Crews

- Rail Traffic Crews must immediately report any water that is on the formation and near the ballast to the Network Controller.
- If Rail Traffic crews cannot see the track formation and /or supporting ballast, the train/s or OTVs must stop.
- Network Controllers are to monitor and report any flood indicator alarms to Infrastructure Services staff and all operators on the affected line.
- Network Controllers are to contact local Infrastructure Services staff for a track inspection within the affected area and report the conditions of the track formation to decide on the running of rail traffic.
- If there signs of any washouts or scouring on the side of the ballast formation the rail traffic must not proceed until the track can be inspected by Infrastructure Services staff.
- All operators on our network to be advised as per their access agreement.

Critical Safety Alert

Rail Corridor Infrastructure *



For further information contact: Pat Weston GM Safety QR National 07 3235 2827

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CSA Template v1.01

ZERO Harm

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