

Planning work in the Rail Corridor

Purpose

To prescribe the rules for planning work within the Rail Corridor and assessing the work for safety.

General

Work planned for the Rail Corridor must be assessed for safety and its potential to intrude on the Danger Zone.

Work in the Danger Zone must:

- be carried out using one of the work on track authorities or work on track methods listed in this Rule, and
- not begin until the required safety measures are in place.

The level of safety must not be reduced:

- to allow rail traffic movements, or
- because of a lack of trained workers.

Unless constantly in a safe place on a platform or in other premises, workers in the Rail Corridor must wear approved high-visibility clothing.

Effective communication between Traffic Controllers and Qualified Workers must be maintained.



NOTE:

To create a safe place using manually operated stationary rail traffic, an assurance that the rail traffic will not be moved must be obtained in person from the Rail Traffic Operator.

Protection Officer

Work within the Danger Zone must have a Protection Officer while work is being performed.

A Protection Officer is responsible for managing worksite protection. A Protection Officer's primary duty and responsibility is to keep the worksite and workers safe from Rail Traffic.

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The Protection Officer must be satisfied that other work will not interfere with their primary duty.

The Protection Officer must:

- make a safety assessment, and
- brief workers about the worksite protection and safety measures, and
- make sure that the rail safety component of the work is done safely, and
- keep records about the methods used for working safely on track and protection arrangements, and
- communicate with the Traffic Controller about the work.

Assessing safety

When making a safety assessment, Protection Officer's must consider, amongst other factors, if:

- the work will affect track under the control of different Traffic Controllers or Access Providers
- appropriate numbers of Qualified Workers will be available to protect the work
- whether rail traffic will be operating in "Automatic" (UTO or PM) mode
- easily reached safe places will be available for workers
- it is possible to close the affected line during the work
- there will be traffic on the adjacent lines
- rail traffic will travel on an adjacent line in both directions
- there will be rail traffic between or within worksites
- other work on track will affect the worksites
- the line is electrified
- the location and operation of trackside equipment
- the formation of the line and the location will affect the work
- effective communication will be available
- equipment used in the work will intrude into the danger zone

work on track

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- other groups need to be told about or involved in the work
- the level of noise at the worksite will affect safety.

The Protection Officer must reassess safety measures if conditions such as visibility or work locations change.

Multiple Access Providers

If the planned work will affect track under the control of more than one Access Provider, the Protection Officer must get authority for the work as required by each Access Provider.



NOTE:

The Protection Officer must be aware of the protection arrangements required for adjoining networks.

Where necessary, Qualified Workers must be qualified in the adjoining Access Providers Network Rules and Network Procedures.

Working safely on track

Appropriate methods must be selected to provide safety for work on track.

Work in the Danger Zone may be carried out by using one of the following work on track authorities:

- Local Possession Authority (LPA) as described in *MWT 302 Local Possession Authority*, or
- Track Occupancy Authority (TOA) as described in *MWT 304 Track Occupancy Authority*

Or, by the use of the following work on track method:

- Route Blocking, as described in *MWT 308 Route Blocking*.

The preferred worksite protection arrangements for working on track are:

- Local Possession Authorities
- Track Occupancy Authorities.

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NOTE:

Each work on track authority and work on track method has mandatory minimum safety measures. Additional safety measures may be applied.

Working on track in an SMTF

If rail traffic needs to be excluded from a work area within an SMTF, the Protection Officer must get authority from the Traffic Controller.

The Protection Officer must make arrangements with the Traffic Controller to prevent unauthorised rail traffic entry into the work area.

The Traffic Controller must make sure that unauthorised rail traffic entry into the work area is prevented.

Local Possession Authority (LPA)

An LPA authorises the closure of a defined portion of track for a specified period.

Track Occupancy Authority (TOA)

A TOA authorises occupation of track within specified limits, for work on track or track vehicle movements.

Route Blocking

Route Blocking is a method used by Qualified Workers to undertake limited work on track.

Walking in the Danger Zone

Walking in the Danger Zone is used by Qualified Workers to walk from place to place. No work other than placing or removing protection may be performed.

Procedures

MPR 700 Using a Local Possession Authority

MPR 701 Using a Track Occupancy Authority

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- MPR 703 Route Blocking*
- MPR 704 Using Infrastructure Booking Authorities*
- MPR 705 Removing 1500V supply*
- MPR 706 Removing 1500V supply in SMTF and Maintenance Buildings*
- MPR 707 Clipping points*
- MPR 708 Using SPKS and ZIKS Keys*
- MPR 709 Using Worksite Marker Boards*
- MPR 710 Piloting rail traffic*
- MPR 712 Protecting work from rail traffic on adjacent lines*
- MPR 713 Implementing Temporary Speed Restrictions*
- MPR 714 Removing 1500V supply in unplanned situations*

Effective date

28 April 2025