



South West Expansion Track Works across MTS and SMA Boundary

Purpose:

This SAFE Notice is issued to notify all workers within the MTS & SMA Network of when conducting track works to enable South West expansion. **This SAFE NOTICE cancels and supersedes SAFE NOTICE 2025 - 003.**

This Safe Notice is issued to allow infrastructure works to be undertaken at various times at or over the MTS and SMLPA interface boundaries at Sydenham, MTS / SMA.

Introduction:

From **2359hrs Thursday 2nd April 2026 to 2359hrs Tuesday 22nd of September 2026**, when conducting infrastructure works across the MTS/SMA boundary, the existing Temporary Stop Blocks located at 5.410km Approx. (Up Metro South West (MSW)) and 5.406km Approx. (Down Metro South West (MSW)) at the Country End of Sydenham Metro Station (as shown in Diagram 1) will be removed to allow for track works. Furthermore, the current Stop Blocks and Stop Boards on the Up and Down Bankstown will also be removed and replaced as required.

Safeworking Arrangements – Back to Back Local Possession Authority:

To facilitate these works at or over the MTS and SMLPA interface boundaries, it will not be possible to place possession protection as described within MWT 302 Local Possession Authority and MPR 700 Using a Local Possession Authority, therefore altered safe working arrangements will apply as noted below.

Whilst work is being undertaken at or over the interface boundaries the following exception to MWT 302 and MPR 700 for protecting the limits will apply.

Possession Protection Officers

The MTS Possession Protection Officer (PPO) and the SMLPA Possession Protection Officer (S2BPPO) must confer and come to a clear understanding of the worksite requirements and the worksite protection to be established over the MTS and SMLPA interface boundaries. When the work at or over the interface boundaries is completed, the MTS and SMLPA PPO's must ensure that possession protection in accordance with MWT 302 and MPR 700 is put in place as soon as the work is complete.

Protection Officers

Protection Officer responsible for the Track Works noted above must sign on and off with MTS PPO and S2B PPO.

Worksite Supervisor

Infrastructure Booking Authority and Certification Forms required to validate the removal and re-instatement of current Stop Blocks within MTS Network and must be submitted to MTS PPO/MTS EC and/or relevant MTS representative prior to the commencement of train operations.

Safeworking Arrangements – MTS Work on Track Protection

It is permissible to implement other MTS Work on track protection where MTS LPA is not available. However, the **Protection Officer** must assess the scope of work and implement an appropriate work on track protection arrangement with the MTS Traffic Controller. The Protection Officer must notify S2B PPO of the protection arrangements within MTS Network.



Worksite Supervisor

Infrastructure Booking Authority and Certification Forms required to validate the removal and re-instatement of current Stop Blocks within MTS Network and must be submitted to MTS TC/MTS EC and/or relevant MTS representative prior to the commencement of train operations.

Restrictions for trains / track vehicles proceeding towards the Temporary Stop Block arrangement:

UTO / PM Train movements must not exceed past Sydenham Station i.e. SI_2301 and SI_2303. As such Route Setting is not available within the Traffic Controllers ATS HMI to prevent any UTO/PM movement past above mentioned Signals to Southwest boundary.

RM Train movements, Road Rail and Track vehicle movements **must be restricted to 10kmh** when proceeding towards the Temporary Stop Block arrangement from Sydenham Station.

When operating trains in RM mode, Traffic Controllers must verbally warn the CJC-T of the **10kmh speed restriction**. During track possessions, the Possession Protection Officer must verbally warn the operator of a Road Rail / Track vehicle.

Restriction on the removal of the Temporary Stop Block arrangement:

The **Temporary Stop Block arrangement** will be removed and reinstated as required to permit the transition of trains/track vehicles between the MTS Network and the SW Network.

Note:

A separate Safe Notice will be issued for Dynamic Train Testing for SouthWest to permit train testing.

Regards,

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