



Work Instruction - Operations	HITACHI
CONTINGENCY PLAN (ALTERNATE SERVICE PLAN)	 Hitachi Rail Honolulu JV







Work description: This work instruction describes the arrangements required for implementing Contingency Plans.		
Scope: This work instruction is written specifically for the OCC operating staff of Honolulu Rail Transit.		
References: Nil		
PPE and precautions	Competencies or qualifications	Licenses or permits required
Nil	OCC Supervisor, Train Controller, Information Controller, Engineering & Fault Controller, Station Operator	Nil
Tools and equipment required		
Nil		



Warning

Be aware of which station platforms that will no longer be served by trains (which may be served by replacement bus services) if you decided to implement any one of the Contingency Plans.

Contingency Plans	
<p>Severe equipment faults or incidents may lead to a line blockage which is a blocked line made inoperable by a disabled train, a total failure of a point, a broken rail, electrical faults, or a BLS activation, etc. A blocked line may lead to longer delays seriously disrupting the overall train service.</p> <p>To maintain limited train service as much as practicable on the unaffected sections, the OCC Supervisor, with the help from the Train Controller, after assessing the situation may deploy one or more Contingency Plans as appropriate under the operational circumstances.</p> <p>ATS System contains a list of pre-defined signaling routes which can be used to support the Contingency Plans in revenue service. The altered Destination IDs set by the Train Controller are then used by the Vehicle Regulation for train routing.</p>	
	<p>Note</p> <p><i>In case of the Contingency Plan implementation the system shall be set in Headway Regulation. Schedule Regulation under Contingency Plans will be used only during overhaul period that a portion on the line will be unavailable for a longer period (1 week or more) for heavy maintenance activity!</i></p>
	<p>Note</p> <p><i>For all single-line blockages, the OCC Supervisor may REPLACE the extended train shuttling with replacement bus service for bridging those stations that have been blocked; thus, the handlings can be simplified. This will work only if the replacement bus service is available.</i></p>

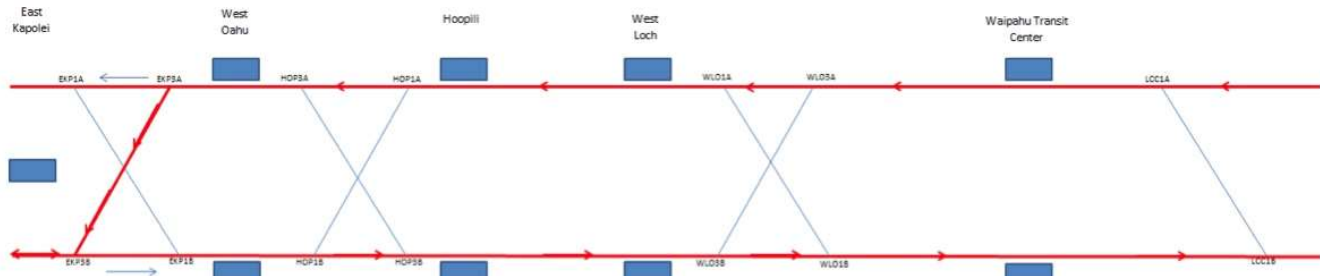
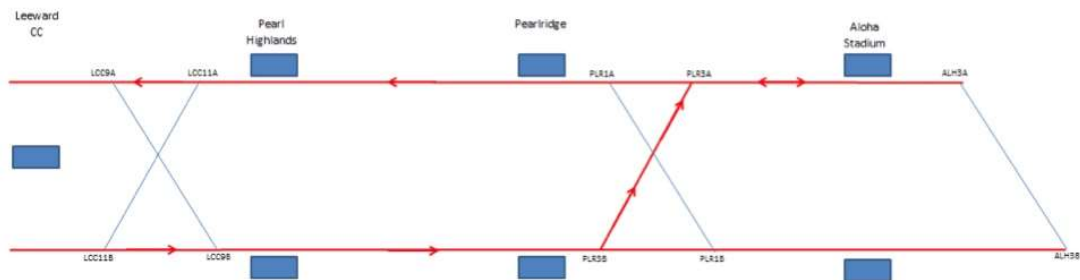
Legend	
	Line blockage
	Train Operation Direction
	Bi-directional Train Operation (Reversing)
	2nd Loop: Train Operation Direction
	2nd Loop: Bi-directional Train Operation (Reversing)
	(Optional) Bus Replacement Service

Approved By:	<input type="checkbox"/> Director, Operations and Maintenance	<input type="checkbox"/> Department Manager	<input type="checkbox"/> Manager, HSE (Operations and Maintenance)
Signature:			
Date:			

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CONTINGENCY PLAN (ALTERNATE SERVICE PLAN)

Plan No. 0	Normal Operations Pinched Loop - Intermediate O&M Period 1
Terminus:	East Kapolei DOWN platform (default)<->Aloha Station UP platform (default)

**NORMAL OPERATIONS****Additional Staff Requirements**

Station Operator(s)	not required
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Staff Action

<i>Engineering & Fault Controller</i>	<ul style="list-style-type: none"> Carry out duties as usual
<i>Maintainer</i>	<ul style="list-style-type: none"> Carry out duties as usual
<i>Train Controller</i>	<ul style="list-style-type: none"> Carry out duties as usual
<i>OCC Supervisor</i>	<ul style="list-style-type: none"> Carry out duties as usual
<i>Information Controller</i>	<ul style="list-style-type: none"> Carry out duties as usual
<i>Station Operator(s) at East Kapolei</i>	<ul style="list-style-type: none"> Carry out duties as usual

End of No. 0