

Track Removal In-Situ

Issue date: 10/04/08
Review date: 17/02/11

SWMS number: SMS-06-SW-1035	SWMS Name: Track Removal In-Situ			SWMS Team: Track Review Team
Custodian (Position): Track Works Manager Commercial / Renewals	Assumptions: Site specific risks are addressed and assessed in pre- work briefing			Content reviewed by Technical expert (SME) and RailCorp safety professional (position including Div/Group) Track Works Manager & SEQ Coordinator Asset Management Group Commercial / Renewals
Approving Authority (Position): Safety and Quality Manager, Commercial / Renewals	Equipment/Plant/Tools: <ul style="list-style-type: none"> Front end loader, Pettibone with magnet Handtools, Spike pulling machines Kibble bins 	Records/Reporting: <ul style="list-style-type: none"> Worksite Protection Plan Pre-work Brief Fuel and Hydraulic Oil MSDS Daily Plant Checklist W31F02 or Scope of works record 	Permits/licences required: <ul style="list-style-type: none"> Front end loader, Pettibone Operator Certificate 	Personal Protective Equipment required: <ul style="list-style-type: none"> Safety Boots High Visibility Vests Hardhats Protective Clothing Safety Glasses <p>And as specified below.</p> <ul style="list-style-type: none"> Gloves Hearing protection (as required)
Applicable Standards, Codes of Practice and guidance: <ul style="list-style-type: none"> OH&S Act 2000 OH&S Regulation 2001 Rail Safety Regulation 2003 RailCorp Network Rules & Procedures RailCorp Safety Management System. MSDS for all chemicals and hazardous Substances used on site IMS Procedure R42102 WorkCover NSW Plant Guide 	Inspection requirements: Nil	Service schedule: Nil	Training/Qualification required: <ul style="list-style-type: none"> Construction Industry Induction Track Safety Awareness or RISI (Rail Industry Safety Induction) 	
		MIMS or METRE Ref: Nil		

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Number	Step	Hazard Or Human Error (Safety/Environmental Hazards Identified, Including Physical Environment, Human Errors, Plant And Equipment)	Risk ranking before controls	Control (to be Implemented to eliminate or reduce the risk to the lowest practicable level)	Risk ranking after controls	Responsibility	Job step to be completed in accordance with (name associated documentation)
1	Remove All Fastenings And Jewellery	Hit By Flying Material	C+	For Pandrol type clips, place foot on clip, other staff to stand clear. Wear protective eye wear. Timber sleeper anchors must be placed in adjacent four foot track or kibble bins as required	D	Team Manager + Team Supervisor	Manual Handling Guide SMS-06-GD-0001 PPE SMS-06-GD-0323
2	Remove Old Rail And Timber Sleepers Totally	Moving Plant, Damage To Other Infrastructure/ Property	C+	Crane chaser to wear hard hat, hearing protection to be used. Other staff to stand at least 10m behind Pettibone moving the rail or 5m away from the rail being moved. Store removed rail so as not to obstruct any adjacent lines/any other ongoing work	D	Team Manager + Team Supervisor	Plant SMS-06-GD-0225 PPE SMS-06-GD-0323
3	Scrap Recovery And Removal	Cuts, Abrasions	D	Gloves	D	Team Manager + Team Supervisor	Manual Handling Guide SMS-06-GD-0001 PPE SMS-06-GD-0323
4	Remove Sleepers	Moving Plant	D	Staff stand clear of equipment, only operators in work area.	D	Team Supervisor	Plant SMS-06-GD-0225

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NOTE: Each work group or team member must sign off on the SWMS to acknowledge they have been briefed about or instructed in the SWMS

RailCorp Level 2 Risk Matrix - Regional & Local (Workplace)		Likelihood/Frequency							Definition for Use - Regional & Local level (Workplace)
		Event Frequency	Less than once every 1000 years	Once every 100 to 1,000 years	Once every 10 to 100 years	Once every 1 to 10 years	More than once per year up to and including 10 times per year	More than 10 times per year	
Historical (Likelihood)	Unheard of in the rail industry	Has occurred once or twice in the rail industry	Has occurred many times in the rail industry, but not in NSW	Has occurred once or twice in NSW	Has occurred frequently in NSW	Has occurred frequently at specific locations			Used for workplace hazards and safety risks that do not consider the whole of the network. Indicatively this matrix is appropriate for use where the hazards under consideration are up to 10% of the total network exposure. This includes regional and local workplace risk assessments.
	Not expected to occur	May occur only in exceptional circumstances	Could occur at some time but not likely	You would expect it to occur at least once in the next 10 years performing similar activities	You would expect it to occur at least once this year performing similar activities	You would expect it to occur at least once this month performing similar activities			
		F1	F2	F3	F4	F5	F6		As an example, the Level 2 scale would be used when examining the risk of slips, trips and falls on specific RailCorp platforms within a region or at a particular station, or the risk of fire within a depot.
Consequence		Incredible	Improbable	Remote	Occasional	Probable	Frequent		
>10 Fatalities	C6	Disastrous	B-	B+	A	A	A	A	There are 3 options for descriptors which can be used to determine the frequency category. One set of descriptors is provided for frequency, one for historical likelihood, and one for predictive likelihood in the workplace. Choose the most appropriate.
2-10 Fatalities	C5	Catastrophic	C+	B-	B+	A	A	A	
1 Fatality (2-10 Major Injuries)	C4	Critical	C-	C+	B-	B+	A	A	To score the risk, follow the steps:
1 Major Injury	C3	Major	D	C-	C+	B-	B+	A	
1 or more Minor Injuries	C2	Minor	D	D	C-	C+	B-	B+	1. Identify the magnitude of the credible consequence if the risk were to occur. If applicable, risks should be considered in terms of the safety (this matrix), commercial and environmental impact (using other matrices).
First aid treatment, or illness/injury not requiring treatment	C1	Negligible	D	D	D	C-	C+	B-	