

Safe Work Instruction	Issue date: 30/09/08
Sydney Harbour Bridge – Prevention of Falling Objects	Review date: 01/09/11

Document no. SMS-06-SW-1309	Work description <i>Safety requirements for prevention of falling objects when Working on the Sydney Harbour Bridge (SHB) rail decking area. Includes Work at heights issues.</i>
	Scope <i>General maintenance, upgrading works, emergencies, possession and non possession times. Deals with the requirements to prevent objects falling through the gaps in the rail decking and transom areas. Work on the rail deck, cess area, the cycleway walkway, communication aerial, signals, train stops, gantries and overhead wires or others structures, on service runs and on vehicles and EWPs . Work at heights and fall arrest methods to be used whilst working replacing transoms or renewing decking timbers and a larger gap in the decking is opened. Work at heights Rescue.</i>
	References <ul style="list-style-type: none"> • OHS Act 2000 • OHS Regulation, 2001 • Rail Safety Act 2002 • SMS-06-GD-0240 Working at Heights • SMS-06-GD-0241 Fall Arrest Systems • SMS-06-SW-0256 Fall Arrest Systems (Harnesses, Lanyards and Attachment Hardware) • SMS-06-GD-0282 Scaffolding • SMS-06-PR-0329 Hot Work • SMS-06-SW-0951 Oxy-acetylene welding equipment Safe operation • TMC 222 Engineering Manual Rail Welding • ESC 310 Engineering Track Standard Underbridges

Responsible supervisor <i>Insert name in BLOCK letters</i>	PPE and precautions	Competencies or qualifications	Licences or permits required
	<ul style="list-style-type: none"> • Tool/equipment lanyards • Fall prevention equipment • High visibility vest/clothing • Helmet with chin strap • Non-slip footwear • Gloves • Hot work & Welding PPE • Protective Eyewear • Rescue equipment • specialist equipment, see below 	Work at Heights Work at Height Rescue Welding as per TMC 222 As applicable to Task and specified in SMS documents	

Tools and equipment required
See below
IF CONTROL MEASURES ARE NOT REASONABLY PRACTICAL AND MAJOR CHANGES ARE NEEDED, CONDUCT A RISK ASSESSMENT AND DEVELOP NEW CONTROLS ACCORDING TO SMS-06-PR-0104 WORKPLACE RISK MANAGEMENT.

Note



RTA requires 2 weeks notice for work on the Sydney Harbour Rail Dec, contact Interface Manager City Region. Emergency work and Regional Routine Maintenance work is exempted from this notice.

RTA SHB General induction and an access card is required to work on the SHB


RTA requires 10 working days notice to grant a Road Lane closure licence.

General Safety	<p>There is a large range of regular maintenance and upgrading activities that need to be conducted on the SHB.</p> <p>There are multiple gaps in the rail deck mainly between transoms. Whilst working near these gaps there is a risk of materials, tools and equipment falling onto roadways, footpaths, parkland, RTA depot areas, walkways (Bridge climb) or into the waterway.</p> <p>There is very serious risk to the general public, RTA workers/contractors, bridge climb patrons, and property under the SHB.</p>	
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Safe Work Instruction	Issue date: 30/09/08
Sydney Harbour Bridge – Prevention of Falling Objects	Review date: 01/09/11

Planning	<p>As work is planned, a competent person is to be nominated to plan and control the work. This person is to consult with the personnel who are doing the work (or their representative) about work safety.</p> <p>A risk assessment shall be carried out to identify all risks and subsequent controls. This risk assessment shall be reviewed by a Line Manager, one level senior to the workgroup's Manager.</p> <p>When planning the work, the nominated competent person is to develop and implement Safe Work Method Statements (SWMS) in accordance with the <u>Safe Work Methods Statement and Safe Work Instruction procedure</u> and this SWI.</p> <p>SWMS shall detail the various levels of control required for prevention of falling objects.</p> <p>SWMS are to be supplied to the RTA, via the Interface Manager City Region, for review and endorsement.</p>
Key planning issues	<ul style="list-style-type: none"> • Inductions are mandatory and shall include prevention of objects falling through gaps • As a minimum use three levels of controls e.g. Level 1 = lanyards, Level 2= gap covers Level 3 = exclusion zone below. <ul style="list-style-type: none"> • For emergency situations, i.e. safety or an event that will have an immediate impact on operations, a minimum of two levels must be applied. • A waiver is required for any other work where a risk assessment approved by the line manager indicates that less than three levels of controls will be adequate. Waivers can be issued via the Interface Manager or the Safety and Systems Manager City Region • When walking or establishing a worksite depending on risk assessment a minimum of one level of controls may be sufficient, usually lanyards/sealed containers. • The equipment needed to do the work safely, and its availability and suitability • Suitable tool lanyards, tool and equipment restraints and containers • Suitable gap covers • The competencies, experience, fitness and skills needed by the personnel doing the work • The number of personnel needed to do the work safely • The safety of property and persons situated below the works • Communication equipment in good working order • Knowledge of access points for Emergency Services • Suitable first aid kits are to be available on site • The need for traffic control, road closures, other exclusion zones under deck e.g. park, pathways or RTA areas in pylons and car parks • Use of RTA's underslung gantry to provide protection from falling objects • Work at heights, equipment, rescue instruction and equipment required. • Use of barrier guardrails around openings in deck • Anchor point availability for work at heights, special anchor straps requirements <p><u>Possession Inductions & pre work briefings shall include</u></p> <ul style="list-style-type: none"> • "prevention of falling objects" and subsequent risk controls • documented notes about "prevention of falling objects" and subsequent risk controls especially urgent short notice possessions and week night possessions. <p><u>Scheduling works</u></p> <ul style="list-style-type: none"> • Consideration should be given to doing the work outside of normal working hours • Consider scheduling work when there is less risk e.g. early morning, when road closures are available, when the RTA underslung gantry is available, during possession time when other workgroups have arranged road closures or exclusion zones.

Safe Work Instruction	Issue date: 30/09/08
Sydney Harbour Bridge – Prevention of Falling Objects	Review date: 01/09/11

PPE	<p>Personal Protective Equipment (PPE) is any equipment which a person uses to protect them from a risk of illness or injury and shall include the following:</p> <ul style="list-style-type: none"> • Head and eye protection – all personnel engaged in work are to wear helmets with chin straps and eye protection with spectacle straps • High visibility vests or clothing shall be worn • All personnel are to wear strong footwear, steel capped with ankle support and deep non-slip tread with heels • Sun protection including SPF15+ sunscreen, long sleeved shirts and hard hat shade rims are to be worn • Avoid loose clothing • Suitable gloves <p><u>Harness and Fall restraint equipment – persons working aloft or when the bridge deck is open</u></p> <ul style="list-style-type: none"> • A full body harness is to be worn at all time by all staff and by the standby rescue person. • Fall restraint or fall arrest equipment worn by all staff and rescue person • As required tie-off adaptor anchor straps or anchor slings • As required twin tail lanyards for worker and stand by person when climbing rail structure on the bridge. 	
WARNING	 <p>Note, in some areas under the bridge there has been netting installed by the RTA. This netting has been rated to take a 20kg load only and must not be considered as fall arresting or capable of preventing the fall of heavy tools or equipment.</p>	

Conducting work on or above the rail deck - Includes Visiting.

Risk Assessment	<p>A competent person shall conduct and document a risk assessment for all activities on or near the open rail deck. Consider risks and determine adequate controls as required: This must be applied to the main task and all sub tasks within or associated to that task including site establishment and disestablishment</p> <p>Important Note: apart from mandatory items this list is a guide and other control not listed must be implemented as identified in the risk assessment.</p> <p>Activities should not commence until all controls are in place to prevent the risk of injury to workers and other persons from ‘falling objects’. Each work group shall have full time supervision to ensure all work risk controls are maintained.</p> <p>Specific controls to prevent ‘falling objects’ are listed below</p>
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Safe Work Instruction	Issue date: 30/09/08
Sydney Harbour Bridge – Prevention of Falling Objects	Review date: 01/09/11

Tools	<ul style="list-style-type: none"> • When tools and equipment are used it is mandatory to use tool lanyards. A lanyard should be made from synthetic fibre, natural fibre or steel rope or webbing. Lanyards shall be inspected before use to ensure they are in good condition • Secure personal effects with a suitable lanyards or straps. Personal effects are items as mobile phones, torches, glasses and radios • Lanyards must be attached to an anchorage point which may be the person using the tool or structure. If the lanyard is attached to a person, the weight of the tool secured to the lanyard should not impose any additional risks to the person • For small tools e.g. spanner, screw driver use tool lanyard attached at the wrist which should have a length no longer than 300 mm. The length of the lanyard should also be kept to a minimum to reduce the risk of the line snagging as the worker moves about • Attach lanyard to tool and personal effects using karabiner or lockable attachment type clip or purpose made container e.g. attached and secure mobile phone container • A suitable length tool lanyard can be attached to a riggers climbing belt/bag. Attach with D-rings • For larger tools like a large pry bar, sledge hammer or similar it is mandatory to develop a tie off to structure system using heavy duty lanyards that enables safe use of tool plus retrieval of tool if dropped. Control other risks introduced by using a longer lanyard attached to a larger tool • Use tool/equipment bags that have a solid base that if knocked will not readily fall over and spill tool or materials. <ul style="list-style-type: none"> • If possible use rigger's type tool bag with self closing top. • Tools in a tool bag shall be connected to the bag using a wire rope, secured rings or similar attachment. • Loose smaller items e.g. Nuts and bolts are to be contained in the tool bag in a zipped up section, container or similar.
Safeworking Equipment	<ul style="list-style-type: none"> • Where possible safeworking protection items such as flags and lights shall not be placed on the open areas of the bridge. Place these in the ballasted area. If this is not possible protection items must be secured/tied off to prevent them falling.

Safe Work Instruction	Issue date: 30/09/08
Sydney Harbour Bridge – Prevention of Falling Objects	Review date: 01/09/11

Cover gaps	<ul style="list-style-type: none"> • Use containment sheet or system to cover gaps. Ensure sheets are secured against strong wind and winds from passing trains. • Note: all welding and hot work activities require special gap covers (refer to hot work section below) • some gap cover systems are listed below, <ul style="list-style-type: none"> • use sturdy canvas tarps. Secure against high winds and be aware not to create trip hazards where containment sheet spans over gaps • use solid mesh screens to span gaps areas. These are preferred as staff can see where gaps and trip areas are located. The gaps in the mesh must be of an appropriate dimension to prevent smaller objects, such as bolts and small tools, falling through. • use plywood sheets secured to deck or transoms. • use under sling containment methods, a sturdy sheet tied off and slung under work area or a purpose made catching device, to capture any equipment that could fall from the underside of structure during works e.g. transom bolts or deck bolts. • Supervisor shall inspect gap coverings prior to work and regularly to ensure there is no risk of objects falling
Safe zones	<p>*****</p> <ul style="list-style-type: none"> • Establish safe zones i.e. area when there are no gaps in the rail deck. To prevent accidental “kick off” or knocking objects into gaps, secure materials, tools and equipment in safe zones well away from gaps. • Remove any loose work materials immediately into a safe position or container e.g. cut of bolts, nuts, tool or materials not being used. <p>*****</p>
Exclusion zone	<ul style="list-style-type: none"> • If possible implement exclusion zones under the work areas. <ul style="list-style-type: none"> • Exclusion zones are mandatory for larger upgrading works where risk is increased due to the size and number of activities. • Exclusion zones may include controlled road, water or park closures. • Exclusion areas below the bridge shall be wide enough to contain any object that can fall and bounce off structure, as an indication the exclusion zones on the ground shall cover an area 30m wider than structure or to a area 30m radius of the immediate work site. • Establish exclusion zones below work area prior to work commencing • These zones must be adequately supervised at all times and all unauthorised persons must be excluded from the area. Hard hats and safety glasses are mandatory for staff manning these zones • Exclusion zones supervisors shall be in constant radio contact with the workgroup above and report any hazards or request to stop work immediately as required. In some locations a spotter may be positioned on walkway under the bridge. • Establish water exclusion zones as required usually in conjunction with RTA underslung gantry when working on the main deck. Contact NSW Maritime and Sydney Ports Corporation to establish a water exclusion zones. In the areas closer to pylons where the RTA gantry cannot be positioned or water exclusion zones cannot be established utilise a stop work method using lookouts positioned on ground in a safe position and in constant radio contact with the workgroup. Stop work if any boats approach.
Equipment/ Materials	<ul style="list-style-type: none"> • Use securing methods similar to those listed under tools to prevent equipment and materials falling through gaps. • If possible tie off object that can become unattached such as bolts, clips, timbers, rail parts, toughing lids. • Where a lot of loose equipment is used and restraining is difficult then all gaps in work zone must be covered. • Maintain good worksite house keeping. • Use a documented counting system to account for all items used and removed. e.g. if 11 bolts and 11 nuts and 22 washer were taken onto site and ten bolts, with 20 washers and ten nuts were used there must be one bolt, one nut and two washers left over, similar for items removed. Conduct a similar count for tools taken onto the site.

Safe Work Instruction	Issue date: 30/09/08
Sydney Harbour Bridge – Prevention of Falling Objects	Review date: 01/09/11

RTA Underslung gantry	<ul style="list-style-type: none"> Under the Main span there are movable underslung gantries that are 4m and 6m wide. These may be positioned by the RTA under a worksite as an additional control to prevent falling objects. Follow RTA communication methods to position gantry and to ensure that the gantry operator is in a safe area. Where possible the Gantries shall be used in conjunction with exclusion zones Where it is only possible to use the Gantry the worksite must be small, no longer than 1m for a 4m wide gantry and no longer than 2m for a 6m wide gantry. The work area is strictly limited to the area directly above the centre of gantry. Frequent movement of the gantry will be required for worksite relocation. Aluminothemic rail welding must not be conducted with the gantry positioned under the worksite.
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Hot Works	<ul style="list-style-type: none"> A Hot Work Permit is required for working on the Transom area of the rail deck. Includes work on the track, decking, above or below and on the raised walkway. Contact the Safety Officer City Region for a permit Use specific hot work tools and containments such as hot work bucket with water placed in a safe area During hot works e.g. oxy cutting, grinding or welding (non Aluminothemic rail welding) ensure gaps are covered with suitable fire blanket or a suitable metal containment between transoms. A solid open mesh over a heavy duty fire blanket may be used to cover gaps to prevent sparks and slag from falling. In many areas of the bridge the RTA has strung nylon netting below the rail deck to help contain falling materials. The net will burn if hot works materials lands on it. Such material must be prevented from falling onto the netting.
Aluminothemic rail welding	<ul style="list-style-type: none"> During Aluminothemic rail welding process there a number of serious risks that require control. Apart from falling objects/materials there is risk of Mould Failure “Blow out” or “run out” where very high temperature molten metal may flow out of the mould. There can be up to 8 litres of material flowing out. This hot material can run out the side, centre or head where luting has failed. Quality control and adherence to procedure can prevent many of these failures. It is mandatory to take precautions to ensure that molten metal from a “run out” failure is fully contained. <ul style="list-style-type: none"> Secure a specific designed tray approved by the Track Officer, Engineering Knowledge Management to hang between transoms in order to catch “run out” materials and other weld particles. Three transom gaps around the weld shall be treated this way. Ensure the edges of the trays and all gaps are sealed with same putty/luting material used to seal mould to rail. This putty shall be installed to seal gaps in such a manner that the any run out material is directed/flow into the catch tray. As well as the catch trays and sealant ensure all other gaps near the welding work zone that may be affected by the work are well covered with heavy metal sheeting. Single use crucible shall be the only type of Aluminothemic rail welding allowed on transom top bridges. Weld must be set up so that it as close as possible mid way between transoms and not where decking stringers are connected Fire fighting equipment required – Knapsack spray, dry chemical extinguisher and fire blanket Ensure compliance to TMC 222

Working in the ballast area close to open deck areas	<ul style="list-style-type: none"> Assess the work to determine if there is risk or potential of any objects, plant, equipment, part of work or persons being on the transom/open decks area. If there is a risk apply falling objects precautions. Any work within 5 m of the open deck will require prevention of falling objects precautions
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Safe Work Instruction	Issue date: 30/09/08
Sydney Harbour Bridge – Prevention of Falling Objects	Review date: 01/09/11

Using vehicles on the rail line	<ul style="list-style-type: none"> It is mandatory that all vehicles on the SHB open area be rail mounted. Vehicles such as a dumpy shall not be used due to the risk of derailment. Where vehicle and work trains are to be stationary on the bridge they shall be periodically inspected to ensure there are no oil leaks or similar and that parts have not become loose and in danger of falling Ensure all plant, equipment and spoil is well secured/covered so that nothing can fall off a vehicle during transport over the bridge. Work trains such as spoil train, tampers and ballast train or similar must be inspected and thoroughly cleaned, brushed, to ensure materials such as ballast cannot fall over whilst crossing the SHB. Refer to TOC manual. Elevated Work Platform (EWP) must have toe boards and as a minimum containments sheet on deck below. When working in a EWP the prevention of falling objects requirements outlined in this SWI must be followed.
Accessing Rail deck from Lane 1	<ul style="list-style-type: none"> Falling object precautions must be in place before unloading materials, tools and equipment tools onto the bridge deck. Sealed containers are to be used when unloading multiple smaller items e.g. bolts, nuts. Tool kit such as spanners set shall be secured so that they cannot open during site establishment. Sturdy and safe methods, such as double ladders , shall be used to access over lane 1 fence Staff are not to jump onto the timber decking as they access over the fence or from the back of a truck. The decking can be deteriorated in places and unsafe.
Deck load restrictions	<ul style="list-style-type: none"> Plant of any size is prohibited on the rail decking timbers and metal decking. All material loaded onto the deck shall be spread out along the deck to distribute load to the larger number of stringers possible. If placing very heavy materials or equipment, especially if the load is concentrated at a point, contact the local Structures Manager on 9563 7999 for approval
Reporting incidents	<ul style="list-style-type: none"> All incidents including “object falling” must be reported immediately to the RMC 9379 1743 and the RTA security 9278 4090 and the RailCorp Incident Hot Line 1800 772 779. During possession times report as above and to the Possession Protection Officer 93795112. Incident of object fallen and lodged on structure or netting must be reported. This applies to either object fallen during current works or any object noticed during final inspection or during other works.
Final inspection	<ul style="list-style-type: none"> Any objects big or small may fall through gaps. It may be noticed or unnoticed. These object can be lodged on structure or netting below. They can become dislodged under vibration of road or rail traffic and create a serious risk to persons and property below. A final inspection of the bridge and work areas is required as part of Infrastructure Certification and after routine maintenance works. <ul style="list-style-type: none"> Inspect around the worksite, where possible under the work site on girder flanges. Inspect through gaps, inspect netting, on planks installed between girder at some locations, on the bridge climb walkways and other areas where falling objects may lodge. An Infrastructure Certification form must be completed for all work conducted during a possession. Where an object or tool has fallen and lodged below the worksite, retrieve the object only if: <ul style="list-style-type: none"> it is possible to reach the object there is a very low risk of persons, object or retrieval tools falling. the retrieval tools are lanyard or tied off during this process. an exclusion zones is established in the area below (depending on risk) For other locations where fallen items cannot be safely retrieved immediately notify the RTA security 9278 4090

Safe Work Instruction	Issue date: 30/09/08
Sydney Harbour Bridge – Prevention of Falling Objects	Review date: 01/09/11

Materials left stored on bridge	<ul style="list-style-type: none"> • Materials or equipment stored on the bridge deck between works or in preparation for works must be secured in a safe zone so that it can not accidentally fall onto rail line or through gaps. • As much as possible storage on the bridge deck must be avoided. • <u>Note:</u> Vandals may access the bridge and misuse or drop materials through gaps. <ul style="list-style-type: none"> • Material/equipments security shall be of sufficient strength to prevent vandal misuse. • Avoid using rope to secure items as it can be easily cut or tampered.
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Safe Work Instruction	Issue date: 30/09/08
Sydney Harbour Bridge – Prevention of Falling Objects	Review date: 01/09/11

Deck Opening or Transom Removal – Work at heights and Rescue Plan


Work at heights	<ul style="list-style-type: none"> • Work at heights requirements must be introduced when transoms are removed or more than one deck board or metal deck plate is removed. • Hierarchy of risk control for fall prevention must be applied. It is preferred that a system of work be used that eliminates the risk of any fall and the use of fall prevention equipment. • Where the deck is opened and there is a risk of fall greater than 600mm it is mandatory all staff on the work site must wear full body harness and applicable lanyards • Harness to have a front fall-arrest rated attachment point which may assist in rescue and which is designed to avoid or reduce the likelihood of suspension trauma • Fall-restraint methods with fixed or adjustable length lanyard shall be considered for staff not directly involved in work at or near the opening. <ul style="list-style-type: none"> ▪ Fall-restraint must physically prevent the person from reaching a position at which there is a risk of a free or limited fall. • Fall-arrest systems shall be used for those staff involved with work at/near the open area and only when there is adequate fall and swing clearance below for the system to operate correctly. <ul style="list-style-type: none"> ▪ If there is risk of persons being injured by striking objects if they fall use a limited free fall arrest or restraint fall arrest system that limits the distance of the fall to less than 600mm. ▪ A competent person shall assess and control these risks. ▪ Consider bridge structure below opening. ▪ Consider pendulum effect and snagging. • It is mandatory that lanyards be connected to an anchor, anchorage system or anchorage sling at all times. <ul style="list-style-type: none"> ▪ Where all rail traffic is controlled the Rail can be used as an anchor point. ▪ Anchor points are to be assessed by a competent person as to their suitability. ▪ Consider sharp edges. • It is mandatory that deck openings and track area where transoms are removed are to have <ul style="list-style-type: none"> ▪ warning signage ▪ solid barrier/guardrails round all sides of the opening to prevent accidental or unauthorised entry. ▪ Persons entering the barriers must have their lanyard connected to the anchor point prior to entry. • It is mandatory that any openings must be securely covered and made safe if left between shifts. <ul style="list-style-type: none"> ▪ This cover is to be sturdy and must be inspected and approved by the supervisor. ▪ Openings shall be sign posted. ▪ Barriers shall remain in place unless it is a track area that needs to be operational. ▪ Secure barriers and covers against high winds and to prevent inadvertent removal. • Openings shall be restored to original position at completion of works. If this is not possible they must be well secured as detailed above and it is mandatory to inspect and approve coverings and barriers twice weekly. • Worksite Hazards to fall protection equipment. Work tasks such as welding, hot works, using power tool, abrasives or chemicals can have an adverse effect on the fall prevention equipment. Other hazards are sharp edges on objects and structure within the work areas. Under such conditions adopt alternative work practices such as using two separate lanyards, protective sleeves or special equipment to cope with these hazards
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Safe Work Instruction	Issue date: 30/09/08
Sydney Harbour Bridge – Prevention of Falling Objects	Review date: 01/09/11


Standby, rescue emergency preparation	<ul style="list-style-type: none"> ▪ Analysis of the work shall be undertaken in order to develop a recovery plan that covers provision of First aid and rescue. Consider the need to pre-deploy rescue systems. ▪ Recovery plan to include: <ul style="list-style-type: none"> ▪ provision for self rescue ▪ the need to rescue an incapacitated person ▪ possible need to render urgent first aid ▪ the need to manage the threat of suspension trauma. ▪ Recovery should not: <ul style="list-style-type: none"> ▪ be reliant on emergency services ▪ endanger rescuers or other persons ▪ be dependent on any action by the person being rescued <p><u>A standby rescue person shall be nominated and be prepared for an emergency by following preparations below:</u></p> <ul style="list-style-type: none"> • Be trained in first aid and work at height rescue including the use equipment and retrieval methods for persons in suspended position • Be fully briefed in the recovery plan and equipment to be used. • Ensure all rescue equipment is available nearby and it is in good condition and working order • Position them selves in a safe place so that they have an unobstructed view and be within earshot of the persons working near deck openings. This position shall be away from the hazards of the works. • Shall wear their full body harness with an adjustable fall restraint lanyard attached to anchor. The adjustment shall be such a length that will allow the person to safely rescue or assist a stricken person or equipment as prescribed in the recovery plan. • Have a communication device so that they can notify an incident and call emergencies services. Check to ensure it has enough charge for the duration of the works • The standby person may assist the supervisor and oversee work at height risk controls including <ul style="list-style-type: none"> ▪ that staff are connected to anchorage ▪ unattached persons don't enter barricaded area ▪ notify staff of hazards as they work
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Emergency first Response	<p><u>Stand by person conducts a Quick Assessment immediately after a person has fallen</u></p> <ul style="list-style-type: none"> • If possible talk to person who has fallen or incapacitated, quickly determine if they are injured, and if they can self rescue or be safely assisted back onto the deck. • Do not waste time, if the person is suspended or person is injured, unconscious or cannot descend to the safety of bridge structure or be rescued, <ul style="list-style-type: none"> • immediately call emergency services "000" and request "rescue unit" assistance and "medical" assistance. • Give details of incident, their contact details, location on bridge including closest access point and if available closest street and nearest cross street to access point. • Advise if the person is suspended and suspension trauma is possible. • Alert emergency service of the urgency of the situation. • Contact RTA security 9278 4090 and RailCorp RMC 9379 1743. Inform them if an emergency service "000" has been called. • If other employees are nearby request assistance while the rescue is initiated. Ensure other persons have correct fall prevention gear. • If possible send a person to meet the emergency services and guide them to worksite. • If trained in rescue procedure determine if rescue is possible and initiate appropriate rescue
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Safe Work Instruction	Issue date: 30/09/08
Sydney Harbour Bridge – Prevention of Falling Objects	Review date: 01/09/11

Rescue	<ul style="list-style-type: none"> • All persons involved in the rescue shall be trained in work at heights and the recovery plan. • Not place themselves in danger and be anchored at all times. • If possible safely assist the person so that they help them back onto the deck or part of the structure. • If possible safely retrieve the person back onto the bridge deck. • Use specific rescue equipment such as a rescue pole, hoist, winch and additional manpower to lift the person back onto the deck.
	 <p><i>Help must be available promptly: The survival of an injured person often depends on the speed of recovery and the level of care subsequently provided. Being suspended for any length of time after a fall can be potentially fatal.</i></p>

When Rescue is not possible	<ul style="list-style-type: none"> • Emergency services, RTA and RMC are notified • Ensure the suspended or incapacitated person stays attached. Check that anchorage is secure. Protect lanyard if it's against a sharp surface. • Render first aid if possible • If person is conscious, suspended and it is impossible to support them carry out suspension trauma precautions (Refer to Suspension Trauma section below). • Stay near the person, wait for emergency services and follow their instructions.
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Suspension Trauma	 <p><i>Persons involved with work at heights should be aware of the precautions that might need to be taken in the event of a casualty being in the suspended position. The longer the person is suspended without moving the greater the chances are of suspension trauma.</i></p>
	<ul style="list-style-type: none"> • Suspension trauma is a condition (e.g. following a fall) whereby a person suspended in a harness in a substantially upright position may experience blood pooling in the legs. • An injured person hanging in a harness awaiting rescue should be removed from upright suspension as quickly as possible, especially if motionless. The aim should be to do this within 10 minutes. • A conscious casualty should be encouraged to exercise their legs gently, to stimulate circulation of the blood. Encourage them to maintain leg activity by moving both legs and where possible pushing with feet against a firm surface at regular intervals. • A position with the lower limbs slightly elevated or at least horizontal would be preferable • After rescue from a suspension situation position the casualty in an upright sitting position, with knees bent – Do Not allow them to lie flat. Only qualified medical personnel can move the person to a fully horizontal position.

Additional controls
<p>In the event that an emergency train evacuation is required on the SHB the RailCorp Rail Commander shall induct or nominate a competent person to induct other Emergency Services and arrange for the Police to create an exclusion zone under the evacuation area.</p> <p>Train Guard will make announcements as to security of personal items prior to evacuations.</p>