

Patrol / Inspect Electrical Infrastructure

Issue date: 04/10/07
Review date: 04/10/10

SWMS number: SM-06-SW-0514	SWMS Name: Patrol / Inspect Electrical Infrastructure			SWMS Team: Steve Goodwin Anne McDougal Shane Brown Craig Atchison Colin Marshall Phil Page Alan Merritt Eric Cheek Mark Holmes Kol Navidi Michael Holt
Custodian (Position): Business Systems Officer Metro North Region Michael Swadling	Assumptions: Fine weather, daylight hours and planned work. Minimum 2 people to undertake task (for rail corridor or remote locations) All work carried out with power on			Content reviewed by Technical expert (SME) and RailCorp safety professional (position including Div/Group) Maintenance Engineer, Electrical, Illawarra SEQ Systems Administrator
Approving Authority (Position): General Manager Infrastructure Division	Plant/Equipment/Tools: <ul style="list-style-type: none"> • Binoculars • Torch (if needed) • communications • Approved measuring equipment 	Records/Reporting: Appropriate Maintenance Records TEAMS 3	Permits/licences required: n/a	PPE required: <ul style="list-style-type: none"> • Standard PPE
Applicable Standards, Codes of Practice and guidance: <ul style="list-style-type: none"> • ESAA Guide to Electrical Safety Systems 	Inspection requirements <ul style="list-style-type: none"> • Electrical Testing 	Service schedule: E08001, E08015, E08020 E08021, E08024, E08026 E08028, E08029, E12002 E10001, E10002, E10006 E10007 MIMS or METRE Ref: NA	Training/Qualifications required: Authorised Overhead Traction Worker Electrical trades person with the competency for the task Manual Handling techniques	

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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	Inspect Electrical Infrastructure (eg. Bonds, OHW, T/L)	Slips trips falls	C-	Check hazardous locations register and avoid identified hazards Assess site and manage hazards	D	Supervisor	
		Fall from heights	C+	Check hazardous locations register and avoid identified hazards Assess site and manage hazards	C-	Supervisor	
		Manual Handling / Muscular Stress	B+	Manual Handling Training	B-	Team Manager	
		Struck by vehicle / plant	C+	Vigilance Lookout or spotter as required	C-	Supervisor	

RailCorp Level 2 Risk Matrix

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RailCorp Level 2 Risk Matrix - Regional & Local (Workplace)		Likelihood/Frequency						
		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
Consequence		Workplace Predictive (Likelihood)	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
Incredible	Improbable	Remote	Occasional	Probable	Frequent			
>10 Fatalities	C6	Disastrous	B-	B+	A	A	A	A
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
1 Major Injury	C3	Major	D	C-	C+	B-	B+	A
1 or more Minor Injuries	C2	Minor	D	D	C-	C+	B-	B+
First aid treatment, or illness/injury not requiring treatment	C1	Negligible	D	D	D	C-	C+	B-

Definition for Use - Regional & Local level (Workplace)

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.

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.

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.

To score the risk, follow the steps:

- 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).
- Identify the likelihood of this level of consequence occurring. (This is done after considering the effectiveness of the current controls in place)
- Score the risk using the combination of likelihood and consequence ranking.

Note: Where there are a range of credible consequences which may lead to a different level of risks and/or where the controls may be different. It may be useful to score the risk more than once.

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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