

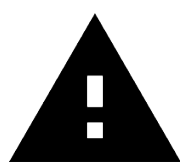


# GR01 Rail Network Safety

## GR01 - 1.0 Purpose

To prescribe the general rules for use within the rail network.

## GR01 - 2.0 General



The rail network is a high-risk location. Workers and equipment within the rail network must remain in a safe place for all rail traffic movements.

### ***All Concerned***

Before you enter the BHPIO rail network, you must:

- have the authority, and
- hold an approved and current trackside safety qualification for the work to be conducted.

A Competent Worker must supervise visitors to the rail network who are not qualified in trackside safety.

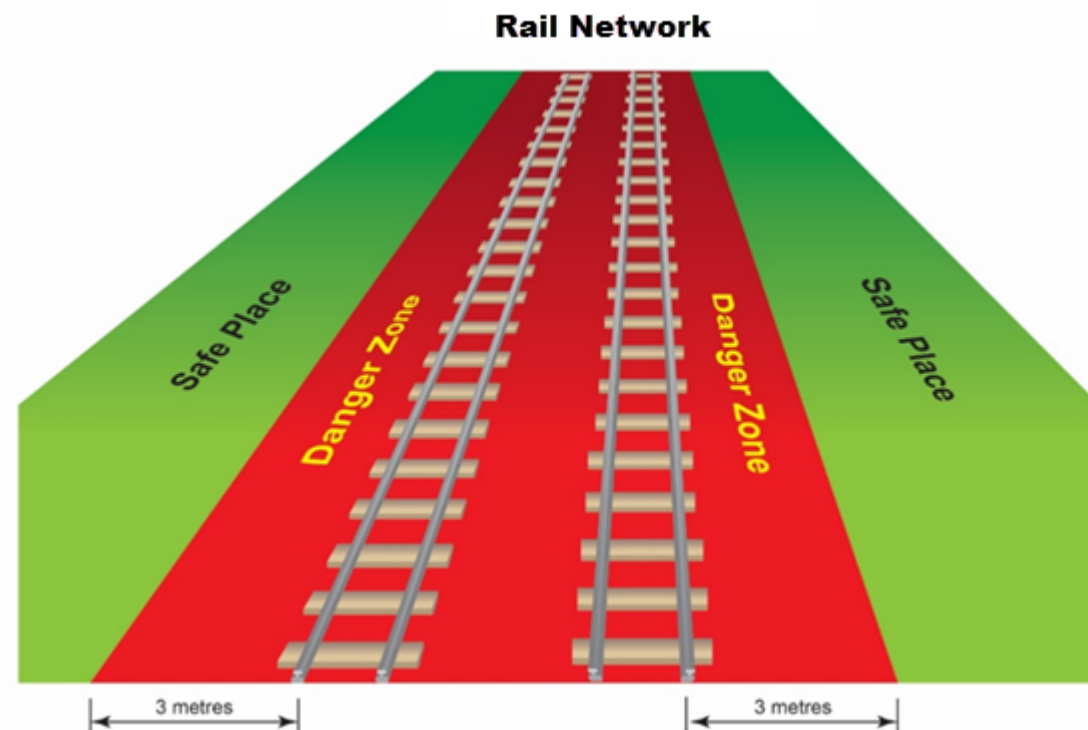
Visitors and workers who are required to work or walk in the Danger Zone twice per year or more must be qualified in Trackside Safety. (BHP Rail Infrastructure Card Training).

The rail network is the distance specified by BHPIO from the nearest rail in each direction.

The rail network contains two areas, a danger zone, and a safe place.



## Network Rules &gt; General Rules



### GR01 - 2.1 Danger Zone

Unless a safe place exists or has been created, the danger zone is:

- all space within 3 metres horizontally from the nearest rail, and
- any distance above or below these 3 metres.

Within yard limits, unless a safe place exists or has been created, the danger zone is set at 2 metres horizontally from the nearest rail and any distance above or below these 2 metres.

### GR01 - 2.2 Safe Place

A safe place is where a worker or their equipment cannot be struck by rail traffic.

A safe place exists:

- within an approved refuge, or
- behind a permanent safety line on a designated walkway, or
- behind a permanent structure or permanent physical barrier which protects from moving rail traffic, or
- behind a demarcation fence in accordance with the procedure;  
*[NP10 - Protecting Work from Rail Traffic on Adjacent Track]*, or
- within a track section protected by stopped and secured rail traffic.



Network Rules > General Rules

## GR01 - 2.3 Mobile Communications Devices



You must not allow yourself to be distracted using mobile communication devices while carrying out rail safety tasks.

### ***All Concerned***

You must only use authorised mobile communications devices:

- for tasks related to your role, and
- when it is safe.

When using mobile communication devices, you must:

- move to, or remain in, a safe place before using any mobile communications device, and
- monitor open radio communications relevant to your location and task.

In the event of an emergency, anyone capable of operating the radio may use the radio to initiate an emergency call.

### ***Rail Traffic Crew***

You must not use mobile communication devices when the rail traffic being operated is in motion.



## GR01 - 3.0 Entering the Rail Network

### ***All Concerned***

When you enter the rail network, you must:

- wear high-visibility clothing of an approved type correctly
- not wear anything that makes you less able to see or hear any approaching rail traffic
- maintain vigilance for any rail movements
- use authorised walking routes where provided
- not step on rails or between movable parts of points
- not allow yourself to be distracted by anyone or anything
- not carry anything that will affect your ability to walk safely, see or hear and or be able to acknowledge approaching rail traffic
- have approved lighting with you during low visibility conditions, darkness, or if you are entering a tunnel
- be in a safe place, at least 10 seconds before the arrival of approaching rail traffic at your location.



It is prohibited to wear any bright red or green clothing or use unauthorised lights that may be confused as a signal or track sign.



## Network Rules &gt; General Rules

**GR01 - 3.1**      **Continual Vigilance*****All Concerned***

Continual vigilance (look up every 5 second) is the first level of protection where the workers are responsible for their own safety and its use is limited to:

- Crossing tracks;
- Walking along the track to gain access to a worksite; and
- Visual inspections.

If unable to maintain continual vigilance a higher level of protection is required which will consist of either:

- Lookout protection;
- Electronic protection; or
- Track access authority (TOA, TWA, or LPA).

**GR01 - 4.0**      **In the Rail network****GR01 - 4.1**      **Observing Rail Traffic*****All Concerned***

You must monitor passing rail traffic for any irregularities.

If any irregularities are identified on rail traffic, you must arrange to inform:

- the Rail Controller, and
- the Rail Traffic Crew, where possible.

If the rail traffic irregularity can affect safety on the network, attempt to stop the rail traffic by emergency handsignal or radio broadcast.

***Rail Controller***

Inform the Rail Traffic Crew:

- to stop the rail traffic
- investigate the irregularity
- report on the status of the rail traffic.



## GR01 - 4.2 Adjacent Track Protection

### **All Concerned**

Adjacent Track Protection must be applied when there is a risk of workers encroaching into the danger zone of adjacent tracks.

Where a single worker is obstructing track at a location with a live adjacent track, the minimum protection required for the live adjacent track will be a TOA.

For work on the track, you must plan in accordance with the procedure.

*[NP10 - Protecting Work from Rail Traffic on Adjacent Track].*

### **Rail Traffic Crew**

At adjacent track locations, you must request adjacent track protection for the adjacent track, when working and or walking trains on the live side.

Boarding and disembarking the lead motive power unit to and from a safe place is not considered work. You must always maintain continual vigilance.

### **Rail Controller**

When requested, must provide adjacent track protection where able to.

If a rail traffic movement is required to proceed over the adjacent track that is protected, you must only withdraw the adjacent track protection when it has been confirmed that all workers are in a safe place.



Where possible, before authorising adjacent track protection for shunting or assisting disabled rail traffic (e.g., to cut out a defective car), the Rail Controller must wait for the adjacent section to be clear of rail traffic.



## Network Rules &gt; General Rules

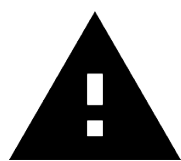
## GR01 - 4.3 Crossing Track

**All Concerned**

When crossing the track, you must:

- Use a designated crossing place if there is one available.
- Be able to promptly depart the danger zone to a safe place.
- Never step out from behind stopped rail vehicles onto a live track.
- Look and listen for all rail vehicle movements in both direction prior to crossing tracks.

All road vehicles must only cross the track at designated level crossings.



You must cross tracks at right angles where able to.

## GR01 - 4.4 Walking Between or Around Rail Vehicles

**All Concerned**

You must not walk between or around rail vehicles unless:

- you have confirmed they are stationary, and
- there is a minimum of 10 metres distance between the rail vehicles (except in controlled workshop conditions), or
- there is a safe distance between the rail vehicle and your planned path around the end of the vehicle.

## GR01 - 5.0 Rail Incidents

**All Concerned**

When there is a rail incident, you must:

- immediately report any rail incident to the Rail Controller, and
- act on the instructions of the Rail Controller.





## Network Rules &gt; General Rules

## GR01 - 5.1 Accident or Emergency

**All Concerned**

When arranging assistance in an accident or emergency, you must:

- broadcast an emergency radio message, if required
- advise the Rail Controller
- give the exact location of the accident or emergency
- request the type of assistance and emergency services required
- state the number of injured and the type of injuries, if possible
- give detailed instructions on how to reach the site, if possible.

You must not leave the scene of an accident except with the permission of the Rail Controller.

## GR01 - 5.2 Livestock

**All Concerned**

When livestock is on or near the track, you must remove the livestock without putting yourself at risk.

**Rail Traffic Crew**

When livestock have been killed or injured on or near the track, you must inform the Rail Controller:

- Of the location of the livestock, and
- If the livestock is alive or dead (if known).

**Rail Controller**

Inform the Track Maintenance Representative of the location of the struck livestock.

**Track Maintenance Representative**

During daylight hours, proceed to the site and assess the situation.





## Network Rules &gt; General Rules

## GR01 - 5.3 Fires on Rail Traffic

***Rail Traffic Crew***

When a fire occurs on rail traffic, you must:

- stop and secure the rail traffic
- inform the Rail Controller
- if the fire is on the locomotive:
  - shut down the locomotive
  - isolate the battery, if necessary.
- if it is safe to do so, attempt to extinguish the fire and/or isolate the burning rail vehicles.

***Rail Controller***

If you are told of a fire on rail traffic, you must:

- apply blocking facilities to the affected and adjacent tracks if necessary
- advise the Emergency Service Officer
- obtain details from the Rail Traffic Crew about the fire
- inform the Rail Control Supervisor
- maintain communication with Rail Traffic Crew.

## GR01 - 5.4 Lineside Fires

***All Concerned***

You must report any fire adjacent to or within the rail network to the Rail Controller in accordance with the rule.

***Rail Controller***

You must warn all rail traffic approaching the fire of the risk to rail traffic.

Dependent on the fire and its proximity to the rail traffic, you must:

- stop all rail traffic from entering the location where the fire has been reported, and
- inform the Emergency Services Officer.



## Network Rules > General Rules

### ***Rail Traffic Crew***

If a fire is observed, you must:

- if required, attempt to stop the rail traffic clear of the fire, and
- inform the Rail Controller about the fire.

### ***Rail Controller***

Where the fire has affected the track, you must gain assurance from the Track Maintenance Representative that it is safe for rail traffic operation before returning the track to normal operations.

## GR01 - 5.5 Track Defects

### ***All Concerned***

If you identify any track defects, you must report any track defects to the Rail Controller and inform of the location of defect.

### ***Rail Controller***

If required:

- prevent rail traffic from approaching the affected track section, and
- apply blocking facilities for the affected track section.

### ***Track Maintenance Representative***

You must inspect the location and advise the Rail Controller of:

- speed restrictions (if necessary).
- likely duration of speed restriction (if necessary)
- details of repairs to be carried out (if necessary)



Network Rules > General Rules

## GR01 - 6.0 Entering the Danger Zone

### ***All Concerned***

You must hold a trackside safety qualification to enter the danger zone.



If a person is not qualified in trackside safety, they must be supervised by a Competent Worker.

Visitors and workers who are required to work or walk in the danger zone twice per year or more must be qualified in trackside safety.

## GR01 - 6.1 Working in the Danger Zone

### ***All Concerned***

You must hold a work on track authority or method to work in the danger zone in accordance with the rule;

*[WT01 - Planning Work in the Rail Network].*

## GR01 - 6.2 Walking in the Danger Zone

### ***All Concerned***

Walking in the danger zone is:

- crossing from a safe place to another safe place, and
- not doing any work.

You must not walk in the danger zone unless:

- an easily reached safe place is available, and
- there is no practicable alternative.

Before entering the danger zone, you must have information on:

- restrictions where no safe place is available, and
- the locations of a safe place.



## Network Rules > General Rules

You must make sure that the tracks are clear of approaching rail traffic before stepping into the danger zone.



Rail traffic can approach from either direction at any time.

## GR01 - 7.0 Protection

### ***All Concerned***

You must request that the Rail Controller provides blocking facilities to the affected track when entering the danger zone to:

- cross the track or walking along the track to a worksite, or undertake a visual inspection of the infrastructure, where sighting distance is not available, or
- inspect rail vehicles on the live side of adjacent track locations, or
- undertake a visual inspection of the infrastructure, or
- place track protection signs, or
- place track shorting devices.

### ***Rail Controller***

You must apply blocking facilities as protection when requested.



Network Rules > General Rules

## GR01 - 8.0 When Rail Traffic Approaches

### ***All Concerned***

When rail traffic approaches, you must

- immediately move to a safe place, and
- acknowledge the rail traffic with an All Clear handsignal, and
- remain in the safe place until the rail traffic has passed clear and complete.

If you are in a workgroup, a delegated member of the workgroup must acknowledge with an All Clear handsignal.



***All Clear Handsignal***

### ***Rail Traffic Crew***

When an expected response or acknowledgement to the horn is not received, you must sound the emergency horn and, if required, stop your rail traffic.

## GR01 - 9.0 Related Documents

Rule [WT01 - Planning Work in the Rail Network]

Procedure [NP10 - Protecting Work from Rail Traffic on Adjacent Track]

Procedure [NP17 - Spoken and Written Communications]

Form [WP4 - Worksite Protection Permit]

## GR01 - 10.0 Effective Date

19 December 2023