

TRACK WORKER STRUCK BY A PASSENGER TRAIN: SHARED LEARNING

LAVERTON INCIDENT PRE-WORK BRIEFS

TOOLBOX 3



Metro**Safe**



OUR SAFETY PLEDGE

I WILL ENSURE THAT I HAVE UNDERSTOOD ALL THE HAZARDS AND CONTROLS IN THE WORK AREA AND HAVE A CLEAR UNDERSTANDING OF THE WORK AND POSITION OF SAFETY PRIOR TO SIGNING THE PRE-WORK BRIEF.

ZERO HARM

INTRODUCTION

An important part of working in the rail network is attending and understanding the Pre-Work Brief. The Pre-Work Brief provides a summary of the important safety information relating to the hazards and controls associated with the task.

This booklet provides clear information about the importance of the Rail Safety Pre-Work Brief and how it related to the Laverton incident.

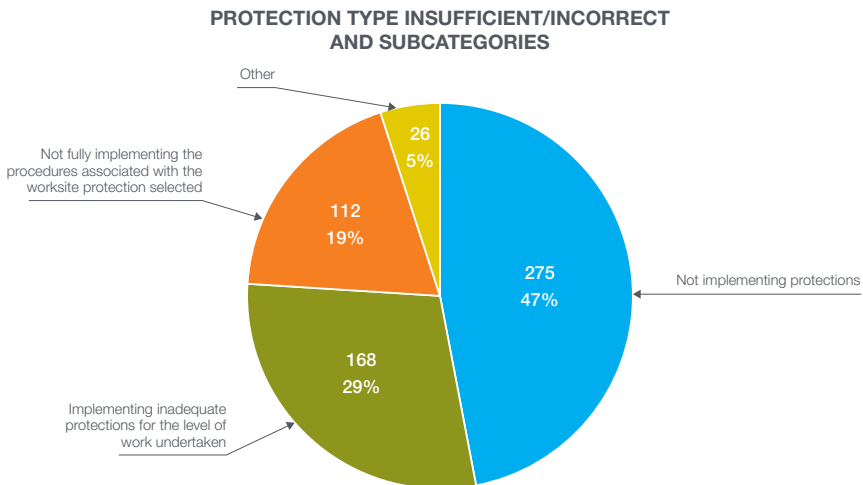
This is the third of ten toolbox talks created to share learnings with industry.



RELATED STATISTICS

The Australian Transport Safety Bureau (ATSB) identified 581 occurrences where the protection applied was either insufficient or incorrect between July 2009 and July 2014. This was the most commonly featured safe work on track category.

The breakdown of these occurrences include:



SOURCE: AUSTRALIAN TRANSPORT SAFETY BUREAU (2017), SAFE WORK ON TRACK ACROSS AUSTRALIA, ANALYSIS OF INCIDENT DATA, 2009 - 2014
[HTTPS://WWW.ATSB.GOV.AU/MEDIA/5773636/RI-2014-011_FINAL.PDF](https://www.atsb.gov.au/media/5773636/RI-2014-011_FINAL.PDF), P. 12

LAVERTON INCIDENT SUMMARY

TRACK WORKER STRUCK BY A PASSENGER TRAIN

On the morning of Friday 2 October 2015, a workgroup was assembling track-side in Laverton, Victoria. They planned to undertake dog spike removal works in preparation for re-sleepering of a section of track on the Altona Loop Line.

At around 0910, the supervisor for the works commenced marking the track to identify those dog spikes to be removed. He was working in a track crossover about 400 meters on the Melbourne side of Laverton Railway Station. A lookout had been placed for his protection.

At about 0916, a Metro Trains Melbourne suburban commuter train arrived at Laverton station, bound for Flinders Street Station in central Melbourne. After its scheduled stop, the train departed Laverton and approached the worksite. The lookout observed the train, warned workers of its approach and signalled to the driver that the track was clear. However, as the train took the crossover, the supervisor was foul of the track, and was struck by the train that was travelling at about 59 km/h. The supervisor suffered serious injuries.

LAVERTON INCIDENT SUMMARY

SHARED LEARNINGS - PRE WORK BRIEF

1

All Rail Safety Workers (RSW's) must clearly understand, attend and sign on to the relevant Pre-Work Brief prior to entering the rail corridor to commence work.

2

The Track Force Protection Coordinator (TFPC) must confirm that the Work Group Supervisor (WGS) and all RSW's have a clear understanding of the Position of Safety (POS).

3

All RSW's must not enter the danger zone without authorisation from the TFPC.

4

All RSW's must have a clear understanding of the worksite protection measures that have been implemented by the TFPC.

5

RSW's are to immediately head to a POS once audible warnings have been raised and remain in the POS until authority has been obtained from the TFPC.

WHAT ARE RAIL SAFETY PRE-WORK BRIEFS?

A Rail Safety Pre-Work Brief is completed prior to any work commencing in the rail corridor.

It is a component of the Rail Safety Worksite Hazard Assessment (RSWHA) and is a formal briefing to the Protection Team, WGS and RSW's within the worksite.

This brief outlines the worksite protection arrangements, hazards in the work area, emergency procedures, communication methods, electrical isolations, fitness for duty and the POS.

Prior to work commencing in the rail corridor, the TFPC must complete a RSWHA and conduct a Rail Safety Pre-Work Brief. The TFPC must also contact the Track Access Desk advising of the location of the works, the intended protection arrangements and the number of RSW's involved in the task.

The TFPC must obtain permission from the Track Access Desk to enter the rail corridor. All RSW's must have attended and signed on to the relevant Pre-Work Brief prior to entering the rail corridor and must wait until the TFPC approves entry for the works to commence.



WHO DELIVERS RAIL SAFETY PRE-WORK BRIEFINGS?

The TFPC is responsible for delivering the Rail Safety Pre-Work Brief to the WGS and the Protection Team (Lookouts and Handsignallers). The TFPC must ensure that the WGS and Protection Team have a clear understanding of the POS and all the hazard and control measures that need to be put in place for the intended worksite.

The WGS is responsible for delivering the Work Group Supervisor Pre-Work Briefing to all RSW's involved in the task. The Work Group Supervisor Pre-Work Briefing contains information about the hazards and controls including intended worksite

protection methods for the task.

The TFPC must be present during the Work Group Supervisor Pre-Work Briefing to ensure that all relevant information has been delivered by the WGS.



MY ROLE AT PRE-WORK BRIEFS

All RSW's must attend the relevant Pre-Work Brief, have an understanding of the hazards and controls, and be given the opportunity to ask for any clarification prior to signing on to the Pre-Work Brief.

It is my pledge as a RSW that when I sign on to the relevant Pre-Work Brief, I declare that:

- I have attended the brief
- I am qualified in my role
- I hold a valid Rail Industry Worker (RIW) card or equivalent
- I understand the tasks and hazards that are associated with the worksite
- I understand the intended controls that will be put in place prior to works commencing
- I am wearing the correct Personal Protective Equipment (PPE) associated with the works

- I am free from the impairment of drugs, alcohol and fatigue
- I have a clear understanding of the POS and the communication methods that are to be used

All RSW's have a responsibility to Speak Up for Safety if there are any concerning matters that may need to be raised at any stage.



GLOSSARY

All Right Hand Signal:

The All Right hand signal is one arm held in the horizontal position. By night a white light held steady.

Australian Transport Safety Bureau (ATSB):

The **ATSB** is Australia's national transport safety investigator.

Danger Zone:

Is all space within 3 metres horizontally from the nearest rail and any distance above or below this zone including being on the line, unless a Position of Safety exists or can be created.

Flagman/Handsignaller:

Is a rail safety worker who displays hand signals to the operators of rail traffic movements. A Handsignaller is also referred to as a Flagman.

Metro Trains Melbourne (MTM):

Metro Trains Melbourne, known colloquially as simply Metro, is the franchised operator of the suburban railway network in Melbourne, Australia. Metro Trains Melbourne is a joint venture between MTR Corporation, John Holland Group and UGL Rail.

Office of the National Rail Safety Regulator (ONRSR):

An independent body corporate established under the Rail Safety National Law (South Australia) Act 2012. The primary objectives of the ONRSR are to encourage and enforce safe railway operations and to promote and improve national rail safety.

Protection Officer (PO):

The qualified worker responsible for rail protection (NSW, SA, QLD, WA).

Position of Safety (POS):

Is a place where people or equipment cannot be struck by rail traffic.

Rail Safety Pre-Work Briefing:

Is a formal briefing on the worksite protection arrangements provided by the Track Force Protection Coordinator to all rail safety workers associated with the worksite protection and the Work Group Supervisor.

Rail Safety Worksite Hazard Assessment (RSWHA):

Is an assessment of the rail safety hazards to determine the method/level of protection requirement for a worksite.

Rail Safety Worker (RSW):

Is a person who has carried out, is carrying out or is about to carry out, rail safety work, and includes:

- a) a person who is employed or engaged by a rail operator to carry out rail safety work
- b) a person engaged by a person (other than by a rail operator) to carry out rail safety work
- c) a trainee
- d) a volunteer.

Track Access Desk (TAD):

Provides a single approval point for access by internal and external stakeholders requiring track access within the Rail Corridor and Danger Zone.

Track Force Protection Coordinator (TFPC):

Is the person appointed to assess and implement worksite protection arrangements on site.

Track Force Protection:

Track force protection is a method of protecting work on track between rail traffic movements.

Work Group Supervisor (WGS):

Is the individual ultimately responsible for the supervision of the programmed activities within a Work Site.

Work Group Supervisor Pre-Work Briefing:

Is a formal briefing on the task related activities provided by the Work Group Supervisor to the work group and Track Force Protection Coordinator.



FURTHER INFORMATION

If you require any further information, please discuss with your supervisor.

INFORMATION SOURCES

- Australian Transport Safety Bureau (2017), Safe work on track across Australia, Analysis of incident data, 2009 - 2014
- Australian Transport Safety Bureau (ATSB), Rail Occurrence Investigation, RO-2015-019, Final 24 August 2016
- MTM General Operating Procedures
- MTM Planning Worksite Protection in the Rail Corridor
- MTM Rail Safety Worksite Hazard Assessment
- MTM RSWHA Briefing Note