## LAVERTON INCIDENT PROTOCOLS, PROCEDURES AND SHORTCUTS

**TOOLBOX 9** 







# OUR SAFETY PLEDGE

I WILL ALWAYS CONFORM TO THE PROTOCOLS AND PROCEDURES AS SET OUT IN THE METRO TRAINS MELBOURNE'S (MTM'S) SAFETY MANAGEMENT SYSTEM

**ZERO HARM** 

## **INTRODUCTION**

It is the responsibility of every RSW to follow the MTM Protocols and Procedures to ensure their safety and the safety of everyone around them.

The rail environment poses many hazards and risks for all RSWs. Protocols and procedures are documented to safeguard reliable rail operations and ensure hazards and risks are being managed on the worksite. The consequences of not following these protocols and procedures correctly or simply taking shortcuts can sometimes be fatal.

This booklet provides clear information about the importance of accurately following operational and safeworking procedures and how it relates to the Laverton Incident.

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





## RELATED STATISTICS

Track-worker safety remains a major concern for ONRSR and industry. Occurrence data indicates a steady and alarming rate of track work procedure and rule breaches over the past three years.



TRACK WORK SAFEWORKING RULE AND PROCEDURE BREACHES, JULY 2015 TO JUNE 2018

In the 2017–2018 financial year, approximately one in six breaches posed a significant level of threat, involving failures of a type that could have directly led to workers being struck if the circumstances were slightly different. In a small number of cases, an accident was averted only through the responsive action of an individual such as a train driver applying emergency brakes or a worker jumping from the path of an approaching train.

SOURCE: OFFICE OF THE NATIONAL RAIL SAFETY REGULATOR (2017), RAIL SAFETY REPORT 2017-2018, HTTPS://WWW.ONRSR.COM.AU/\_\_DATA/ASSETS/PDF\_FILE/0018/22626/17789-ONRSR-SAFETY-REPORT-SPREADS.PDF, PP. 30-31

### **ZERO HARM**

# 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.



## LAVERTON INCIDENT SUMMARY

### SHARED LEARNINGS -PROTOCOLS & PROCEDURES



All RSWs must follow MTM protocols and procedures to ensure there is consistency in practice and everyone in the team know what is expected from them and what they can expect from other members in the team.



All RSWs must speak up if they become aware of any deviations from the protocol or procedures. They must always avoid short-cuts and stay focused on working safely.

## WHAT ARE PROTOCOLS & PROCEDURES?

Metro Trains Melbourne (MTM) has safeworking processes and procedures for a range of on-track activities within its Safety Management System.

Protocols and procedures provide a roadmap for day-to-day operations. They ensure compliance with laws and regulations, give guidance for decision making and streamline internal processes to ensure the safety and continuity of operations.

Protocol defines a set of procedures that describe details on how a work-related activity is carried out. These include specific responsibilities like what are the right steps to take, who should be doing the task and when. These details provide context to the activities and help clarify everyone's role. From senior leaders to frontline staff, everyone at MTM has a role to play in ensuring these procedures are understood, communicated and work is carried out as intended. It is critical that all staff comply with these processes and procedures to ensure their own safety, and the safety of those around them.



## WHEN SHOULD YOU FOLLOW PROTOCOLS & PROCEDURES?

Safety is a daily job and it is everyone's responsibility to follow procedures and protocols – all day, every day.

When everyone is following procedure, incidents and near misses are less likely to occur. Following procedure is equally important during non-standard situations, correcting previous errors and in response to incidents.

However, sometimes for reasons that are clear and on other occasions are not, the time taken to accurately follow procedure is not appropriate. Irrespective of the reason, a deliberate deviation from established rules or procedures is classified as taking a short cut and should be avoided under all circumstances when working on tracks.

So anytime you have the urge to take the easy way out or deciding whether to follow safety procedures, rationalising where you can cut corners often leaves you open to more risk. Hold yourself and others around you accountable for what needs to be done. Following procedures ensures consistency in practice for individual staff and creates role model behaviours for others to shadow. By following procedure, you know what is expected of you and what you can expect from other members of your team.

### **ZERO HARM**

# WHAT IS MY ROLE?

All RSWs are expected to have a thorough understanding of hazards and risks involved in doing their job through the different processes in place.

It is up to each individual to Speak Up for Safety and raise any concerning matters at any stage. Every RSW has the responsibility to:

- 1. Access and review all procedure documents relevant to your job
- Be aware of risks and speak up if something you are doing does not align with MTM standard protocols.
- Strictly follow all procedures as listed in the procedures to consciously adopt safe-work practices.





## **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 person who is employed or engaged by a rail operator to carry out rail safety work
- a person engaged by a person (other than by a rail operator) to carry out rail safety work
- f) a trainee
- g) a volunteer.

### 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.

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#### 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 an







### FURTHER INFORMATION

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

#### INFORMATION SOURCES

- Australian Transport Safety Bureau (ATSB), Rail Occurrence Investigation, RO-2015-019, Final 24 August 2016
- Office of the National Rail Safety Regulator (2018), Rail Safety Report 2017-2018

