

Reporting and responding to a Condition Affecting the Network (CAN)

Purpose

To prescribe the rules for reporting and responding to unsafe conditions affecting or potentially affecting the Country Regional Network (CRN).

Reporting

Conditions that can or do affect the safety of operations in the CRN must be reported promptly to the Network Control Officer responsible for the affected portions of track.

The Network Control Officer must record the report on a Condition Affecting the Network (CAN) form (CNRF 004).

Responding

If necessary, the Competent Worker reporting the Condition Affecting the Network (CAN) must:

- prevent rail traffic from approaching the affected portions of track, and
- apply protection in accordance with Rule CNTR 400 Protecting rail traffic.

The Network Control Officer must:

- promptly tell other affected Network Control Officers about the CAN
- advise affected nominated Operators' Representatives
- arrange to warn Rail Traffic Crew of rail traffic approaching the affected portions of track
- arrange to prevent rail traffic from approaching the affected portions of track, and apply blocking facilities as necessary
- arrange for the 1500V supply to be isolated in accordance with Rule CNGE 228 Unplanned removal of the 1500V supply
- ask Maintenance Representatives to investigate.

The Network Control Officer may declare the CAN to be a major incident.

The Network Control Officer must respond to a declared major incident in accordance with Rule CNGE 208 Responding to a major incident.

Infrastructure restoration work arising from a CAN must be undertaken only after the Protection Officer has obtained the appropriate work on track authority.

Warning rail traffic

The Network Control Officer must give written warning using a CAN form to Rail Traffic Crew if:

- CAN block working is introduced
- faulty or potentially faulty level crossings have been reported
- level crossing warning equipment has been deactivated
- rail traffic must be restrained where blocking facilities cannot be applied
- it is specified in another Network Rule.

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Responding cont.

In Train Order territory, the Network Control Officer must write the following Conditions Affecting the Network into the Special Instructions section when compiling a Train Order:

- faulty or potentially faulty level crossings
- deactivated level crossing warning equipment.

If possible, the Network Control Officer must arrange for a Competent Worker to give the CAN form to Rail Traffic Crew before rail traffic enters the affected portion of track.

If it is not possible for a Competent Worker to give the CAN form to Rail Traffic Crew, the Network Control Officer must dictate the CAN warning details to the rail traffic Crew.

The Network Control Officer may give warnings to Rail Traffic Crew about other CANs.

Rail Traffic Crew must acknowledge and comply with warnings.

The Network Control Officer must continue to warn Rail Traffic Crew until:

- the CAN no longer exists, or
- they are warned by other means.



NOTE

A separate CNRF 004 Condition Affecting the Network (CAN) form is not required if level crossing warning details are recorded on:

- a CNRF 005 Special Proceed Authority (SPA) form, or
- a CNRF 008 Pilot Staff Notice (PSN) form
- a CNRF 009 Train Order (TO) form.

Recording

Rail Traffic Crew must use either a CAN form or other method to record in permanent form:

- details of CAN warnings, and
- CAN reference numbers.

Return to normal working

If Maintenance Representatives have been asked to investigate a CAN, they must certify the track as safe for rail traffic before the Network Control Officer may authorise return to normal working.

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JHR Network Procedures

CNPR 707 Clipping points

CNPR 709 Using Railway Track Signals

CNPR 715 Protecting type F level crossings

CNPR 720 Protecting rail traffic

CNPR 721 Spoken and written communications

CNPR 722 Manual block working

Effective date

October 2019