

INFRASTRUCTURE BOOKING AUTHORITY SOUTHWEST



PROCEDURE FOR ACTION FOR THE S2B POSSESSION PROTECTION OFFICER

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SMA / S2B				
Function	Position	Name	Signature	Date
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<i>Approved by</i>	Executive Director Health and Safety Sydney Metro	Carmel Soccorsi		11/06/2025
<i>Approved by</i>	Rail Safety Manager S2B	Dave Paton		10/06/25

1 Introduction

The Southwest Infrastructure Booking Authority (SW IBA) is used to identify to the Possession Protection Officer (PPO / S2B) that all required infrastructure and systems are certified and are ready to be used in Dynamic Train Testing (DTT) for the Southwest Section between the Sydenham Buffer stops and Bankstown Buffer Stops.

The Southwest IBA form will advise the PPO of which infrastructure is booked in and which is booked out and the applicable certified status of that infrastructure during a test.

This approved set of certifications will provide the assurance to the PPO & the Train Co-Ordinator that the section of track within the Proposed limits of the Train Testing Zone (TTZ) is suitable for the commencement of DTT.

The PPO will use the attached form to approve the limits of (TTZ) within the Sydney Metro Local Possession Authority (SMLPA) after the certifications have been approved and to authorize the commencement of DTT within the set TTZ limits.

1.2 Train Co-Ordinator Role/Responsibility

The Train Coordinator is responsible for thoroughly reviewing the completed Infrastructure Booking-out Authority (IBA) form, ensuring all details and requirements are correctly documented. If the Train Coordinator deems these constraints acceptable, they signify approval by signing the final page of the IBA form. Once signed, the S2B Possession Protection Officer (S2B-PPO) is authorised to issue the Train Testing Zone (TTZ) to the Train Coordinator, allowing Dynamic Train Testing activities to commence within the designated section of the Southwest corridor.

Upon completion of Dynamic Train Testing, the Train Coordinator will fulfill the TTZ and hand-back the Southwest alignment to the S2B-PPO. This hand-back process will require the Train Coordinator to finalise the last section of the Infrastructure Booking-out Authority (IBA) form. This section should detail the stabling status of the test trains.

2 Compiling the IBA

2.1 Key Activities prior to the PPO approving the IBA and the limits of the TTZ

- The PPO will fill out the first section of the IBA form determining the following:
 - Job number to be issued for the Sydney Metro Local Area Possession (*SMLPA*) for which the IBA is associated with (*Test Area*)
 - Each IBA is to identify which infrastructure, and systems apply to the limits of authority that will be and continue to be issued until the PPO Fulfills the IBA.
 - Fill in the start date and the finish date for when the TTZ will apply.
 - Location of any other equipment.
 - Potential Limits of the TTZ to align with SMA Safe Notice.
(*Limits of Authority - Kilometrage, Turnouts, buffer stops, platform ends, etc.*)
 - Confirm that the Rail Corridor (Fences & Gates) as being closed/locked & secured.
 - Preliminary IBA's and requests are to be submitted to possessionlogistics@jhlory.com.au
 - Completed IBA's are to be submitted to the PPO possessions@jhlory.com.au

- The following signoffs will be required if applicable, and an underpinning certification will need to be attached for the PPO to be assured that the systems and infrastructure is safe to operate:
 - i. Civil Infrastructure
 - ii. Track Certification
 - iii. Electrical (HV Traction) Certified, Energized and Stable
 - iv. Line Clear (Hyundaimovex) -Installed MGF shall not extend un-commanded and is secure.
 - v. Line Clear (S2B)
 - vi. Line Clear (Martinus)
 - vii. Line Clear (MTR)
 - viii. Line Clear - No works/Workers within rail Corridor within (PPO)
 - ix. Protection Officer (Moreton St Bridge)
 - x. Protection Officer (Burwood Rd Bridge)
 - xi. Protection Officer (Melford St Bridge)
 - xii. Protection Officer (Wardell Rd Bridge)
 - xiii. Protection Officer (Albemarle St Bridge)
 - xiv. Protection Officer (Duntroon St Bridge)
 - xv. Protection Officer (Sydenham)
 - xvi. Protection Officer (Marrickville)
 - xvii. Protection Officer (Dulwich Hill)
 - xviii. Protection Officer (Hurlstone Park)
 - xix. Protection Officer (Canterbury)
 - xx. Protection Officer (Campsie)
 - xxi. Protection Officer (Belmore)
 - xxii. Protection Officer (Lakemba)
 - xxiii. Protection Officer (Wiley Park)
 - xxiv. Protection Officer (Punchbowl)
 - xxv. Protection Officer (Bankstown)

OFFICIAL

2.2 Rolling stock (MTS)

Rolling stock shall be aligned with and Sydney Metro and MTS rolling stock Registers or associated waivers by SMA in-line with the Safety Interface agreement between SMA and MTS and have them onsite to confirm compliance. Any required changes to the trains signaling system configuration are required to be captured as part of the Signaling certification associated with this form, albeit limited to operation within the Southwest limits.

2.3 PPO Approval

1. When all identified infrastructure has been certified, the PPO will approve the document for use within the limits of the SMLPA.
2. Record the name of the delegated representative for each discipline from the above list and that they are certifying:
 - a. The infrastructure to be used in DTT is safe to operate a train and is fit for purpose.
 - b. The time and date of the certification
 - c. The certification number and the authority of the certification form.
3. Strike-through any certifications that are not applicable for the specific assurance of the next batch of tests.
4. The PPO will sign the IBA to say they are assured that the limits of authority can be executed, and that the infrastructure is safe to operate. A TTZ will then be permitted to be issued, and this will be associated in the top box of the IBA form for record keeping.
5. Whereby a system is not available or signed, the PPO can strike out the discipline/system affected which deems it unavailable and not to be relied upon.
6. The PPO relies upon Attachment A to ensure any limitations are known critical to safe operation and transit within the SMLPA.
7. The PPO relies upon Attachment A to ensure any limitations are known critical to safe operation and transit within the Southwest corridor & must be accepted by the Train Co-Ordinator.

2.4 Unsafe Events

In the Event of an unsafe event the PPO in collaboration with the Train Coordinator will determine whether the IBA will be required to be fulfilled. Depending on the severity and the escalation required for the unsafe event the TTZ may be required to be Fulfilled immediately. For minor rectification works the TTZ will not be required to be fulfilled and the IBA will remain valid. Any unsafe event that may have an impact on certification or safety assurance of the TTZ zone, TTZ and IBA will be fulfilled. Once rectification scope is completed certification forms must be completed and a new IBA is required for re-establishment of the TTZ zone. No staff will be allowed in the corridor (fence-to-fence / PSD considered a fence) while the train is moving.

2.5 Rolling stock (MTS)

Rolling stock shall be aligned with and Sydney Metro and MTS rolling stock Registers or associated waivers by SMA in-line with the Safety Interface agreement between SMA and MTS and have them onsite to confirm compliance. Any required changes to the trains signaling system configuration are required to be captured as part of the Signaling certification associated with this form, albeit limited to operation within the Southwest limits.

2.6 PPO Approval

1. When all identified infrastructure has been certified, the PPO will approve the document for use within the limits of the SMLPA.
2. Record the name of the delegated representative for each discipline from the above list and that they are certifying:
 - a. The infrastructure to be used in DTT is safe to operate a train and is fit for purpose.
 - b. The time and date of the certification
 - c. The certification number and the authority of the certification form.
3. Strike-through any certifications that are not applicable for the specific assurance of the next batch of tests.
4. The PPO will sign the IBA to say they are assured that the limits of authority can be executed, and that the infrastructure is safe to operate. A TTZ will then be permitted to be issued, and this will be associated in the top box of the IBA form for record keeping.
5. Whereby a system is not available or signed, the PPO can strike out the discipline/system affected which deems it unavailable and not to be relied upon.
6. The PPO relies upon Attachment A to ensure any limitations are known critical to safe operation and transit within the SMLPA.
7. The PPO relies upon Attachment A to ensure any limitations are known critical to safe operation and transit within the Southwest corridor & must be accepted by the Train Co-Ordinator.

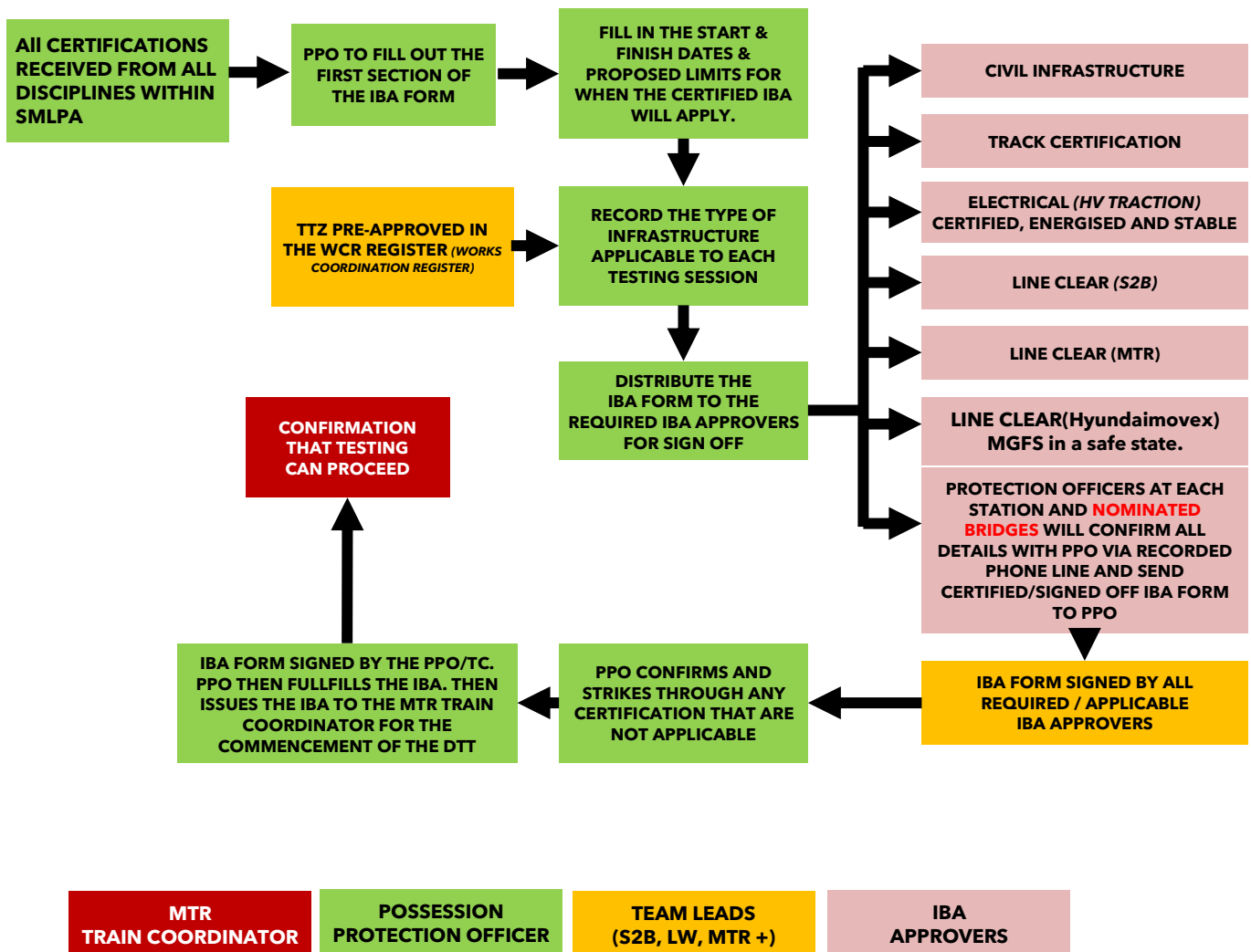
2.7 Unsafe Events

In the Event of an unsafe event the PPO in collaboration with the Train Coordinator will determine whether the IBA will be required to be fulfilled. Depending on the severity and the escalation required for the unsafe event the TTZ may be required to be Fulfilled immediately. For minor rectification works the TTZ will not be required to be fulfilled and the IBA will remain valid. Any unsafe event that may have an impact on certification or safety assurance of the TTZ zone, TTZ and IBA will be fulfilled. Once rectification scope is completed certification forms must be completed and a new IBA is required for re-establishment of the TTZ zone. No staff will be allowed in the corridor (fence-to-fence / PSD considered a fence) while the train is moving.

2.5 Infrastructure Booking Authority Issued

On the advice of the SMA safe notice the PPO will issue the limits of TTZ and provide the complete IBA. PPO will communicate the IBA to the MTR Train Coordinator and confirm limits of TTZ and their permitted stop end points.

CHANGE IN STATE / CONFIGURATION OR FOR PLANNED WORKS / TTZ IMPLEMENTATION, AN IBA IS REQUIRED TO BE COMPILED. IBA'S WILL BE SUBMITTED TO: possessions@jhlorjv.com.au



Notes:

- 1) A New IBA is required for the start of each test window or if limits change to assure the PPO can authorise the test and the limits of authority.
- 2) Each IBA is to be checked that each delegate on the sheet has completed their paperwork prior to the PPO issuing the Limits of Authority.
- 3) IBA Approvers: signoffs will be required, and an underpinning certification will need to be attached for the PPO to be assured that the systems and infrastructure is safe to operate.
- 4) Any required changes to the trains signaling system configuration are to be captured as part of the Signaling certification associated with this form, albeit limited to operation within the Southwest limits.
- 5) Any operational restrictions are to be communicated in Attachment A: Constraints / Operational Limitations and must be agreed upon by the PPO & Train Co-Ordinator before authorizing the IBA to be issued.
- 6) All IBA's are only valid for the times, dates & limits shown on the issued IBA

3 Systems and Delegations

Role	Description (General inclusions)	Responsible Organization	Delegated Names
Civil Infrastructure	Fences, Gates, bridges and structures	S2B	
Track Certification	Track & Kinematic envelope clearances	S2B	
Electrical (HV Traction) Certified, Energized and Stable	33/11kV, Traction power, power control system, overhead wiring	Line Wide	
Line Clear (HyundaiMovex)	Installed MGF/PEB shall not extend un-commanded and is secured; MGF shall be in a safe state.	HM	
Line Clear (S2B)	Tracks & Corridor are clear of workgroups, plant & obstructions that could cause collision with Rail Traffic & that all fences/gates are closed and secured to prevent un-authorized entry to the Rail Corridor	S2B	
Line Clear (Martinus)	Tracks & Corridor are clear of workgroups, plant & obstructions that could cause collision with Rail Traffic & that all fences/gates are compliant with the security working group requirements and secured to prevent un-authorized entry to the Rail Corridor	Martinus	
Line Clear (MTR)	Tracks & Corridor are clear of workgroups, plant & obstructions that could cause collision with Rail Traffic.	MTR	
Line Clear (PPO)	Corridor assets are clear of workgroups, plant & obstructions that could cause collision with Rail Traffic & that all fences/gates are closed and secured to prevent un-authorized entry to the Rail Corridor. No staff will be allowed in the corridor (fence-to-fence / PSD considered a fence) while the train is moving.	S2B	
Protection Officer (Sydenham)	PO fills in their respective QR code and an email is sent to the PPO advising that the area for which they are providing protection is safe SFAIRP	S2B	PPO to sign as received:
Protection Officer (Marrickville)	PO fills in their respective QR code and an email is sent to the PPO advising that the area for which they are providing protection is safe SFAIRP	S2B	PPO to sign as received:
Protection Officer (Dulwich Hill)	PO fills in their respective QR code and an email is sent to the PPO advising that the area for which they are providing protection is safe SFAIRP	S2B	PPO to sign as received:
Protection Officer (Hurlstone Park)	PO fills in their respective QR code and an email is sent to the PPO advising that the area for which they are providing protection is safe SFAIRP	S2B	PPO to sign as received:

Protection Officer (Canterbury)	PO fills in their respective QR code and an email is sent to the PPO advising that the area for which they are providing protection is safe SFAIRP	S2B	PPO to sign as received:
Protection Officer (Campsie)	PO fills in their respective QR code and an email is sent to the PPO advising that the area for which they are providing protection is safe SFAIRP	S2B	PPO to sign as received:
Protection Officer (Belmore)	PO fills in their respective QR code and an email is sent to the PPO advising that the area for which they are providing protection is safe SFAIRP	S2B	PPO to sign as received:
Protection Officer (Lakemba)	PO fills in their respective QR code and an email is sent to the PPO advising that the area for which they are providing protection is safe SFAIRP	S2B	PPO to sign as received:
Protection Officer (Wiley Park)	PO fills in their respective QR code and an email is sent to the PPO advising that the area for which they are providing protection is safe SFAIRP	S2B	PPO to sign as received:
Protection Officer (Punchbowl)	PO fills in their respective QR code and an email is sent to the PPO advising that the area for which they are providing protection is safe SFAIRP	S2B	PPO to sign as received:
Protection Officer (Bankstown)	PO fills in their respective QR code and an email is sent to the PPO advising that the area for which they are providing protection is safe SFAIRP	S2B	PPO to sign as received:
Protection Officer (Rail Systems)	PO fills in their respective QR code and an email is sent to the PPO advising that the area for which they are providing protection is safe SFAIRP	S2B	PPO to sign as received:
Moreton St Bridge (Belmore)	PO/Security Guard to confirm on location and that there are no obstructions, and that corridor is secure 24hrs.	Martinus	PPO to sign as received:
Wardell Rd Bridge (Dulwich Hill)	PO/Security Guard to confirm on location and that there are no obstructions, and that corridor is secure 24hrs.	Martinus	PPO to sign as received:
Melford St Bridge (Hurlston Park)	PO/Security Guard to confirm on location and that there are no obstructions, and that corridor is secure 24hrs.	Martinus	PPO to sign as received:
Burwood Rd Bridge (Belmore)	PO/Security Guard to confirm on location and that there are no obstructions, and that corridor is secure 24hrs.	Martinus	PPO to sign as received:
Albermarle St Bridge (Dulwich Hill)	PO/Security Guard to confirm on location and that there are no obstructions, and that corridor is secure 24hrs.	S2B	PPO to sign as received:
Duntroon Rd Bridge (Hurlstone Park)	PO/Security Guard to confirm on location and that there are no obstructions, and that corridor is secure 24hrs.	S2B	PPO to sign as received:



Sydney Metro Infrastructure Authority Booking Form

Booking Number:

S2B JOB Number:

Date and Time

Start:

Finished:

Date and Time

Limits:

And:

Infrastructure and clearance Certification

Discipline/System	Name	Signature	Date	Evidence Verified BY PPO	Constraints? (Y/N) PTO
Civil Infrastructure			/ / 20		
Track Certification			/ / 20		
Electrical (HV Traction) Certified, Energized and Stable			/ / 20		
Line Clear (Hyundaimovex) MGF in Safe state			/ / 20		
Line Clear (S2B)			/ / 20		
Line Clear (MTR)			/ / 20		
Line Clear (Martinus)			/ / 20		
Line Clear (PPO)			/ / 20		
Protection Officer (Sydenham)			/ / 20		
Protection Officer (Marrickville)			/ / 20		
Protection Officer (Dulwich Hill)			/ / 20		
Protection Officer (Hurlstone Park)			/ / 20		
Protection Officer (Canterbury)			/ / 20		
Protection Officer (Campsie)			/ / 20		
Protection Officer (Belmore)			/ / 20		
Protection Officer (Lakemba)			/ / 20		
Protection Officer (Wiley Park)			/ / 20		
Protection Officer (Punchbowl)			/ / 20		
Protection Officer (Bankstown)			/ / 20		
Moreton St Bridge (Belmore)			/ / 20		



Wardell Rd Bridge (Dulwich Hill)			/	/ 20		
Melford St Bridge (Hurlston Park)			/	/ 20		
Burwood Rd Bridge (Belmore)			/	/ 20		
Albermarle St Bridge (Dulwich Hill)			/	/ 20		
Duntroon Rd Bridge (Hurlstone Park)			/	/ 20		

Attachment A: Constraints / Operational Limitations

Discipline/System	Operational Constraints and Notes <i>(e.g. any TSRs, Non-use of points, RM Only, etc.)</i>
Civil Infrastructure	
Track Certification	
Electrical (HV Traction) Certified, Energized and Stable	
Line Clear MGF in Safe State (Hyundaimovex)	
Line Clear (S2B)	
Line Clear (Martinus)	
Line Clear (MTR)	
Line Clear (PPO)	
Protection Officer (Sydenham)	
Protection Officer (Marrickville)	
Protection Officer (Dulwich Hill)	
Protection Officer (Hurlstone Park)	
Protection Officer (Canterbury)	
Protection Officer (Campsie)	
Protection Officer (Belmore)	
Protection Officer (Lakemba)	
Protection Officer (Wiley Park)	
Protection Officer (Punchbowl)	

Protection Officer (Bankstown)	
Moreton St Bridge (Belmore)	
Wardell Rd Bridge (Dulwich Hill)	
Melford St Bridge (Hurlston Park)	
Burwood Rd Bridge (Belmore)	
Albermarle St Bridge (Dulwich Hill)	
Duntroon Rd Bridge (Hurlstone Park)	

PPO Approval	Name	Signature	Date	Evidence Verified	Constraints? (Y/N)
			/ / 20		

Train Co-Ordinator	Name	Signature	Date	Evidence Verified	Constraints Accepted? (Y/N)
			/ / 20		

IBA Fulfilled	Date	Time	TTZ (Authorised to be issued)	YES	NO

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