

Train Transfer Between MTS Network and Southwest SMLPA

Purpose:

This SAFE Notice has been provided to authorise the transfer of 1 x MTS Metropolis Electrical Multiple Unit (EMU) from Sydney Metro Train Facility – South (SMTF-S) into the Sydney Metro South West Rail Corridor under a Sydney Metro Local Possession Authority (SMLPA). The transfer of the Train enables MTR to conduct Testing and Commissioning Activities (T&C) within the Metro South West (MSW) line between Sydenham to Bankstown.

This Safe Notice must be read in the Rail Safeworking Procedure titled "Transfer of Test Trains. MTS Network to SW Corridor - Marrickville." (Document SMCSW-HS-PR-60060 revision C), the instructions in this SAFE Notice must be carried out.

Note: Where the instructions differ in this SAFE Notice the Rail Safeworking Procedure titled "Transfer of Test Trains. MTS Network to SW Corridor - Marrickville." (Document SMCSW-HS-PR-60060 revision C), the instructions in this SAFE Notice must be carried out.

Introduction:

As per the **date and time** noted within an approved MTS Work Access Request (WAR) form, after the last Down revenue service has been stabled in SMTF-S, the MTS EMU will undergo a train preparation activity on a designated stabling road within SMTF-S.

For the purpose of the preparation of the EMU within SMTF-S for the transfer into the Southwest SMLPA, a qualified Train Pilot and CJCT must be present and engaged in safeworking duties.

All movements between the MTS Network and the Southwest SMLPA must be managed and coordinated by the Sydenham to Bankstown Possession Protection Officer (S2B-PPO), Train Coordinator, MTS PPO and the MTS Traffic Controller.

For this Safe Notice, the MTS Metropolis EMU's will be referred to as the **"test train"**.

General:

- All personnel involved in test train movements must be issued this Safe Notice and Safety Instructions.
- Personnel must read and confirm they understand these instructions.
- Only staff who have completed the required Dynamic Train Testing (DTT) training can participate.
- A pre-test briefing on test train movements must be conducted for all staff involved.
- A CJC-T and Test Train Pilot must be assigned to control safe train movement.
- A Train Testing Protection Officer must be assigned to manage the worksite protection for the TTZ
- A Train Coordinator must be present at the S2B PPO's office at Campsie during testing.
- A qualified MTS Protection Officer must be stationed on the Sydenham Station platform to oversee the work and assist CJC-S staff in preventing public access to the test train as it passes through the station.
- No staff will be allowed in the corridor (fence-to-fence / PSD considered a fence) while the train is moving

Removing and Restoration of Temporary Stop Block and Possession Limit Boards:

Once Test Train preparations are successfully completed, the MTS Qualified Protection Officer must implement a work on track authority (i.e. LPA or a TOA) to protect the up and down MSW, ensuring protection for workers involved in removing and reinstalling Temporary Stop Blocks and Possession Limit Boards at Sydenham Terminations.

The MTS Qualified Protection Officer is required to coordinate with the S2B PPO, MTS PPO or Traffic Controller for the removal process of these Temporary Stop Blocks and Possession Limit Boards.

Upon obtaining the necessary approvals, the MTS Qualified Protection Officer may authorise workgroups to access the track to remove the Temporary Stop Blocks and Possession Limit Boards at the terminal end of Sydenham Station.

Once the authorised personnel have safely removed, secured, and confirmed that they are in a safe location, the MTS Qualified Protection Officer must receive authorisation from either the MTS Possession Protection Officer (MTS-PPO) or Traffic Controller (TC), depending on the level of protection in place, to move the Test Train towards Platform 2 at Sydenham Station.

Test Train Movement Requirements:

The Test Train must have the following:

- Qualified CJC-T for Southwest Testing and Commissioning activities.
- Qualified Protection Officer (Pilot) for Southwest Testing and Commissioning
- Direct radio communication (Tetra) between MTS TC and/or MTS-PPO & S2B-PPO/Train Coordinator.

The test train must operate at a maximum of 25 km/h in RM-ATC Bypass when travelling to and from the SMPLA and MTS Network.

Re-installing Temporary Stop Block and Possession Limit Boards:

Once confirmation has been received that the Test Train has stopped at Marrickville Station, the MTS Qualified Protection Officer can authorise workgroups access the track and reinstate Temporary Stop Blocks, Possession Limit Boards and fence at the RIM Boundary Sydenham.

Once the work has been completed, provide confirmation that RIM boundary protection is in place to the MTS-PPO and/or MTS-TC and S2B-PPO.

Regards,

Approval Table	Name	Role	Signature
Endorsed by MTS Rep:	Vishal Singh	Rail Safety & Systems Manager	
Approved by SMA Rep:	Joel Blackett	Rail Safety Manager	