

Introducing Train Testing Zone (TTZ) for Southwest Dynamic Train Testing

Purpose:

This Safe Notice authorises the implementation of a Train Testing Zone (TTZ) to conduct Dynamic Train Testing (DTT) using MTS Metropolis Electric Multiple Units (EMUs) on the South West (SW) Network. The TTZ is established within the Sydney Metro Local Possession Authority (SM-LPA) to support Testing and Commissioning (T&C) activities for the Southwest Project.

This Safe Notice is read in conjunction with:

- the Rail Safeworking Procedure titled "Train Testing Zone TTZ for Testing and Commissioning Activities within the Southwest Corridor" (Document Number SMCSW-RS-PR-60022 version 4)
- the Rail Safeworking Procedure titled "Transfer of Test Trains. MTS Network to SW Corridor - Marrickville." (Document SMCSW-HS-PR-60060 revision C)
- MTR Safety Instruction: Notice of Change Comparison Between TTZ Procedure Version 3 and 4 (Document Number: A-HS-GU-60152).
- MTR Safety Instruction: "Notice of Procedural Update. Transfer of Test Trains from MTS Network to SWM Corridor Marrickville Rev C" (Document Number: A-HS-GU-60153)
- MTR Safety Instruction: "Dynamic Train Testing Operations - A-HS-GU-60131"
- MTR Safety Instruction: "5km/h Speed Restriction – BNK12 to BNK 22 (Down Direction) - A-HS-GU-60132"
- MTR Safety Instruction: "Restricted Manual Mode – ATC Bypass during in Dynamic Train Testing during Stage 1 (Limited)- A-HS-GU-60144"
- SAFE Notice 2025 - 003 "South West Expansion Track Works across MTS and SMA Boundary"

Introduction:

From **Monday 7 July 2025** to **Friday 01 August 2025** MTR, S2B, and SMA will establish Train Testing Zones (TTZ) for Testing and Commissioning activities.

The TTZ will be authorised by the S2B Possession Protection Officer (PPO). Rolling Stock movements will be controlled and managed by the S2B PPO and Train Coordinator.

For the purposes of this Safe Notice, the MTS Metropolis EMU will be classified as "test train."

General:

- All personnel involved in test train movements must be issued this Safe Notice and any relevant 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 within 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.

Test Train Conditions:

The following conditions, as per the Train Testing Zone (TTZ) Procedure, must be strictly followed:

- The signalling and control systems will not be in use. Control and movement of the train within the TTZ will be through manual operation.
- Test Train must operate in RM – ATC Bypass mode at a maximum speed of 25 km/h, subject to any imposed restrictions.
- No staff will be allowed in the corridor (fence-to-fence / PSD considered a fence) while the train is moving
- Maximum speed is 25 km/h when transferring to/from the MTS Network and SMLPA.
- All points must be clipped and locked by a Qualified Worker for the intended movement.
- PPIs in the Southwest SM-LPA may only be passed at STOP with authorisation from the S2B PPO or delegate.
- All access points to the TTZ (including station platforms and UTO fence lines) must be secured, locked, or barricaded, and verified by a Qualified Protection Officer.
- "Danger: Train Testing in Progress – Do Not Pass This Point" safety signage must be installed and maintained at all rail corridor access points.
- When the Test Train **stops** and crew exits at a platform, a platform barricade must be in place to prevent unauthorised access to the test train.
- Campsie Station is the designated stabling location for the Test Train.

SM-LPA Train Testing Zone (TTZ) - Southwest Network – Week 01:

TTZ Limits - Marrickville Stop Boards to Bankstown Terminations	
Week 01	
Start Date and Time	Finish Date and Time
2200hrs, Monday 7 July 2025	0400 hrs, Tuesday 8 July 2025
0700hrs, Tuesday 8 July 2025	1700 hrs, Tuesday 8 July 2025
0700hrs, Wednesday 9 July 2025	1700 hrs, Wednesday 9 July 2025
0700hrs, Thursday 10 July 2025	1700 hrs, Thursday 10 July 2025
0700hrs, Friday 11 July 2025	1700 hrs, Friday 11 July 2025
From	To
Up / Down MSW – Marrickville Stop Boards – 6.076 km	Up/Down MSW Bankstown Terminations - 18+632km

SM-LPA Train Testing Zone (TTZ) - Southwest Network – Week 02:

TTZ Limits - Marrickville Stop Boards to Bankstown Terminations	
Week 02	
Start Date and Time	Finish Date and Time
0700hrs, Monday 14 July 2025	1700 hrs, Monday 14 July 2025
0700hrs, Tuesday 15 July 2025	1700 hrs, Tuesday 15 July 2025
0700hrs, Wednesday 16 July 2025	1700 hrs, Wednesday 16 July 2025
0700hrs, Thursday 17 July 2025	1700 hrs, Thursday 17 July 2025
0700hrs, Friday 18 July 2025	1700 hrs, Friday 18 July 2025
From	To
Up / Down MSW – Marrickville Stop Boards – 6.076 km	Up/Down MSW Bankstown Terminations - 18+632km

SM-LPA Train Testing Zone (TTZ) - Southwest Network – Week 03:

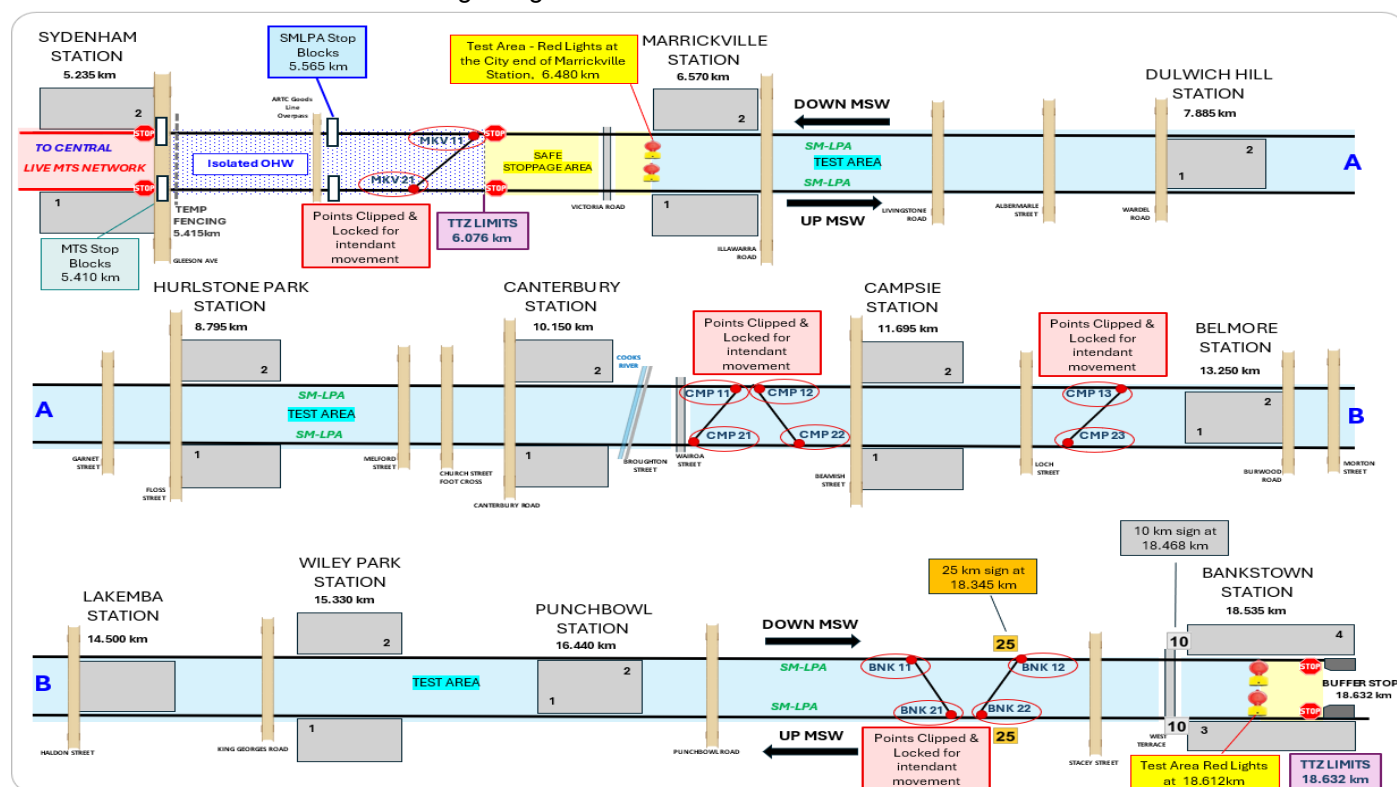
TTZ Limits - Marrickville Stop Boards to Bankstown Terminations	
Week 03	
Start Date and Time	Finish Date and Time
0700hrs, Monday 21 July 2025	1700 hrs, Monday 21 July 2025
0700hrs, Tuesday 22 July 2025	1700 hrs, Tuesday 22 July 2025
0700hrs, Wednesday 23 July 2025	1700 hrs, Wednesday 23 July 2025
0700hrs, Thursday 24 July 2025	1700 hrs, Thursday 24 July 2025
0700hrs, Friday 25 July 2025	1700 hrs, Friday 25 July 2025
From	To
Up / Down MSW – Marrickville Stop Boards – 6.076 km	Up/Down MSW Bankstown Terminations - 18+632km

SM-LPA Train Testing Zone (TTZ) - Southwest Network – Week 04:

TTZ Limits - Marrickville Stop Boards to Bankstown Terminations	
Week 04	
Start Date and Time	Finish Date and Time
2000hrs, Monday 28 July 2025	0600 hrs, Tuesday 29 July 2025
2000hrs, Tuesday 29 July 2025	0600 hrs, Wednesday 30 July 2025
2000 hrs, Wednesday 30 July 2025	0600 hrs, Thursday 31 July 2025
2000 hrs, Thursday 31 July 2025	0600 hrs, Friday 01 August 2025
From	To
Up / Down MSW – Marrickville Stop Boards – 6.076 km	Up/Down MSW Bankstown Terminations - 18+632km

Diagram of the TTZ to be introduced between Sydenham to Bankstown:

Beginning from Week 01 to Week 04 – inclusive



Extending Dynamic Train Transfer into MTS Network from Southwest. (EH) – Week 01:

Dynamic Train Testing Limits – Countryside of Waterloo Station to Bankstown Terminations	
Week 01 - MTS Engineering Hours (EH)	
Start Date and Time	Finish Date and Time
0100 hrs, Monday 07 July 2025	0400 hrs, Tuesday 08 July 2025
From	To
Up / Down MSW – Countryside of Waterloo Station 1.240 km	Up/Down MSW Bankstown Terminations - 18+632km

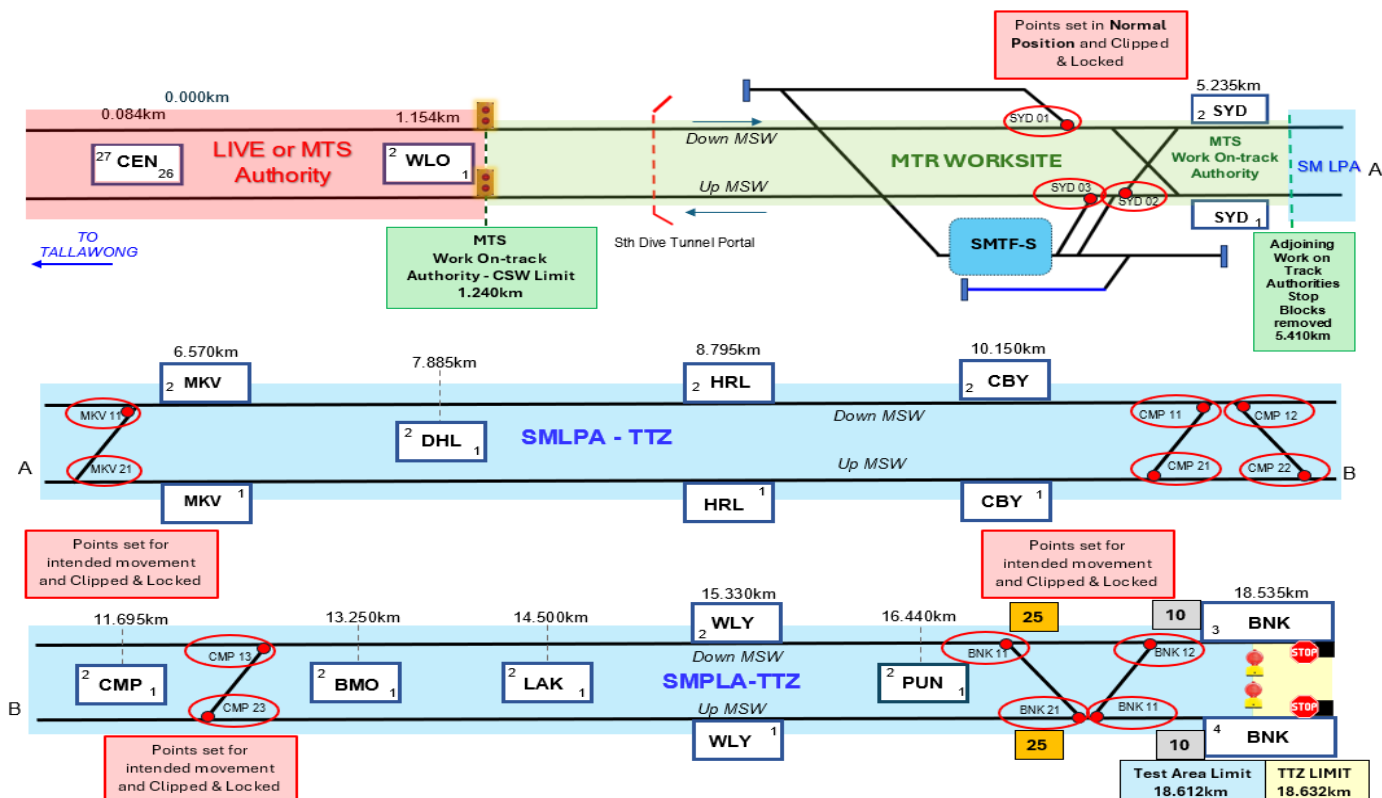
Extending Dynamic Train Testing into MTS Network from Southwest. (EEH) – Week 04:

Dynamic Train Testing Limits – Countryside of Waterloo Station to Bankstown Terminations	
Week 04 - MTS <u>Extended</u> Engineering Hours (EEH)	
Start Date and Time	Finish Date and Time
2200 hrs, Monday 28 July 2025	0400 hrs, Tuesday 29 July 2025
2200 hrs, Tuesday 29 July 2025	0400 hrs, Wednesday 30 July 2025
2200 hrs, Wednesday 30 July 2025	0400 hrs, Thursday 31 July 2025
From	To
Up / Down MSW – Countryside of Waterloo Station 1.240 km	Up/Down MSW Bankstown Terminations - 18+632km

Diagram of DTT Limits - Countryside of Waterloo Station to Countryside of Bankstown Terminations:

Week 01 – Train Transfer, Monday 07 July,

Week 04 – Dynamic Train Testing , Monday 28th, 29th and 30th July 2025



Regards,

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