

2 x Train Transfers Between MTS Network and Southwest SMLPA

Purpose:

This SAFE Notice authorises the transfer of a single MTS Metropolis EMU from the Southwest Sydney Metro Local Possession Authority (SMLPA) into the MTS Network, followed by a second train transfer from the Sydney Metro Train Facility – South (SMTF-S) into the Sydney Metro South West Rail Corridor, also under an SMLPA.

These Train transfers will enable MTR to carry out Testing and Commissioning (T&C) activities along the Metro South West (MSW) line between Sydenham and 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 in an approved MTS Work Access Request (WAR) form and following the stabling of the last Down revenue service at the Sydney Metro Train Facility – South (SMTF-S), MTS Metropolis EMU **TS28** will be transferred from Marrickville Up MSW (within the Southwest Sydney Metro Local Possession Authority – SMLPA) to a designated stabling road within SMTF-S.

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

After the successful transfer of TS28 from the Southwest SMLPA to the MTS M1 Network, MTS EMU **TS22** will undergo train preparation activities on a designated stabling road within SMTF-S.

For the preparation of EMU TS22 within SMTF-S and its transfer into the Southwest SMLPA, a qualified Train Pilot and CJCT must be provided.

All movements between the MTS Network and the Southwest SMLPA must be managed and coordinated by the S2B-PPO, Train Coordinator, MTS PPO / MTS Qualified PO, and the MTS Traffic Controller.

For the purposes of this SAFE Notice, the MTS Metropolis EMUs 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.

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.

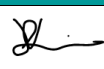
The test train must operate at a maximum of 25 km/h in RM-ATC Bypass when travelling to and from the SMPLA and MTS Network.

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	