RIDING ON EXTERNAL VEHICLE STEPS OR PLATFORMS
LVOP 406

PROCEDURE

Riding on the external steps, ladders, running boards, footplates, catwalks or decks of any locomotive, passenger carriage, vans or freight vehicle, whilst the vehicle is in motion, is strictly prohibited.

This prohibition applies whilst shunting, or running in traffic, at any location, including the boundaries of a locomotive depot, workshop or private siding. This encompasses all LVR operational employees, including those persons performing duties as enginemen, guards, shunters, train managers and maintainers and any other person seeking access to an LVR locomotive or train.

Access and egress to and from locomotives and vehicles is only to take place by the correct steps and / or ladders designed for the purpose, fitted with handrails and non slip surfaces. The vehicle must be stationary before any entry or exit is attempted.

Where a shunting movement is to be piloted by a qualified person, the person may ride in the leading vehicle in the direction of travel, if it is deemed to be a suitable vehicle. A suitable vehicle being a locomotive, rail motor, passenger carriage or a guards van, and is fitted with an emergency brake pipe tap, within easy reach of the qualified worker. The qualified person must be able to have a clear and unfettered view of the line ahead of the movement, and be able to be wholly stationed within the vehicle, preferably at a driver's or train guards workstation. The shunting or propelling movement is to be carried out under the directions from the qualified worker given by two way radio, hand signals and / or bell signals.

Where there is no suitable vehicle to ride in, the qualified worker must walk beside the shunting movement. The qualified worker must be able to have a clear and unfettered view of the line ahead of the movement. The shunting or propelling movement is to be carried out under the directions from the qualified worker given by two way radio or hand signals.

NOTE: Any communication signal that is not clearly understood, or cannot be seen, is to be treated as a Stop signal and contact must be made with other crewmember.

RELATED DOCUMENTS:

- LVR Operator Specific LVOP 410
- LVR Operator Specific LVOP 412
- LVR Operator Specific LVOP 616
- LVR Operator Specific LVOP 304
- LVR Operator Specific LVOP 520
- LVR Operator Specific LVOP 402
- LVR Operator Specific LVOP 506
- ITSRR Prohibition Notice

RISN No. 20

PROHIBITIONS REGARDING RIDING ON ROLLING STOCK

Background

The purpose of this Rail Industry Safety Notice (RISN) is to remind all rolling stock operators of the prohibitions that continue to exist under the *Rail Safety Act 2002* in regard to persons riding on rolling stock.

The prohibition applies to all rolling stock operators under a notice (see attached) issued by the Independent Transport Safety and Reliability Regulator (ITSRR) in July 2004 following a fatality in the Port Botany yard. Recently WorkCover successfully prosecuted the relevant operator in the Industrial Court over the Port Botany incident.

The Prohibition Notice prohibits persons from riding on a unit of rolling stock whilst the unit is in motion. Riding within a designated operating station or other enclosed space specifically designed to protect persons during the movement of the rolling stock is not prohibited. It applies to all rolling stock except that designed for the carriage of passengers or persons.

For example, the Prohibition Notice would prohibit persons riding on flat top wagons.

ITSRR does not consider the following to be designated safe places:

- riding on rolling stock where the person extends outside the rolling stock outline and is exposed to the risk of being struck by rail structures
- riding on ladders or steps of moving rolling stock
- riding on freight wagons (which are designed for freight, not people)
- alighting or disembarking from moving locomotives by the external ladder
- riding anywhere where the risk of a person falling under, between or into the path of rolling stock is foreseeable
- riding on rolling stock where steel guard rails are in place but a person can still fall between the guard rails if, for instance, the person loses consciousness.

The Prohibition Notice allows for affected railway operators to apply to ITSRR for an exemption through a variation to their accreditation. Under section 54 of the *Rail Safety Act 2002*, the Prohibition Notice remains in place until the risk giving rise to the unsafe activity has been remedied. As there continues to be a clear and present risk of death or injury of persons riding on rolling stock, ITSRR has not withdrawn the Notice.

In February 2005, a Rail Safety Worker was seriously injured when he fell from end steps of the last wagon of a propelling train and was run over by rolling stock. Your attention is

Date: 31 August 2007 Page 1 of 2
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