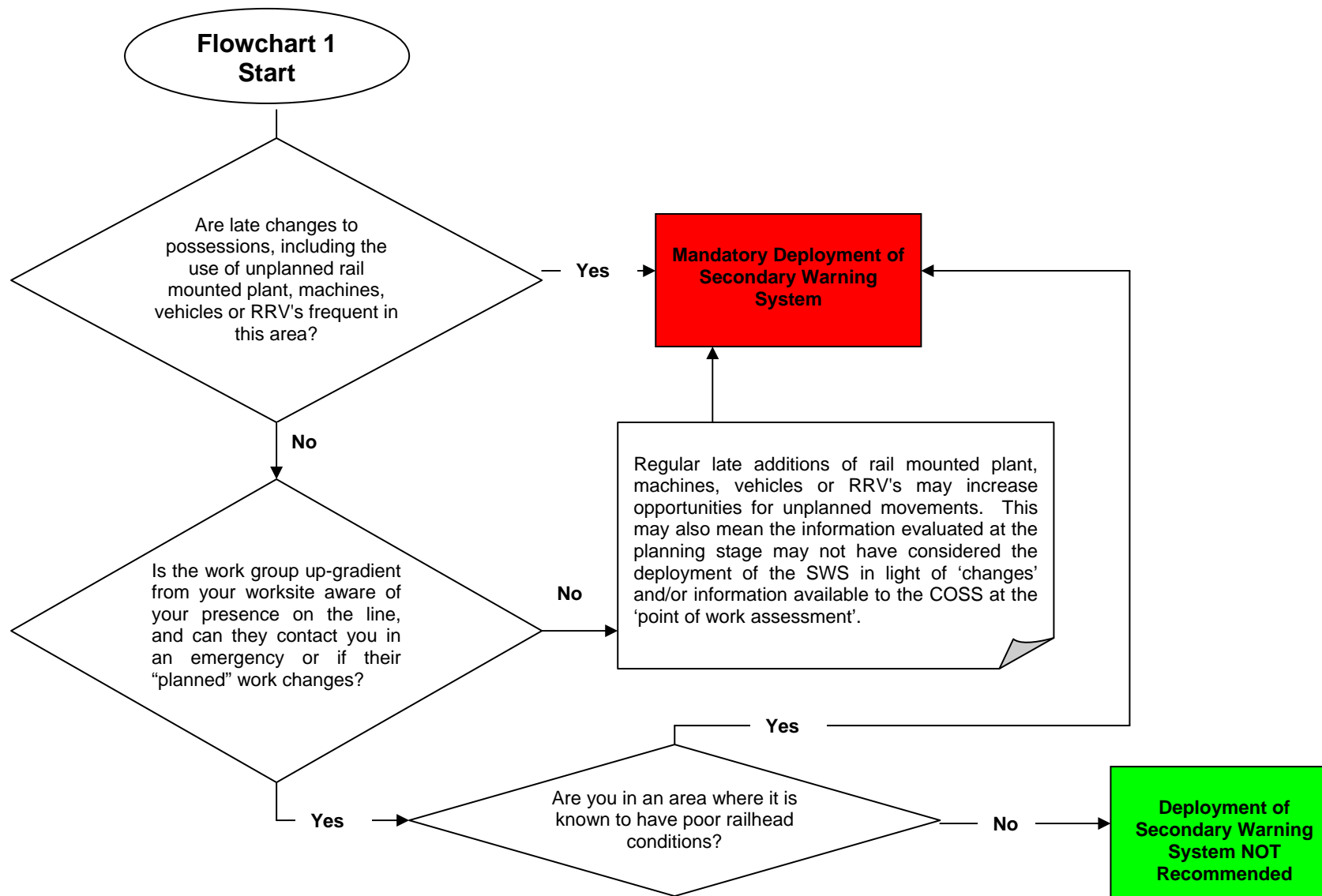


Hierarchy for Deployment for Secondary Warning System (SWS): A Decision Making Aid

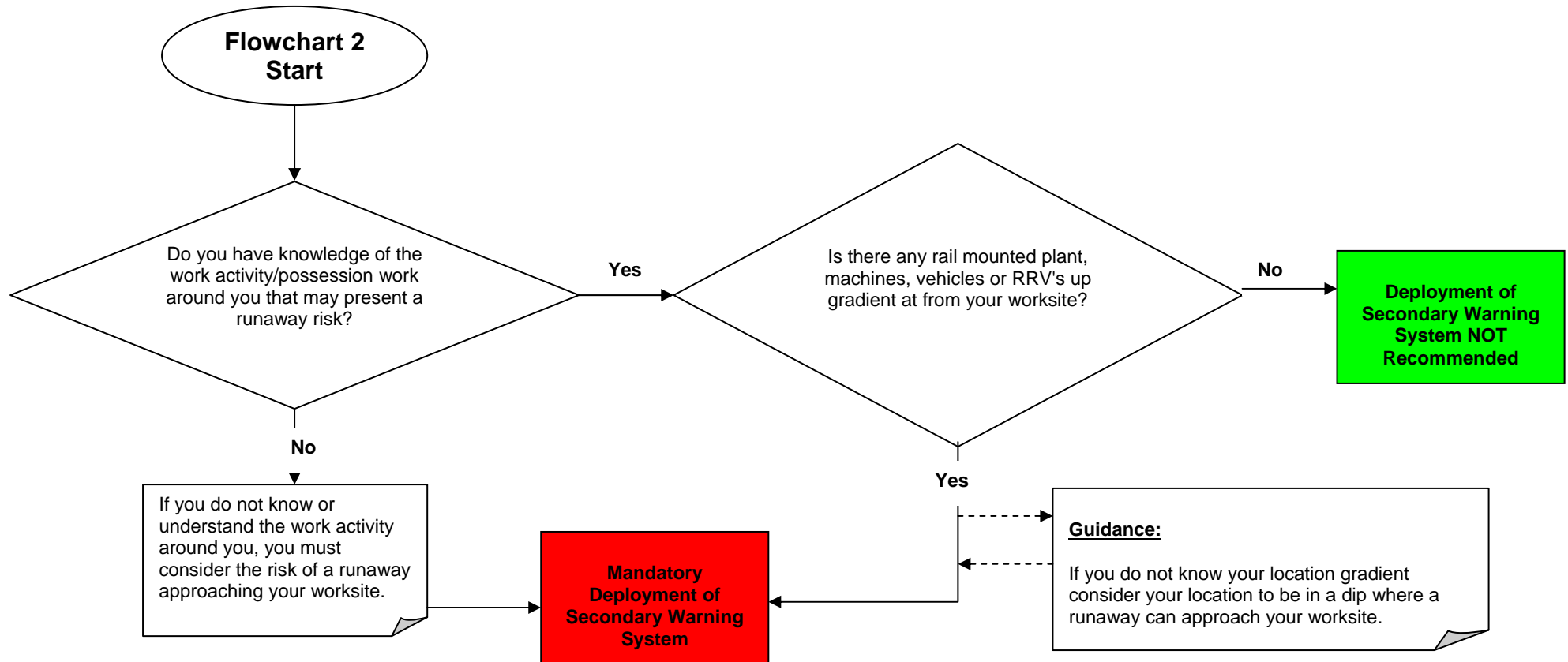
Planning Stage: Possessions Planning & Rail Conditions:

Question-Set: to be reviewed by **Planner:**



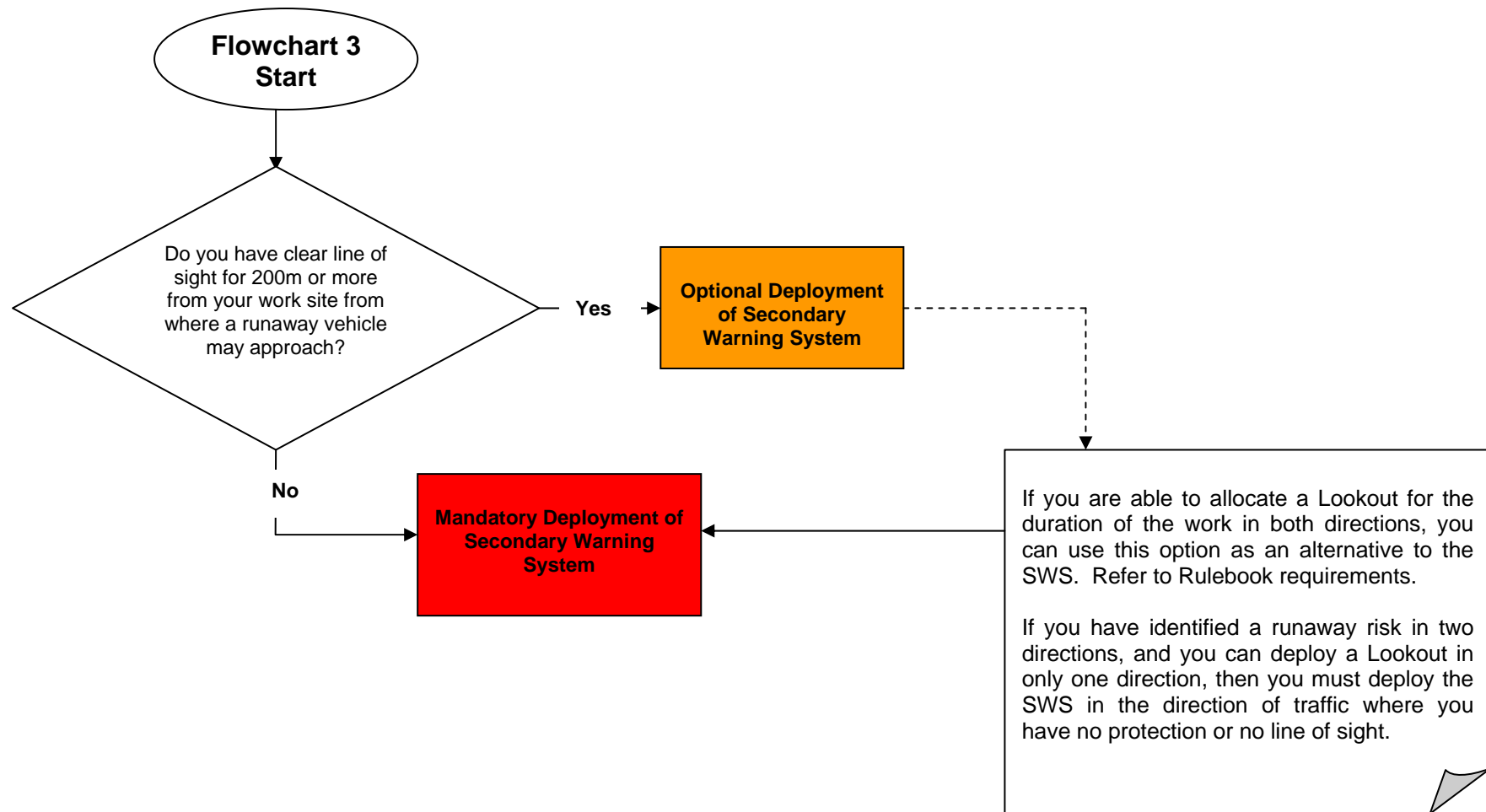
At the Location: Rail Mount Plant/Vehicles/Equipment:

Point of Work Question-Set to be reviewed by **Person in charge of work** (i.e. COSS):



At the Location: Optional Deployment On-Site:

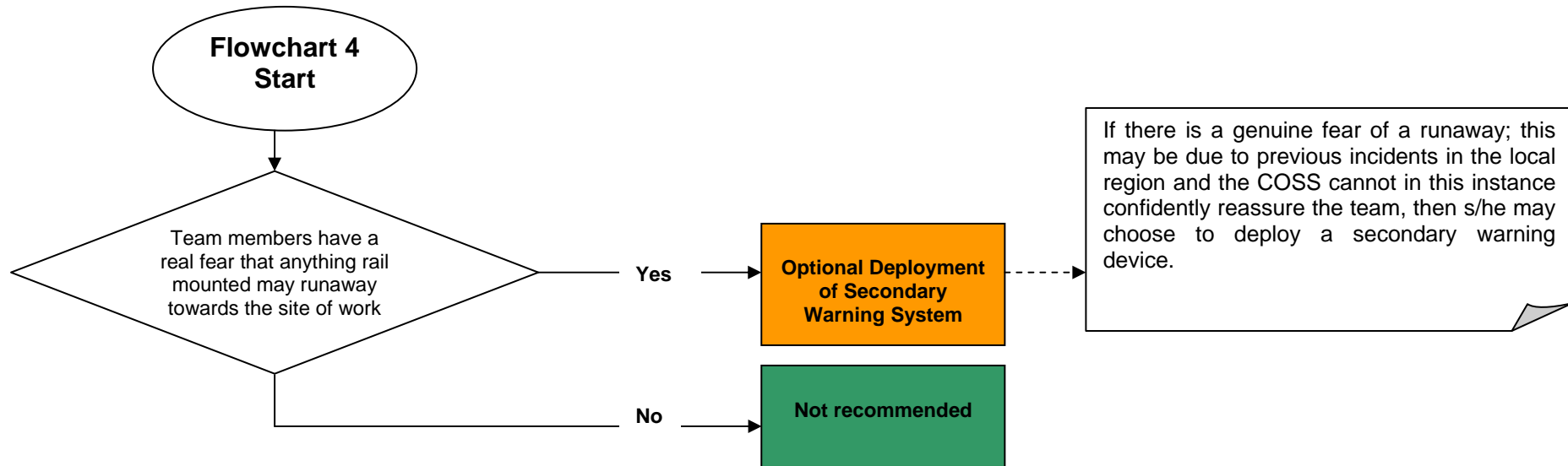
Point of Work Question-set: to be reviewed by **Person in charge of work** (i.e. COSS):



At the Location & Planning Stage: Optional Deployment On-Site:

Point of Work Question-Set: to be reviewed by **Person in charge of work** (i.e. COSS):

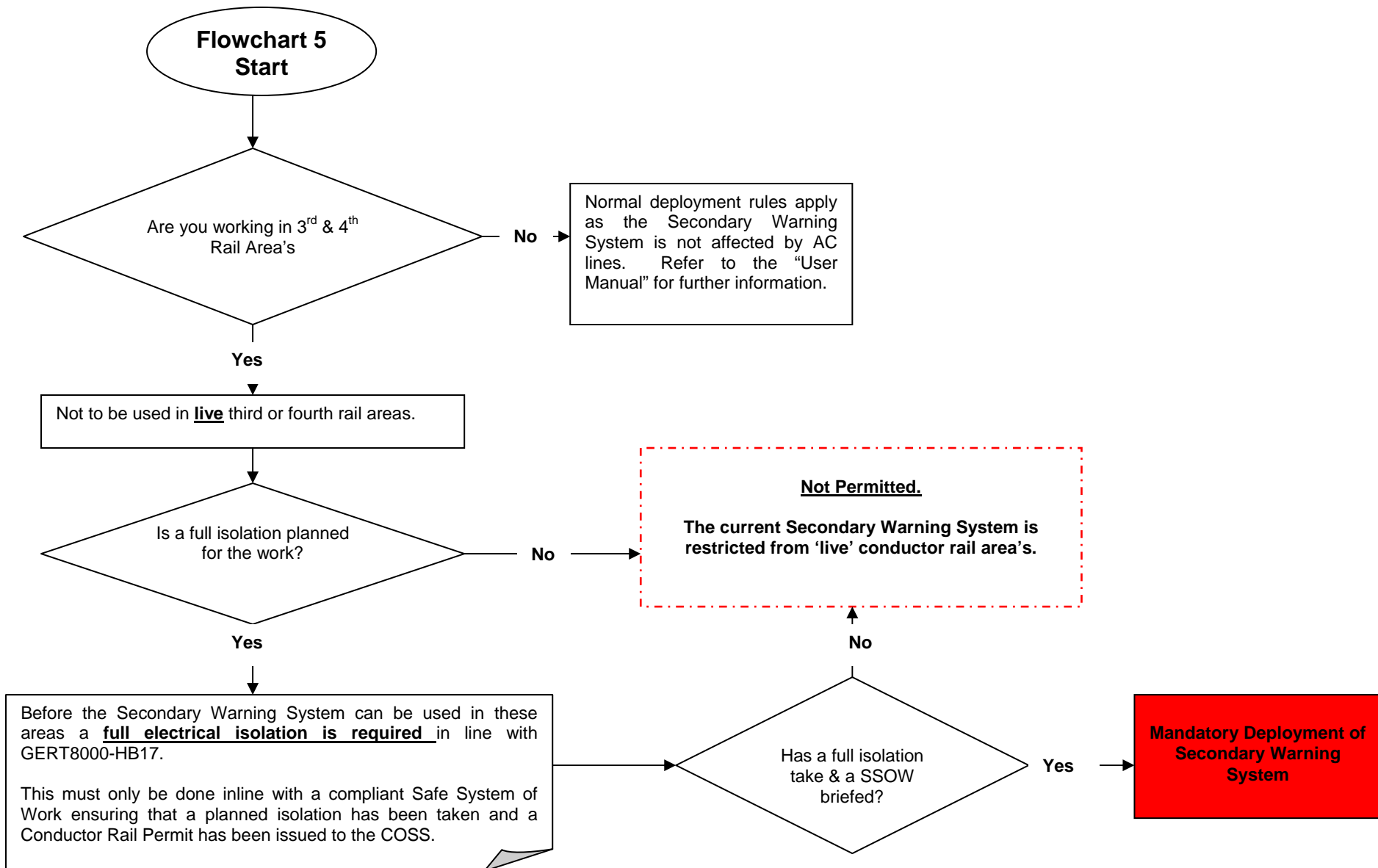
Planning Question-set: to be reviewed by **Planner**:



At the Location & Planning Stage: Optional Deployment On-Site:

Point of Work Question-set: to be reviewed by **Person in charge of work** (i.e. COSS):

Planning Question-Set: to be reviewed by **Planner:**



Situations where Secondary Warning System is Not Recommended:

Hierarchy for Deployment - A Decision Making Aide		Deployment Criteria	Commentary
1	The site of work is within 200m of S&C converging towards worksite on one or both sides	Not recommended	Currently the secondary warning system operates from a single trigger point so multiple points of entry would require multiple systems. Also consider how cables would cross the site. The current SWS is not practical for this type of working arrangement, and where runaway risk are identified alternative measures/options should be taken.
2	Rail mounted plant, machines, vehicles or RRV's are/will be operating up-gradient from the site of work that are under the control of your site	Not recommended	A runaway will be highly unlikely to reach your site of work unannounced; normal best practice of applying exclusion zones should apply in these instances.
3	A section of track will be broken up-gradient from and within the boundaries of your worksite.	Not recommended	Any runaway risk will derail at a gap in the track and not reach the worksite.
4	The time to set up a warning system (current estimate 10 mins) is disproportionate to the duration of the work activity.	Not recommended	If the time taken to set up and remove the system is disproportionate with the time of the job, this could be considered to expose those setting up the system to unnecessary residual risks i.e. slip, trip, fall.
5	Significant electrical hazards are present from live traction current supplies.	Not recommended	Running out a cable in an area with 3 rd & 4 th rail or live floaters may import an unnecessary exposure to risk of electrocution to the person deploying the SWS. In this instance unless a suitable risk assessment has been undertaken to "map" the deployment of the SWS, it is not recommended. Alternative secondary protection should be considered.
6	The worksite is within sight of the gradient summit	Not recommended	If you have line of sight to the summit, and you can assess that there are no vehicles which may runaway down gradient towards your site SWS is not recommended.