

This form is to be completed prior to any work being performed within a 3 metre radius or before breaching any part of the Rail Corridor Danger Zone. The Rail Corridor Danger Zone is 3 metres from the nearest rail.

Specific Instructions This form **MUST** be lodged according to the instructions below.

- A. All concerned parties must be notified before granting this permit.
- B. All sections of this permit must be completed.
- C. Once approved, copies of this permit shall immediately be sent to all key stakeholders.
- D. The permit holder will keep this permit with them at all times.
- E. Copies of all permits are to be displayed in the Shift Superintendents Office.

Section 1: Key Stakeholders			
Notified Parties	Contact Number	Position	Representative
Southern Ports	0447 838 290	Shift Superintendent	
Pacific National	0448 213 358	Line Haul Supervisor	
CBH	0429 883 182	Area Supervisor	
Other (External Parties)		Relevant Supervisor	
Section 2: Permit Dates			
Day/Date:		Day/Date:	
Time work is to commence:		Time work is to be completed:	
Section 3: Permit Holder Details			
Name of Applicant:		Title:	
Company:		Contact Details:	
Section 4: Location of Possession			TICK
Ingo/Outgo Main Circuit ARC Territory – (1 to 8 points) SP Territory – (8 points to dead end)	Ingo (1 points to 7B)		
	Ingo (7B points to RCD Ingo derailer);		
	RCD (Ingo derailer to 10 points)		
	Outgo/Tail Track (10 points to dead end)		
CBH Circuit CBH Territory – (2 points to 4a, 4b points)	2 points to 4a points		
	4a points to 4b points		
	4b points to CBH dead end		
Nickel Road ARC Territory – (1 to 8 points) SP Territory – (8 to 10 points)	1 points to 3 points;		
	3 points to 6 points;		
	6 points to 8 points;		
	8 points to 10 points		

Run Around Road ARC Territory	1 points to 3 points;			
	3 points to 5 points;			
	5 points to 7A points;			
	7A points to 8 points;			
Works to be undertaken				
Section 5 : Protection				
Please tick YES or NO for each of the below:			Yes	No
Port Rail Isolation (Port Only) – Number 1 points to be locked/clamped in the normal position and number 2 points to be locked/clamped in the reverse position (directing all traffic into CBH)				
Total Rail Isolation (Port and CBH): Number 1 and 3 points clamped in reverse, Nickel Rd scotch block derailer applied and locked (creating derailment circuit for unplanned traffic)				
CBH Rail Isolation (CBH Only): Number 2 points locked/clamped in the normal position.				
RCD Isolation (RCD Only): Ingo derailer electrically isolated and number 10 points locked/clamped in reverse position.				
Lookout Working: For light works only (hand tools/inspections) with acceptable visibility and sound communications a suitably qualified lookout may be used to clear staff from live rail for train movements.				
Other (specify):				
Details of protection to be outlined on page 3 of the RCP on the Port internal rail diagram.				
Section 5: Permit Holder Acknowledgement				
I agree to abide by all of the conditions detailed above.				
Name:		Position:		
Signature:		Date:		
Section 6: Approval				
Approved by:	Name	Signature	Position	Date
			Shift Superintendent	
			Responsible Supervisor	

Esperance Port Rail Diagram

