

Notice type	National Notice
Title	NCCN - South - Altered Safeworking Arrangements for Hunter Valley Closedown

AFFECTED AREA

Network Control	Control Centre NCCN (Broadmeadow) Boards Kooragang, Lower Hunter, Middle Hunter, Port Waratah, Upper Hunter 1
Network Area	All areas within the defined Network Control Centre(s) and Board(s)

EFFECTIVE PERIOD

Date and time	From/at Tue, 22 Sep 2026 06:30 AEST	To Fri, 25 Sep 2026 06:30 AEST
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REFERENCE DOCUMENTS

Other notices	Empty
Train Alteration Advice	0012-2026
Route Access Standards	Empty
NIBs	OGW-30-13, OGW-30-14, OGW-30-15, OGW-30-16, OGW-30-17

OPERATING CONDITIONS (GENERAL DETAILS)

For the Hunter Valley Maintenance Closedown, Local Possession Authorities (LPA) will be authorised up to the Private Line Maintenance Interface Boundaries, as described in the applicable Safety Interface Agreements (IA) listed below.

As part the Hunter Valley Maintenance Closedowns, at times infrastructure works will need to be undertaken on the ARTC Network up to and over these Private Line Maintenance Interface Boundaries.

SAFEWORKING ARRANGEMENTS

In addition to ARTC Network Rules and Procedures NSFW 302 Local Possession Authority and NSFP 700 Using a Local Possession Authority, where worksites are located up to and over the Private Line Maintenance Interface Boundaries and are less than 500m from the end limit of the LPA, works can be undertaken with the following safeworking arrangements:

- It will be permissible to work within 500m of the limit of the LPA without a Work on Track Authority adjoining the end limit.
- A STOP Sign/Red Light must be placed a minimum of 500m from the worksite on the Private Line with agreement from the Private Line Owner.
- Where rail traffic is located within the Private Line and the STOP Sign/Red Light cannot be placed a minimum of 500m from the worksite, a STOP Sign/Red Light must be placed at the controlled absolute signal or stop sign in front of the rail traffic preventing entry to the worksite.

Before the commencement of works:**Protection Officer (PO) must:**

- Obtain assurances from the Network Controller that an isolation has not already been and will not be granted on the points leading into the Private Line for the duration of the works, and
- Obtain assurances from the Network Controller there is no rail traffic within the Private Line (#) for the duration of the works, **or**
- Obtain an assurance from the Private Line Owner that any rail traffic located within the Private Line is stabled and will not be moved.

And also

- Have agreed protection arrangements with the Private Line Owner for the works to be undertaken safely up to and over the maintenance interface boundary, and
- Advise the Network Controller of the works to occur within 500m of the LPA limits, and the agreed arrangements with the Private Line Owner, and
- Advise the PPO of the agreed arrangements with the Private Line Owner and if rail traffic within the private line is stabled and that assurances that it will not be moved have been confirmed, and
- Seek authorisation from the PPO to protect the worksite and commence work, and
- Place a STOP Sign/Red Light:
 - a minimum of 500m from the worksites on the Private Line, **or**
 - at the controlled absolute signal or stop sign in advance of the rail traffic.

Important: Where an isolation has already been granted, works cannot be undertaken up to and over the maintenance interface boundary until agreed arrangements are obtained between the PO and the Private Line Owner and controls are implemented and documented.

Possession Protection Officer (PPO) must:

- Confirm with the PO that they have obtained and verified all the necessary assurances required of their duties, and
- Authorise the PO to place protection and commence work.

At the completion of works:**Protection Officer (PO) must:**

- Remove the Stop Sign/Red Light, and
- Advise the Private Line Owner, Network Controller and PPO that the works are completed, and protection has been removed.

NOTE: Tracks within the LPA must be protected as per NSFP 700 Using a Local Possession Authority.

ADDITIONAL DETAILS

Requirements in the Safeworking Arrangements section above marked with an # only applied to those Private Lines also marked with an # in the table below.

The nominated Safety Interface Agreement(s) for this Notice are:

Private Line		Interface Agreement No.
	Antiene Branch Line	IA 1628
#	Ashton Siding	IA 1608
	Bloomfield Coal	IA 1508
#	Camberwell Branch Line	IA 1630
	Drayton Coal / Mt Arthur Coal	IA 1625
	Mount Owen Branch Line	IA 1629
#	Mount Thorley	IA 1633
	Newdell/Liddell Hunter Valley Branch	IA 1621
	Ravensthorpe Branch Line	IA 1627
	Saxonvale/Bulga Branch Line	IA 1632
	Wambo Branch Line	IA 1635

Recipients must ensure this Notice is circulated to and understood by all personnel affected by, or needing to know, its content. This Notice must be issued to all affected Competent Workers. Competent Workers who receive this Notice must follow the requirements.

CONTACTS

Possession Protection Officer	PPO South - Kooragang to Farley	(02)49029470
Possession Protection Officer	PPO South - Farley to Grasstree	(02)49029473
Antiene Branch Line	Matt Holstein - Operations Superintendent	0438183473
Ashton Siding	Spencer Brien	0488115248
Bloomfield Coal	Barry Smith	0427711067
Camberwell Branch	Chad Lizdenis - CHPP Superintendent	0411872382
Drayton Coal / Mt Arthur	Peter Hodgson - Rail Infrastructure Manager	0408604908
Mount Owen	Josh Pay - RRIM Daracon	0438755164
Mount Thorley	Rob Bain - Maintenance CHPP Manager (acting)	0448128233
Newdell/Liddell Hunter Valley Branch	Hayden Emmerson - CHPP Planner	0458824614

Ravensworth Branch	Blake Tanner	0499376141
Saxonvale/Bulga	Jayden Boyd	0428102742
Wambo Branch	Stephen Bancroft	0400324964
APPROVED BY	Delivery Support Manager NCCN	14/09/2026