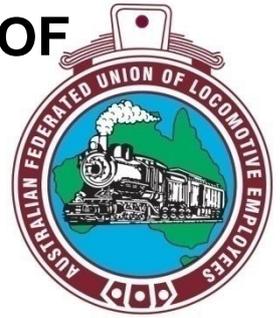


# AUSTRALIAN FEDERATED UNION OF LOCOMOTIVE EMPLOYEES



Circular: 24/17

Ref: Route Competence

10/03/2017

## Rostering Non Route Competent Drivers to Work Trains

Dear members,

Your State Office has been getting some traction with Aurizon regarding Route Tuition and Two Person Crewing throughout this week. We are hopeful of getting a clear agreement in the very near future on both of these matters. In the meantime, please refresh yourselves with the below circular released on the 28/2/2017.

Dear members,

There has been quite a lot of confusion recently about the company's ability to require you to work a train when you are not Route Competent and not rostered with a tutor or being piloted.

To clear this up I have extracted below the relevant provisions of Aurizon's Safety Management System. You are obligated to abide by this system by law and in accordance with Aurizon's code of Conduct and so are your managers.

**Standard 36**, the company's General Operating System gives you the following guidance:

### **GS 2.3.3 Traincrews to be Route Competent for Routes Worked**

#### **When rostered to work over a particular route**

##### *Traincrew*

- tell the officer in charge if, **under current policy**, you are not route competent to work/drive trains on that route.
- **do not work/drive trains** on routes for which you are not route competent unless **under tuition or piloted by a route competent worker**

The current policy of the company is **specification 004** which gives you the following guidance:

#### **8.1.5.1 Route Competency Elements**

Route competence must be determined by **assessment** of the rail traffic crews' skills and knowledge in 16 elements of competence:

1. Train Separation Systems and their limits
2. Geographical location - Track section; Structures; Principal landmarks
3. Track gradients and curves

**Traincrew representing Traincrew**

4. Signals - Location; Functions; Designated black spot areas; Multi SPAD signals
5. Locations and capacities - crossing places; loops; sidings; shunting yards; stations and platforms
6. Location and speed shown on all speed boards
7. Locations of level crossings/pedestrian crossings and the protection provided
8. Locations of warning and protection devices e.g... whistle boards, in clear markers, signage, etc.
9. Location and operation of on track and trackside installations - turnouts; crossovers; diamond crossings; drawbridge crossings; derauling devices; ground frames; boards & signs
10. Location of neutral sections and unwired track in electrified territory
11. Classification of track and rolling stock restrictions. e.g. weight and loading gauge dimensions
12. Location and operation of en route communication systems i.e. telephones, radio systems and relevant operating channels
13. Maximum speed of rail traffic worked over a section of track
14. Direction of travel for all tracks
15. Name of tracks
16. Other information that is necessary to operate rail traffic safely and efficiently over the track section e.g. direction of entry to sidings, load tables and special instructions.

**NOTE:** A risk assessment must be carried out on each route by the rolling stock operator to determine the period required for maintenance of route competence (e.g. balloon loops), the minimum number of trips required for assessment and the level of assessment required (e.g. complex or non-complex).

Route knowledge must be obtained by one or a combination of methods including:

1. supervised practical training;
2. learning techniques which may include the use of visual aids and handouts etc;
3. observation whilst riding in a driving cab;
4. by walking;
5. simulators;
6. Diagrams, sketches and maps.

#### **To summarise this document:**

1. if you have not been **assessed** - and this means a documented assessment in all of the above - as route competent in all the above elements
2. and you are not rostered with a route tutor or being piloted
3. you do not work or drive a train across that route.

**The company quite clearly have a policy which states you do not work/drive a train at all in those circumstances.**

If you are directed to drive a train for 10 or 12 hours after you have told the officer in charge you are not route competent to work the route then I would consider in these circumstances you are being given an unlawful/unreasonable direction and any threats of adverse treatment the company makes towards you we would take very seriously indeed.

Please contact your state office if you are threatened or coerced to work/drive a train in these circumstances so we can give you appropriate advice.

If you require any further information, please contact 3257 1151 or [statesecretary@afule.org.au](mailto:statesecretary@afule.org.au)

Yours fraternally

A handwritten signature in black ink, appearing to read "G. Smith", is written over a solid black horizontal line.

Greg Smith  
State Secretary