



# Rail Industry Safety Notice

RISN No. 11

## General Public Entering the Rail Corridor and Danger Zone

### Background

ITSRR's investigation into the fatality of a rail safety worker that occurred at Arian Park on 15 April 2006 has identified concerns with the management of the general public entering the rail corridor<sup>1</sup> and danger zone<sup>2</sup> when participating and witnessing heritage rolling stock events.

### Action

This notice serves to remind Heritage Operators of their responsibility to appropriately ensure the safety of members of the public who participate in rail heritage events. All Heritage Operators should note that members of the general public are not to enter the rail corridor unless specific provision for their safe entry and exit has been made; for example station platforms that allow passengers to board and alight from passenger trains.

ITSRR expects that all Heritage Operators have identified the potential risks to members of the general public should they gain unauthorised access into the rail corridor and danger zone with the intent of witnessing heritage rolling stock events. ITSRR also expects that Heritage Operators have appropriate risk controls in place to warn and manage those members of the general public in these instances. Heritage operators should also consider involving other key stakeholders in the management of appropriate crowd controls, should the necessary controls exceed the heritage operator's capacity to implement them.

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<sup>1</sup> The Rail Corridor is a Network Rule term meaning from fence-line to fence-line, or if there are no fences, everywhere within 15m of the outermost rails.

<sup>2</sup> The Danger Zone is a Network Rule term defining all space within 3m horizontally from the nearest rail and any distance above or below this 3m, unless a *safe place* exists or can be created. Refer to the RailCorp or ARTC Network Rules for further definitions. A *safe place* is a Network Rule term defining a place where employees and equipment cannot be struck by rail traffic.

This notice also serves to remind heritage operators that all of your members who enter the rail corridor to perform rail safety work must be appropriately certified to do so in accordance with the *Rail Safety Act 2002*, the Rail Corridor Manager's requirements and your conditions of accreditation. Heritage Operators should also note that they may take other additional measures to ensure the safety of the public.



Carolyn Walsh  
**Chief Executive**