

INFRASTRUCTURE BOOKING AUTHORITY SOUTHWEST



PROCEDURE FOR ACTION FOR THE S2B POSSESSION PROTECTION OFFICER

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SMA / S2B				
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1. Introduction

The Southwest Infrastructure Booking Authority (SW IBA) is used to identify to the S2B-Possession Protection Officer (S2B-PPO) that all required infrastructure and systems are certified and are ready to be used in Dynamic Train Testing (DTT) for the Southwest Section between the Sydenham Stop Blocks and Bankstown Buffer Stops.

The Southwest IBA form will advise the S2B-PPO of which infrastructure is booked in, and which is booked out and the applicable certified status of that infrastructure for DTT.

This approved set of certifications will provide the assurance to the S2B-PPO & the Train Co-Ordinator that the section of track within the Proposed limits of the Train Testing Zone (TTZ) is suitable for the commencement of DTT.

The PPO will use the attached form to approve the limits of the TTZ within the Sydney Metro Local Possession Authority (SMLPA) after the certifications have been approved and to authorize the commencement of DTT within the set TTZ limits.

2. Train Co-Ordinator Role/Responsibility

The Train Coordinator is responsible for reviewing the completed Infrastructure Booking Authority (IBA) form, ensuring all details and requirements are correctly documented. If the Train Coordinator deems these constraints acceptable, they signify approval by signing the final page of the IBA form. Once signed, the S2B Possession Protection Officer (S2B-PPO) will issue the Train Testing Zone (TTZ) to the Train Coordinator, authorising Dynamic Train Testing activities to commence within the designated section of the Southwest corridor. The Train Coordinator notifies Manager Network Control (MNC) and provides a copy of the completed IBA before commencement of DTT activities.

Upon completion of Dynamic Train Testing, the Train Coordinator will fulfill the TTZ and hand-back to the S2B-PPO. This hand-back process will require the Train Coordinator to finalise the last section of the Infrastructure Booking Authority (IBA) form. This section should detail the stabling status of the test trains. The Train Coordinator notifies Manager Network Control (MNC) that the TTZ has been handed back and the IBA is fulfilled.

3. QR Code completion (Station Platforms)

QR codes are located on all station platforms within the SWMC. QR codes are completed by qualified workers at the start of shift and any shift change as an assurance that stations are and secure with no obstructions during line clear and Dynamic train testing activities. Emails are sent to Possessions team upon checklist submission for review. Email includes station name, date, issues (if any), and the full checklist. Possessions team reviews checklists and addresses reported issues before implementation or continuation of the Train testing Zone.

4. Rolling stock certification

Rolling stock certification is managed in accordance with Sydney Metro Minimum Rolling Stock Requirements (SM-24-00230239) and Sydney Metro Rolling Stock Acceptance Procedure (SM-20-00046300)

Once the IBA has been issued and TTZ established the Rolling Stock pre-start checklist will be completed to and provided to the Train Coordinator prior to commencement of Dynamic Testing.

5. Incident and Emergency Management

For incident and emergency protocols during TTZ refer to Train Testing Zone Procedure (SMCSW-RS-PR-60022) and MTR Incident Response Plan (SMCSWTS2-MTR-RFT-SM-PLN-010180). When a TTZ is not implemented, the PPO will determine whether the incident is minor, major or an emergency and respond as per SWM3 IEC Management Plan (SMCSWSW8-JHL-WBK-HS-PLN-000006)

6. Compiling the IBA

6.1 Key Activities prior to the S2B-PPO approving the IBA and the limits of the TTZ

- The S2B-PPO will fill out the first section of the IBA form determining the following:
 - Job number to be issued for the Sydney Metro Local Area Possession (*SMLPA*) for which the IBA is associated with (*Test Area*)
 - Each IBA is to identify which infrastructure, and systems apply to the limits of authority that will be and continue to be issued until the S2B-PPO Fulfills the IBA.
 - Fill in the start date and the finish date for when the TTZ will apply.
 - Review any Documentation Provided by Hyundai Movex regarding Locked/Operational/Certified state of PEB/MGF at affected stations.
 - Location of any other equipment.
 - Potential Limits of the TTZ to align with DTT Safe Notice.
(*Limits of Authority - Kilometrage, Turnouts, buffer stops, platform ends, etc.*)
 - Confirm that the Rail Corridor (Fences & Gates) as being closed/locked & secured.
 - Preliminary IBA's and requests are to be submitted to possessionlogistics@jhlorjv.com.au
 - Completed IBA's are to be submitted to the S2B-PPO possessions@jhlorjv.com.au

- The following signoffs will be required if applicable, and an underpinning certification will need to be attached for the PPO to be assured that the systems and infrastructure is safe to operate:
 - i. Civil Infrastructure
 - ii. Track Certification
 - iii. Electrical (HV Traction) Certified, Energized and Stable
 - iv. Line Clear (Hyundaimovex) -Installed MGF shall not extend un-commanded and is secure.
 - v. HyundaiMovex – Confirmed State of Installed MGF/PEB
 - vi. Line Clear (S2B)
 - vii. Line Clear (Martinus)
 - viii. Line Clear (MTR)
 - ix. Line Clear – No works/Workers within rail Corridor within (PPO)
 - x. Protection Officer (Sydenham)
 - xi. Protection Officer (Marrickville)
 - xii. Protection Officer (Dulwich Hill)
 - xiii. Protection Officer (Hurlstone Park)
 - xiv. Protection Officer (Canterbury)
 - xv. Protection Officer (Campsie)
 - xvi. Protection Officer (Belmore)
 - xvii. Protection Officer (Lakemba)
 - xviii. Protection Officer (Wiley Park)
 - xix. Protection Officer (Punchbowl)
 - xx. Protection Officer (Bankstown)
 - xxi. Signalling System (ALSTOM)

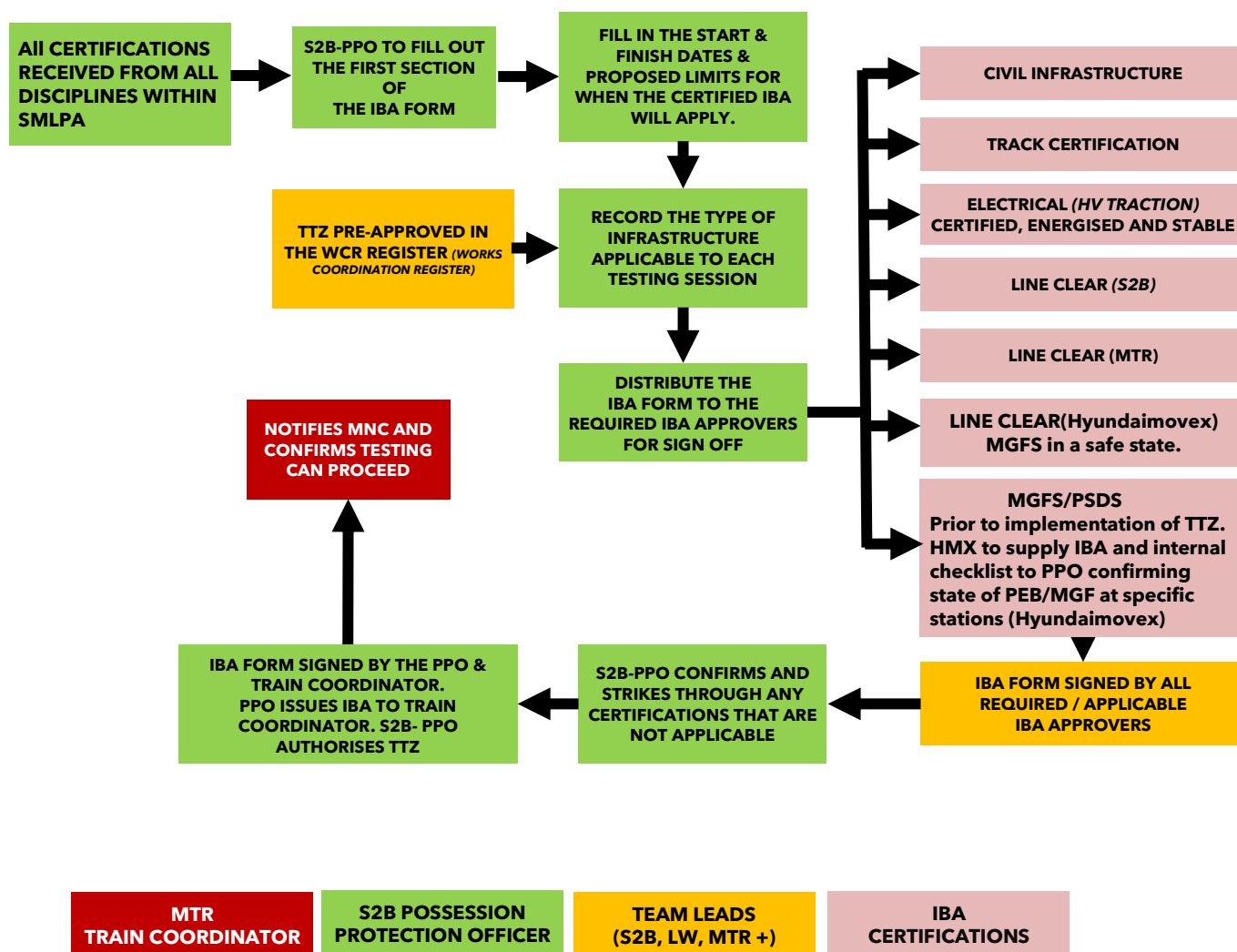
6.2 S2B-PPO Approval

1. When all identified infrastructure has been certified, the S2B-PPO will approve the document for use within the limits of the TTZ.
2. Record the name of the delegated representative for each discipline from the above list and that they are certifying:
 - a. The infrastructure to be used in DTT is safe to operate a train and is fit for purpose.
 - b. The time and date of the certification
 - c. The certification number and the authority of the certification form.
3. Strike-through any certifications that are not applicable for the specific assurance of the next batch of tests.
4. The S2B-PPO will sign the IBA to say they are assured that the limits of authority can be authorised, and that the infrastructure is safe to operate. A TTZ will then be permitted to be issued, and this will be associated in the top box of the IBA form for record keeping.
5. Whereby a system is not available or signed, the S2B-PPO can strike out the discipline/system affected which deems it unavailable and not to be relied upon.
6. The S2B-PPO uses Attachment A to confirm any limitations or restrictions that has the potential to impact DTT activities. The S2B-PPO must confirm any limitations or restrictions are accepted by the Train Coordinator.

7. Infrastructure Booking Authority Issued

Following the instructions of the DTT safe notice the S2B-PPO will issue the limits of TTZ and provide the completed IBA to the Train Coordinator.

CHANGE IN STATE / CONFIGURATION OR FOR PLANNED WORKS / TTZ IMPLEMENTATION, AN IBA IS REQUIRED TO BE COMPILED. IBA'S WILL BE SUBMITTED TO: possessions@jhlorjv.com.au



Notes:

- 1) A New IBA is required for the start of each test window or if limits change to assure the S2B-PPO can authorise the test and the TTZ limits of authority.
- 2) Each IBA is to be checked that each delegate on the sheet has completed their paperwork prior to the S2B-PPO issuing the TTZ Limits of Authority.
- 3) IBA Approvers: signoffs will be required, and an underpinning certification will need to be attached for the S2B-PPO to be assured that the systems and infrastructure is safe to operate.
- 4) Any required changes to the trains signaling system configuration are to be captured as part of the Signaling certification associated with this form, limited to operation within the Southwest limits.
- 5) Any operational restrictions are to be communicated in Attachment A: Constraints / Operational Limitations and must be agreed upon by the S2B-PPO & Train Co-Ordinator before authorising the IBA to be issued.
- 6) All IBA's are only valid for the times, dates & limits shown on the issued IBA

8. Systems and Delegations

Role	Description (General inclusions)	Responsible Organization	Delegated Names
Civil Infrastructure	Fences, Gates, bridges and structures	S2B	
Track Certification	Track & Kinematic envelope clearances	S2B	
Electrical (HV Traction) Certified, Energized and Stable	33/11kV, Traction power, power control system, overhead wiring	Line Wide	
Line Clear (HyundaiMovex)	Installed MGF/PEB shall not extend un-commanded and is secured; MGF shall be in a safe state.	HM	
HyundaiMovex (PSD/MGF)	Confirming State of Installed MGF/PEB	HM	
Line Clear (S2B)	Tracks & Corridor are clear of workgroups, plant & obstructions that could cause collision with Rail Traffic & that all fences/gates are closed and secured to prevent un-authorized entry to the Rail Corridor	S2B	
Line Clear (Martinus)	Tracks & Corridor are clear of workgroups, plant & obstructions that could cause collision with Rail Traffic & that all fences/gates are compliant with the security working group requirements and secured to prevent un-authorized entry to the Rail Corridor	Martinus	
Line Clear (MTR)	Tracks & Corridor are clear of workgroups, plant & obstructions that could cause collision with Rail Traffic.	MTR	
Line Clear (PPO) All points clipped and locked in the normal position.	Corridor assets are clear of workgroups, plant & obstructions that could cause collision with Rail Traffic & that all fences/gates are closed and secured to prevent un-authorized entry to the Rail Corridor. No staff will be allowed in the corridor (fence-to-fence / PSD considered a fence) while the train is moving.	S2B	
Protection Officer (Sydenham)	PO fills in their respective QR code and an email is sent to the PPO advising that the area for which they are providing protection is safe SFAIRP	S2B	PPO to sign as received:
Protection Officer (Dulwich Hill)	PO fills in their respective QR code and an email is sent to the PPO advising that the area for which they are providing protection is safe SFAIRP	S2B	PPO to sign as received:
Protection Officer (Hurlstone Park)	PO fills in their respective QR code and an email is sent to the PPO advising that the area for which they are providing protection is safe SFAIRP	S2B	PPO to sign as received:
Protection Officer (Canterbury)	PO fills in their respective QR code and an email is sent to the PPO advising that the area for which they are providing protection is safe SFAIRP	S2B	PPO to sign as received:
Protection Officer (Campsie)	PO fills in their respective QR code and an email is sent to the PPO advising that the area for which they are providing protection is safe SFAIRP	S2B	PPO to sign as received:
Protection Officer (Belmore)	PO fills in their respective QR code and an email is sent to the PPO advising that the area for which they are providing protection is safe SFAIRP	S2B	PPO to sign as received:
Protection Officer (Lakemba)	PO fills in their respective QR code and an email is sent to the PPO advising that the area for which they are providing protection is safe SFAIRP	S2B	PPO to sign as received:

Protection Officer (Wiley Park)	PO fills in their respective QR code and an email is sent to the PPO advising that the area for which they are providing protection is safe SFAIRP	S2B	PPO to sign as received:
Protection Officer (Punchbowl)	PO fills in their respective QR code and an email is sent to the PPO advising that the area for which they are providing protection is safe SFAIRP	S2B	PPO to sign as received:
Protection Officer (Bankstown)	PO fills in their respective QR code and an email is sent to the PPO advising that the area for which they are providing protection is safe SFAIRP	S2B	PPO to sign as received:
Protection Officer (Rail Systems)	PO fills in their respective QR code and an email is sent to the PPO advising that the area for which they are providing protection is safe SFAIRP	S2B	PPO to sign as received:
Signalling System (ALSTOM)	Alstom to confirm Signalling System is safe and ready for testing	Alstom	

9. Sydney Metro Infrastructure Booking Authority Form

Booking Number:

S2B JOB Number:

Date and Time

Start:

Finished:

Date and Time

Limits:

And:

Infrastructure and clearance Certification

Discipline/System	Name	Signature	Date	Evidence Verified BY PPO	Constraints? (Y/N) PTO
Civil Infrastructure					
Track Certification					
Electrical (HV Traction) Certified, Energized and Stable					
Line Clear (Hyundaimovex) MGF in Safe state					
HyundaiMovex Confirming State of Installed MGF/PEB					
Line Clear (S2B)					
Line Clear (MTR)					
Line Clear (Martinus)					
Line Clear (PPO) All points are clipped and locked in the normal position.					
Protection Officer (Sydenham)					
Protection Officer (Marrickville)					
Protection Officer (Dulwich Hill)					
Protection Officer (Hurlstone Park)					
Protection Officer (Canterbury)					
Protection Officer (Campsie)					
Protection Officer (Belmore)					
Protection Officer (Lakemba)					
Protection Officer (Wiley Park)					



Protection Officer (Punchbowl)					
Protection Officer (Bankstown)					
Signalling System (Alstom)					

HYUNDAI MOVEX PSD MGF ASSURANCES (HMX SME TO COMPLETE)					
Stations	Name(SME)	Time	PSD/MGF RETRACTED/LOCKED	Certified LSDT	Certified HSDT
(Marrickville)			YES	YES	YES
			NO	NO	NO
(Dulwich Hill)			YES	YES	YES
			NO	NO	NO
(Hurlstone Park)			YES	YES	YES
			NO	NO	NO
(Canterbury)			YES	YES	YES
			NO	NO	NO
(Campsie)			YES	YES	YES
			NO	NO	NO
(Belmore)			YES	YES	YES
			NO	NO	NO
(Lakemba)			YES	YES	YES
			NO	NO	NO
(Wiley Park)			YES	YES	YES
			NO	NO	NO
(Punchbowl)			YES	YES	YES
			NO	NO	NO
(Bankstown)			YES	YES	YES
			NO	NO	NO

Attachment A: Constraints / Operational Limitations

Discipline/System	Operational Constraints and Notes (e.g. any TSRs, Non-use of points, RM Only, etc.)
Civil Infrastructure	
Track Certification	
Electrical (HV Traction) Certified, Energized and Stable	
Line Clear MGF in Safe State (Hyundaimovex)	
HyundaiMovex Confirming State of Installed MGF/PEB	
Line Clear (S2B)	
Line Clear (Martinus)	
Line Clear (MTR)	
Line Clear (PPO) All points clipped and locked in the normal position.	
Protection Officer (Sydenham)	
Protection Officer (Marrickville)	
Protection Officer (Dulwich Hill)	
Protection Officer (Hurlstone Park)	
Protection Officer (Canterbury)	
Protection Officer (Campsie)	
Protection Officer (Belmore)	
Protection Officer (Lakemba)	

Protection Officer (Wiley Park)	
Protection Officer (Punchbowl)	
Protection Officer (Bankstown)	
Signalling System (Alstom)	

PPO Approval	Name	Signature	Date	Evidence Verified	Constraints? (Y/N)

Train Co- Ordinator	Name	Signature	Date	Evidence Verified	Constraints Accepted? (Y/N)

Note - Once IBA established, but prior to Dynamic Train movement, the Rollingstock pre-start checklist must be completed and provided to the Train Co-Ordinator by the Rollingstock Engineer(ALSTOM).

IBA Fulfilled	Date	Time	TTZ (Authorised to be issued)	PPO- Signature	TC- Signature
			YES NO		

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