

Module T7

Existing Section/ Clause Number	Existing Text											Remark	
		Responsibility- Indicator	Rule Book module	Handbook	Procedure	Company Instruction	Training	Legislation	Remove / delete	Performance +/-	Manpower +/-		
1.1	When a group is to walk or work												
	When a group is to walk or work on or near the line, a controller of site safety (COSS) will be appointed to take charge of the arrangements to make sure the workgroup, including lookouts, is not put in danger by passing trains or movements. This includes the arrangements for:	COSS		✓									HB1 5.2
	<ul style="list-style-type: none"> • entry to and exit from railway infrastructure • walking on or near the line • walking to or from a site of work • setting up and withdrawing protection or warning arrangements • carrying out work. You must make sure everyone in your group knows about any hazards, for example: <ul style="list-style-type: none"> • limited sighting conditions • limited clearances • poor underfoot conditions • noise from sources next to or near the railway • other local features which may affect the safety of the system of work, for example, converging routes or points • conductor rails or overhead lines • any other hazards. 	COSS				✓						These are unnecessarily repeated in several places in this module. Many are needed under standard PTS requirements anyway.	
	Whenever possible, the safe system of work must be planned in advance and provided to you.				✓								
	You must make sure everyone in your group knows about any hazards, for example: <ul style="list-style-type: none"> • limited sighting conditions • limited clearances • poor underfoot conditions • noise from sources next to or near the railway • other local features which may affect the safety of the system of work, for example, converging routes or points • conductor rails or overhead lines • any other hazards. 	COSS		✓		✓						HB7 5 lists the items that must be in the COSS briefing. The COSS briefing relates to the safe system of work and no longer includes occupational health and safety items as listed here. These should be dealt with by the company concerned.	
1.2	When a person is to work alone												
	You must not work alone unless you are qualified and certified as an IWA or COSS.	COSS/IWA		✓									HB1 4.1
	You are responsible for putting in place your own safe system of work to make sure you are not put in danger by passing trains or movements.	COSS/IWA				✓							

Module T7

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	The only movements allowed within a possession are on-track plant and engineering trains.	COSS/IWA		✓								HB9 1	
	Possession limit boards normally indicate the limits of a possession	COSS/IWA					✓						
e) Person in charge of the possession (PICOP)													
	The PICOP is responsible for: • carrying out the arrangements with the signaller for taking and giving up the possession • arranging the protection • authorising the movement of engineering trains and on-track plant as shown in module T11 Movements of engineering trains under T3 arrangements • authorising the ES of each work site to start work • authorising a COSS or IWA to use the possession arrangements to provide a 40 mph speed restriction for a red zone safe system of work on a line and in an area under the control of the PICOP.	COSS/IWA		✓			✓					HB9 1	
	Once the possession is taken, the line concerned is blocked to the normal passage of trains and is under the control of the PICOP.	COSS/IWA					✓						
f) Work site within a possession													
	A portion of line within a possession where work is taking place is called a work site. An ES is in charge of each work site.	COSS/IWA		✓								HB9 1	
g) Engineering supervisor (ES)													
	The ES is responsible for: • a work site within a possession • setting up marker boards to indicate the limits of that work site • authorising the movement of engineering trains and on-track plant as shown in module T11 Movements of engineering trains under T3 arrangements.	COSS/IWA		✓			✓					HB9 1	
h) Marker boards													
	A marker board is yellow, double-sided and has two flashing red lights on one side to indicate the entrance to the work site and two flashing yellow lights on the other to indicate the exit from the work site	COSS/IWA					✓						
i) Possession limit board													

Module T7

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	A possession limit board is double-sided and has a steady or flashing red light displayed in both directions and the word STOP in white letters on a red octagonal sign.					✓								
	A possession limit board looks like this:	COSS/IWA				✓								
	j) On-track plant (OTP)													
	This includes: • on-track machines including cranes and track-relaying machines • road-rail vehicles (RRV) • rail-mounted maintenance machines (RMMM) • road-rail recovery vehicles (RRRV).	COSS/IWA				✓								
	k) Single line working													
	Single line working may be introduced when there is engineering work or an obstruction on the line if one of the following applies: • One line of a double line has become blocked and it is necessary for all trains travelling in either direction to pass over the one remaining line. • If there are more than two running lines and all lines in one direction are blocked, single line working may be introduced on one of the lines that are still open to traffic. • When both lines of a double line are blocked, single line working may be introduced over one of these lines when working trains to and from the point of obstruction.	COSS/IWA				✓								
	l) Authorising movements of engineering trains and on-track plant - possessions													
	All movements of engineering trains and on-track plant within a possession are authorised as follows:	COSS/IWA				✓								
	Entering or leaving the possession													
	All movements entering the possession are authorised by the PICOP.	COSS/IWA				✓								
	All movements leaving the possession are authorised by the signaller.	COSS/IWA				✓								
	Within the possession													
	All movements outside or leaving a work site within the possession are authorised by the PICOP.	COSS/IWA		✓									HB9 1	
	Movements within or entering a work site indicated by marker boards are authorised by the ES.	COSS/IWA		✓									HB9 1	

Module T7

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		Responsibility- Indicator	Rule Book module	Handbook	Procedure	Company Instruction	Training	Legislation	Remove / delete	Performance +/-	Manpower +/-			
	m) Controlling movements within the possession and during loading and unloading vehicles													
	After an engineering train has been authorised to move it must be controlled as shown in module SS2 Shunting.	COSS/IWA					✓							
	However, when vehicles are being loaded or unloaded, movements will be controlled by the person in charge of this activity as shown in module T9 Loading and unloading rail vehicles during engineering work.	COSS/IWA					✓							
	n) Work that may endanger trains on a line not under possession													
	The COSS or IWA will make sure the line is protected to prevent the approach of trains on the affected line before work starts when: • work is being carried out on or near the line, and • that work may endanger the safety of trains on a line which is not under possession.	COSS/IWA		✓									HB6 3.1 and HB7 3.2	
	The instructions for stopping the passage of trains are shown in module T2 Protecting engineering work or a hand trolley on a line not under possession.	COSS/IWA					✓							
	3 Setting up a safe system of work													
	3.1 Making sure the safe system of work is suitable													
	You are responsible for setting up the planned safe system of work.	COSS/IWA		✓									HB6 1 and HB7 4.3	
	Before you start to set up the planned safe system of work, you must make sure it is adequate.	COSS/IWA					✓							
	You may have to vary the planned arrangements in which case you must get any necessary authority before you do this.	COSS/IWA					✓							
	If it is necessary to change the planned safe system of work, or if a plan has not been prepared beforehand, you must select the best available safe system of work from the following list.	COSS/IWA					✓							
	The safe system of work will depend on the type, location, and duration of the work	COSS/IWA					✓							
	The list is in order of priority.	COSS/IWA							✓				The list is a set of options. It is for planning to identify the most suitable for the activity.	

Module T7

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	Priority Safe system of work First Safeguarded green zone (see section 6 of this module). Second Fenced green zone (see section 7 of this module). Third Separated green zone (see section 8 of this module). Fourth Red zone with warning given by ATWS (see section 9.4 of this module). Fifth Red zone with warning given by TOWS (see section 9.5 of this module). Sixth Red zone with warning given by LOWS (see section 9.6 of this module). Seventh Red zone with warning given by one or more lookouts (see section 9.7 of this module).	COSS/IWA			✓							Currently specified within RIMINI
	You must not work alone in a red zone with warning given by lookout operated warning system (LOWS) or lookouts.	COSS/IWA						✓				
	Under these circumstances a COSS must be appointed and the instructions in section 9.6 or 9.7 of this module carried out.	COSS/IWA						✓				
	If it is necessary to use more than one lookout, you must use a pee wee system (if available) rather than chequered flags	COSS						✓				
	If the line on which you are working is in a possession, you must still set up a safe system of work (see section 10).	COSS/IWA	✓									HB6 3.2 and HB7 3.3
	You must not allow work to start until the safe system of work has been put in place	COSS/IWA	✓									HB6 1 and HB7 4.3
3.2	Information you must have about the site of work											

Module T7

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	You must be aware of the nature of the work and how long it will take and have the following information about the site where the work will take place: <ul style="list-style-type: none"> • the approved points of access • the most suitable means of communication between you and the signaller • the most suitable means of communication to call the emergency services • the speed at which trains are permitted to travel on each line • the track layout and the direction from which trains normally approach on each line • whether single line working or other exceptional wrong direction movements will be in operation • whether there is overhead line equipment or conductor rails at the site of work • whether red zone working is not allowed at the location. 	COSS/IWA					✓						Several of these are covered under PTS knowledge.
	You must also take into consideration other hazards for example: <ul style="list-style-type: none"> • limited sighting conditions of approaching trains, such as curves, bridges or other structures • limited clearances • poor underfoot conditions • noise from sources next to or near the railway • other local features which might affect the safety of the system of work. 	COSS/IWA					✓						
	You must be aware if any of the following is available for use at the site of work: <ul style="list-style-type: none"> • automatic track warning system (ATWS), or • train operated warning system (TOWS). 	COSS/IWA					✓						
	You must also be aware if any of the following is available for use at the site of work: <ul style="list-style-type: none"> • lookout operated warning system (LOWS), or • pee wee. 	COSS/IWA					✓						
3.3	Work planning checklist												
	This checklist can be used to help when planning the work.	COSS/IWA				✓							
	You can also use it immediately before the work begins if required to select and set up a safe system of work and if it needs to be changed.	COSS/IWA				✓							
	There may be other factors to be taken into consideration in setting up the safe system of work.	COSS/IWA				✓							
	CHECKLIST	COSS/IWA				✓							

Module T7

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		Responsibility- Indicator	Rule Book module	Handbook	Procedure	Company Instruction	Training	Legislation	Remove / delete	Performance +/-	Manpower +/-		
	You must stay with the group until either: • work is completed and everyone is clear of the line, or • you are replaced by another COSS.	COSS		✓									HB7 4.1
	If you are replaced by another COSS, you must point out to everyone in the group the COSS who is now taking duty	COSS							✓				Unecessary statement
	You must be replaced by another COSS even if you are leaving the group for only a short time.	COSS							✓				Unecessary statement
4.4	Competence of members of the group												
	You must make sure everyone in your group: • is authorised to go on or near the line • has the appropriate certification as shown in section 5.1 and 5.3 of module G2 Personal safety when walking on or near the line, or when on the lineside.	COSS					✓						
4.5	If there are two or more groups working at the same location												
	If there are two or more groups working at your location, a separate COSS must be appointed to take charge of each group.	COSS							✓				Unecessary statement
4.6	Briefing your group before starting work												
	Before you allow work to start, you must make sure everyone in your group knows: • the safe system of work to be used • which line or lines are part of the green zone • which line or lines stay open to train movements • details of any line or lines which has had a temporary or emergency speed restriction imposed specially • the limits of the safe working area and how these are identified • who will act as a site warden or site wardens and the method of warning they will use • where it is safe to work.	COSS		✓									HB7 5 includes what the group must be briefed in so that everyone remains safe from passing trains.
	You must also: • fill in RT9909 COSS Record of Arrangements and Briefing Form (see example at the end of this module) • brief everyone in your group about the safe system of work • make sure each member of the group signs RT9909 COSS Record of Arrangements and Briefing Form to confirm they understand the safe system of	COSS		✓									HB7 5 Form RT9909 is to go to the employer, we now only make reference to the COSS briefing form. What is written on this is the responsibility of the employer.

Module T7

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			Responsibility- Indicator	Rule Book module	Handbook	Procedure	Company Instruction	Training	Legislation	Remove / delete	Performance +/-	Manpower +/-			
	You must not allow anyone to start work or walking as a group until: • the arrangements for setting up a safe system of work are completed • you have given the group a complete briefing about the arrangements.	COSS		✓											HB7 5
4.7	During the work														
	If it is necessary to change the planned safe system of work, you must: • stop the work • move everyone to a position of safety • set up a new safe system of work.	COSS					✓								
	Whenever you change the safe system of work, you must carry out the instructions in section 3 and 4.6 of this module.	COSS					✓								
5	Working alone														
5.1	When you can work alone														
	You can only work alone if you are certificated as competent as a: • COSS, or • IWA.	COSS/IWA		✓											HB1 4.1
	When carrying out your duties you must have with you a current certificate of competence.	COSS/IWA		✓											HB6 1 and HB7 1
	If you are not qualified as a COSS or IWA you must not work alone.	COSS/IWA		✓											HB1 4.1
5.2	During the work														
	If it is necessary to change the planned safe system of work, you must: • stop the work • move to a position of safety • set up a new safe system of work.	COSS/IWA					✓								
	Whenever you change the safe system of work, you must carry out the instructions in section 3 of this module	COSS/IWA					✓								
	A designated person (DP) can work alone but only as shown in module T10 Protecting personnel when working on rail vehicles and in sidings.	COSS/IWA	✓												T10 1, T10 3.1. Unnecessary to show this in IWA/COSS rules.
6	Setting up a safeguarded green zone														
	If the site of work is to be treated as a safeguarded green zone, you must arrange for all movements on all lines to be stopped.	COSS/IWA		✓											HB7 4.2 and HB9 3.2. The term green zone is no longer used.

Module T7

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	However, when the site of work is within an ES's work site, it may still be treated as a safeguarded green zone if there are movements of engineering trains or OTP, provided that these movements are made at extreme caution and do not exceed walking pace.	COSS/IWA		✓									HB9 3.2 The term green zone is no longer used.
	In this case, you must first carry out the instructions in section 10 of this module.	COSS/IWA							✓				
	Diagram T7.1	COSS/IWA							✓				
7	Setting up a fenced green zone	COSS/IWA											
7.1	Fencing to provide an effective barrier	COSS/IWA											
	If your site of work is to be fenced, the fencing must provide an effective barrier to remind anyone moving towards the line or lines which are open to movements.	COSS/IWA							✓				This is about the design of the fence and not the actions of the COSS.
	This is to prevent anyone who might otherwise move towards lines that are open.	COSS/IWA					✓						
	If the site of work is within an ES's work site, it may still be treated as a fenced green zone if there are movements of engineering trains or OTP, provided these movements are made at extreme caution and do not exceed walking pace.	COSS/IWA		✓									HB9 3.3. The term green zone is no longer used.
	In this case, you must first carry out the instructions in section 10 of this module.	COSS/IWA							✓				
7.2	Type of fencing and where it must be positioned												
	The fence must be positioned at least the distance shown below from the nearest rail of the nearest line open to movements.	COSS/IWA		✓									HB6 2.3 and HB7 4.5
	See diagrams T7.2 and T7.3	COSS/IWA							✓				
	Fenced green zone, using a rigid or tensioned barrier, with movements permitted on one line at a speed of over 100 mph (Diagram T7.2)	COSS/IWA							✓				
	Fenced green zone, using a rigid or tensioned barrier, or permanent fence, with movements permitted on both lines at a speed of over 100 mph on the adjacent line Diagram T7.3	COSS/IWA							✓				
	Fenced green zone, using a rigid or tensioned barrier, with movements permitted on one line only at a permissible speed of 100 mph or less Diagram T7.4	COSS/IWA							✓				

Module T7

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	Fenced green zone, using a rigid or tensioned barrier, or permanent fence, with movements permitted on both lines at a permissible speed of 100 mph or less on the adjacent line Diagram T7.5	COSS/IWA							✓				
	Fenced green zone, using barricade tape or plastic netting, with movements permitted on one line only at a permissible speed of over 40 mph Diagram T7.6	COSS/IWA							✓				
	Fenced green zone, using barricade tape or plastic netting, with movements permitted on both lines at a permissible speed of over 40 mph on the adjacent line Diagram T7.7	COSS/IWA							✓				
	You may position any of these kinds of fence at 1.25 metres from the nearest line if that line is within a work site in a possession (see diagram T7.10) and you have signed the ES's certificate as shown in section 10 of this module.	COSS/IWA		✓									HB9 3.3
	If it is necessary to reduce the speed of trains on the adjacent line so that a fence can be used, this may be done by imposing a temporary or emergency speed restriction as shown in module SP Speeds.	COSS/IWA					✓						
	Fenced green zone, using barricade tape or plastic netting, with movements permitted on one line only at a speed of 40 mph or less Diagram T7.8	COSS/IWA							✓				
	Fenced green zone, using barricade tape or plastic netting, with movements permitted on both lines but at a speed of 40 mph or less on the adjacent line Diagram T7.9	COSS/IWA							✓				
	Fenced green zone, with adjacent lines within an ES's work site Diagram T7.10	COSS/IWA							✓				
7.3	Using temporary fencing												
	a) Types of temporary fencing	COSS/IWA											
	Temporary fencing must be: • made of a rigid or tensioned barrier or plastic netting or barricade tape • suitable for the location where it is being used • continuous throughout the whole length of the site (l) and, where it is necessary, extended at right angles at the extreme ends of the site to contain the site.	COSS/IWA		✓									HB6 2.3 and HB7 4.5

Module T7

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	<p>You must not allow red zone working in the following situations:</p> <ul style="list-style-type: none"> • Where the permissible speed is more than 125 mph unless a temporary or emergency speed restriction of 125 mph or less is imposed for the work to be carried out. • Where it would take longer than 45 seconds to stop work, move to a position of safety and be in that position of safety for 10 seconds before a train arrives (this time is called the warning time). • Where three or more lines open to traffic have to be crossed to reach the specified position of safety. • At locations where the Network Rail Hazard Directory prohibits red zone working. 	COSS/IWA		✓								HB7 4.8. The term red zone is no longer used.
9.3	Making sure enough warning will be given											
	a) Calculating the warning time											
	<p>When you are making arrangements for the warning to be given, you must take the following three points into consideration:</p> <ul style="list-style-type: none"> • Time - the minimum time needed to stop work, down tools and reach a position of safety at least 10 seconds before a train arrives at the site of work. • Speed - the speed of approaching trains including any temporary or emergency speed restrictions imposed for the work. You must not rely on any other temporary or emergency speed restrictions for protection. • Distance - the distance needed for the equipment to detect, or the lookout to clearly see an approaching train. (The Sighting Distance Tables at the back of this module will help you work out the distance you need.) 	COSS/IWA		✓								HB7 4.8
	b) Movements in both directions											

Module T7

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	The warnings given by ATWS are as follows:	COSS/IWA					✓						
	No warning - this means no train is approaching and no action is needed. (Some systems may have an intermittent 'safe' noise.)	COSS/IWA					✓						
	When a warning is given - this means a train is approaching or the system has failed. Everyone must either (whichever is appropriate): • immediately leave the area controlled by ATWS and go to a position of safety, or • not go on or near the line in the area controlled by ATWS.	COSS/IWA					✓						
	Everyone must stay in the position of safety until the warning has stopped and it is safe to start work.	COSS/IWA					✓						
	c) If the system has failed												
	If the warning continues and a train does not approach within a reasonable time, you must assume that the system has failed.	COSS/IWA					✓						
	If the system has failed, everyone must stay in a position of safety until you have arranged for an alternative safe system of work to be put in place.	COSS/IWA					✓						
	d) Leaving an area controlled by ATWS												
	When you leave an area controlled by ATWS, you must switch the system off.	COSS/IWA					✓						
	However, if another person is still using the system, you must agree with that person whether or not to leave the equipment switched on.	COSS/IWA		✓									HB6 2.4 and HB7 4.7
	9.5 Using train operated warning system (TOWS)												
	a) General												
	You must not use TOWS if ATWS is being used at the same location.	COSS/IWA					✓						
	You can use TOWS equipment if you or a member of your group is competent to operate it.	COSS/IWA		✓									HB7 4.7
	You will find the locations where TOWS is fitted in the Sectional Appendix.	COSS/IWA					✓						
	At some locations, TOWS gives a warning for certain train movements only	COSS/IWA					✓						
	If this is the case, the details will be shown near the switch controlling TOWS	COSS/IWA					✓						
	You must never use TOWS if a train continuously occupies one line.	COSS/IWA					✓						

Module T7

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a) Deciding where to position the lookouts													
	The instructions in this section 9.7 do not apply if ATWS, TOWS or LOWS equipment is in use.	COSS							✓				
	You must position lookouts so as to provide adequate warning of an approaching train.	COSS		✓									HB7 4.8
	To do this you must: • use pee wee equipment (if available) • decide on the number of lookouts you need • decide on where to position the lookouts.	COSS				✓							
	If you need to use distant lookouts to give a warning of approaching trains, you must use pee wee equipment if it is available.	COSS				✓							
	You must also make sure that the lookouts that are to use the equipment hold a current certificate of competence to do so.	COSS				✓							
	You must make sure that any distant or intermediate lookouts are located in a position of safety.	COSS		✓									HB7 4.8
	However, if the site of work is mobile and the intermediate and distant lookouts will walk while carrying out their duties, they may leave the position of safety when they need to pass an obstruction	COSS		✓									HB7 4.8
	If more than one intermediate lookout is required in any direction to get adequate sighting distance, you must not use lookouts but instead use an alternative safe system of work	COSS		✓									HB7 4.8
	If a combined total of more than four distant and intermediate lookouts is required to get adequate sighting distance, then you must not use lookouts but instead use an alternative safe system of work	COSS		✓									HB7 4.8
b) Using lookouts in a tunnel or during darkness or poor visibility													
	You must only rely on lookouts to give the warning in or near a tunnel or during darkness or poor visibility if: • a pee wee system is in use, or • the speed of approaching trains is restricted to 20 mph, the lookouts have been properly positioned and distant lookouts are not needed to get the required sighting distance, (an emergency or temporary speed restriction must be imposed, if necessary), or • the work is within a work site in a possession and you have made the arrangements as shown in	COSS		✓									HB7 4.8 and HB9 3.6 and 4.2

Module T7

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	If you need to share lookouts with another group, you must: <ul style="list-style-type: none"> • speak to the COSS of each other group, and agree on the shared arrangements that are to apply • agree with the COSS of each other group which of you will speak to the lookouts about exactly who they are responsible for warning • point out to everyone in your group who is the lookout • agree with the COSS of each other group the arrangements to be made before any lookout is withdrawn 	COSS					✓						
9.8	Briefing your group												
	Before you allow work to start, you must make sure everyone in your group knows how the warning of an approaching train will be given	COSS		✓									HB7 5
	This will be by one or more of the following: <ul style="list-style-type: none"> • the warning given by ATWS • the warning given by TOWS • the warning given by LOWS • the warning given by pee wee equipment • the lookout giving a warning by using a horn or whistle, or by touch or shouting • the lookout giving a warning using the warning device provided with the mechanical plant 	COSS		✓									HB7 5
	You must also make sure everyone in your group knows: <ul style="list-style-type: none"> • the position of any lookouts • the position of safety which everyone must go to when a warning is given 	COSS		✓									HB7 5
	You must make sure you arrange for a test warning to be given to test the effectiveness of the arrangements	COSS		✓									HB7 4.8
	You must complete RT9909 COSS Record of Arrangements and Briefing Form	COSS					✓						
9.9	When a train passes the site of work												
	You must only allow work to restart after a train has passed if it is safe to do so	COSS					✓						
10	Working within a possession												
10.1	General												
	The detailed information for possessions is shown in module T3 Possession of the line for engineering work	COSS/IWA					✓						

Module T7

Existing Section/ Clause Number	Existing Text												Remark		
		Responsibility- Indicator	Rule Book module	Handbook	Procedure	Company Instruction	Training	Legislation	Remove / delete	Performance +/-	Manpower +/-				
	You only need to be competent in the instructions in module T3 Possession of the line for engineering work if you are carrying out the duties of either the PICOP or ES	COSS/IWA					✓								
10.2	If the work to be carried out is not within an ES's work site														
	If the work is not within an ES's work site, you must set up a safe system of work as shown in section 3 of this module except that:	COSS/IWA		✓											HB9 4.2
	Green zone														
	<ul style="list-style-type: none"> • you cannot set up a safeguarded green zone • you cannot set up a fenced green zone or a separated green zone if this would require the passage of trains to be stopped on any line that is under possession 	COSS/IWA		✓											HB9 4.1. The term green zone is no longer used.
	Red zone - without the PICOP's authority														
	If you set up a red zone, you must be aware that trains may approach from any direction on any line under possession and that the possession can be given up at any time	COSS/IWA		✓											HB9 4.3
	You must not rely on the possession arrangements for your protection	COSS/IWA		✓											HB9 4.3
	You must set up appropriate warning arrangements in both directions using the full permissible speed on each line under possession	COSS/IWA		✓											HB9 4.3
	Red zone - with the PICOP's authority														
	This only applies where the method of working has been planned before the possession is taken and the PICOP is aware of what is to happen	COSS/IWA		✓											HB9 4.2
	If you need to set up a red zone, you may request permission from the PICOP to use the possession arrangements to provide a speed restriction of 40 mph	COSS/IWA		✓											HB9 4.2
	You must tell the PICOP your name and make sure you reach a clear understanding of the lines under possession and the limits of the area under the control of the PICOP	COSS/IWA		✓											HB9 4.2
	You must also agree the time by which the T3 possession is to be given up	COSS/IWA		✓											HB9 4.2
	If the PICOP gives you authority to use the possession arrangements, you must record this on your form RT9909	COSS/IWA		✓											HB9 4.2. The number of the form is no longer used.

Module T7

Existing Section/ Clause Number	Existing Text	COSS/IWA	Responsibility Indicator	Rule Book module	Handbook	Procedure	Company Instruction	Training	Legislation	Remove / delete	Performance +/-	Manpower +/-	Remark
	Before you can treat your site of work as a fenced green zone, you must: <ul style="list-style-type: none"> • make sure a fence is provided, as shown in section 7 of this module, between your site of work and any line that is not within the ES's work site • reach a clear understanding with the ES that each movement within your site of work will be made at extreme caution and will not exceed walking pace • make sure you, and if you are a COSS your group, are in a safe position whilst any movement or operation of an engineering train or OTP takes place within your site of work • sign the RT3199 Engineering Supervisor's Certificate 	COSS/IWA		✓								HB9 3.3	
	If any of the above cannot be done, you cannot treat your site of work as a fenced green zone	COSS/IWA							✓				
Separated green zone													
	Before you can treat your site of work as a separated green zone you must: <ul style="list-style-type: none"> • make sure there is sufficient clearance, as shown in section 8 of this module, between your site of work and any line that is not within the ES's work site • reach a clear understanding with the ES that each movement within your site of work will be made at extreme caution and will not exceed walking pace • make sure you, and if you are a COSS your group, are in a safe position whilst any movement or operation of an engineering train or OTP takes place within your site of work • sign the RT3199 Engineering Supervisor's Certificate 	COSS/IWA		✓									HB9 3.1 and 3.4
	If any of the above cannot be done, you cannot treat your site of work as a separated green zone	COSS/IWA							✓				
Red zone													
	If you set up a red zone, you can rely upon lookouts during darkness, poor visibility or if the work is in or near a tunnel on those lines within the work site, providing the ES has agreed that all movements within the work site will be restricted to 20 mph	COSS		✓									HB9 3.6
	You must sign the RT3199 Engineering Supervisor's Certificate	COSS		✓									HB9 3.1
	You must remember to take into account any lines open to movements that may be adjacent to the possession when setting up a safe system of work	COSS					✓						

Module T7

Existing Section/ Clause Number	Existing Text											Remark		
		Responsibility- Indicator	Rule Book module	Handbook	Procedure	Company Instruction	Training	Legislation	Remove / delete	Performance +/-	Manpower +/-			
	You must use the sighting distance chart to work out the distance at which trains must be detected by the equipment or be clearly in view of the lookout (or the lookout that is furthest away if there is more than one)	COSS/IWA					✓							
	Enough time for the warning must be given for the group to reach a position of safety at least 10 seconds before a train arrives at the site of work	COSS/IWA					✓							
	You should use the chart as follows: <ul style="list-style-type: none"> • Using the left-hand column, find the permitted speed of approaching trains. • Using the top row, find the minimum warning time that everyone in the group needs to reach a position of safety. • Move your finger along the column and row until they meet 	COSS/IWA					✓							
	The figure where the column and row meet is the minimum distance in order to give a warning to allow everyone in the group to reach the position of safety before the train arrives	COSS/IWA					✓							
Example														
	If: <ul style="list-style-type: none"> • the permitted speed is 90 mph, and • the minimum warning time you need is 40 seconds 	COSS/IWA					✓							
	an approaching train must be detected or seen at 1700 metres (approximately 1 mile) distance in order to give a warning which gives everyone in the group time to reach the position of safety at least 10 seconds before the train arrives at the site of work	COSS/IWA					✓							
	Sighting Distance Chart metres			✓										HB7
	Sighting Distance Chart miles, yards			✓										HB7
	Example of RT9909 Coss Record of Arrangements and Briefing Form (front)								✓					
	Example of RT9909 Coss Record of Arrangements and Briefing Form (back)								✓					