

Task: _____
 Location: _____
 Site: _____

Name: _____
 Date: _____
 Time: _____

95838 1



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RAIL IMPACT ON PERSON

Access Control Y N N/A

1. Is the access control point operational? Y N N/A
2. Are all personnel present authorised to be in the location? Y N N/A
3. Is the number of personnel present in compliance with access restrictions? Y N N/A
4. Have unauthorised 'on rail' vehicles and rolling stock been reported to controllers? Y N N/A

Equipment Design, Inspection and Testing Y N N/A

5. Is the maintenance log book for the equipment up to date? Y N N/A
6. Does the rolling stock/equipment appear to be ready for use (free from defects)? Y N N/A
7. Has a prestart check been completed for this rolling stock/equipment? Y N N/A

Positive Communication System Y N N/A

8. Has the positive communication equipment to be used been checked prior to commencement of work/activity? Y N N/A
9. Have the switches have been verified to be in the correct position prior to commencement of work? Y N N/A
10. Has the incorrect switch position alarm been confirmed as operational prior to commencement of work/activity? Y N N/A
11. Has the prestart briefing included a discussion on actions to be taken in the event of a communications blackout? Y N N/A
12. All personnel have confirmed that they are competent in the use of the positive communication devices available at the work/activity location? Y N N/A

Securing Rolling Stock Y N N/A

13. Is rolling stock in the vicinity safely secured (stabled)? Y N N/A
14. Have the brakes on the rolling stock been effectively applied? Y N N/A
15. Does all of the equipment available at location present as serviceable for securing rolling stock? Y N N/A

Segregation of Locomotive/Rolling Stock and People Y N N/A

16. Are the separation rules understood by all personnel present? Y N N/A
17. Activation of switching, brakes and couplings has been progressed without being exposed to potentially moving rail equipment? Y N N/A
18. Prohibition of riding on rail cars/rolling stock has been discussed and understood during the prestart briefing? Y N N/A
19. Prior to commencement of work/activity have safe zones been identified? Y N N/A
20. During the prestart has the prohibition of loose shunting been communicated? Y N N/A
21. Are danger zones clearly identifiable on this network section? Y N N/A
22. Are safe zones clearly identifiable on this network section? Y N N/A
23. Are personnel following the procedures that preclude uncontrolled movements of Rolling stock (e.g. loose shunting)? Y N N/A

Signalling and Signage Y N N/A

24. Are the signals in the immediate area working? Y N N/A
25. Is the necessary signage present? Y N N/A
26. Has the on rail equipment detection system been verified as operational prior to the commencement of this work/activity? Y N N/A

Comments: If a critical control can not be verified, please indicate the nature of the failure including the question(s) that you answered no.



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RioTinto

Operator / Maintainer Critical Control Checklist (CCC)

Printed: Nov 29 2017

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Signalling and Signage **Y N N/A**

27. Is the on rail equipment detection system working?

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