



Australian Government

TLIC0005 Close down rail traffic from autonomous operations

Release: 1

TLIC0005 Close down rail traffic from autonomous operations

Modification History

Release 1. This is the first release of this unit of competency in the TLI Transport and Logistics Training Package.

Application

This unit involves the skills and knowledge required to end the autonomous operation of rail traffic.

It includes identifying rail traffic operating autonomously, ending autonomous rail traffic mission, and monitoring and reporting autonomous rail traffic status.

This unit defines rail traffic as a train.

People achieving competence in this unit will need to fulfil the applicable state/territory legislated rail safety requirements and to comply with relevant codes of practice and/or guidelines.

Pre-requisite Unit

Not applicable.

Competency Field

C - Vehicle Operation

Unit Sector

Rail Sector.

Elements and Performance Criteria

ELEMENTS

Elements describe the essential outcomes.

- 1 Verify rail traffic that requires autonomous operation to be ended**

PERFORMANCE CRITERIA

Performance criteria describe the performance needed to demonstrate achievement of the element.

- 1.1** Rail traffic mission is identified

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| | 1.2 | Autonomous rail traffic location is verified |
| | 1.3 | Hazards are identified, risks assessed and control measures implemented |
| | 1.4 | Rail traffic is accessed in accordance with workplace procedures |
| 2 | Ending autonomous rail traffic mission | |
| | 2.1 | Autonomous rail traffic end of mission is determined |
| | 2.2 | Functions of equipment, component parts and accessories are identified |
| | 2.3 | Applications for autonomous activities of different infotechnology equipment and systems are interpreted |
| | 2.4 | Autonomous rail traffic system is disengaged and placed into passive state |
| | 2.5 | Safety critical communication is undertaken with network control officer or relevant person to validate autonomous rail traffic data in accordance with workplace procedures |
| | 2.6 | Situational awareness is applied through effective visual scans, use of communication systems, use of rail traffic information and use of system of safeworking in accordance with workplace procedures |
| | 2.7 | Routine faults in operating systems, software applications and operator errors are identified and reported in accordance with workplace procedures |
| | 2.8 | Rail traffic is secured |
| 3 | Monitor and report autonomous rail traffic operations | |
| | 3.1 | Status of rail traffic operation is communicated in accordance with workplace protocols |
| | 3.2 | Effective communication is maintained with relevant personnel |
| | 3.3 | Records are updated in accordance with workplace procedures |

Foundation Skills

Foundation skills essential to performance are explicit in the performance criteria of this unit of

competency.

Range of Conditions

Range is restricted to essential operating conditions and any other variables essential to the work environment.

Unit Mapping Information

This is a new unit. No equivalent unit.

Links

Companion Volume Implementation Guides are found in VETNet -

<https://vetnet.gov.au/Pages/TrainingDocs.aspx?q=df441c6e-213d-43e3-874c-0b3f7036d851>

Assessment Requirements for TLIC0005 Close down rail traffic from autonomous operations

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Performance Evidence

Evidence required to demonstrate competence in this unit must be relevant to and satisfy all of the requirements of the elements and performance criteria on at least one occasion and include:

- accessing the danger zone safely in accordance with network safety management system
- accessing the human machine interface and stop the autonomous mission
- confirming it is safe to board the rail traffic
- disengaging the autonomous systems
- ensuring the rail traffic is secured, including three step protection and brakes applied
- setting the rail traffic to manned operations
- unlocking and accessing rail traffic.

Knowledge Evidence

- emergency response procedures
- isolation systems
- operational requirement of autonomous rail traffic, including rail traffic mission
- relevant autonomous rail traffic workplace procedures and manufacturer specifications
- relevant network safety management system
- relevant work health and safety (WHS)/occupational health and safety (OHS) procedures and regulations
- typical minor repair problems that can occur, and appropriate remedial action that should be taken
- workplace documentation and record requirements.

Assessment Conditions

Assessors must hold credentials specified within the Standards for Registered Training Organisations current at the time of assessment.

Assessment must satisfy the Principles of Assessment and Rules of Evidence and all regulatory requirements included within the Standards for Registered Training Organisations current at the time of assessment.

Assessment must occur in rail workplace operational situations where it is appropriate to do so; where this is not appropriate, assessment must occur in simulated workplace operational situations that replicate rail workplace conditions.

Assessment processes and techniques must be appropriate to the language, literacy and numeracy requirements of the work being performed and the needs of the candidate.

Resources for assessment must include:

- a range of relevant exercises, case studies and/or simulations
- relevant and appropriate materials, tools, autonomous equipment and personal protective equipment (PPE) currently used in industry
- applicable documentation, including legislation, regulations, codes of practice, workplace procedures and operation manuals.

Links

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