Options	Questions we ask ourselves as the PDTs before submitting a NAPT request	Options
0 – Does this work require protection?	Does this work require protection per the requirements of the GEI?	No: this work does not require protection per the GEI and therefore is not subject to Rz/Gz. This work may still require FO for working within the ROW. Yes: This work requires protection and is therefor subject to Red Zone Green Zone and must have a method of control or red zone exemption.
1 – Major Track Closure	Can the work be carried out in a planned MTC?	Yes: This work is in green zone. Works are permitted at any time during the MTC. Any train movements permitted must be closely coordinated with the PDTs and included in their HrxHR. Any form of protection is permitted. Where tracks are deemed impassable by work, TOP or R42 with PR should be utilized. No: another form of control is required to move works to green zone.
2 – Continuous Work Zone	Is the work requested work within a CWZ (not requiring any other form of protection per their Risk Assessment and GEI)?	Yes: this work is in green zone. Works are permitted at any time. With a foreman to oversee the work. This information should be clearly identified in the NAPT submission. No: another form of control is required to move works to green zone.
3 – Track Occupancy Permit	Can this work be completed with a TOP with appropriate track protection per GEI? Note: Protection must be in place on all tracks which equipment has the potential to foul with the requirements of the GEI being always adhered to.	Yes: Provide all information regarding the tracks required under TOP. How the requirements of the GEI are being met, and any additional information that will identify this as a green zone working environment. No: Not an option to have the work completed under TOP as either the team will foul other tracks, or all tracks are required at the same time to complete the work and there is insufficient time to complete the task with the available time per the EAS. Another form of control is required to move works to green zone.
4 – 842 with Prescriptive Routing Arrangements	Can this work be completed under R842 with prescriptive routing per the requirements of the GEI? Note: To be in green zone, prescriptive routing is required on all tracks that work/equipment will or has the potential to foul. For example, Work/equipment with the potential to foul tracks 2 and 3 is not in green zone just because it has prescriptive routing on track 1.	Yes: Provide all information regarding the tracks required under TOP. How the requirements of the GEI are being met, and any additional information that will identify this as a green zone working environment. Note: submissions may have requested works from 2000-0600. you must be advised that this is considered red zone as prescriptive routing is not available for the requested time. Advise on available times to be considered green zone per the EAS. E.g. Track 1 can be provided at 0030 (the tracks to follow as they become available) – until all tracks are provided back once the last track is

		provided back the R842 ends. In essence the 3 hours of clearing immediately (prior to the routing) and the last hour is not permitted under green zone.
5 – Separated working with a visual temporary delineation Barrier	Is work off track? Has a visual temporary delineation Barrier been considered and submitted in the NAPT request. Note: This can only be used for off-track work and delineates work at a	Yes: this work is in green zone. A foreman to oversee the work will be required on site. No: an additional form of protection is required per the GEI. An above level of
6 – Red Zone	prescribed distance from the nearest live track. Requires an exemption to work in Red Zone.	green zone control is required or a red zone exemption. Any work submitted will be rejected if a Red Zone exemption was not provided and must be requested with the level of controls above for GZ working.