

PART CH75
TRACK ACCESS: EXTERNAL RAIL TRANSPORT OPERATORS

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1. GENERAL

- .1 This Part specifies the requirements for working within a Rail Corridor where Rail Infrastructure managed or operated by an External Rail Transport Operator is present.
- .2 The Contractor shall comply with:
 - (a) AS 4292 Rail Safety Management
 - (b) AS 1085 Railway Permanent Way Material.
 - (c) where applicable, the Code of Practice.
- .3 The definitions in the [Rail Safety National Law \(South Australia\) Act 2012](#), the Access Licence and the following definitions apply to this Part.

“**Access Licence**” means an agreement made, or about to be made, between the Principal and an External Rail Transport Operator with respect to access to land which is under the care and control of an External Rail Transport Operator.

“**ARTC**” means Australian Rail Track Corporation, ABN 75 081 455 754.

“**DIRN**” means Defined Interstate Railway Network.

“**External Rail Transport Operator**” means a Rail Transport Operator other than the Rail Commissioner.

“**Licensed Area**” means the area specified in the Access Licence.

“**Protection Officer**” means the person responsible for ensuring that the work is undertaken in accordance with the Rail Transport Operator’s operating and safety requirements.

For the purpose of this Part only:

“**Code of Practice**” means the Code of Practice for the Defined Interstate Rail Network and addendums,

- .4 Refer to CH75 Attachment A for a summary of interfaces between the Adelaide Metropolitan Passenger Rail Network and External Rail Transport Operators (available from:

2. ACCESS TO THE RAIL CORRIDOR**Site Access Licence**

- .1 The Principal has, or is about to, enter into an Access Licence with an External Rail Transport Operator. The Contractor:
 - (a) occupies the Licensed Area at its own risk;
 - (b) shall comply with the terms and conditions specified in the Access Licence when accessing the Licensed Area;
 - (c) shall not undertake any activity in the Licensed Area prior to the Principal’s confirmation that the Access License has been executed; and
 - (d) notify the Principal immediately if it requires access to other Rail Infrastructure which is not subject to the Access License.

Liaison with the External Rail Transport Operator

- .2 The Principal will establish initial contact between the Contractor and relevant External Rail Transport Operator(s). Arrangements for the planning of track access and occupations, as well as review of any relevant design and construction information will be agreed during this initial contact.
- .3 Track access and occupations planning for the External Rail Transport Operator shall be pursuant to the requirements outlined in the Access Licence.
- .4 Regular planning meetings shall be held, in a consultative forum between the Contractor, Principal and the External Rail Transport Operator, Addenda for planning of occupations shall be discussed in the consultative forum, and submitted in accordance with agreed requirements, no less than six weeks prior to any proposed occupation.
- .5 Unless specified otherwise, the Contractor shall:
 - (a) give the External Rail Transport Operator at least six weeks notice of the Contractor's intention to enter the Rail Authority's property or work in the vicinity of railway infrastructure;
 - (b) provide advice to the External Rail Transport Operator of dates and times of proposed access during the permitted timeframe of this Contract and on a daily basis prior to commencing the activity, and immediately in the event of any emergency or incident concerning the track; and
 - (c) if requested, provide any relevant procedures, Safe Work Method Statements or other documentation to the External Rail Transport Operator at least two weeks prior to any access to the Licensed Area.
- .6 In the event of the Contractor becoming aware that it may delay an External Rail Transport Operator's train operations, the Contractor shall notify the Principal and the External Rail Transport Operator immediately.
- .7 Except in an emergency, the Contractor shall not undertake any work requested by an External Rail Transport Operator unless directed by the Principal.

3. PROTECTION OFFICERS

- .1 The Contractor shall engage or employ appropriately qualified Protection Officers in accordance with the requirements of the External Rail Transport Operator.
- .2 The Contractor shall ensure that Protection Officer(s) are in attendance whilst work is underway in the vicinity of Rail Infrastructure or vehicles, equipment and/or the Contractor's Personnel within 4 m of the outside rail of the rail track.
- .3 The minimum qualification requirements to undertake track protection activities on ARTC's network are:
 - (a) ARTC National Track Safety Awareness; and
 - (b) Transport Distribution Training 5301A or equivalent in accordance with the DIRN and the associated ARTC addendum.
- .4 The Protection Officer(s) responsibilities include:
 - (a) contact train / tram control regarding authority to place equipment on track, to work and, if applicable, to stable any machines/equipment;
 - (b) undertaking surveillance to verify that the External Rail Transport Operator's rail safety requirements are being met, including the appropriate use of high visibility clothing;
 - (c) erect and relocate appropriate speed restriction boards;
 - (d) erect any emergency warning signals and/or equipment if equipment is not removed from the track at the prescribed time; and
 - (e) liaise with the Contractor (including providing regular briefings) regarding Rolling Stock movements and any localised risks associated with work for that shift.
- .5 The Contractor shall comply with any reasonable direction of a Protection Officer in regard to safety.
- .6 The cost of engagement of Protection Officers shall be borne by the Contractor.

4. WORKING WITHIN THE RAIL CORRIDOR**General**

- .1 The Contractor shall not:

- (a) erect any scaffolding, plant or structure that will obscure any signals or signage at any time on an operating railway or encroach on the minimum clearance reasonably specified by the Rail Transport Operator;
- (b) place anything that cannot be readily removed before the passage of any Rolling Stock within 3.0 m of the nearest rail and 1.5 m from the nearest aerial;
- (c) allow any movable equipment to remain within 3 m of the nearest rail of the Railway during the passage of any Rolling Stock;
- (d) display lights, flags or other signs in a manner that may interfere with the safe operation of Rolling Stock;
- (e) damage any signalling, communication cables and control equipment that may be present above or below ground at the site, or
- (f) permit its construction activities to affect the stability or alignment of the rail tracks.

Safety Clothing

- .2 The Contractor's Personnel and any visitors shall wear appropriate Personal Protective Equipment and high visibility safety clothing while in the Rail Corridor. Red, yellow or green clothing (including hats or safety hats) or objects shall not be brought into the Rail Corridor under any circumstances. The Contractor shall ensure that all high visibility safety clothing is in good order.

Control of Access

- .3 The Contractor shall provide any necessary security and access control measures, including provision of security guards where appropriate, to ensure the protection of the Works and any associated infrastructure, plant and equipment, and the safety of persons.
- .4 Where it is necessary to dismantle a permanent fence to gain entry to the site, the Contractor shall maintain the opening as may be necessary to ensure the security of the Site, including when the Site is unattended. On completion of the Works, the permanent fencing shall be restored to the same condition as existed immediately prior to the commencement of the work, unless specified otherwise.
- .5 Unless specified otherwise, the Contractor shall maintain public access through pedestrian crossing points.
- .6 The Contractor is responsible for the adequacy of the systems used to ensure compliance with the External Rail Transport Operator's requirements.

Crossing of Rail Tracks

- .7 The Contractor shall implement any measures necessary to ensure that vehicles and the Contractor's Personnel can safely cross railway tracks. The Contractor shall comply with any reasonable requirement of the Rail Transport Operator and the Protection Officer regarding the crossings, which may include constructing temporary crossings, erecting temporary fencing and restricting the locations where crossing can take place.

Training

- .8 The Contractor shall ensure that all persons working within the Site boundary have undertaken the relevant training and received the necessary certification in time to commence work on the project.
- .9 All of the Contractor's Personnel entering the Rail Corridor shall attend any induction or training reasonably required by ARTC.
- .10 Track Safety Awareness is the basic training requirement for employees required to work within 4 m of the nearest rail.

Site Condition

- .11 The Contractor shall keep disturbance of the Site to a minimum, contain all activities within the Site and shall not intrude onto neighbouring properties.
- .12 The Contractor shall continuously maintain the working area, including means of access and egress, in a clean and tidy condition. Rubbish and surplus / scrap material shall be regularly removed in accordance with the environmental management requirements.
- .13 The Site shall be restored to the same condition as existed immediately prior to the commencement of the work, unless specified otherwise.

Protection of Existing Infrastructure

- .14 The Contractor shall take all reasonable measures to prevent damage to Rail Infrastructure, including any electrical / communications cables and control equipment that may be present above or below ground.
- .15 In the event that the Contractor damages any Railway Infrastructure, the Contractor shall immediately advise the Principal and the Protection Officer and comply with any reasonable instructions from the External Rail Operator with respect to undertaking any repairs deemed necessary.

5. HOLD POINTS

- .1 There are no Hold Points referenced in this Part.
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6. ATTACHMENT CH75A - INTERFACE BETWEEN EXTERNAL RAIL TRANSPORT OPERATOR ASSETS AND THE ADELAIDE METROPOLITAN PASSENGER RAILWAY NETWORK

External Rail Transport Operators with assets that directly interface through physical connection with the Adelaide Metropolitan Passenger Rail Network ("AMPRN") are shown in Table 1 below:

TABLE 1 EXTERNAL RAIL TRANSPORT OPERATORS WITH DIRECTLY INTERFACING ASSETS		
Rail Transport Operator	Interfacing Assets	Description
<p>ARTC: Operate under the National Code of Practice requirements (as modified by ARTC Code of Practice)</p>	<p>Defined Interstate Rail Network comprising:</p> <ul style="list-style-type: none"> • ARTC lease network – Main corridor/Stations • ARTC licensed network 	<ul style="list-style-type: none"> • Main line between Victoria Street Junction (Goodwood Junction) on the Noarlunga Line and Salisbury on the Gawler line • Outer Harbor line crossing at Torrens Junction (maintained by DPTI) • Noarlunga line crossing at Victoria St Junction (Maintained by DPTI) • Rosewater loop to AMPRN Outer Harbour line leaving ARTC freight track at Gillman (referred to as 'A-Cabin')
<p>GWA: On ARTC track GWA operates under the ARTC's Code of Practice requirements</p> <p>On GWA track GWA operates under the National Code of Practice requirements as built into GWA Code of Practice</p>	<ul style="list-style-type: none"> • Yards, sidings and workshop roads (either standard, mixed or broad gauge) 	<ul style="list-style-type: none"> • Dry Creek South yards (Down side, broad gauge), northern & southern ends • Islington Workshops South broad gauge connection • Kilburn double-stack standard gauge crossing • Dry Creek North yard crossing and turnouts (broad gauge, non operational, partly taken over by TA and to be removed/modified) • Keswick Yard (no direct interface to AMPRN)

External Rail Transport Operators with assets that indirectly (operational, technical, rail safety, etc.) interface with the AMPRN are shown in Table 2 below:

TABLE 2 EXTERNAL RAIL TRANSPORT OPERATORS WITH INDIRECTLY INTERFACING ASSETS		
Rail Transport Operator	Interfacing Assets	Description
GSR:	<ul style="list-style-type: none"> • Keswick rail passenger terminal 	<ul style="list-style-type: none"> • Keswick sidings • Keswick turntable • Keswick rail passenger tracks
Pacific National:	<ul style="list-style-type: none"> • Adelaide Freight terminal 	<ul style="list-style-type: none"> • Yards and sidings
Other private sidings/yards owners and operators:	<ul style="list-style-type: none"> • Adelaide Freight terminal North • Tracks connecting to ARTC's Outer Harbor freight track 	<ul style="list-style-type: none"> • Private sidings

A number of Rail Transport Operators also operate Rolling Stock on or across the AMRPN. These include:

- (a) GWA operating between Gawler Central and Dry Creek on the Gawler Line (leaving AMPRN at Dry Creek South onto GWA/ARTC Outer Harbor network);

Numerous Rail Transport Operators on the ARTC Defined Inters