Access to Rail Corridor and Rail Corridor Induction

Presentation to all Utility Service Owners and External Third Parties wanting to access Arc Rail Corridor

June 2020

Topics we will cover

1. Arc Infrastructure website
2. About the Rail Corridor
3. Rail Corridor Induction
4. Application Process for Services
   - Process
   - Application Form
   - Payment for reviewing Application
   - Guideline Document for Non-Arc Services Crossing in the Rail Corridor
5. Communication Protocol for Emergency Works
6. Questions

Arc Infrastructure website - www.arcinfra.com

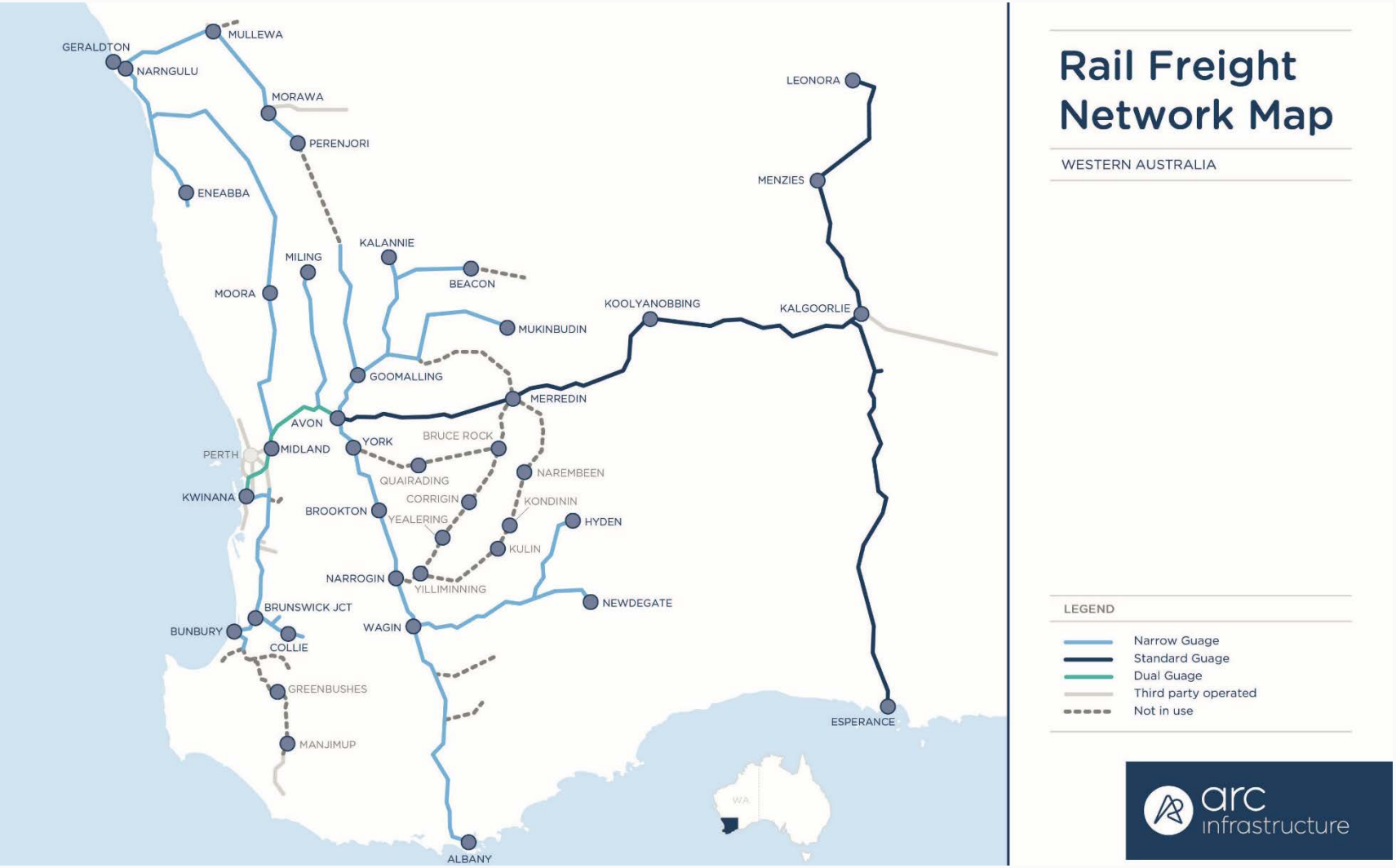
The website is the best source of up-to-date information about the rail corridor.

You will find the current versions of:

- Arc Network Safeworking Rules
- Application forms
- Guideline documents

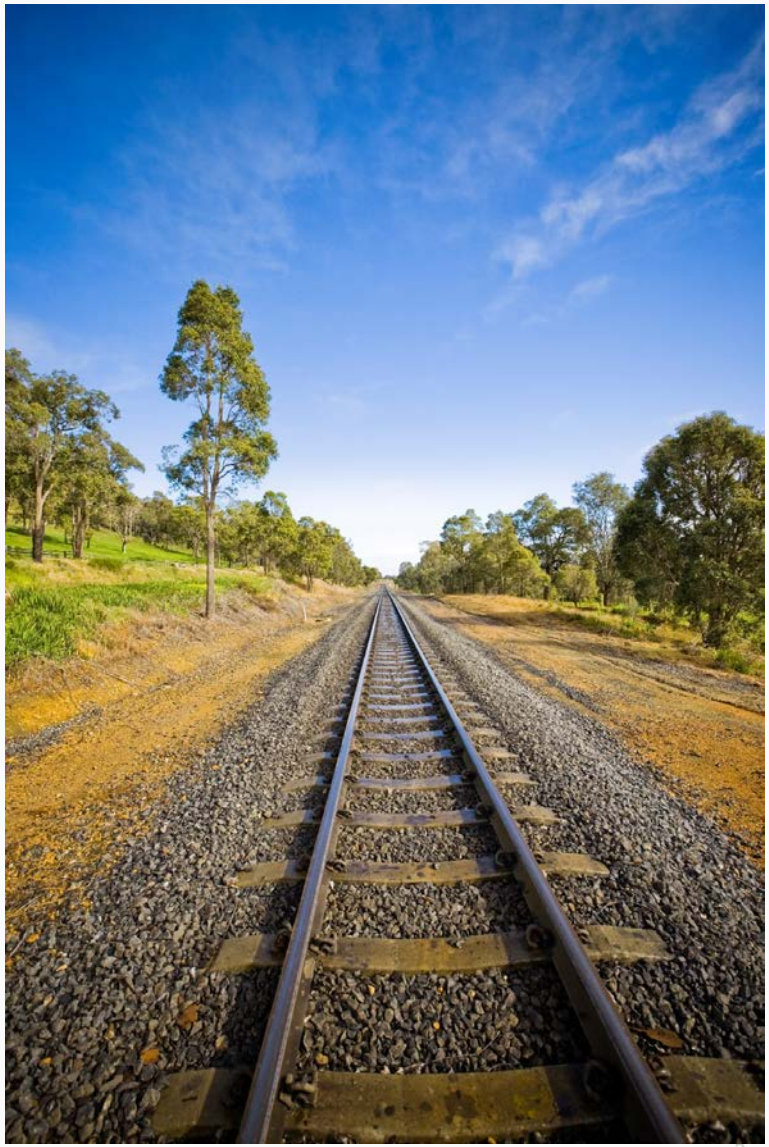
The link to the Rail Corridor Induction Course is also available on the website.

Arc Infrastructure Network Map



The Rail Corridor

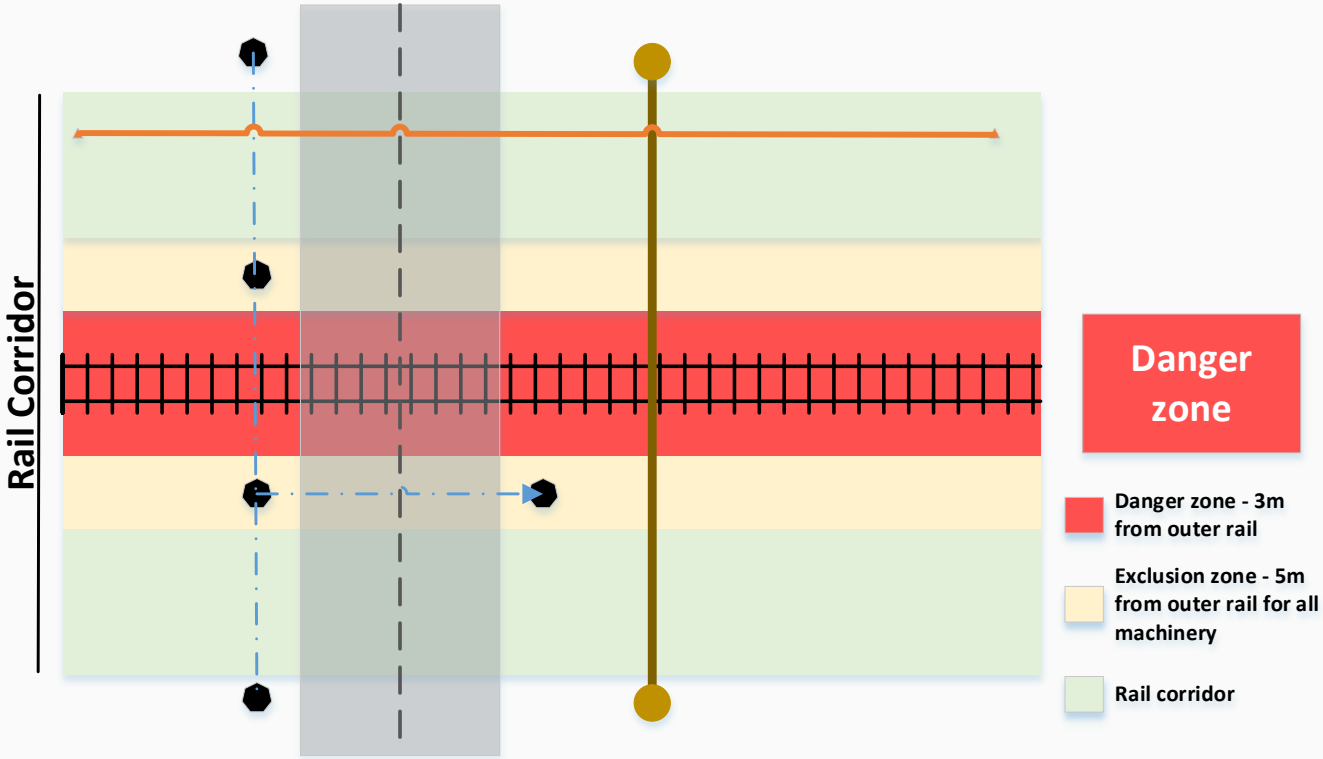
- Corridor Land means land designated as corridor land under Part 3 of the Rail Freight System Act 2000 (WA).
- The Arc Rail Corridor is private property and trespassing is a reportable event.
- Not all boundaries are fenced – in some cases the boundary is 5m from outer track and in some areas 60+m from outer track.
- Cadastre boundaries are found on Nearmap and Landgate. Rail Corridor boundaries are shown on Landgate
- Operational and non-operational lines are treated the same with regard to third party application reviews



Rail Corridor – Danger Zone

- The Danger Zone (area in red) – no person is allowed within the danger zone without a Protection Officer on site to liaise with Network Control. Danger zone include airspace above and space under ground of the horizontal plane of 3m.

- No plant/machinery is allowed within the 5m exclusion zone without a Protection Officer on site to liaise with Network Control.



Introducing the Rail Corridor Induction

- We have identified that third party contractors who are required to undertake work within the rail corridor may benefit from greater understanding of the associated risks and hazards.
- The Rail Corridor Induction is designed to enhance the safety of everyone who uses the rail corridor and was launched on 1 July 2020.
- It is a mandatory training course that third party contractors must complete prior to accessing the rail corridor.
- The training for the Rail Corridor Induction is completed online and available ‘on demand’.
- Third parties can access the online training course via a link on the Arc Infrastructure website. We also provided the link to third parties directly when the online training course was launched.

Rail Corridor Induction – what's not changing?

- The Rail Corridor Induction **does not** replace the formal application process third parties currently use to request access to the rail corridor to complete inspections and other work activities.
- The Rail Corridor Induction **does not** replace any existing training requirements. If a third party contractor is required to work closer than 5m to the nearest rail, they are still required to complete a Supervised Worker or Protection Officer Safeworking course and obtain a Track Access Permit (TAP) relevant to their tasks.
- If a third party contractor already holds a Track Access Permit (TAP) they **do not** need to complete the Rail Corridor Induction.

Rail Corridor Induction – what does it cover?

Topics include:

- minimum PPE requirements
- fit for work information
- speed limits
- entering and exiting the rail corridor safely
- environmental considerations
- what to do in the event of an emergency

Rail Corridor Induction – what does it cost?

- Arc will offer a ‘grace period’ of eight weeks from the launch of the Rail Corridor Induction for third parties to complete the training **at no charge.**
- From 1 September 2020, the Rail Corridor Induction will cost $50 and be valid for 12 months.
- After this 12 month period the induction will need to be completed again if the third party contractor still requires access to the rail corridor.
- Proof of completion will need to be shown by all third party contractors working in the rail corridor from 1 September 2020.

Application Process for Services

1. *Application to be submitted PTA*
2. *Arc receives application and issues an invoice to applicant*
3. *When payment has been received Arc reviews application and issues Technical Conditions*
4. *PTA issues Approval with General Conditions and Technical Conditions*
5. *Acknowledge and Acceptance of Conditions by Service Owner*
6. *Submit Geotechnical Report and RSMP if required directly to Arc*
7. *Applicant or Contractor Contact Regional Office to book date for planned works*
8. *Work can commence*
9. *Submit As Constructed Drawing within 30 days of works completion*

Application Form

- All sections must be completed
- Documents to support application:
  - Drawings (site plan and cross section)
  - How will the site be accessed?
  - Work Methodology + SWMS/JSA
  - Clearing permits if required etc

All applications to be submitted to PTAthirdpartyaccess@pta.wa.gov.au

Questions can be sent to thirdparty.services@arcinfra.com

Public Transport Authority

Application Form
Works relating to Services impacting Rail Corridor Land

To be completed in conjunction with Arc Infrastructure (Arc) Requirements for Services & Pipelines crossing Rail Corridor and/or Rail Lines

PTA Ref No		Service Owner Ref No		Proposed Date for Works	

1. Applicant/Contractor Details

Please provide name, address and contact details for the Applicant/Contractor if different from the Service Owner

Title		Name & Surname			
Organisation					
Position					
Postal Address					
Suburb		Postal Code		State	
Phone No		Mobile No			
Email Address					

2. Proposed Service Owner Details

Please provide name, address and contact details for the Service Owner if different from the Applicant/Contractor

Title		Name & Surname			
Organisation					
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3. Applicant/Contractor Details

Please describe the role of the individual/organisation making this application, please tick the appropriate boxes

☐ Land Owner ☐ Utility Owner ☐ Contractor on behalf of Utility Owner
☐ Project Manager ☐ Local Authority ☐ Contractor on behalf of Local Authority
☐ Contractor on behalf of Other ☐ Other

4. Application Type

No work shall be done on site until payment has been received and documentation has been accepted

☐ Non-intrusive	☐ Intrusive survey Geotech	☐ Third Party Work Activity	☐ Underbore for new works	☐ Non-standard Installation
- Topographic surveys - Visual inspections only / no treatments - Hauling cable through existing 3rd party duct & pit network - Collecting water samples	- Geotechnical surveys, i.e. test pits, bore holes, monitoring wells	- Excavation pits - Pole Maintenance - Pole replacement within Rail Corridor and/or affecting overhead conductors - Installation / replacement of low/high voltage power lines - Pipe Maintenance - Pit / Access chamber replacement - Removal of Service / Decommissioning	- Installation of directionally drilled/micro tunnelled pipe sleeve / conduit **less than 300mm** in diameter	- Major installations underbore in **excess of 300mm** in diameter, - Non-service installation i.e. chemicals, caustics, parallel installations
$350.00	***$800.00***	***$800.00***	***$800.00***	***$3000.00***

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Application Process – timeframe

- Normal timeframe is 60 working days (12 weeks).
- All applications are reviewed on case-by case-basis.
- Submitting a completed form with all relevant documents helps in reducing the review timeframe.
- Applications are valid for one year.

Public Transport Authority

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arc infrastructure

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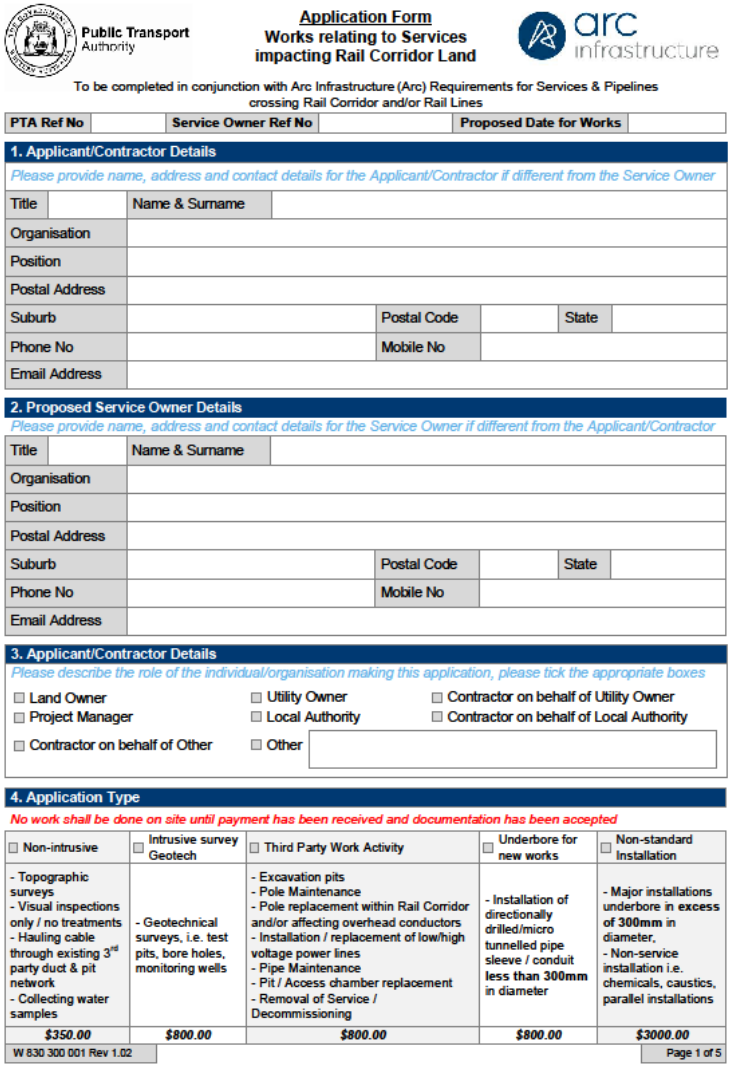
Application Process – timeframe

There are two streams for application reviews:

- Works within the Danger zone and Exclusion zone – General and Technical Conditions are provided to the applicant by PTA.
- Works on the rest of the corridor and not encroaching in/over the danger and exclusion zone – Access Conditions with and Indemnity form are provided directly to the applicant by Arc.



Public Transport Authority

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Application Process – Payment

1. When Arc receives the application an invoice is issued to the applicant.
2. Payment can be made by credit card via secure Payway system.
3. Invoice has the option for credit card payment or direct deposit.
4. Applications are reviewed upon receipt of payment or proof of payment.

Public Transport Authority

Application Form
Works relating to Services impacting Rail Corridor Land

arc infrastructure

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Arc Requirements for Non-Arc services Crossing in the Rail Corridor

- This Document provides technical requirements for non-Arc related services in the rail corridor.
- Arc uses AS4799 as the minimum requirements, however in some cases Arc's requirements are greater to protect the rail formation, rail traffic and the service.

Arc Infrastructure Requirements for Non Arc Infrastructure Services Crossing Rail Corridor Land

Note: As per AS4799:2000 3.11 Any renewal or replacement of a service, or pipeline, shall be considered as a new installation.

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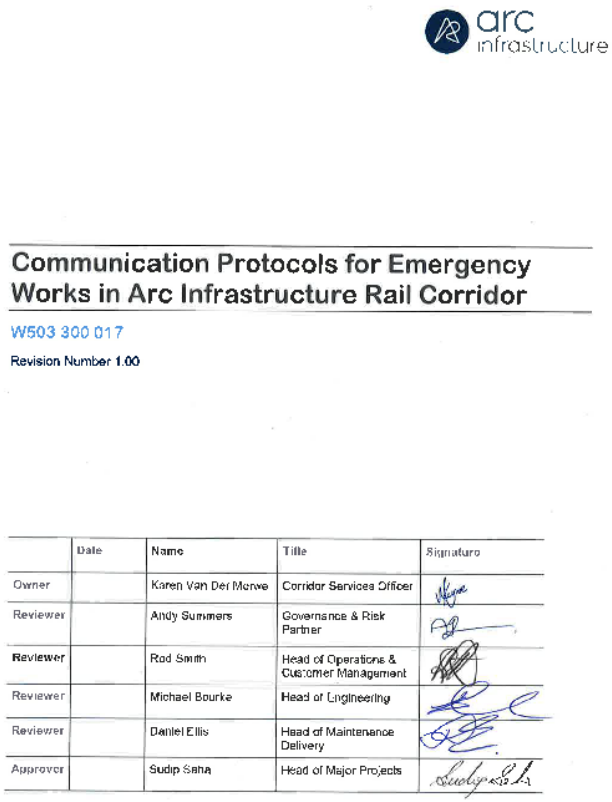
All requirements of AS4799:2000 (Installation of underground utility services and pipelines within railway boundaries), as a minimum, shall be considered mandatory unless specifically agreed and approved by Arc Infrastructure		
Services containing toxic or noxious substances will not be permitted on the Rail Corridor	**Pipeline carrying non-flammable substances or cables**	**Pipeline carrying combustible liquid and flammable fluids**
General Requirements for all services in Rail Corridor Land	Service or pipeline shall cross the tracks at **90°± 10°** Service installations parallel to the rail line are not permitted. Cathodic Protection is not permitted	
Plans/Drawings and Information	Required in accordance with Section 2.3 of AS4799, and in particular compliance with section 2.3.2.1 *"Plans of the proposed services or pipelines shall be drawn to scale showing their relation to railway tracks, other services and pipelines (above or below ground level), overhead wiring structures and other facilities, property boundaries …"* Drawings shall provide accurate identification of the positions of proposed services in plan and level with respect to existing Arc Rail Corridor and infrastructure	
Structural Calculations (Pipes, Sleeves and Pipe liners)	For all pipes (including sleeves) which are directly buried under rail track and are within railway loading influence zone shall be designed for required structural loading. The structural loading applied on to the pipes shall be as per AS5100.2. For all Narrow Gauge lines, railway loading of 250LA and for all Standard Gauge lines, railway loading of 300LA within appropriate Dynamic Load Allowance (DLA) shall be applied for structural calculations to determine required pipe strength, class & wall thickness. A Report with summary and all structural calculations shall be provided. For pipes crossing access roads a minimum loading of SM1600 shall be used for structural calculations as per AS5100.2	
Work Methodology statement	The Work Methodology Statement should include, ***as minimum*** the following sections • Work Methodology • Plant and Mechanical detail • Process parameters (e.g. grout pressure, face pressure etc) • Process parameters onsite inspection and testing plan	
Geotechnical Report	A geotechnical **investigative and interpretative** report considering ground conditions and natural water levels is required for works involving ground disturbance in the corridor and outside the corridor if the zone of influence of the works will impact Arc's corridor or infrastructure (Details to be included: proposed mud pressure for pilot hole and back reaming, calculated affects, using geotechnical parameters derived from investigations). Correct access protocols shall be adopted for the geotechnical investigations in complete accordance with Arc requirements, Dial before you Dig, service locations and all other protocol mandated by Utility operators. The intent of the geotechnical investigations shall be adequate to fully and properly characterise the subsurface conditions under the corridor along the alignments of the proposed works that may influence or be influenced by Arc installations.	
Service clearances from railway infrastructure (i.e. Platforms, signalling equipment, masts etc.)	Minimum of **3000mm**, in accordance with AS4799 Section 3.2.6 or diameter of largest encasing pipe whichever is the greatest	
Drainage	Services or pipelines shall not impede the free flow of drainage along the Rail Corridor: Reference AS4799 Section 3.2.7 Draining onto the Rail Corridor is not allowed (Rail Freight System (Corridor Land) Regulations 2000)	
Markers	Markers shall be provided and maintained in accordance with AS4799 Section 3.10 to indicate location of underground services and depth of service	
Worksite Inspections	All works subject to Arc Infrastructure Network Safeworking Rules and Procedures	

Communication Protocol for Emergency Works in the Rail Corridor

The procedure set out in this section is limited to emergencies which are likely to cause imminent risk to people and property.

Arc's obligations derive from:

- *Rail Safety National Law 2015* (WA) and ancillary regulations
- *Occupational Safety& Health Act 1984* (WA) and ancillary regulations
- *Emergency Management Act 2005* (WA) and regulations
- *Arc Infrastructure's Rail Network Safeworking Rules and Procedures 2020* (updated from time to time). The current version is available from www.arcinfra.com



Communication Protocols for Emergency Works in Arc Infrastructure Rail Corridor

W503 300 017

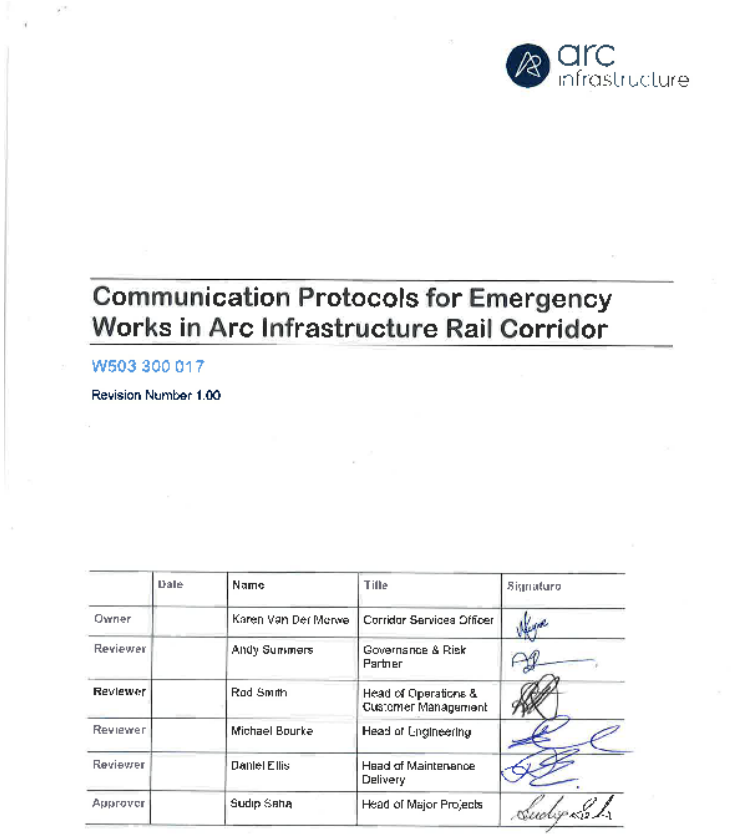
Revision Number 1.00

	Date	Name	Title	Signature
Owner		Karen Van Der Merwe	Corridor Services Officer	
Reviewer		Andy Summers	Governance & Risk Partner	
Reviewer		Rod Smith	Head of Operations & Customer Management	
Reviewer		Michael Bourke	Head of Engineering	
Reviewer		Daniel Ellis	Head of Maintenance Delivery	
Approver		Sudip Sana	Head of Major Projects	

Communication Protocol for emergency works in the Rail Corridor

It is an offence to enter the Rail Corridor without:

- possessing a valid Track Access Permit (**TAP**); or
- being supervised by an Arc accredited Protection Officer (as per Arc Safeworking Rule 1004).



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Communication Protocol for Emergency Works in the Rail Corridor

arc infrastructure

1. *Call Network Control*
2. *Wait for response from Arc*
3. *Follow Arc's rail safety advice*
4. *Perform remedial works*
5. *Advise Arc Rep when works are completed*
6. *Submit Completion documents to Arc*

Please contact us if you have any questions.

Services:	thirdparty.services@arcinfra.com
Projects:	thirdparty.projects@arcinfra.com
Corridor Planning:	corridor@arcinfra.com