






Communication Protocols for Emergency Works in Arc Infrastructure Rail Corridor

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Document History

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This Communication Protocol is applicable to **Third Parties and Services Owners**, as well as **their agents and contractors (TPSO)**, including but not limited to:

- Western Power
- ATCO Gas
- APA Gas
- Horizon Power
- Water Corporation
- British Petroleum
- Telstra
- Optus
- NBN Co
- Any other private landowners, mining and resources companies, small businesses and entity who may wish to enter the Rail Corridor due to an Emergency

Arc may update this Communication Protocol from time to time and will give TPSOs notice of the updated protocol.

1 Rail Safety Purpose

The Arc Infrastructure rail corridor (designated as corridor land under the *Rail Freight Systems Act 2000*) (**Rail Corridor**) is an environment that poses occupational health and safety challenges and concerns.

At any point, there may be multiple entities operating within the Rail Corridor, giving rise to different levels of risk.

Arc is the accredited rail transport operator of the freight network and a non-exclusive licensee of the Rail Corridor. Additionally, 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* (as updated from time to time). The current version is available on www.arcinfra.com

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).

Additionally, Arc must use best endeavours to manage risk to safety arising out from railway operations, including risks arising from all entry and works undertaken by TPSO within, over, above and adjacent to the Rail Corridor.

Given the inherent safety risks arising from unauthorised or undeclared entry in the Rail Corridor, Arc reserves the right to report TPSOs who commit these offences to the Office of the National Rail Safety Regulator (**ONRSR**) without prior notice.

2 Activity classification

Arc refers to the following activity classifications in this Communications Protocol:

<p>Emergency</p>	<p>Is an event on or affecting the Rail Corridor which causes, or is caused by, an imminent risk of:</p> <ul style="list-style-type: none"> • actual or apprehended injury or illness to any person; • a natural or other disaster; or • actual or apprehended injury to the rail network, signals or rail related assets. 	<p>See section 3 (Emergencies in the Rail Corridor).</p>
<p>Ordinary Activities</p>	<p>Are activities of the following nature:</p> <ul style="list-style-type: none"> • ordinary (scheduled or unscheduled) and/or lapsed maintenance activities; or • ordinary (scheduled or unscheduled) and/or lapsed maintenance that a reasonable and competent person in the position of the TPSO, with knowledge of the facts known to the TPSO, will consider to be ordinary and/or lapsed maintenance. 	<p>This Communication Protocol will not sufficiently cover the assessment and approvals required for non-Emergency activities.</p> <p>Ordinary Activities will be processed via the Third Party Application process found on the Arc Infrastructure website http://www.arcinfra.com/Rail-Network/Access-the-corridor.</p>

3 Emergencies in the Rail Corridor

The procedure set out in this section is limited to **Emergencies** which are likely to cause imminent risk to person and property. This document is not intended to cover other works that are not Emergencies.

3.1 What to do in an Emergency

a. Contact Network Control – provide details

The central point of contact for all Emergencies is **Arc Network Control**.

The TPSO must contact Network Control on the appropriate number (refer to **Appendix 1**) and provide the following information:

- i) Your name, your employer and contact details;
- ii) Location of the Emergency;
- iii) Nature of the Emergency (i.e. failure, fault, damage etc.);
- iv) Impact on rail infrastructure / rail operation (if known);
- v) Proposed remedial activity; and
- vi) An undertaking that the remedial activity will be performed in accordance with all applicable laws and to the highest standard with respect to safety, and ensure that it does not endanger the life and safety of any person in the Rail Corridor.

b. Arc will take action

Arc Network Control will then contact the On Call Arc Representative with the location and details provided by TPSO.

c. Isolate service

TPSO must perform the remedial activity according to all applicable laws and to the highest standard with respect to safety, and ensure that it does not endanger the life and safety of any person in the Rail Corridor.

At the minimum, the relevant service should be isolated from outside the Rail Corridor.

d. Access the Rail Corridor

The Arc Representative will make contact with the TPSO and provide instructions for accessing the Rail Corridor. These instructions will be provided following an assessment of the movements of trains and other individuals in the Rail Corridor.

The TPSO on site must promptly follow all instructions provided by the Arc Representative.

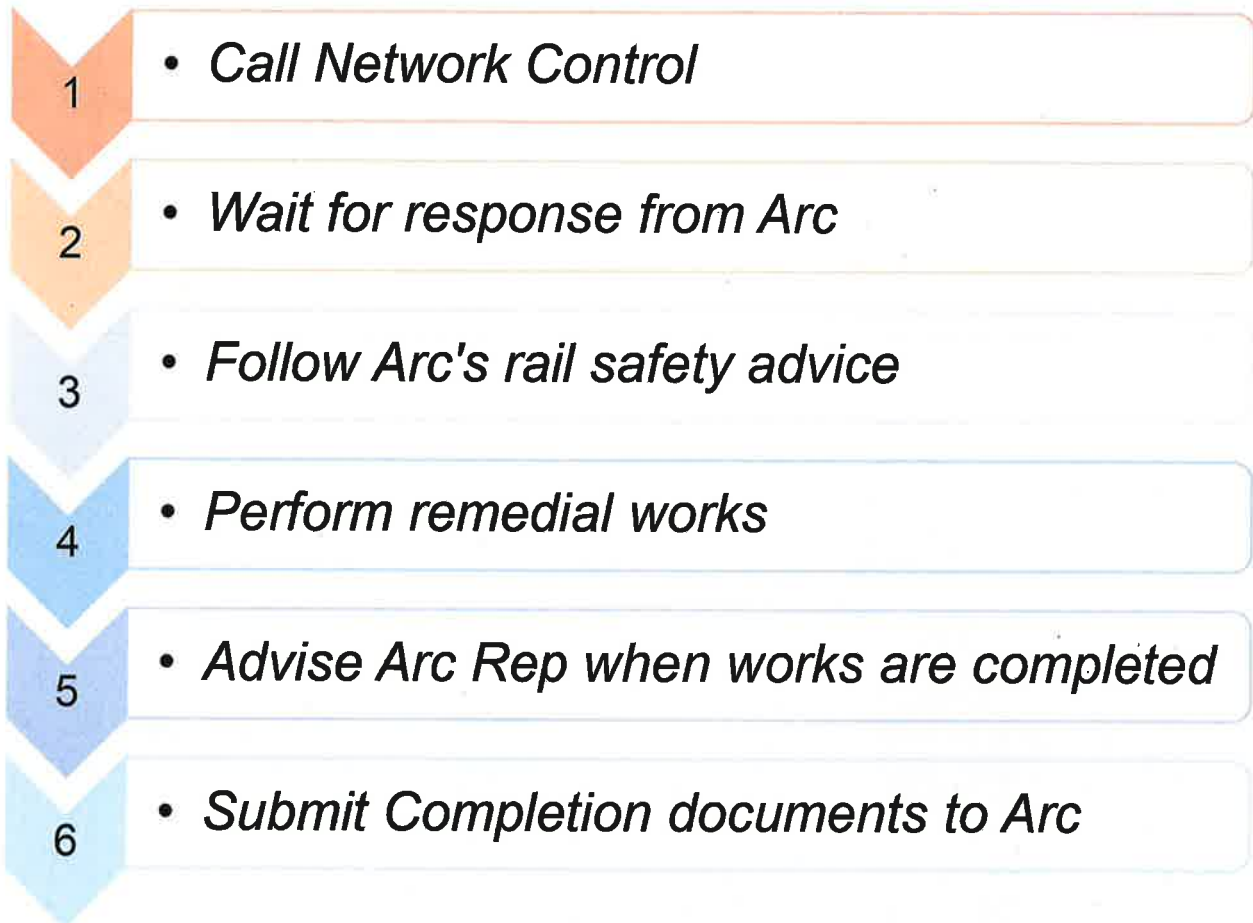
e. Proceed with work activity

The TPSO may undertake the remedial activity only after receiving the go ahead from the Arc Representative.

f. Provide notice of completion

The TPSO must provide a notice of completion of the details of the remedial activity, including the time it was commenced and finalised, and any other details requested by Arc to be sent to: thirdparty.services@arcinfra.com

3.2 Process Flow Chart for Emergencies



Appendix 1 Network Control Boundaries Map

