

Project Controls

Master Specification

PC-RW40 Track Access

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PC-RW40 Track Access

1 General

- 1.1 This Part specifies the Requirements for obtaining access to, and working within, the Adelaide Metropolitan Passenger Rail Network (AMPRN) Rail Corridor.

A schematic plan of the AMPRN is available from:

http://www.dpti.sa.gov.au/contractor_documents/public_transport_technical_information.

- 1.2 The following documents are referenced in this Part:

- a) AS 4602.1 High Visibility Safety Garments - Garments for high risk applications.
- b) AS 1906.4 Retroreflective materials and devices for road traffic control purposes - High visibility materials for safety garments.
- c) Code of Practice for the Defined interstate Rail Network, including appendices, available from: <http://www.artc.com.au/Content.aspx?p=221>.

- 1.3 Rail Commissioner Documents:

- a) WI-EM-008 Paint Coding in Track.
- b) WI-IS-011 Locating of Cable Services.
- c) Drawing No. 301-A2-86-2239 Train System – minimum structure outline – allowable infringements.
- d) Adelaide Metropolitan Passenger Rail Network Access Manual and Access Application.
- e) AMPRN Rules and Procedures, Volume 4: Work on Track Rules and Procedures.

Rail Commissioner Documents are available from:

http://www.dpti.sa.gov.au/contractor_documents/public_transport_technical_information or from the Principal upon request.

Definitions

- 1.4 The definitions in the Rail Safety National Law (South Australia) Act 2012 (SA) and the following definitions apply to terms used in this Part:

Term	Definition
Code of Practice	The Code of Practice for the Defined Interstate Rail Network and addendums, available from www.arou.gov.au .
Contractor's Personnel	Includes the Contractor's personnel, subcontractors, consultants and agents.
Defined Closure Period	Any period of time specified in this Contract when passenger train / tram services are scheduled not to operate.
DIT or the Department	The Department for Infrastructure and Transport, an administrative unit established pursuant to the Public Sector Act 2009 (SA).
DIT Rail Operations	Any section of the Department which has responsibility for the operation of Rolling Stock and / or the management of Rail Infrastructure on the AMPRN on behalf of the Rail Commissioner.
External Rail Transport Operator	A Rail Transport Operator other than the Rail Commissioner.
Protection Officer	The person responsible for ensuring that the work is undertaken in accordance with the Rail Transport Operator's operating and safety requirements.
Rail Commissioner	The Rail Commissioner, a body corporate established pursuant to the Rail Commissioner Act 2009 (SA).
Rail Corridor	The area from fence line to fence line or 15 m from the outermost rail when no fence line exists.
Track Occupation	Undertaking work within the Rail Corridor in accordance with the requirements of this Contract while passenger rail services are suspended, modified or restricted.

Term	Definition
Unplanned Disruption	Any disruption to scheduled train / tram operations, outside of any Defined Closure Period, caused by an act or omission of the Contractor, excluding any disruption caused by an act or omission of the Principal or its employees or agents.

2 Rail Commissioner

- 2.1 The Rail Commissioner is accredited pursuant to the Rail Safety National Law (South Australia) Act 2012 as a Rail Transport Operator to operate Rolling Stock and manage Rail Infrastructure.
- 2.2 DIT Rail Operations is responsible for the ongoing “day to day” management and operation of the AMPRN and Rolling Stock on behalf of the Rail Commissioner. The Contractor must not act upon any request from DIT Rail Operations without first obtaining the written authority from an authorised representative of the Principal.
- 2.3 The Contractor is responsible for all liaison, planning and management associated with access to the AMPRN network.

3 Access to the AMPRN

General

- 3.1 The Contractor must submit an electronic AMPRN Access Application to the Rail Commissioner in accordance with http://www.dpti.sa.gov.au/rail_network_access/general_information (with strict adherence to the minimum of 14 days prior notification) to access or undertake any work:
 - a) within the Rail Corridor or requiring a Track Occupation;
 - b) on any equipment that is associated with the AMPRN; and
 - c) in, or on, any building that is associated with the AMPRN.

Engagement for Protection Officers

- 3.2 The Contractor must engage or employ appropriately qualified Protection Officers in accordance in accordance with http://www.dpti.sa.gov.au/rail_network_access/general_information.
- 3.3 The cost of engagement of Protection Officers shall be borne by the Contractor.
- 3.4 Rail Commissioner will not supply any Protection Officers.

Site Condition

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

Protection of Existing Infrastructure

- 3.7 The Contractor must 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.
- 3.8 In the event that the Contractor damages any Railway Infrastructure, the Contractor must immediately advise the Principal and the Protection Officer and comply with any reasonable instructions from DIT Rail Operations with respect to undertaking any repairs deemed necessary.

4 Disruption to Services

- 4.1 The Contractor acknowledges and agrees that the Principal:
- a) is accountable for the expenditure of public money for the operation of public assets and public transport services (including train / tram services); and
 - b) will suffer direct loss in the event of disruptions to the train / tram service resulting from Unplanned Disruption.
- 4.2 If the Contractor's work under the Contract causes Unplanned Disruption and liquidated damages are included in the Contract Specific Requirements, the Contractor will be liable to pay the Principal liquidated damages at the rate stated for the period of Unplanned Disruption.
- 4.3 If the Contractor's work under the Contract causes Unplanned Disruption and liquidated damages are not included in the Contract Specific Requirements, the Principal may claim general damages for the period of Unplanned Disruption.
- 4.4 The Contractor acknowledges and agrees that any liquidated damages payable under this clause are a genuine pre-estimate of the normal losses incurred by the Principal as a result of the disruption and not a penalty. The Contractor's obligations under this clause continue until the expiry of the Defects Liability Period.
- 4.5 This clause does not affect the liability of the Contractor to the Principal to pay liquidated damages pursuant to the General Conditions of Contract in the event that the Contractor does not achieve the specified time requirements.

5 Hold Points

- 5.1 The following is a summary of Hold Points referenced in this Part:

Document Ref.	Hold Point	Response Time
Nil		