

**TRANSPORT FOR NSW (TfNSW)**  
**QA SPECIFICATION G5**  
**WORKING IN RAILCORP PROPERTY**

**NOTICE**

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**REVISION REGISTER**

<b>Ed/Rev Number</b>	<b>Clause Number</b>	<b>Description of Revision</b>	<b>Authorised By</b>	<b>Date</b>
Ed 1/Rev 0		First issue.	GM, CB	08.06.16
Ed 1/Rev 1	1.1	Entity in control of Rail Corridor clarified as agent of RailCorp.	MCQ	25.08.17
Ed 2/Rev 0	Global Guide Notes	Clauses rearranged and reworded. Historical background on development of G5 deleted. Link to ONSR website for further information on rail-road crossing safety interface agreement added.	DCS	20.02.20
	2.3	Previously clause 4.6. Headings added to form new sub-clauses 2.3.2 and 2.3.3.		
	2.3.1	New sub-clause titled "General" added.		
	3.2.1	Cross reference to Rail Safety Management Plan in clause 5.2 added.		
	3.3.1	New sub-clause titled "General" added. Subsequent sub-clauses renumbered.		
	3.3.2	Previously sub-clause 3.3.1. Clarification added on responsibility for preparing environmental reports.		
	3.3.5	New sub-clause on responsibility for preparing condition reports.		
	4.6	Previously clause 8. Headings added to form new sub-clauses 4.6.1 to 4.6.4.		
	6	Link to RailSafe website for further information on management of track possessions moved here from previous front Guide Notes.		
	6.3.3	Delay costs clarified.		
	6.4	New clause on progress monitoring during track possession added.		

<b>Ed/Rev Number</b>	<b>Clause Number</b>	<b>Description of Revision</b>	<b>Authorised By</b>	<b>Date</b>
Ed 2/Rev 0 (cont'd)	6.5	New clause on certification at end of track possession added.		
	7.1	Heading title changed. Headings added to form new sub-clauses 7.1.1 to 7.1.5. Requirements on monitoring clarified, with cross references to relevant clauses in MAD added.		
	7.2	Heading added to form new clause titled "Exceedance Limits". Subsequent clauses renumbered.		
	7.3	Headings added to form new sub-clauses 7.3.1 to 7.3.3.		
	7.4	Requirement for Condition Report clarified.		
	8	Previously clause 9, renumbered due to previous clause 8 changed to clause 4.6.		
	9	Previously clause 10.		
	9.1	Headings added to form new sub-clauses 9.1.1 to 9.1.3.		
	9.3	Heading added to form new clause titled "Fencing". Subsequent clause renumbered.		
	9.4.2	New sub-clause on conversion of MGA to ISG coordinate system for WAE details added.		
	Annex A1	Table amended.		
	Annex B	New Pay Item P5 added. Previous Pay Item P5 now becomes P6.		
	Annex C2	Schedule updated.		
	Annex D	Planning Documents updated.		
Ed 2/Rev 1	Global	References to "Roads and Maritime Services" or "RMS" changed to "Transport for NSW" or "TfNSW" respectively.	DCS	22.06.20

<p style="text-align: center;"><b>GUIDE NOTES</b> (Not Part of Contract Document)</p>
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**Matters to Note**

TfNSW Project Managers should note the following:

**(a) Survey Coordinate System**

RailCorp uses a different survey coordinate system (ISG) from that of TfNSW (MGA).

**(b) Track Possession Times**

Track possession times granted are the times when the trains stop running on the tracks, but times for access on to the tracks are different due to further time required to switch off (or switch on) power to the overhead wiring.

**(c) Rail-Road Crossing Safety Interface Agreement**

Further information is available from the Office of National Rail Safety Regulator website at:  
<https://www.onrsr.com.au/operators/safety-management-systems/interface-agreements>





# WORKING IN RAILCORP PROPERTY

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VERSION FOR: DATE:
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## CONTENTS

CLAUSE	PAGE
FOREWORD .....	III
TfNSW Copyright and Use of this Document .....	iii
Revisions to Previous Version .....	iii
Project Specific Changes .....	iii
1    GENERAL .....	1
1.1    Scope .....	1
1.2    Structure of the Specification .....	1
1.3    Definitions and Acronyms .....	2
2    MASTER ACCESS DEED .....	2
2.1    Preamble .....	2
2.2    Clauses 4.1 to 4.5 of Master Access Deed .....	3
2.3    Notified Timeframe .....	3
3    GENERAL REQUIREMENTS .....	3
3.1    General Obligations .....	3
3.2    Work Health and Safety Requirements .....	4
3.3    Environmental Requirements .....	5
3.4    Authorised Engineering Organisations .....	6
4    PLANNING AND COORDINATION .....	6
4.1    Contractor’s Railway Interface Manager .....	6
4.2    Planned Track Possessions .....	7
4.3    Contract Program .....	7
4.4    Start-up Meeting .....	7
4.5    Railway Corridor Risk Assessment Workshop .....	8
4.6    Communication with RailCorp .....	8
5    RAILWAY CORRIDOR ACCESS .....	8
5.1    Corridor Access Application .....	8
5.2    Rail Safety Management Plan .....	10
5.3    Access Authority Instrument .....	10
6    TRACK POSSESSIONS .....	10
6.1    Arranging Track Possessions .....	10
6.2    Prepossession Meeting .....	11
6.3    Responsibility for Costs and Time .....	11
6.4    Progress Monitoring During Track Possession .....	11
6.5    Certification at End of Track Possession .....	12
7    MONITORING, ALERTS AND CONDITION REPORT .....	12
7.1    Monitoring Plan .....	12
7.2    Exceedance Limits .....	13
7.3    Alert Events .....	13
7.4    Condition Report .....	13
8    REPORTING .....	13
9    COMPLETION .....	14
9.1    Inspection and Rectification .....	14

9.2	Redundant Infrastructure .....	14
9.3	Fencing .....	14
9.4	Work-As-Executed Drawings.....	14
ANNEXURE G5/A – PROJECT DETAILS .....		16
A1	Project Specific Requirements.....	16
A2	Restrictions on Work .....	16
A3	Schedule of RailCorp Planned Track Possessions.....	16
ANNEXURE G5/B – MEASUREMENT AND PAYMENT .....		18
ANNEXURE G5/C – SCHEDULES OF HOLD POINTS AND IDENTIFIED RECORDS .....		20
C1	Schedule Of Hold Points.....	20
C2	Schedule of Identified Records.....	20
ANNEXURE G5/D – PLANNING DOCUMENTS.....		20
ANNEXURE G5/E – MASTER ACCESS DEED AND SAFETY INTERFACE AGREEMENT .....		21
ANNEXURE G5/F – ENGINEERING SERVICES MATRIX .....		22
ANNEXURE G5/G – RAIL SAFETY MANAGEMENT PLAN – REQUIRED ELEMENTS .....		23
ANNEXURE G5/H – RAIL ENTITY PERSONNEL CONTACT DETAILS .....		24
ANNEXURES G5/I TO G5/L – (NOT USED).....		24
ANNEXURE G5/M – REFERENCED DOCUMENTS .....		25
LAST PAGE OF THIS DOCUMENT IS .....		25



## FOREWORD

### TfNSW COPYRIGHT AND USE OF THIS DOCUMENT

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### REVISIONS TO PREVIOUS VERSION

This document has been revised from Specification TfNSW G5 Edition 2 Revision 0.

All revisions to the previous version (other than minor editorial and project specific changes) are indicated by a vertical line in the margin as shown here, except when it is a new edition and the text has been extensively rewritten.

### PROJECT SPECIFIC CHANGES

Any project specific changes are indicated in the following manner:

- (a) Text which is additional to the base document and which is included in the Specification is shown in bold italics e.g. ***Additional Text***.
- (b) Text which has been deleted from the base document and which is not included in the Specification is shown struck out e.g. ~~Deleted Text~~.



# TfNSW QA SPECIFICATION G5

## WORKING IN RAILCORP PROPERTY

### 1 GENERAL

#### 1.1 SCOPE

This Specification sets out the requirements which you must comply with to access Rail Corporation NSW (RailCorp)'s Railway Corridor and construct the Work under the Contract which are located within the Railway Corridor. This section of the Railway Corridor is under the control of the entity stated in Annexure G5/A1 acting as the rail operator, and as agent for RailCorp.

It identifies the requirements for access application, and rail safety requirements for working within or adjacent to the Railway Corridor.

The requirements of this Specification, together with the Conditions of Contract, are complementary to, and not in substitution for any statutory requirements and procedures.

#### 1.2 STRUCTURE OF THE SPECIFICATION

This Specification includes a series of annexures and that detail additional requirements.

##### 1.2.1 Project Specific Requirements

Project specific details of work are shown in Annexure G5/A.

##### 1.2.2 Measurement and Payment

The method of measurement and payment is detailed in Annexure G5/B.

##### 1.2.3 Schedules of HOLD POINTS and Identified Records

The schedules in Annexure G5/C list the **HOLD POINTS** that must be observed. Refer to Specification TfNSW Q for definitions of **HOLD POINTS**.

The records listed in Annexure G5/C are **Identified Records** for the purposes of TfNSW Q Annexure Q/E.

##### 1.2.4 Planning Documents

The PROJECT QUALITY PLAN must include each of the documents and requirements listed in Annexure G5/D and must be implemented.

In all cases where this Specification refers to the manufacturer's recommendations, these must be included in the PROJECT QUALITY PLAN.

### 1.2.5 Referenced Documents

Unless otherwise specified, the applicable issue of a referenced document, other than a TfNSW Specification, is the issue current at the date one week before the closing date for tenders, or where no issue is current at that date, the most recent issue.

Standards, specifications and test methods are referred to in abbreviated form (e.g. AS 1234). For convenience, the full titles are given in Annexure G5/M.

## 1.3 DEFINITIONS AND ACRONYMS

### 1.3.1 Definitions

The terms “you” and “your” mean “the Contractor” and “the Contractor’s” respectively.

The definitions given in the Master Access Deed (MAD) between RailCorp and Transport for NSW apply to this specification.

“**TfNSW’ Related Persons**” referred to in the MAD include the Contractor.

“**Protection Officer**” means a worker with the appropriate RailCorp qualification who is responsible for ensuring safe working within the Railway Corridor.

“**Rail safety legislation**” means the *Rail Safety (Adoption of National Law) Act 2012 (NSW)* and associated *Rail Safety National Law (NSW)*.

References to RailCorp contained in this Specification and the MAD apply to the entity stated in Annexure G5/A1 where the context implies a responsibility, authority, direction, action or obligation on the rail operator, and/or to the Asset Standards Authority (ASA) or Transport for NSW (TfNSW) where these bodies now exercise the authorities previously vested in RailCorp.

### 1.3.2 Acronyms

<b>AAI</b>	Access Authority Instrument
<b>AEO</b>	Authorised Engineering Organisation
<b>ASA</b>	Asset Standards Authority
<b>CRIM</b>	Contractor’s Railway Interface Manager
<b>MAD</b>	Master Access Deed
<b>TfNSW</b>	Transport for NSW

## 2 MASTER ACCESS DEED

### 2.1 PREAMBLE

Transport for NSW (TfNSW) has entered into the Master Access Deed (MAD) and a Safety Interface Agreement with RailCorp for the purpose of carrying out that part of the Work under the Contract which is located within or adjacent to the Railway Corridor (defined in the MAD).

The requirements of RailCorp are set out in the MAD, any applicable Safety Interface Agreement and this Specification. Copies of the MAD and Safety Interface Agreement (if available) are attached in Annexure G5/E.

TfNSW is responsible to RailCorp under the terms of the MAD and any applicable Safety Interface Agreement for all parts of the Contractor's Work that relate to the Railway Corridor.

TfNSW in turn is relying upon the Contractor to properly perform the Contractor's Work so that TfNSW can fully meet its obligations to RailCorp under the MAD and any applicable Safety Interface Agreement or otherwise at law.

## **2.2 CLAUSES 4.1 TO 4.5 OF MASTER ACCESS DEED**

Where the design of the Works located within the Railway Corridor is provided by the Principal, the Principal has already undertaken the initial discussions under Clause 4.1 of the MAD and the site inspection required under Clauses 4.2 to 4.5 of the MAD.

## **2.3 NOTIFIED TIMEFRAME**

### **2.3.1 General**

RailCorp will provide the Principal with written notice of the timeframe ("Notified Timeframe") that RailCorp reasonably considers it will require to perform an obligation under the MAD, as set out in Clause 3.3 of the MAD.

### **2.3.2 Procedure**

Use the start-up meeting (refer Clause 4.4 of this Specification) with RailCorp to obtain details of the information required by RailCorp in order to determine the Notified Timeframe in accordance with Clause 3.3 (b) of the MAD.

Provide the information required to the Principal for onward submission to RailCorp. RailCorp will provide the Principal with written notice of the Notified Timeframe. The Principal will advise you of the Notified Timeframe.

### **2.3.3 Assess Impact on Program**

Assess the impact of the Notified Timeframe on your Contract Program (refer Clause 2.3 of this Specification) and immediately advise the Principal if any changes are required to your Contract Program.

RailCorp will commit to reasonable endeavours to issue the Access Authority Instrument (AAI) within the Notified Timeframe.

## **3 GENERAL REQUIREMENTS**

### **3.1 GENERAL OBLIGATIONS**

#### **3.1.1 Compliance**

Carry out all work within the Railway Corridor in compliance with relevant sections of the rail safety legislation, RailCorp requirements (including compliance with RailSafe's set of Network Rules and

Procedures, and RailCorp Standards and Codes of Practice), relevant sections of the MAD, and the requirements in any relevant Safety Interface Agreement and this Specification.

RailSafe's set of Network Rules and Procedures can be accessed from: <https://railsafe.org.au/>

Comply with any reasonable requests as advised by RailCorp from time to time.

### **3.1.2 Do Not Interfere With Rail Operations**

Do not interfere with the activities of the rail operator or the operations of any Third Party Operators (defined in the MAD) using the Railway Corridor, and do not impede access to RailCorp's facilities.

Do not, under any circumstances:

- (a) place material against or over masts, signals, rail track or rail ballast;
- (b) remove or in any way interfere with any RailCorp's facilities including masts, signals or track ballast;
- (c) place materials or equipment at locations which obstruct the sighting of signals or affect normal rail operations.

### **3.1.3 Damage to RailCorp Property**

Where you damage RailCorp's infrastructure or RailCorp premises, immediately notify RailCorp, comply with any directions given by RailCorp in respect of such damage including the repair of such damage.

### **3.1.4 Use of Accessed Premises**

Keep the Accessed Premises (defined in the MAD) clean and tidy. Obtain the prior approval of RailCorp before storing any materials or equipment within the Accessed Premises.

Do not damage or interfere with any fences, locks, gates or any other security fittings belonging to RailCorp.

Ensure that secure manproof fencing is in place at all times to prevent unauthorised persons from entering the Railway Corridor.

Maintain unrestricted access into the Railway Corridor at existing access points for RailCorp vehicles and plant at all times.

## **3.2 WORK HEALTH AND SAFETY REQUIREMENTS**

Refer to Clause 11 of the MAD.

### **3.2.1 General**

Comply with the requirements of Specification TfNSW G22.

You are the "principal contractor" under Clause 11.3 of the MAD and Clause 1.1.2 of TfNSW G22.

In addition to your WHS Management Plan to be submitted under TfNSW G22, submit also the Rail Safety Management Plan in accordance with Clause 5.2.

### **3.2.2 Rail Industry Safety Induction**

All persons working in the Railway Corridor must possess a Rail Safety Worker card issued by TfNSW, after successful completion of the Rail Industry Safety Induction (RISI) course.

### **3.3 ENVIRONMENTAL REQUIREMENTS**

Refer to Clause 22 of the MAD.

#### **3.3.1 General**

Comply with the requirements of Specification TfNSW G36.

#### **3.3.2 Environmental Reports**

The party responsible for preparing a Baseline Environmental Report, and a Final Contamination Assessment Report, is stated in Annexure G5/A1. (Refer Clause 1.1 of the MAD for further details of these reports.)

Where the Principal is responsible, the Principal will provide you with a copy of the Report(s).

Where you are responsible, engage a consultant from the RailCorp Contamination Panel to prepare the Report(s). Comply with the times specified in Clauses 22.1 (a) and (b) respectively of the MAD. Provide a copy of the Report(s) to the Principal and RailCorp.

The list of consultants currently on the RailCorp Contamination Panel can be obtained from RailCorp.

Payment for your costs of preparing the Reports will be made under Pay Items G5P4.1 and G5P4.2 as applicable.

#### **3.3.3 Contamination**

Do not cause any contamination in the Railway Corridor.

Where contaminated material is encountered during excavation within the Accessed Premises, do not use the contaminated material as backfill unless specifically approved by RailCorp. Dispose of the contaminated material in accordance with Specifications TfNSW G36 and TfNSW R44.

Any costs associated with the removal and replacement of contaminated material, which are not a consequence of your work, and which are found within the Railway Corridor, will be borne by the Principal.

#### **3.3.4 Environmental Notice**

If an Environmental Notice is issued, and the Principal has determined that you have caused or have contributed to, the environmental effect which is the subject of the Notice, engage a consultant from the RailCorp Contamination Panel to prepare a corrective action program and timetable, as set out in Clause 22.4 (d) (i) of the MAD, to the extent that the Principal is required to comply with the Environmental Notice.

You must:

- (a) provide details of the corrective action program and timetable to the Principal and RailCorp;
- (b) comply with the corrective action program and timetable;

- (c) provide written confirmation from the relevant Authority to the Principal and RailCorp that the Environmental Notice has been complied with as soon as practicable;
- (d) make good any damage to the Access Premises caused by carrying out the corrective action program as soon as practicable in accordance with Clause 22.4(d)(v) of the MAD.

### **3.3.5 Condition Reports**

The party responsible for preparing a Condition Report prior to the commencement, and at completion, of your work within the Railway Corridor, is stated in Annexure G5/A1.

Where the Principal is responsible, the Principal will provide you with a copy of the Condition Report.

Where you are responsible, engage a Condition Consultant (defined in the MAD) to prepare the Condition Report. Comply with Clauses 10.1 (b), (c) and (d) of the MAD for the engagement of the Condition Consultant and preparation of the Condition Report.

The list of consultants currently on the RailCorp Condition Panel can be obtained from RailCorp.

Payment for your costs of preparing the Condition Report(s) will be made under Pay Item G5P5.

## **3.4 AUTHORISED ENGINEERING ORGANISATIONS**

Organisations undertaking design work for, or construction work in, the Railway Corridor must be accredited as an Authorised Engineering Organisation (AEO) with the Asset Standards Authority (ASA) for the appropriate engineering services provided.

Further details about AEOs can be obtained from:

<http://www.asa.transport.nsw.gov.au/authorised-engineering-organisations>

The types of engineering services requiring AEO accreditation under the Contract is shown in the Engineering Services Matrix in Annexure G5/F.

# **4 PLANNING AND COORDINATION**

## **4.1 CONTRACTOR'S RAILWAY INTERFACE MANAGER**

### **4.1.1 General**

Where so specified in Annexure G5/A1, nominate a full time member of your site management team as the Contractor's Railway Interface Manager (CRIM).

The person fulfilling the CRIM role must be acceptable to the Principal and RailCorp, and must have adequate time available to carry out these responsibilities effectively.

### **4.1.2 Qualifications and Experience**

The CRIM must be qualified at, and maintain competency at Protection Officer Level 1 as a minimum, have recent experience in the management of construction works in the Railway Corridor of equivalent complexity to that under the Contract, and be familiar with RailCorp's systems and processes.



### **4.1.3 Role and Responsibilities**

The CRIM will be responsible for:

- (a) continuous liaison with RailCorp on all railway interface matters including attendance at Configuration Change Management Meetings and Prepossession Meetings (refer Clause 6.2 of this Specification);
- (b) submission of the Corridor Access Application (refer Clause 5.1 of this Specification);
- (c) maintaining and updating your Rail Safety Management Plan (defined in the MAD) as needed to remain current with the progress of the Works;
- (d) establishing and authorising safe work methods and safety controls, and carrying out regular inspections to ensure that the approved work methods and safety controls are being implemented or followed;
- (e) ensuring that site personnel who enter the Railway Corridor have undergone the appropriate training (refer Clause 3.2.2 of this Specification) and conducting toolbox talks for the site personnel;
- (f) preparing monthly Railway Interface Progress Reports (refer Clause 8 of this Specification).

The CRIM must be fully conversant with RailSafe's set of Network Rules and Procedures and your Rail Safety Management Plan, and must be given specific authority to stop work on any activity where it is necessary to prevent rail accidents or where needed to comply with directions from RailCorp.

## **4.2 PLANNED TRACK POSSESSIONS**

Plan and program your work within the Railway Corridor that can be undertaken only during a track possession to coincide with a Planned Track Possession (defined in the MAD).

A schedule listing the proposed dates of RailCorp's Planned Track Possession during the period of the Contract is given in Annexure G5/A3. Such dates are subject to change by RailCorp.

## **4.3 CONTRACT PROGRAM**

Show in your Contract Program the date(s) on which you require access to the Railway Corridor, and the date(s) on which you intend to carry out the part of the Works that can only be done under a track possession.

Allow in your program sufficient time for the preparation and submission of the Corridor Access Application (defined in the MAD), and obtaining the Access Authority Instrument (refer Clause 12 of the MAD) from RailCorp.

## **4.4 START-UP MEETING**

Within 20 working days after the Date of Contract, convene a start-up meeting with the Principal and RailCorp.

RailCorp will confirm the Planned Track Possessions dates at the meeting for incorporation in your Contract Program.

## **4.5 RAILWAY CORRIDOR RISK ASSESSMENT WORKSHOP**

Where so specified in Annexure G5/A1, convene a Railway Corridor Risk Assessment Workshop to identify risk issues that must be addressed in the Rail Safety Management Plan.

Participants must include the CRIM (if required under the Contract), and other key site management personnel who will be directly responsible for control of construction activities inside the Railway Corridor. Invite also representatives of the Principal and RailCorp to attend the workshop.

Record the identified risk issues and close them out when finalising your Rail Safety Management Plan and Safe Work Method Statements.

## **4.6 COMMUNICATION WITH RAILCORP**

### **4.6.1 Regular Meetings**

Conduct regular meetings with RailCorp and invite the Principal to these meetings.

### **4.6.2 Register of Communication with RailCorp**

Maintain a register of all contacts and correspondence with RailCorp. Include in the register the date of contact, name of RailCorp contact, purpose of contact and outcome of the contact.

### **4.6.3 Contact Details of RailCorp Personnel**

Contact details of relevant RailCorp personnel are listed in Annexure G5/H.

### **4.6.4 Direction by RailCorp**

RailCorp may at any time direct you on any matter relating to work within the Railway Corridor and you must comply with any such direction of RailCorp.

Promptly inform the Principal of any direction given by RailCorp to you which may affect the duration or performance of the Works under the Contract.

## **5 RAILWAY CORRIDOR ACCESS**

### **5.1 CORRIDOR ACCESS APPLICATION**

#### **5.1.1 General**

Prepare and submit the draft Corridor Access Application as set out in Clause 4.6 of the MAD. Include with each Corridor Access Application the documents specified in Clause 4.6 (c) of the MAD. A copy of the Corridor Access Application form is included in Annexure A of the MAD.

Until the Access Authority Instrument is issued, RailCorp may vary RailCorp's Technical Conditions applying to the Corridor Access Application in accordance with Clause 5.4 of the MAD.

### **5.1.2 Principal's Responsibilities**

The Principal will bear the cost of any search for buried RailCorp and other utility infrastructure which is required by RailCorp as part of the Corridor Access Application (refer Clause 4.6 (b) (viii) of the MAD).

The Principal will provide a Maintenance Plan for the Works to be constructed in the Railway Corridor if it is required by RailCorp as part of the Corridor Access Application (refer Clause 4.6 (c) (vii) of the MAD).

### **5.1.3 Submission of Corridor Access Application**

Allow a minimum period of 10 working days for the Principal to review and comment on the draft Corridor Access Application.

#### **HOLD POINT**

Process Held: Submission of the Corridor Access Application to RailCorp.

Submission Details: Draft Corridor Access Application.

Release of Hold Point: The Principal will consider the submission prior to authorising the release of the Hold Point.

Incorporate the Principal's comments and resubmit the Corridor Access Application to the Principal for onward submission to RailCorp.

### **5.1.4 Review by RailCorp**

RailCorp will review the submitted draft Corridor Access Application and will respond within the Notified Timeframe in accordance with Clause 2.3 of this Specification.

Allow in your Contract Program the time required for incorporating RailCorp's comments and resubmission of the Corridor Access Application.

### **5.1.5 Variation to Final Corridor Access Application**

If you require to vary the Final Corridor Access Application (defined in the MAD), resubmit the relevant documents in accordance with Clause 5.3 of the MAD.

Allow a minimum period of 5 working days for the Principal to review and comment on the varied draft Corridor Access Application.

The Hold Point in Clause 5.1.3 of this Specification will again apply.

Incorporate the Principal's comments and resubmit the Corridor Access Application to the Principal for onward submission to RailCorp.

## **5.2 RAIL SAFETY MANAGEMENT PLAN**

### **5.2.1 General**

Prepare and submit a Rail Safety Management Plan which complies with RailCorp requirements and any Safety Interface Agreement (if available) between RailCorp and TfNSW. (Refer Clause 2.1 and Annexure G5/E for details of the Safety Interface Agreement).

### **5.2.2 Required Elements**

The Rail Safety Management Plan must include the elements listed in Annexure G5/G.

### **5.2.3 Lead Time for Review**

Allow a minimum period of 10 working days for the Principal to review and comment on the draft Rail Safety Management Plan before its submission to RailCorp.

### **5.2.4 Amended Rail Safety Management Plan**

If you amend the Rail Safety Management Plan, promptly submit the amended Rail Safety Management Plan to the Principal.

Allow a minimum period of 10 working days for the Principal to review and comment on the revised Plan before its submission to RailCorp.

## **5.3 ACCESS AUTHORITY INSTRUMENT**

Refer to Clause 12 of the MAD.

When you have complied with all of the applicable preconditions under Clause 12.1 of the MAD, RailCorp will provide the Principal with an Access Authority Instrument (AAI) for the relevant Accessed Premises.

The format of the AAI is shown in Annexure B of the MAD.

Do not access the Railway Corridor until RailCorp and the Principal have executed the AAI.

## **6 TRACK POSSESSIONS**

Further information on management of track possessions is available from the RailSafe website at: <https://railsafe.org.au/asset-operations-possession>

### **6.1 ARRANGING TRACK POSSESSIONS**

Arrange with RailCorp for any track possessions that you may require.

Comply with RailCorp's requirements, including submitting your request within the stipulated time, with all the information required. Provide any resources required by RailCorp to facilitate your work prior to, during and after the track possession.

## **6.2 PREPOSSESSION MEETING**

The CRIM must attend the Prepossession Meeting held by the RailCorp. Your work within the Railway Corridor which is programed to be undertaken during the Planned Track Possession will be cancelled by RailCorp if the CRIM is not present at the Prepossession Meeting.

The Prepossession Meeting is conducted as an induction session, to communicate to the attendees details of the possession area using Special Train Notices, Safe Notices, track diagrams, possession contacts, chronological order of work train and track machine movements into, within and out of the possession, and the scope of all works programed during the track possession.

## **6.3 RESPONSIBILITY FOR COSTS AND TIME**

### **6.3.1 General**

RailCorp costs associated with your work undertaken during a Planned Track Possession will be borne by the Principal.

### **6.3.2 Work Not Carried Out Due to Circumstances Within Contractor's Control**

If the work programed to be undertaken during a Planned Track Possession is not carried out or completed during that Planned Track Possession due to circumstances within your control, you will not be entitled to any Extensions of Time or Delay Costs in accordance with Clauses 50 and 51 respectively of the GC21 "General Conditions of Contract".

If you consequently require an additional Planned Track Possession or a Special Track Possession (defined in the MAD) separate from previously scheduled Planned Track Possessions, you will be required to bear all RailCorp costs associated with that additional Planned Track Possession or Special Track Possession.

### **6.3.3 Planned Track Possession Cancelled by RailCorp**

If a Planned Track Possession for which you have programed work to be undertaken during that Planned Track Possession is cancelled by RailCorp, you will be granted an Extension of Time under Clause 50 of the GC21 "General Conditions of Contract" if the cancellation caused delays to activities which lie on the critical path of the Contract Program.

If you are granted an Extension of Time, you will also be entitled to Delay Costs, notwithstanding Clause 51 of the GC 21 "General Conditions of Contract". Other than Delay Costs, you are not entitled to any other payment for these aforementioned delays.

### **6.3.4 Planned Track Possession Brought Forward by RailCorp**

If a Planned Track Possession for which you have programed work to be undertaken during that Planned Track Possession is brought forward by RailCorp, the Principal may instruct you to accelerate progress of the Works under Clause 52 of the GC21 "General Conditions of Contract".

## **6.4 PROGRESS MONITORING DURING TRACK POSSESSION**

### **6.4.1 Hourly Program**

Prior to the each track possession, prepare an hourly program showing all work activities, including any inspection and commissioning activities, to be carried out during the track possession period. The

program must show the proposed start and finish times for each activity. Submit the program to RailCorp for their concurrence, with a copy to the Principal.

#### **6.4.2 Monitor Progress Against Program**

During the track possession, review at every hour the progress of each work activity against the planned start and finish times, to assess whether all planned activities can be completed within the duration of the track possession.

#### **6.4.3 Curtail Activities**

If it appears unlikely that all planned activities can be completed within the duration of the track possession, curtail some of the planned activities to allow normal train operations to resume at the end of the planned track possession period.

### **6.5 CERTIFICATION AT END OF TRACK POSSESSION**

#### **6.5.1 Rail Track Certifier**

Where so specified in Annexure G5/A1, engage a Rail Track Certifier acceptable to RailCorp to certify that all rail infrastructure affected by your work is in a sound condition, and that rail operations can safely resume after every track possession.

#### **6.5.2 Provide Certification**

Provide the certification to the Principal at least 1 hour before you vacate the Danger Zone (refer RailSafe documents for meaning of “Danger Zone”) and with sufficient time for you to demobilise any equipment out of the Danger Zone during each track possession.

## **7 MONITORING, ALERTS AND CONDITION REPORT**

### **7.1 MONITORING PLAN**

#### **7.1.1 General**

Where so specified in Annexure G5/A1, establish and implement a Monitoring Plan prior to the commencement of any work within the Railway Corridor.

#### **7.1.2 Process to Discuss and Agree on Monitoring Plan**

Comply with the process stated in Clauses 8.1 (b), (c) and (d) of the MAD to discuss and agree with RailCorp on the Monitoring Plan.

#### **7.1.3 Access for Installation of Monitoring Equipment**

Comply with the requirements of Clause 8.2 of the MAD for access to the Railway Corridor for installation of the monitoring equipment in accordance with Monitoring Plan.

#### **7.1.4 Communications System**

Comply with Clause 8.4 of the MAD on provision of an effective and practical communications system and submission of all monitoring results.

### **7.1.5 Additional Information**

Further details of RailCorp's requirements for track monitoring can be found in RailCorp specification SPC 207 "Track Monitoring Requirements For Undertrack Excavation", available from: [https://www.transport.nsw.gov.au/system/files/media/asa\\_standards/2019/spc-207.pdf](https://www.transport.nsw.gov.au/system/files/media/asa_standards/2019/spc-207.pdf). Note that the body of the specification is preceded by Technical Note - TN 004: 2015 Buried services at turnouts and special trackwork.

## **7.2 EXCEEDANCE LIMITS**

Comply with Clause 8.5 of the MAD on the actions to be taken where any exceedance limits specified in the Monitoring Plan are exceeded.

## **7.3 ALERT EVENTS**

### **7.3.1 General**

Comply with Clause 9.2 of the MAD on the actions to be taken whenever an Alert Event (defined in Clause 9.1 of the MAD) occurs.

### **7.3.2 Register**

Keep a register of all Alert Events occurrences.

### **7.3.3 On-call Representative**

Advise the Principal and RailCorp of the name and contact details of your representative who is available on a 24 hour call basis to respond to any notification under Clause 9.4 of the MAD. Your representative must have the authority to stop work or modify work practices on any activity where the representative deems it necessary to comply with Clause 9.3 of the MAD.

## **7.4 CONDITION REPORT**

If RailCorp has requested that a Condition Report be obtained due to an exceedance limit being exceeded or an Alert Event has arisen in accordance with Clause 10.1 (a) (i) of the MAD, engage a Condition Consultant to prepare the Condition Report. Comply with Clauses 10.1 (b), (c) and (d) of the MAD for the engagement of the Condition Consultant and preparation of the Condition Report.

The costs of any Condition Reports and any remedial works recommended by the Condition Consultant which are subsequently authorised by RailCorp will be borne by you.

# **8 REPORTING**

Prepare a monthly Railway Interface Progress Report for consideration at project coordination meetings. The Reports must include as a minimum the following:

- (a) Status report on documents requiring RailCorp approval.
- (b) Status report on construction work affecting the Railway Corridor.
- (c) Updated work program and any proposed changes to work being undertaken during track possessions.
- (d) Potential delays and construction problems.

- (e) Any changes proposed to work methods within the Railway Corridor which will require review by RailCorp.

## **9 COMPLETION**

### **9.1 INSPECTION AND RECTIFICATION**

#### **9.1.1 General**

At completion of the Works, the Railway Corridor must be in a condition which is equivalent to or better than that stated in the Condition Report where such a Report has been prepared (refer Clause 3.3.5 and Annexure G5/A1 of this Specification), or if no Condition Report has been prepared, the condition which was evident at the time of commencement of your work within the Railway Corridor.

#### **9.1.2 Joint Inspection**

On completion of work within each sector of the Railway Corridor, the Principal will conduct a joint inspection with you and RailCorp to confirm that the completed work, including any repairs to damage caused by you, is acceptable to RailCorp.

#### **9.1.3 Rectification**

Where the joint inspection reveals any shortcomings, promptly rectify them to the satisfaction of both the Principal and RailCorp.

All costs resulting from repairs to damage to the railway infrastructure caused by your operations will be borne by you.

### **9.2 REDUNDANT INFRASTRUCTURE**

Unless otherwise shown on the Drawings, or directed by the Principal or by RailCorp, remove and dispose of any disused infrastructure within the Accessed Premises that has become redundant as a result of the Work under the Contract.

Where any of the redundant infrastructure contains asbestos, remove and dispose of them in accordance with Specification TfNSW G36.

### **9.3 FENCING**

The final position of new and relocated railway fencing shown on the Drawings is “indicative” only. Obtain direction from the Principal regarding the final position of the fencing before commencing erection at any location.

### **9.4 WORK-AS-EXECUTED DRAWINGS**

#### **9.4.1 General**

Prepare drawings showing the work-as-executed all completed work within the Railway Corridor and the final location of railway boundary fences.

Submit to the Principal and to RailCorp one full-size set of these drawings.



#### **9.4.2 Coordinate System**

If RailCorp requires work-as-executed (WAE) details to be in the ISG coordinate system, record the WAE details in the MGA coordinate system first, and then convert the details from the MGA to ISG coordinate system before submitting them to RailCorp.

### ANNEXURE G5/A – PROJECT DETAILS

*NOTES TO TENDER DOCUMENTER: (Delete this boxed text after customising Annexure G5/A)*

*Complete the tables below by filling in the required details. Where “Yes / No” or other options are shown below, delete whichever is not applicable.*

#### A1 PROJECT SPECIFIC REQUIREMENTS

Clause	Description	Requirement
1.1	Railway Corridor is under control of	.....
3.3.2	Environmental Reports provided by:	
	Baseline Environmental Report	Principal / Contractor / Not required
	Final Contamination Assessment Report	Principal / Contractor / Not required
3.3.5	Condition Report provided by:	
	Prior to commencement <sup>(1)</sup>	Principal / Contractor / Not required
	At completion <sup>(1)</sup>	Principal / Contractor / Not required
4.1	Contractor’s Railway Interface Manager required	Yes / No
4.5	Railway Corridor Risk Assessment Workshop required	Yes / No
6.5	Engagement of Rail Track Certifier required	Yes / No
7.1	Monitoring Plan required	Yes / No

**Note:**

<sup>(1)</sup> Prior to commencement, or at completion, of work within the Railway Corridor.

#### A2 RESTRICTIONS ON WORK

*Include here details of any known restrictions on the work or prior agreements with RailCorp regarding the work.*

**Example**

*(a) Work on new overhead wiring can only be undertaken during a Planned Track Possession.*

*(b) Track monitoring is required during underboring for installation of drainage line B11-B12.*

#### A3 SCHEDULE OF RAILCORP PLANNED TRACK POSSESSIONS

Year	Date	Year	Date

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## **ANNEXURE G5/B – MEASUREMENT AND PAYMENT**

Payment will be made for all costs associated with completing the work detailed in this Specification in accordance with the following Pay Items.

Where no specific pay items are provided for a particular item of work, the costs associated with that item of work are deemed to be included in the rates and prices generally for the Work Under the Contract.

### **Pay Item G5P1          Corridor Access Application**

This is a Lump Sum item.

This Pay Item covers all costs associated with the preparation and submission of Corridor Access Applications, including any required resubmissions.

### **Pay Item G5P2          Monitoring**

This is a Lump Sum item.

This Pay Item covers all costs associated with the preparation and submission of Monitoring Plans including any required resubmissions; installation of monitoring equipment; provision of an effective communications system for alerts; reporting results and management of exceedance limits.

### **Pay Item G5P3          Track Safety Protection Officers**

This is a Lump Sum item.

This Pay Item covers all costs associated with the use of Track Safety Protection Officers of various grades and qualifications engaged specifically for the purposes of undertaking the Works in or adjacent to the Railway Corridor.

### **Pay Item G5P4          Environmental Report**

#### **Pay Item G5P4.1          Baseline Environmental Report**

This is a Lump Sum item.

This Pay Item covers all costs associated with the preparation and submission of Baseline Environmental Report(s) including any required resubmissions.

#### **Pay Item G5P4.2          Final Contamination Assessment Report**

This is a Lump Sum item.

This Pay Item covers all costs associated with the preparation and submission of Contamination Assessment Report(s) including any required resubmissions.

### **Pay Item G5P5          Condition Report**

This is a Lump Sum item.

This Pay Item covers all costs associated with the preparation and submission of Condition Report(s) in accordance with Clause 3.3.5 of this Specification, including any required resubmissions.

Where a Condition Report is required at both times, i.e. prior to commencement and at completion of work within the Railway Corridor, this Pay Item includes the costs of the two Reports.

This Pay Item does not apply where a Condition Report is required under Clause 7.4 of this Specification due to an exceedance limit being exceeded or an Alert Event has arisen.

**Pay Item G5P6          Removal of Redundant Infrastructure**

This is a Lump Sum item.

This Pay Item covers all costs associated with the removal and disposal of any disused infrastructure within the Accessed Premises that has become redundant as a result of the Work under the Contract.

## **ANNEXURE G5/C – SCHEDULES OF HOLD POINTS AND IDENTIFIED RECORDS**

### **C1 SCHEDULE OF HOLD POINTS**

<b>Clause</b>	<b>Description</b>
5.1.3	Corridor Access Application

### **C2 SCHEDULE OF IDENTIFIED RECORDS**

The records listed below are Identified Records for the purposes of TfNSW Q Annexure Q/E.

<b>Clause</b>	<b>Description</b>
3.3.2	Baseline Environmental Reports
3.3.2	Final Contamination Assessment Reports
3.3.5	Condition Report, prior to commencement of work within the Railway Corridor
3.3.5	Condition Report, at completion of work within the Railway Corridor
7.3	Register of Alert Events occurrences
7.4	Condition Report required due to an exceedance limit being exceeded or an Alert Event has arisen
9.4	Work-as-executed drawings

## **ANNEXURE G5/D – PLANNING DOCUMENTS**

Refer to Clause 1.2.4. The following documents are a summary of documents that must be included in the PROJECT QUALITY PLAN. The requirements of this Specification and others included in the Contract must be reviewed to determine additional documentation requirements.

<b>Clause</b>	<b>Description of Document</b>
5.1.1	Installation methodology, detailed work method statement for the proposed construction work, and Project Plan, to be included with each Corridor Access Application
5.2.1	Rail Safety Management Plan
6.4.1	Program for monitoring during track possession
7.1	Monitoring Plan

## **ANNEXURE G5/E – MASTER ACCESS DEED AND SAFETY INTERFACE AGREEMENT**

Refer Clause 2.1.

*NOTES TO TENDER DOCUMENTER: (Delete this boxed text after customising Annexure G5/E)*

*Insert here the project specific Master Access Deed, and Safety Interface Agreement if one exists.*

## **ANNEXURE G5/F – ENGINEERING SERVICES MATRIX**

Refer Clause 3.4.

*NOTES TO TENDER DOCUMENTER: (Delete this boxed text after customising Annexure G5/F)*

*Insert here a completed Engineering Services Matrix showing the engineering services requiring AEO accreditation.*

*The template for the AEO Engineering Services Matrix is available from:*

*<https://www.transport.nsw.gov.au/industry/asset-standards-authority/find-a-standard/aeo-engineering-services-matrix-4>*



## **ANNEXURE G5/G – RAIL SAFETY MANAGEMENT PLAN – REQUIRED ELEMENTS**

*NOTES TO TENDER DOCUMENTER: (Delete this boxed text after customising Annexure G5/G)*

*Insert here required elements of the Rail Safety Management Plan.*

*The elements must include those parts of RailCorp's Safety Management System identified by RailCorp as relevant to the Works, and any other elements which would eliminate or minimise risks to safety as far as is reasonably practicable, and any other information requested by RailCorp.*

**ANNEXURE G5/H – RAIL ENTITY PERSONNEL CONTACT DETAILS**

*NOTES TO TENDER DOCUMENTER: (Delete this boxed text after customising Annexure G5/H)*

*Insert below contact details such as telephone numbers and email addresses of relevant rail entity personnel if available.*

<b>Contact Person</b>	<b>Position</b>	<b>Organisation and Section</b>	<b>Contact Details</b>

**ANNEXURES G5/I TO G5/L – (NOT USED)**

## **ANNEXURE G5/M – REFERENCED DOCUMENTS**

Refer to Clause 1.2.5 of this Specification.

### **TfNSW Specifications**

TfNSW G22	Work Health and Safety (Construction Work)
TfNSW G36	Environmental Protection
TfNSW Q	Quality Management System
TfNSW R44	Earthworks

### **Other TfNSW Documents**

GC21	General Conditions of Contract
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### **NSW Government Legislation**

- Rail Safety (Adoption of National Law) Act 2012 (NSW)
- Rail Safety National Law (NSW)