ACCESSING THE ADELAIDE METROPOLITAN PASSENGER RAIL NETWORK

1. Purpose

This document outlines the processes for facilitating safe, efficient and productive access to the Adelaide Metropolitan Passenger Rail Network (AMPRN).

2. Scope

It applies to anyone wanting to access the AMPRN including accessing any signaling and communications infrastructure equipment that may affect the AMPRN. (I.e. working on cabling in or near the Operations Control Centre)

It does not apply to workers within the following KDA sections:

- Rail Operations
- Rail Infrastructure Maintenance
- Rail Engineering and Rolling stock

It does not apply to emergency service access. Emergency services access is to be in accordance with KDA-MN-RO-GE-394 AMPRN Incident and Emergency Management Manual.

3. Roles and Responsibilities

3.1. Applicant

- Arranging any required network access, in accordance with the processes outlined below, prior to work being undertaken
- Providing sufficient detail about the work for a comprehensive assessment to be conducted.
- Providing accurate information on the Network Access Application. The applicant will be responsible for any restrictions to access due to inaccurate information provided.
- Ensuring all rolling stock is certified for use on the network
- Providing evidence of certification for rolling stock
- Providing ground penetration details and drawings (refer to **TC1-DOC-000954** *Excavation & Ground penetration Engineering Instruction.*
- Providing suitable safety management plan and work health and safety management plan where applicable.
- Determining and obtaining the appropriate rail safety induction required for the proposed works (i.e. RIW Card or Online AMPRN Rail Safety Induction). **NOTE:** If advised during the review process that RIW cards are required, approval may be delayed until RIW cards with necessary competencies are obtained.

3.2. Network Access Coordinator/s

Are responsible for:

- Reviewing and processing all network access applications
- Approving or declining network access applications.
- Ensuring allocated contract Protection Officers have valid required competencies.
- Ensuring allocated contract Protection Officers have valid Safety Critical Worker Health Assessment Category 1.
- Ensuring appropriate rail safety induction is nominated for the proposed works (i.e. RIW Card or Online AMPRN Rail Safety Induction)

3.3. Protection Officer

Is responsible for:

- Submitting the Intent to Work on Track Advice
- Managing the rail safety component of protection of the location of the work including:
  - Performing a pre work safety assessment (Where work is being conducted within the rail corridor and is outside of the danger zone and works do not have the potential to intrude on the danger zone a WTR-001 Pre-Work Safety Assessment is not required, but WTR-002 must be completed)
  - Ensuring all personnel entering the corridor have the appropriate rail safety induction as per the approved Network Access Application
  - Briefing workers about safe working and protection arrangements for the location of the work
  - Keeping records about the safe working and protection arrangements
  - Ensuring safeworking methods do not overlap when an Authority is in affect
  - Reporting unsafe conditions in accordance with GEN-03 3.6 including, incidents and safe working breaches to the Operations Controller.
  - Verifying work location with the Operations Controller using a minimum of three (3) examples:
    - KM sign and Section
    - Points or Fixed Signal identification
    - Other permanent identifiers (such as)
      - Station Names (spelt phonetically)
      - Infrastructure ID (Post/Mast numbers)
      - Locality (local suburb)
      - Landmarks (bridges/rivers)
      - Level Crossing names
      - Main Arterial Roadways

Undertaking PRES duties (where competent) in the following circumstances:

- PRES duties will not interfere with Protection duties in accordance with AMPRN Rules and Procedures WTR-01 1.3
- the ability to provide supervisory responsibility for the electrical safety of the work group, and complies with any requirements on the Certificate of OHW Isolation (Form C)
- A Network Access Application has been completed, detailing all aspects of the task to be undertaken by the PO and the work group and confirming that the undertaking of both PO and PRES duties can be safely achieved with no interference in undertaking these duties
- A Pre-Work Safety Assessment that confirms and validates the assessment in the Network Access Application.

Note: *If the points above are not able to be met, the PO and PRES duties must be undertaken by two individual Competent Workers as separate duties.*

3.4. Operations Controllers

Are responsible for:

- Facilitating approved network access.
- Verifying the work location with the Protection Officer
- Recording issues and incidents into Transit Performance System (TPS)

General Note: *As part of AMPRN Rules and Procedures WTR-01 1.7.2 Work on running lines, an Infrastructure Booking Advice (IBA) is not considered an Authority or safeworking method.*

4. Types of Access

There are two types of access:

Network Access requiring a network access application	Network access to conduct work such as routine or preventative maintenance that is pre planned to occur at some time in the future. Examples as follows: • Work that requires access into the rail corridor. • Work on signalling and communications infrastructure equipment that will or has the potential to impact on the operating railway. • Work in or on any building that is associated with the operating railway. • Work requiring the electrical overhead wire supply to be removed as a safety precaution i.e.: to clean station platform areas using a water hose or to perform maintenance that may come within three (3) metres of the electrical overhead wire. • Work involving the operation of a road/rail vehicle or work train. • Work involving equipment that has the potential to come within three (3) metres of the running line or electrical overhead wire. i.e., ladders, forklifts, scissor lifts or self-propelled equipment. • Night work requiring artificial lighting
Network Access not requiring a network access application	There is some pre-approved, contracted or permitted work activities that occur within the public accessible areas of the network, behind the white line on station platforms and in maze ways that does not require a network access application. For example: accessing commercial equipment or conducting minor maintenance work on station platforms. This type of access must be done under the following conditions: • All workers must remain within the boundaries of the public defined area at all times. • Access and egress must be restricted to the public defined paths, pedestrian crossings, or maze ways • At no time should any of the activities, restrict access or cause a member of the public to extend beyond the public defined area • Activities must be conducted with diligence and due care to the general public • Equipment must only comprise of hand tools or items that can be moved by one person without power assistance • Work undertaken must not result in any action or use any equipment that may obstruct or interfere with the passage of rail movements • Safety signage must be erected if there is a possible hazard to members of the public • Delivery or maintenance vehicle/s must not obstruct any access or egress areas

Note: Accessing the rail corridor or interfering with rail assets including gates and fences without permission or an approved network access application is classed as trespassing or vandalism and is an offence under the *Passenger Transport Act 1994*.

5. Network Access Applications Submission Times

The following submission times must be adhered to for all network access applications:

TYPE OF WORK	REQUIRED ACCESS APPLICATION SUBMISSION TIME	APPROVAL LEVEL REQUIRED
Closure of a line(s) requiring the cancellation of revenue services on a business day.	Typically 6 months (26 weeks)	Minister for Transport and Infrastructure
Closure of a line requiring the cancellation of revenue services on a weekend or public holiday.	4 months (16 weeks)	Minister for Transport and Infrastructure
An extended ALBF requiring the cancellation of the first and/or last service(s).	21 days	Deputy Rail Commissioner
An extended ALBF requiring the cancellation of Fall Ins/Fall Outs.	21 days	Service Delivery Director or Delegate
Work requiring amendment of Platform Occupation Diagrams.	21 days	Service Planning and Operational Performance Manager
Work requiring revenue services to operate around the worksite either by bi-directional working or using alternative track.	8 weeks	Service Planning and Operational Performance Manager
All other works.	21 days	Network Access coordinator
Major events will be taken into consideration when reviewing all network access applications		

5.1. Exceptions to Submission Times

The above requirements must be complied with at all times unless otherwise authorised by the Deputy Rail Commissioner.

6. Applying for Network Access

Network access applicants must ensure that work is reasonably and properly planned.
In accordance with the required submission time requirements (see Section 5), applicants must submit either:

- Where works are related to an Engineering Change a Management of change (MOC) must be approved for the works, a detailed flow chart is available here: https://www.keolisdowneradelaide.com.au/ae.html

  Once an approved MOC number has been received or is not required a Network Access application can be submitted by clicking the link on the bottom of the page.

- All applications are subject to a formal review process to ensure they comply with all technical requirements and safety protocols. The review process may take between one to four weeks from the date a complete and compliant application is submitted, however this may take longer depending on the complexity of the application and quality of information provided.

- If an applicant wishes to discuss the application or requirements or wants to arrange a site visit, then contact Network Access via email KDA-networkaccess@keolisdowner.com or discuss with the Network Access Coordinator/s.

6.1. Manual Network Access Application

- The applicant is required to fill in sections one and two of the access application considering any access restrictions/requirements.
- Appendix A of this procedure provides guidance on completing the application.

6.2. Documentation required

Specific documentation and information is required when filling out the application form. Without these, the form cannot be submitted and the application cannot be processed.

The following documents are mandatory:

- Public Liability Insurance certificate of currency.
- Plan or aerial view map of work location.
- Safe Work Method Statement(s) (SWMS).

The following documents may be required if applicable to the access conditions provided in the application form:

- Rolling stock or vehicle certification.
- Traffic management plan (with or without contra-flow outlined).
- Public obstruction management plan.

7. Receipt and processing of network access applications

Upon receiving the application the Network Access Coordinators will:

- Check there will be no conflicts with other work or operational conflicts.
- Seek further information from the applicant if required.
- Obtain endorsement from the Electrical Control Officers if the work will be undertaken in the electrified section of the network.
- Obtain all engineering endorsement for all works covered under this procedure.
- Train Operations endorsement will be required for the following:
  - Any work requiring the cancellation of a revenue service.
  - Any work requiring changes to operational plans i.e. platform diagrams, stabling plans.
  - Any work that has the potential to “stop” or delay a service during “peak” times.
  - Any work requiring a worksite greater than 200 metres that has the potential to “stop” or delay a service inter “peak” times.
  - Any work requiring the substitution of an electric train with a diesel train (overhead isolated during revenue services).
- Determine the appropriate level of network protection required.
- Assign a competent protection officer/s to manage the rail safety component of worksite protection or review that the applicant nominated Protection Officer is competent to manage the rail safety component of worksite protection.
  - Complete Section 5 of the Access Application providing detailed instructions or comments.
- Return the completed application to the applicant indicating whether the network access is approved or declined.

8. Cancellation of approved AMPRN Access Applications

Approved network access authorities may be cancelled by either the department or applicant.

The department reserves the right to cancel works at its absolute discretion for reasons which may include (but not limited to):

- If there is a conflict between urgent/emergency work and planned work. The urgent/emergency work takes precedence in order to maintain a safe and efficient rail service.
- At the discretion of Train Operations at any time, due to unplanned events that may affect or require additional rail services.

The access applicant has the discretion to cancel the application at any time prior to the scheduled commencement of work. If the cancellation is not received and confirmed by the Network Access coordinator/s at least one business day before the approved access, a charge will still be made to the access applicant for any arranged protection officer.

Applicants can request to cancel an application by sending an email to KDA-network.access@keolisdowner.com

9. Alterations to approved AMPRN Access Applications

Requests to shorten approved worksite limits and/or approved access times may be dealt with by the protection officer and network control, without referral to the Network Access coordinators.

Manual Network Access Application

Update the original network access application and resubmit via email to KDA-network.access@keolisdowner.com.

A new network access application form is required if the applicant seeks to extend either of the following:

- The approved worksite limits
- Access times
- Type of equipment used or,
- The method of protection.

If the request to alter the approved network access is rejected, work is to proceed as per original application or cancelled and a new application submitted.

10. Access Restrictions for Peak and Special Events

To ensure minimum impact to rail services during periods of peak demand, the following restrictions apply to access applications for planned work.

- Planned work that has the potential to impact rail services is not permitted in the morning and afternoon peak services between the hours of 06:00 to 09:00 and 15:00 to 18:00 on business days.
- Work is not generally permitted on special event days such as the Christmas Pageant. Urgent/emergency infrastructure work may be approved. Other work will be assessed accordingly based on the impact. The list of special events can be found on the Adelaide Metro website http://www.adelaidemetro.com.au/Announcements/Events.
- When AFL football is played at Adelaide Oval no work is permitted three hours before or three hours after but may be undertaken while the game is being played.
- Restrictions also apply if Adelaide Oval hosts large concert events and any special event is subject to operational endorsement.

11. Night Windows for Track Occupancies

The below times should be available for track occupancies:

- Once the last train has passed the worksite as provided in accordance with AMPRN Rules & Procedures.
- Isolation to occur once the last EMU has left the section or been stabled in the section. e.g. A de-energisation could occur between Adelaide and Ascot Park at 0020. Ascot Park to Lonsdale 0040. Lonsdale to Seaford 0100.
- Power must be restored 40 min before first movement to allow EMUs to be prepared (*Adelaide and Seaford*). Time to restore power must be taken into account based on advice by electrical switching crew.
- Track occupancy be available until 15 min before a scheduled movement is due to arrive at the worksite. This is subject to the power being restored 40 mins before.
- Planning for optimised occupation needs to occur in consultation with Rail Operations.

Protection Officers will take reasonable steps to ensure that the track will be cleared on time and advise if there is likely to be any over run.

Late hand backs will be recorded by the Operations Controllers in the Transit Performance System (TPS).

12. Access Terms and Requirements

12.1. Minimum Competency & Induction Requirements

The minimum competency and induction requirements for persons accessing the AMPRN Rail Corridor are determined based on the nature of a person's access, location of work; and if their planned activities meet the definition of Rail Safety Work under Rail Safety National Law. (See definitions below)

During the Network Access Application process the Network Access coordinator/s or delegate will have the final authority on determining if work being conducted meets the criteria for Rail Safety Work or not, and will advise on the induction or competency required. Each application will be assessed on a case by case basis and previous determinations should not be used as an indicator of the required induction.

Any person intending to access the rail corridor must hold, carry and present evidence of their required competency and induction. Failure to comply with the minimum competency and induction requirements may result in workers being refused access or removed from the network.

12.1.1. Workers Conducting Rail Safety Work

As a minimum entry requirement; persons undertaking Rail Safety Work within the AMPRN Rail Corridor will require a valid Rail Industry Worker (RIW) Card with the 'Operator Role' which includes the following competencies and induction:

Operator Role
• TLIF2080 Safely Access the Rail Corridor (SARC) – external Registered Training Organisation • Evidence of current AMPRN Rail Safety Induction – 3 yearly

Instructions on how to obtain an RIW Card can be found Rail Industry Worker Card Application Form (hrdi.com.au)

12.1.2. Workers Not Conducting Rail Safety Work

Persons required to enter the Rail Corridor but not conducting Rail Safety Work will be required to complete the online AMPRN Rail Safety Induction as a minimum entry requirement.

Instructions on how to complete the online AMPRN Rail Safety Induction can be found here.

12.1.3. Specific Conditions Not Requiring Rail Industry Worker (RIW) Card

Work that does not require an RIW Card but does require AMPRN Rail Safety Induction are as follows:

- Work that is not considered Rail Safety Work and is undertaken in public accessible areas of the heavy rail corridor (platforms, station buildings, maze ways, adjacent land etc.).
- Emergency, one–off or short term entry where it is not reasonably practical to expect the contractor to obtain RIW - Must be accompanied by a PO at all times.
- Work within yards/depots, where depot induction has been undertaken and local depot or yard arrangements can exclude rolling stock movement or provide necessary protection (This excludes work being undertaken on OHW within yards/depots).
- External Third parties (i.e. Utilities) not contracted by Keolis Downer working within the rail corridor – Must be accompanied by a PO at all times.

12.1.4. Exclusions from Completing Any Form of Rail Safety Induction

The following are not required to undertake any form of network induction, however depot or site induction may be required:

- Emergency Services – Access granted by Operations Control Centre (OCC) Shift Manager after appropriate protections are put in place.
- Drivers of vehicles delivering materials to the Rail Corridor. Delivery Drivers entering the AMPRN Rail Corridor are required to:
  - be under the constant supervision of an AMPRN Inducted person, **AND**
  - Be briefed by and follow all directions of the nominated Protection Officer.

  Protection Officers must ensure that the appropriate Safeworking methods are in place for the activities being undertaken.
- Contractors or employees not undertaking Rail Safety Work on buildings or structures within depots that are outside of the Rail Corridor, or within the controlled maintenance facility.

12.1.5. Refresher Training

The Online AMPRN Rail Safety Induction Refresher training is required to be completed every 3 years, refresher training may be mandated earlier following an incident, a breach of AMPRN Rules and Procedures.

12.2. Fitness for Work

Any person accessing or undertaking work on the AMPRN is required to be fit for work and their specific duties. Fitness for work includes compliance with the following requirements:

12.2.1. Drug and Alcohol

All persons accessing or undertaking work on the AMPRN must not be affected by drugs or alcohol in accordance with ***HS-HAW-PO-00214 Drug and Alcohol Policy***

12.2.2. Health Assessments

Persons undertaking Rail Safety Work are required to be assessed as 'Fit for Duty and up to date and with any scheduled or triggered health assessment requirement based on their category of Safety Critical Worker in accordance with ***KDA-HRS-PR-027 Health Assessments***. Contractors and External Third Parties can refer to *Specification: Part G40 Safety Provisions for Rail* for Health and Fitness Management Program Requirements.

12.2.3. Fatigue Management

Persons accessing and undertaking work on the AMPRN must ensure they have sufficient sleep and rest prior to presenting for work. Rail Safety Workers accessing the Rail Corridor are required to comply with ***KDA-SQE-PR-029 Fatigue Risk Management Program.***

Contractors and Sub Contractors undertaking Rail Safety Work shall ensure provisions are in place to manage fatigue in accordance with *Specification: Part G40 Safety Provisions for Rail*.

12.3. Use of rolling stock

Network access that includes movement of any rolling stock must be in accordance with the *AMPRN Rules and Procedures*.

All rolling stock must be certified by an accredited certifier in accordance with the applicable standard, including:

- *PTS-MS-10-RS-GUD-00000095 Requirements for Road-Rail Vehicles Accessing and Operating on the AMPRN*.
- *TC4-DOC-000362 Requirements for Trolleys and Trailers Accessing and Operating on the AMPRN.*
- *RS4-DOC-000885 Requirements for Track Machines Accessing and Operating on the AMPRN*.

A copy of the compliance certificate/s is to be provided as part of the network access application.

Network access applications involving rolling stock must include a plan of travel which includes:

- List of all movements
- Start and end locations
- On and off locations for hi rails
- Stabling locations if required
- All operating conditions and restrictions applicable to the rolling stock

12.4. Ground Penetration Activities

If the work involves any ground penetration such as track boring, digging, trenching or installation of third-party services then the application must provide details and drawings and must be in accordance with *TC1-DOC-000954*.

Note: *All ground penetration greater than 300mm in depth must be in accordance with TC1-DOC-000954.*

12.5. Remote Piloted Aircraft (RPA) - Drone Use/Activity

Where the work requires the use of a drone, the applicant must provide the following evidence as part of the application:

- Remote Pilot Licence (RePL) or
- Remote Pilot Aircraft Accreditation (RPA) and
- Remotely Piloted Aircraft Operators Certificate (ReOC) number (Where required) and
- Evidence the drone is registered with CASA.

When working in the rail corridor the RPA operator shall ensure the drone is out of line of sight to oncoming rail traffic when advised by the Protection Officer, this could include but not limited to:

- Returning the drone to the home base station or,
- Allowing the drone to hover outside the three metre exclusion zone.

12.6. Electrical Network Safety

For access to, and work within, the electrified parts of the AMPRN the following requirements are required to be adhered with:

- No plant, equipment or personnel are permitted to work within three (3) metres of the live infrastructure or overhead contact wire (S*ee Appendix B* for more detail).
- Work that has the potential for plant, equipment or personnel to come within three (3) metres of the live infrastructure or overhead contact wire will require the overhead to be isolated. The applicant will be incur a cost for isolations.
- A person responsible for electrical safety (PRES) is required for any work in the electrified environment that requires the overhead wire to be de-energised or isolated.
- Where there is potential for the work to encroach the three (3) metre zone, the applicant must supply a SWMS or JSA.
- If the height of the overhead wire is required to be known to manage the safety of the work or infrastructure then advice should be sought from the Network Access Coordinator.

12.7. Adjacent Rail Network

At various locations there is a shared corridor with other rail operators (i.e. ARTC and Aurizon). Where the work has the potential to impact another rail operator's infrastructure within the shared corridor the applicant must ensure they comply with the other operator's network access requirements.

Note: *This is the not the responsibility of Network Access, Protection Officers must hold track protection and rail safety competencies in accordance with the other rail operator's requirements as well as hold a Rail Industry Worker (RIW) Card with the Operator Role.*

12.8. Conditions of Access

- Any incidents, hazards or safety breaches occurring in the rail corridor that may affect rail movements, infrastructure or the general public must be immediately reported to network control on (08) 7201 5016.

- Work site safety is the responsibility of the contractor/third party carrying out the work. This includes ensuring that all persons who access a construction site are holders of a white card and have completed a site induction.
- All workers and visitors accessing the rail corridor must be accompanied and protected by either a KDA protection officer or an external contractor/sub-contractor that is certified and competent for track protection duties on the AMPRN.
- If the work has the potential to impact the public, advanced signage may need to be erected or posted to DIT requirements at the external applicant's expense.
- All persons accessing the rail corridor must wear personal protective equipment (PPE) as follows:
  - A hi-vis orange safety vest or hi-vis long sleeve orange clothing that complies with Australian Safety Standards. The use of red or green safety vests and clothing are prohibited in the rail corridor.
  - Safety footwear that complies with Australian standards.
- PPE required for the work to be carried out as per the contractors or applicants requirements.

12.9. Over-Dimensional loads over level crossings

If over-dimensional loads are to pass over AMPRN level crossings the Transport Company can utilise their own application (Network Access application not required) and must be forwarded to KDA-network.access@keolisdowner.com describing:

- the proposed route - to and from destination
- loaded dimensions including width, height, length, estimated weight (diagram can also be added)
- vehicle details including registered owner, driver name, make and type of vehicle and registration number/s

The Network Access coordinator shall check the proposed route to identify any impacted KDA level crossings, identify the width of the crossing to ensure no KDA infrastructure is at risk of damage, where 25kV over-head wiring exists the absolute maximum vehicle height will also need to be taken into consideration as per the tables below:

Seaford Line			
Level Crossing	**Km**	**OHW Height (Max)**	**Vehicle width (Max)**
LX 63 East Avenue	6.193	5.2m	5.7m (N.B.) 6.5m (S.B)
LX 73 Cross Road	7.243	5.2m	7.6m (N.B) 7.3m (S.B) 12.2m (E.B.) 11.7m (W.B.)
LX 83 Delaine Avenue	8.037	5.2m	6.0m
LX 84 Angus Avenue	8.181	5.18m	6.6m
LX 93 Raglan Avenue	8.742	5.2m	6.2m
LX 103 Dunloran Road	9.614	5.2m	12.3m total 5.1m east bound 5.2m West Bound
LX 153 Brighton Road	14.746	5.2m	7.8m (N.B.) 8.0m (S.B)
LX 154 Jetty Road	15.386	5.2m	12.3m
LX 163 Edward Street	15.957	5.2m	11.7m
LX 164 Shoreham Road	16.286	5.2m	9.4m
LX 173 Wheatland Street	16.978	5.2m	8.1m
LX 174 Maitland Terrace	17.217	5.2m	7.4m
LX 193 Jervois Terrace	18.805	5.2m	9.3m
LX 263 Christies Road	25.690	5.5m	13.0m

Flinders Line			
Level Crossing	**Km**	**OHW Height (Max)**	**Vehicle width (Max)**
LX 104 Daws Road	10.456	5.2m	8.1m (E.B.) 8.1m (W.B)
LX 114 Celtic Avenue	11.295	5.2m	11.2m
LX 124 Alawoona Avenue	12.199	5.2m	12.2m

Belair Line			
Level Crossing	**Km**	**Asset Height**	**Vehicle width (Max)**
LX 51 Leader Street	4.630	5.2m (OHW)	12.0m
LX 52 Victoria Street	5.113	5.8m (Communications cabling)	8.6m
LX 71 Cross Road	6.912	8.2m (Street Lighting)	7.8m (E.B.) 8.3m (W.B)
LX 72 Sussex Terrace	7.252	6.1m (ETSA)	11.6m
LX 81 Angas Road	8.014	6.9m (Communications cabling)	11.2m
LX 82 Grange Road	8.358	6.7m (Communications cabling)	8.7m
LX 91 Wattlebury Road	8.783	7.0m (ETSA)	9.5m
LX 111 Barretts Road	10.520	7.1m (Communications cabling)	9.0m
LX 171 Brighton Parade	17.334	6.9m (Communications cabling)	7.0m
LX Main Road Blackwood	17.845	7.6m (Street lighting)	8.8m
LX 191 Main Road Glenalta	19.396	5.7m (Street lighting)	9.0m

Outer Harbor Line			
Level Crossing	**Km**	**Asset Height**	**Vehicle width (Max)**
LX 45 Coglin Street	3.419	N/A	7.2m
LX 55 Elizabeth St. / Queen St	4.115	N/A	13.1m
LX 66 Kilkenny Road	6.049	N/A	12.4m (No median)
LX 75 Woodville Road	7.380	N/A	6.7m (N.B.) 6.6m (S.B)
LX 95 Cheltenham Parade	8.588	N/A	6.0m (N.B) 6.0m (S.B)
LX 105 Fussell Place	10.060	N/A	14.1m
LX 135 Rennie Rd/Wirra Drive	12.887	5.9m (Street Lighting)	12.1m
LX 145 Semaphore Road	13.962	N/A	9.0m (E.B.) 8.9m (W.B)
LX 146 Harris Street	14.262	N/A	9.1m
LX 155 Hargrave Street	14.690	N/A	9.4m
LX 156 Wills Street	15.117	N/A	9.5m
LX 165 Jetty Road	15.552	N/A	11.3m
LX 166 Fletcher Road	16.322	N/A	9.4m
LX 175 Kolapore Avenue	17.003	N/A	8.2m
LX 176 Strathfield Terrace	17.407	6.2m (ETSA Earth aerial 5.5m)	10.5m
LX 185 Gedville Road	18.278	N/A	10.1m
LX 196 Osborne Road	19.632	N/A	8.4m (E.B.) 8.1m (W.B)
LX 206 Klingberg Drive	20.727	N/A	13.4m
LX 216 Golf Course	21.344	N/A	8.5m

Grange Line			
Level Crossing	**Km**	**Asset Height**	**Vehicle width (Max)**
LX 85 Port Rd (UP)	8.266	N/A	12.6m
LX 85Port Rd (DOWN)	8.320	N/A	13.4m
LX 96 West Lakes Blvd.	9.377	N/A	7.1m (E.B.) 7.1m (W.B)
LX 106 Tapleys Hill Rd. / Trimmer Parade	10.503	N/A	10.7m (N.B.) 11.2m (S.B) 10.2m (E.B.) 6.4m (W.B)
LX 126 Frederick Rd	11.660	5.3m (ETSA)	12.5m
LX 136 Charles Sturt St	12.831	5.3m (ETSA)	9.0m

Gawler Central Line			
Level Crossing	**Km**	**OHW Height (Max)**	**Vehicle width (Max)**
LX 37 Hawker Street	3.007	5.2m	8.8m
LX 57 Belford Avenue	4.545	5.2m	9.0m
LX 58 Pym Street	5.237	5.2m	8.0m
LX 107 Cormack Road	9.945	5.6m	9.0m (E.B.) 8.7m (W.B)
LX 187 Kings Road	17.804	5.5m	6.8m (W.B) 6.8m (E.B)
LX 207 Park Terrace Salisbury	20.140	5.2m	7.7m (E.B.) 8.8m (W.B)
LX 227 Commercial Road	21.595	5.2m	8.6m (E.B.) 8.6m (W.B)
LX 277 Womma Road	27.387	5.2m	12.0m
LX 307 Anderson Walk	30.367	5.2m	8.8m
LX 317 Curtis Road	31.037	5.2m	5.5m (E.B.) 5.5m (W.B)
LX 347 Dalkeith Road	33.824	5.2m	7.0m
LX 377 Clark Road	37.325	5.2m	6.9m
LX 397 Para Road	38.516	5.2m	7.6m
LX 398 Barnet Road	39.172	5.2m	11.8m
LX 427 Victoria Terrace	41.680	5.2m	10.8m
LX 428 Howard Street	41.954	4.4m	6.8m

Red denotes General Freight Routes as per RAVnet.

Where a permit is assessed as required, the Network Access coordinator shall complete form NA-OSP-FO-00238 with all of the relevant details for the load, this includes the requirement for a crossing keeper and signals representatives (where required) to attend.

The completed Authority Permit is forwarded to the originator, DIT Vehicle Services including identified internal staff, the Transport Company will be required to pay costs for KDA staff to attend.

13. Supporting Information

13.1. Related Documents

DOCUMENT NAME	DOCUMENT NUMBER
AMPRN Access Application Form	NA-OSP-FO-00052
AMPRN Incident and Emergency Management	MN-RO-GE-394
Excavation and Ground Penetration Engineering Instruction	TC1-DOC-000954
Network Access Planned Work Schedule	Network Access Planned Works Schedule
Requirements for Road-Rail Vehicles Accessing and Operating on the AMPRN	PTS-MS-10-RS-GUD-00000095
Requirements for Track Machines Accessing and Operating on the AMPRN	RS4-DOC-000885
Requirements for Trolleys and Trailers Accessing and Operating on the AMPRN	TC4-DOC-000362
Long Wide High Loads Authority Permit	NA-OSP-FO-00238

13.2. References

- *Passenger Transport Act 1994*
- *Passenger Transport Regulations 2009*
- *Rail Safety National Law (South Australia) 2012*
- Rail Safety National Law National Regulations 2012

13.3. Definitions

TERM	DEFINITION
Access	A designated safe way into, along, across or out of a Rail Corridor.
AMPRN	Adelaide Metropolitan Passenger Rail Network.
Danger Zone	Everywhere within 3m horizontally from the nearest rail and any distance above or below this, unless a safe place exists or has been created.
Degraded operation	Where the network is experiencing delays with two or more trains on a line running more than five minutes late.
Engineering endorsement	The approval of the work being conducted from the Engineering Section Heads below: • Signalling • Track and Civil • Electrical (overhead traction power) • Operational Control Systems
Platform / Station Minor Maintenance Work	Examples of this type of work include but are not limited to removal of graffiti, cleaning and removing of litter within the public defined area.
PRES	Person Responsible for Electrical Safety
Protection	The means used to prevent rail traffic from entering the worksite or other portion of track or to protect road or pedestrian traffic entering a level crossing or fouling the danger zone.
Protection Officer	The competent worker responsible for managing the rail safety component of worksite protection.
Public Defined Area on Station Platforms	An area clearly marked for members of the public to safely enter a platform/station or stop. It is a place for the general public is to use. On the network a white safety line that runs parallel with the platform/station or stop distinguishes the boundaries where members of the public are not permitted to cross over or extend beyond these safety lines unless boarding or alighting from a stationary rail vehicle. 

TERM	DEFINITION
Rail Safety Work	Rail Safety National Law (s.8(1)) defines rail safety work as work which includes: a) driving or despatching rolling stock or any other activity which is capable of controlling or affecting the movement of rolling stock; b) signalling (and signalling operations), receiving or relaying communications or any other activity which is capable of controlling or affecting the movement of rolling stock; c) coupling or uncoupling rolling stock; d) constructing, maintaining, repairing, modifying, monitoring, inspecting or testing – i. rolling stock, including checking that the rolling stock is working properly before being used; or ii. rail infrastructure; including checking that the rail infrastructure is working properly before being used; e) installation of components in relation to rolling stock; f) work on or about rail infrastructure or associated works or equipment that places, or may place, the person performing the work at risk of exposure to moving rolling stock; g) installation or maintenance of – i. a telecommunications system relating to rail infrastructure or used in connection with rail infrastructure; or ii. the means of supplying electricity directly to rail infrastructure, any rolling stock using rail infrastructure or a telecommunications system; h) work involving certification as to the safety of rail infrastructure or rolling stock or any part or component of rail infrastructure or rolling stock; i) work involving the decommissioning of rail infrastructure or rolling stock or any part or component of rail infrastructure or rolling stock; j) work involving the development, management or monitoring of safe working systems for railways; k) work involving the management or monitoring of passenger safety on, in or at any railway.
Rolling Stock	Includes trains, hi rail and road rail vehicles such as work trains, track vehicles and/or inspection cars.
Safety Critical Equipment	Signalling equipment and telecommunications equipment used as part of the Safeworking and operating systems of the Network including the operations control centre and the overhead traction power SCADA monitoring equipment.
Short Term Entry	Work no longer than one working shift in duration.
Unplanned Emergency Work	Equipment failure or infrastructure issue that would result in delays to services or unsafe conditions.

13.4. Document Amendment Record

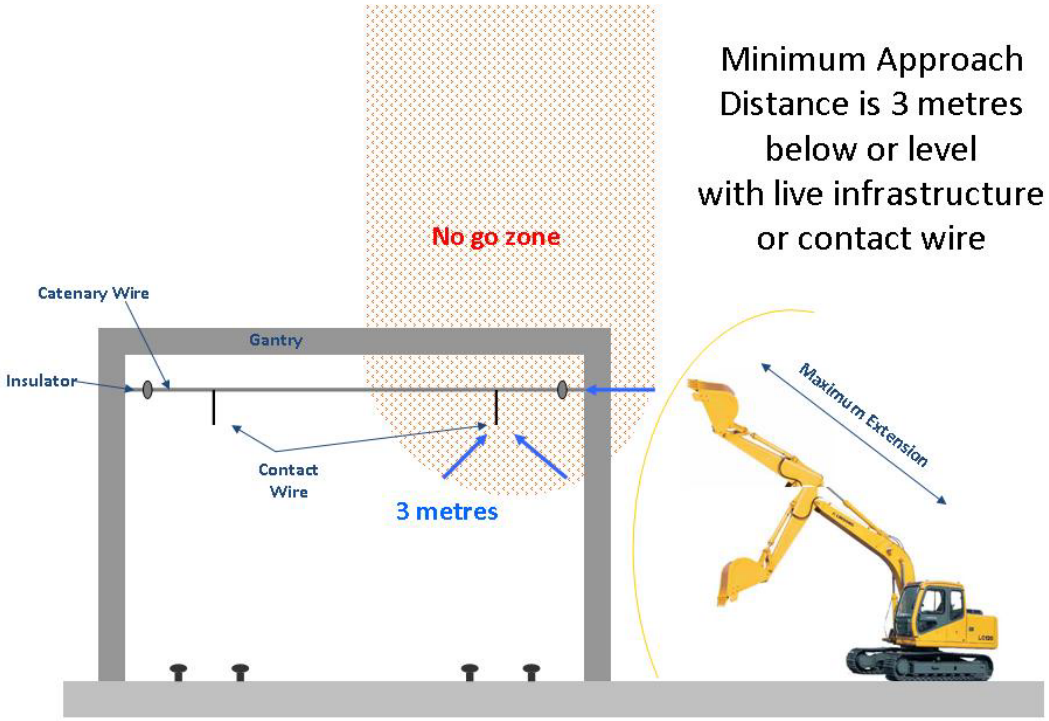
REV	CHANGE DESCRIPTION	DATE	COMMENTS
1	Original KDA Issue	31-Jan-21	
2	Review	19-May-21	Updated Rail safety work section (F)
3	Review	24-May-22	Included new section for over-dimensional loads for OHW & process for Management of Change (MOC) with hyperlinks to native Network Access application removed.
4	Review	09-August-23	Added process for use of Drones after incident, change from One Rail to Aurizon, updated Shift Manager contact details, added widths of level crossings, section 12.1.3 to include yards.
Document Review Schedule:		3 yearly	

APPENDIX A – GUIDANCE ON COMPLETING NA-OSP-FO-00052 AMPRN NETWORK ACCESS FORM

SECTION/PART	GUIDANCE
Section 1 – Applicant Details	Provide all details of the company or individual requiring the network access. Contact details must be supplied for a contact at all times and the site contact person on the day of access
Section 2 – Description of Work to Be Conducted	
Part A – Description of Work	Project Title or Work Summary: provide the name of the project or a summary of the work to be conducted Detailed description of work to be conducted: provide a detailed description of the work to be undertaken including as much information as possible, in order to assess the type of track protection required and the potential impact of the proposed work
Part B – Location of Work	• Tick the work location • Tick the type of infrastructure that will be worked on • Enter the station / depot name if applicable • Tick if the work will be conducted on up track, down track, up and down track or single line • Enter the kms for train line that the work will be conducted between • Enter the meeting point
Part C – Requested Day(s)/Dates(s) and Time(s) of Access	Enter the required access day/s, date/s and time/s
Part D – Plant & Equipment	Tick the type of equipment that will be used to conduct the work and any other details as required.
Part E – Additional Application Details	• Answer yes or no to the list of questions • If yes has been ticked there may be some additional requirements to provide other documents such as a traffic management plan • Provide the number of people entering the rail corridor • Tick the yes or no box for if persons entering the corridor possess a valid RIW card/AMPRN Rail Safety induction (see *Section 12*) • Provide contact details for the PRES that will be used

APPENDIX B – ELECTRIFIED NETWORK CONSIDERATIONS

Figure 1 – Electrical Hazards



Eg Adelaide Yard

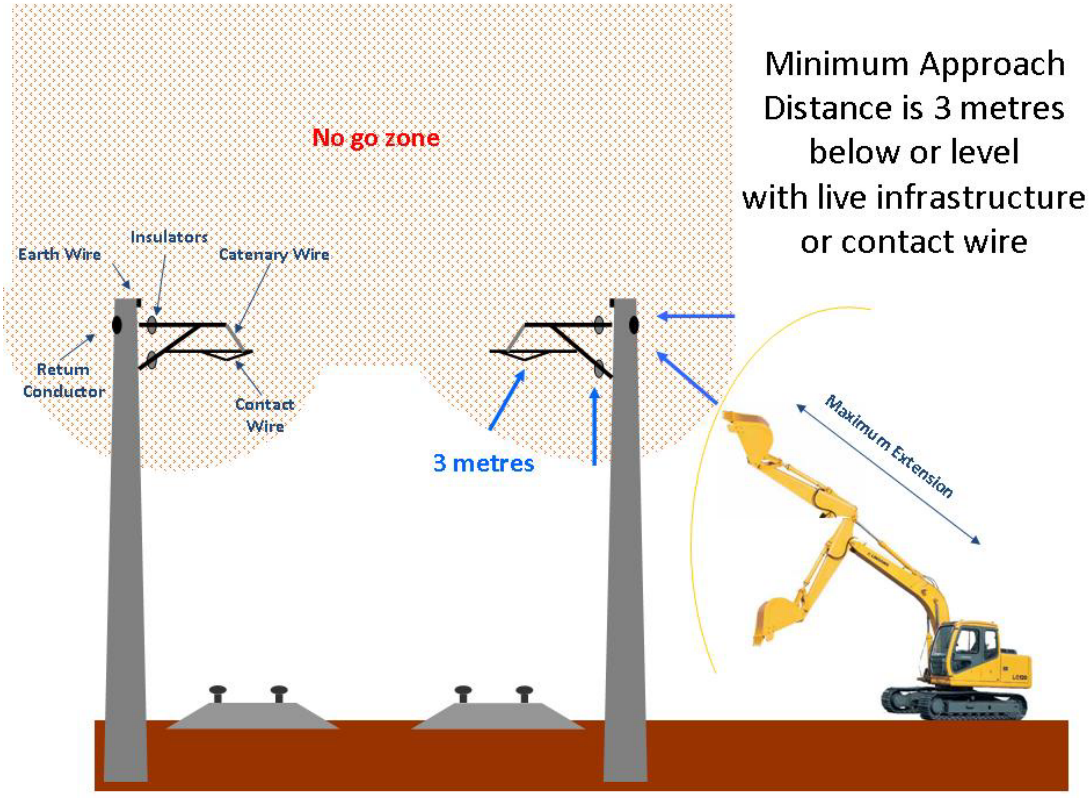


Figure 2 – Showing three (3) metre minimum approach distance to the overhead wire in the electrical environment.