TRACK AND CIVIL INFRASTRUCTURE

CODE OF PRACTICE

VOLUME TWO - TRAIN SYSTEM [CP2]

STRUCTURE AND APPLICATION

TABLE OF CONTENTS

1.0 GENERAL

1.1 TRANSADELAIDE

TransAdelaide is:

a) an owner/operator of a public transport service; and

b) an infrastructure owner/maintainer.

1.2 ROLE OF THE RAIL NETWORK MANAGER

The Rail Network Manager is responsible for managing the track and civil infrastructure.

1.3 STRUCTURE OF THE CODE

a) CP2 has been developed to meet the requirements of:

1) The South Australian Rail Safety Act 1996.

2) The Occupational Health, Safety and Welfare Act 1986 and regulations made in accordance with this Act.

3) AS 4292: 1995 Rail Safety Management (mainly Parts 1 and 2).

4) AS/NZS 4360:1999 Risk Management.

b) In principle, CP2 uses the guidelines and recommendations of the Code of Practice for the Defined Interstate Rail Network (CP-DIRN).

c) Guidelines in CP-DIRN referring to the overall management of the track and infrastructure have been largely adopted, but variations, where necessary, to suit the railway operations of TransAdelaide are cited in this part and part 3.

d) The remainder of the code (parts 4 to 16) deals with specific elements of the track and civil infrastructure and each part is developed in accordance with the principles defined in the CP- DIRN and the requirements of TransAdelaide.

1.4 SCOPE OF THIS CODE

1.4.1 Running lines (not sidings)

CP2 refers only to running lines except where sidings are specifically mentioned.

1.4.2 Reference to TransAdelaide

CP2 refers only to the property and infrastructure of TransAdelaide except where other owners or facilities are specifically mentioned.

1.4.3 Signalling and Electrical elements

Practices related to signalling and electrical requirements of AS 4292 do not form any part of CP2, except where directly related to the track and civil infrastructure (e.g. insulated joints).

1.5 RISK ANALYSIS

1.5.1 In CP-TS-922 (Risk assessment – train system), the risk management process is followed through for each element as follows:

a) establish the context;

b) identify the risks;

c) analyze the risks;

d) evaluate the risks; and

e) recommend basic risk control measures.

1.5.2 The recommended risk control measures developed in CP-TS-922 (Risk assessment – train system) including defect identification and response criteria have been addressed in CP2.

2.0 SOURCES AND SUPPORTING DOCUMENTS

2.1 SOURCES AND SUPPORTING DOCUMENTS

As well as the documents listed in clause 1.3(a), the following TransAdelaide documents and drawings have been sourced and used to support CP2:

a) Common General Operating Rules

b) Rail safety plan

c) CP1 (Risk assessment)

d) Parts of CP2 (Train system)

e) Management System Procedure Manual

f) The drawings referred to throughout CP2 are referenced in each part of the code.

3.0 APPLICATION

3.1 OPERATING REGIME - AXLE LOADS AND SPEEDS

The operating regime to which CP2 is applicable is as shown in table 3.1:

Table 3.1: Operating regime

Designation	Maximum axle load	Maximum operating speed
Passenger diesel or diesel electric multiple units	21 tonnes	90km/hr
Locomotives	22 tonnes	65km/hr
Freight rolling stock	21 tonnes	65km/hr

3.2 FUNCTIONAL AND INFRASTRUCTURE ELEMENT OBJECTIVES

a) The functional objectives for the design and construction of new infrastructure are defined in parts 4-16 of CP2

b) The minimum infrastructure element objectives for the design and construction of new infrastructure are defined in parts 4-16 of CP2

3.3 NON-COMPLIANCE WITH STANDARD

When the type or condition of an asset:

a) falls outside the scope of CP2;

b) does not comply with CP2; or

c) has been accepted by design to a lower or alternative standard in accordance with CP-TS-953 (Infrastructure management and principles);

the risk shall be managed in accordance with CP1 (Risk assessment) and CP-TS-953 (Infrastructure management and principles).

4.0 INTERFACE CO-ORDINATION

4.1 ORGANISATION STRUCTURE

The organisational structure of TransAdelaide determines:

a) functional areas in the organisation and the interfaces across which co-ordination has been established;

b) the subject matter resolved across each interface;

c) the responsibilities of each party for each subject identified in Item (b);

d) procedures for the exchange of safety information;

e) procedures for assessing and monitoring the compatibility of engineering and operational parameters;

f) procedures for the review of the interface co-ordination plan.

4.2 INFRINGEMENT OF NORMAL OPERATING PARAMETERS

Requests from other operators to infringe the standards in CP2 shall be directed to the Rail Network Manager who will authorise if warranted a temporary infringement with details of any restrictions, which shall apply. Examples: out of gauge loads; heavy axle load vehicles; train length, mass and configuration limitations.

5.0 DEFINITION OF TERMS

5.1 TECHNICAL TERMS USED

Technical terms used in CP2 which specifically require clarification may be defined as follows:

a) General terms specific to TransAdelaide operations are defined in the Common General Operating Rules;

b) General terms specific to rail standards are defined in AS 4292, parts 1 - 6;

c) General terms derived from CP-DIRN are defined in Volume 2 (Glossary) of that publication;

d) Specific terms used in only one part of CP2 are, in general, defined within that part;

e) Terms used in more than one part of CP2, which have specific meanings in TransAdelaide are:

1) **standard** - A document or statement which defines the requirements to be satisfied by a material, product, process or system, conformity with which can be audited and verified.

2) **walking inspections** – Inspections of the track and civil infrastructure carried out on foot as distinct from patrol inspections as defined in the CP-DIRN.