



AUSTRALIAN RAIL TRACK CORPORATION LTD

**ARTC APPENDIX
TO THE
NATIONAL CODE OF PRACTICE
FOR THE
DEFINED INTERSTATE RAIL NETWORK**

Section 01

GENERAL

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1.0 PURPOSE

To provide a documented method of allowing trains and other movements to work from the Australian Rail Track Corporation's network to other Infrastructure and to provide detail of ARTC owned infrastructure leading off of ARTC's running lines at various locations on the Network.

To meet the requirements of:-

- AS 4292.1 Rail Safety Management Section 2.1 Interface Co-ordination — General and
- AS 4292.5 Rail Safety Management Operations Systems.

This document consists of the following sections, all sections may be issued in whole or individually dependent on operator requirements however shall accompany this document (Section 1).

Section 01	General Instructions
Section 02	Reserved, to be issued at a later date
Section 03	Reserved, to be issued at a later date
Section 04	Reserved, to be issued at a later date
Section 05	Procedures, Dimboola Loop to Belair
Section 06	Procedures, Belair to Dry Creek Nth and Dry Creek to Port Flat and Pelican Point
Section 07	Procedures, Bolivar to Port Augusta and Whyalla
Section 08	Procedures, Gladstone to Kanandah
Section 09	Procedures, Tent Hill to Kalgoorlie
Section 10	Deleted

2.0 REFERENCES

National Code of Practice for the Defined Interstate Network.

3.0 DEFINITIONS

ARTC	Australian Rail Track Corporation
GWA	Genesee Wyoming Australia
V/Line	Victorian Rail owner and operator
GSR	Great Southern Railway
PN	Pacific National (Rural & Bulk and Intermodal services)
PTS	Public Transport Services (S.A.)

4.0 Accessing Operator Sidings

All movements over all interface locations shall be in accordance with the National Code of Practice — Safe Working.

4.1 Accessing V/Line Owned Infrastructure

In the event that there is a need, in an emergency, for an operator to access V/Line infrastructure the following shall occur -:

- On being advised of the need to detach rolling stock at a location owned by V/Line the ARTC Train Transit Manger shall contact the V/Line Senior Train Controller and arrange for use of the siding.
- When approval is provided, the rolling stock may be detached.
- The Operator shall arrange directly with V/Line for the rolling stock to be cleared from the siding when repaired and provide notice to ARTC of the shunt requirements.

When it is known in advance that access is required to a V/Line siding the Operator shall ensure that prior approval is obtained from V/Line with a copy of the approval being provided to ARTC.

4.2 Reserved

4.3 Access to Australia Southern Railroad Owned or leased Infrastructure

Should an operator require access to infrastructure owned or leased by Genesee Wyoming Australia, the operator shall seek approval through the issue of a Yard Access Authority from the GWA Transport Controller in accordance with current GWA Procedures.

The driver of the movement shall be responsible for advising ARTC train control that the Yard Access Authority has been issued.

4.4 Deleted

4.5 Access to Pacific National owned sidings

An operator requiring access to Pacific National owned or leased sidings shall arrange direct with Pacific National for access. The ARTC Network Controller shall then be advised that access has been approved prior to entering the sidings.

4.6 Access to Great Southern Railway Terminal

An operator requiring access to Great Southern Railways Adelaide Parklands Terminal shall arrange direct with Great Southern Railway for access. The ARTC Network Controller shall then be advised that access has been approved prior to entering the Terminal.

4.7 Access to SCT owned sidings

An operator requiring access to the Specialised Container Traffic owned sidings shall arrange direct with SCT for access. The ARTC Network Controller shall then be advised that access has been approved prior to entering the sidings.

4.8 ARTC owned Sidings

ARTC manage a number of sidings at various locations, some of which are only suitable for use by track machines. Operators seeking to use these sidings shall ensure prior written approval is obtained from ARTC prior to requesting access from the Network Controller. Some sidings are leased to third party operators. Where sidings are leased to third parties, the rail operator must obtain permission from the lessee prior to requesting access from the ARTC Network Controller.