

Sydney – Narromine & Albury (SNA)

Configuration 10 Possession (MFN)

Chullora Junction – Cooks River – Botany Yard

Possession 1 – Chullora Jctn to Cooks River and Port Botany
0200 20th March 2021 continuous to 0200 22nd March 2021

Possession 2 – Port Botany, Cooks River to Chullora Jctn
0200 20th March 2021 continuous to 0200 22nd March 2021

Possession 3 – Botany Yard
0200 20th March continuous to 0200 22nd March 2021

Possession 4 – Sydney Trains TAA for SP3 Signal to EW420



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- Protection Danger Tags
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- Safety
- Environmental Management



POSSESSION CONTACTS



Possession Contact Details Enfield West – Port Botany

<u>Position</u>	<u>Name</u>	<u>Phone number</u>
Possession Manager	Sat: Dan Whitty Sun: Steve Chance	0427 412 004 0418 630 440
PPO	Bloor Rail	0401 499 141
Possession Admin	Simone McNabb	02 6939 5442
Test Train Pilot	Drew Paton	0409 833 066
Coordinating PO Zone 1	Night: Stephen Boyle Day: Dean Fisher	0474 154 377
Coordinating PO Zone 2	Night: Craig Diessel Day: Mick McNamara	0474 185 750
Works As Executed	Config10_possession@artc.com.au	

TRAIN ALTERATION ADVICE (TAA)



TRACK POSSESSIONS

A LOCAL POSSESSION AUTHORITY WILL BE TAKEN IN THE FOLLOWING AREAS:

	Date From	Date To	From Boundary	Tracks	To Boundary
MFN - UP TRACKS					
1	0200 20/03/2021	0200 22/03/2021	Chullora Junction ED264U Signal Clear of 351 Points (Locked in Reverse)	Up Goods Up South Fork Enfield Staging Roads 1 & 2 Up Botany Line Single Botany Line Mascot Loop Cooks River Loop	Botany BY2 Signal Cooks River SM710 Signal (YL/EYL)
MFN - DOWN TRACKS					
2	0200 20/03/2021	0200 22/03/2021	Botany BY2 Signal Cooks River CR711 Signal	Down Botany Line Down Goods Down South Fork	Chullora Junction ED273SF Signal ED265D Signal
Botany Yard					
3	0200 20/03/2021	0200 22/03/2021	Botany BY2 Signal	Arrival Road 1 Arrival Road 2 Departure Road 1 Departure Road 2	Botany BY72 Signal BY74 Signal BY64 Signal BY66 Signal BY62 Signal BY24 Signal BY34 Signal
Sefton Park Junction Interface					
4	0200 20/03/2021	0200 22/03/2021	Sefton Park Junction SP3 Signal	Up Goods	Enfield West EW420 Signal

POWER OUTAGE DETAILS



POWER OUTAGE

The electrical current will be removed from the overhead wiring as per the following:

POWER OUTAGE FROM 0900 THURSDAY, 18 MAR 2021 UNTIL 1600 TUESDAY, 23 MAR 2021

Sydney Trains Reference – Power Outage No. 1 (STN: 0507-2021)

Track	From	To
Up and Down Main Through Roads Nos.1 & 2 North Roads Nos. 1 to 10 Bypass Nos 1 to 3 Loco Storage South Roads Nos.1 to 8 (Campsie to Enfield Yard North)	Structure BL 14+055 (Through Roads No. 1 & 2)	Structure FE 19+814 (Up and Down Enfield East Fork) Structure BL 20+088 (Up and Down Enfield West Fork) and Terminations
Up and Down Goods Up and Down Enfield East Fork Up and Down Enfield West Fork (Flemington South Junction)		

Electrical Subsections:

7/1D, 7/4, 8/1C, 8/4, 7/Y, 7/Y2, 7/Y21, 7/Y1, 7/Y11, 8/Y, 8/Y4, 8/Y1, 8/Y2, 8/Y3

WARNING! The advertised Power Outage extends outside the perimeter of the Track Possession area as identified by the power outage schedule above.

Diesel Hauling: During this time, ALL trains required to travel within the area of Electric Current Isolation MUST be diesel hauled.

Note: The advertised Power Outage time shown is proposed only. Operational or other circumstances may require that these times be varied. Confirmation, of the actual time of the power outage, with the Electrical Operating Centre on the day is mandatory.

Electrical Operating Centre Contact Number: 02 93794911

COVID-19 INFORMATION



COVID-19 case alerts



Scan this QR code for the latest
COVID-19 case locations

COVID-19 INFORMATION



Protect yourself from viruses



Clean your hands with soap and water, or hand sanitiser.



Cover your nose and mouth when you cough or sneeze.



Practise physical distancing, and wear a mask if you can't keep a distance of 1.5m.



Avoid close contact with anyone with cold or flu-like symptoms.



Stay home if you are sick.

ARTC NETWORK RULES & PROCEDURES



ARTC NSW Network Rules & Procedures

As part of the SNA Corridor's Possession Teams effort to continue driving a positive safety culture for all personnel working within our possessions, we have included links via QR Codes to the NSW Network Rules and Procedures.

You can use the camera on your phone to scan the code and you will be taken to the relevant section of the ARTC website containing the Rules and Procedures.

It is important for ALL personnel to understand the requirements to work within the corridor, and regularly check for updates to the rules and procedures.

We have included some of the relevant rules and procedures below and highly recommend you review these documents prior to the possession.

General Rules

- ANGE 218 - Type F Level Crossing Management

Work on Track

- ANWT 302 - Local Possession Authority
- ANWT 314 - Work Trains
- ANWT 316 - Track Vehicles

Procedures

- ANPR 700 - Using a Local Possession Authority
- ANPR 704 - Using Infrastructure Booking Advices
- ANPR 710 - Piloting Trains and Track Vehicles

ARTC NETWORK RULES & PROCEDURES

QR CODE LINKS



ARTC NSW Network Rules & Procedures



Glossary



General Rules



Work on Track



Procedures

PROTECTION IDENTIFICATION TAGS (DANGER TAGS)

ARTC

Protection Identification Tags (Danger Tags)

Protection identification Tags are to be used on all Possession and Worksite protection. As can be seen in the example below, the PPO/PO name, contact number and Worksite Number are to be filled out.

Protection is NOT to be removed until contact is made with the protection owner and authority is given to do so



PPE REQUIREMENTS



- Reflective stripes are only required at night or when there is poor light conditions or reduced visibility. Reflective vests or shirts must be available in case work extends and conditions deteriorate



- Hard **hats must be worn at all times** in the shared corridor
- Hard hats are to be worn on a risk assessed basis, or when mandated by the Safe Work Method Statement (SWMS)



- Safety glasses are to be worn at all times (Must meet AS/NZS 1337.1:2010)
- Ear protection is to be carried and worn as required, unless mandated by the Safe Work Method Statement (SWMS)



- Gloves are to be carried at all times, and worn as required unless mandated by the Safe Working Method Statement



- Ankle length steel / carbon fiber capped boots that are fit for purpose must be worn at all times.
- Boots must have laces, but can have zippered side. Correct fit should be checked each morning before commencing work

DRUGS AND ALCOHOL



Drugs and Alcohol

- A positive drug and/or alcohol test or other breach of policy, procedure or relevant law may result in disciplinary action which may include termination of employment or contract / service and/or suspension of a worker's rail industry worker card.
- The refusal to supply or undertake testing, is considered a positive result

What if a worker has been prescribed or is taking medication?

- Prescription and over the counter medicine (including herbal medicine or product) may affect a worker's ability to work safely.
- Workers must explain to their doctor, pharmacist or other practitioner the nature of their work and seek advice as to the possible effects of the medicine. Workers should ask for medication that will not affect their ability to work safely or show up as a Positive Drug Test where this is available.
- If a worker needs to take medication that may affect their ability to work safely and/or show up as a Positive Drug Test, they must declare the medication and it's drug class(es) to their ARTC Manager and must not work contrary to any medical advice or instructions.
- ARTC may require a worker to sign a medical release to allow the Chief Medical Officer to consult with their medical practitioner.

FATIGUE MANAGEMENT



WHAT IS FATIGUE?

Fatigue is more than feeling tired and drowsy. In a work context, fatigue is a state of mental and/or physical exhaustion that reduces a person's ability to perform work safely and effectively. It can occur because of prolonged or intense mental or physical activity, sleep loss and/or disruption of the internal body clock.

SIGNS OF FATIGUE

- Tiredness even after sleep
- Reduced hand-eye coordination or slow reflexes
- Short term memory problems and an inability to concentrate
- Blurred vision or impaired visual perception
- A need for extended sleep during days off work.

WHAT CAUSES FATIGUE?

Fatigue can be caused by work related or non-work related factors or a combination of both. Work related causes of fatigue include excessively long shifts, not enough time to recover between shifts and blocks of shifts, very strenuous jobs and long commuting times. An example of non-work related fatigue would be poor quality sleep due to street noise or family demands.

ARTC ENVIRONMENT PRINCIPLES



1.WE ARE ACCOUNTABLE & PROACTIVE

**2. WE ARE ENVIRONMENTALLY
CONSCIOUS**

3. WE RESPECT THE ENVIRONMENT

**4. WE MANAGE RESOURCES & ASSESTS
RESPONSIBLY**

ENVIRONMENTAL PLANNING & NOISE ASSESSMENT



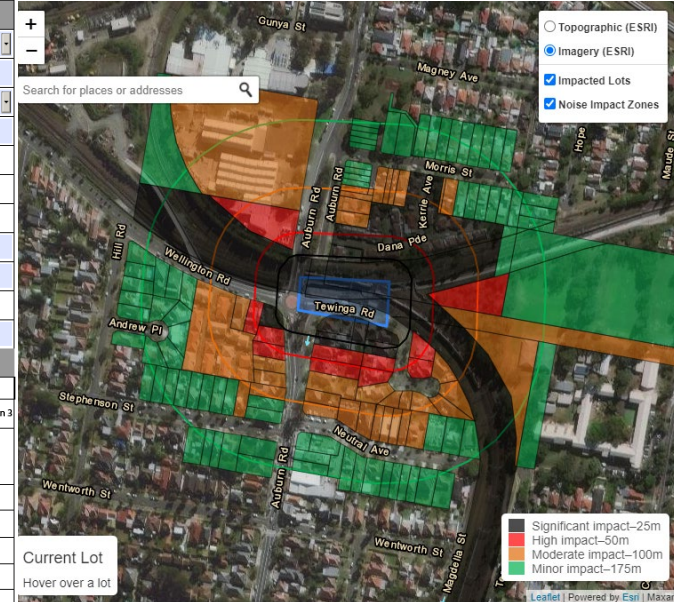
TBEIAs and Noise Prediction Tool

Project Managers must complete a Task Based Environmental Impact Assessment for rail maintenance works. This document should be available on site for workers to make reference to the controls and procedures in place at the worksite. For out of hours works, a Noise Prediction Tool Assessment identifying noise sensitive receivers and letterbox drops must be completed at a minimum 5 days prior to commencement of works

ARTC

TASK BASED ENVIRONMENTAL IMPACT ASSESSMENT (TBEIA)
ENV-FM-001

1. ACTIVITY DETAILS											
Project Name				State							
Delivery By		<input type="checkbox"/> ARTC <input type="checkbox"/> Contractor		Location							
Activity Description ^①											
Scope of Works ^①											
Does the scope of work comply with the Activity Description? ^①								<input type="radio"/> YES <input type="radio"/> NO			
Dates and Hours of Work											
MOBILISATION (incl. deliveries)			ACTIVITY				DEMOLITION				
Dates				Dates				Dates			
Working Hours				Working Hours				Working Hours			
Reviewer comments (optional):											
2. ACTIVITY REVIEW											
ARTC Map			State Limitations			TBEIA Wt					
If you answer YES to ALL questions below, proceed to Section 4. If you answer NO to ANY questions below, proceed to Section 3											
2a: Location ^①											
Review activity location on ARTC Map , and answer questions below.											
All works will be undertaken:											
1. Within ARTC leased/owned land, rail corridor or site?								<input type="radio"/> YES <input type="radio"/> NO			
2. More than 40m from a waterway?								<input type="radio"/> YES <input type="radio"/> NO			
3. Outside of mapped contaminated land?								<input type="radio"/> YES <input type="radio"/> NO			
4. Outside of sidings or rail yards?								<input type="radio"/> YES <input type="radio"/> NO			
5. Outside of mapped Aboriginal or non-Aboriginal heritage structures, sites, artefacts or precincts? ^①								<input type="radio"/> YES <input type="radio"/> NO			
6. Away from sensitive receivers? ^①								<input type="radio"/> YES <input type="radio"/> NO			



ENVIRONMENTAL EPL LICENSING



Environment Protection Licence

Licence - 3142

Licence Details

Number: 3142
Anniversary Date: 05-September

Licensee

AUSTRALIAN RAIL TRACK CORPORATION LIMITED
LOCKED BAG 1
BROADMEADOW NSW 2292

Premises

AUSTRALIAN RAIL TRACK CORPORATION (ARTC)
NETWORK
SYDNEY NSW 2001

Scheduled Activity

Railway activities - railway infrastructure operations

Fee Based Activity

Railway infrastructure operations

Scale

Any annual capacity

Region

Metropolitan North - Sydney
4 Parramatta Square, 12 Darcy Street
PARRAMATTA NSW 2150
Phone: (02) 9995 5000
Fax: (02) 9995 6901

Locked Bag 5022
PARRAMATTA NSW 2124



EPL 3142 Key Points

- ARTC's rail corridor is a licensed premises for the purpose of undertaking railway infrastructure facilities
- Standard working hours in NSW include:
 - ✓ Weekday – 07:00 – 18:00
 - ✓ Saturday – 08:00 – 13:00
- Rail Possessions generally involve working outside of these standard working hours described in our license.
- Where working outside of these hours ARTC must follow specific rules around notification to the community before commencement of work. If you have any questions speak to your ARTC Representative.

ENVIRONMENTAL SPILLS & INCIDENTS



Spill Kits & Equipment

Appropriate spill equipment is required to bring plant and machinery into our rail corridor. You may be asked to demonstrate that your worksite meets this requirement. ARTC expects that spill kits are located on machinery or in a readily accessible location within the rail corridor.



ENVIRONMENTAL SPILLS & INCIDENTS CONT...



Environmental Incidents

- All environmental incidents should be reported to your site supervisor and ARTC representative, including spills, dust generation and location of any contaminating materials. Environmental Advisors are able to assist with review of the pollution event.
- Minor incidents should be reported to your site supervisor who will put in place a suitable remedy and controls to prevent further occurrence. A hazard report should also be completed.
- ARTC has the requirement to immediately report certain pollution events. Major environmental incidents should be reported to the Train Transit Manager (TTM) who has the appropriate delegation to undertake external notification of a pollution event to regulatory authorities 24/7.

Pictured L to R: Hydrocarbon spill, asbestos fragments & improper sediment fencing



ENVIRONMENTAL BUSHFIRE PREPAREDNESS



BUSHFIRE PREPAREDNESS

Standards and Procedures

- Code of Practice Section 17 Right of Way (applicable Network Wide)
- ETM-13-01 Total Fire Bans (applicable Network Wide)
- ETM1301F-01 form - Total Fire Ban Hot Works Checklist
- RAP 6831 Cutting Fire Breaks and Burning Off on Railway Land (applicable NSW, QLD)
- PP-167 Fire Prevention Management (applicable VIC)
- [Note ETM-13-02 Bush Fire Hazard Management](#) (Note this is currently withdrawn and being further developed for a progressive implementation – stay tuned)

Manage Hazards

- Confirm that the Provisioning Centre has a strategy to:
- Minimise the risk associated with bushfires
- Manage railway maintenance activities during a fire ban and or hot weather
- Communicate roles and responsibilities to staff
- Liaise with local landowners, councils, lessees, Bushfire Brigades, emergency services and relevant Authorities
- Manage fire hazard reduction
- Communication and reporting of incident requirements

ARTC Division / Business Unit: Enterprise Services
Function: Trade & Civil
Document Type: Procedure

Total Fire Bans
ETM-13-01

Applicability
ARTC Network Wide - NSW

Publication Requirement
Internal / External

Primary Source
ARTC Standard ETM-13-01 Version 1.1

Document Status

Version #	Date Released	Prepared By	Reviewed By	Approved	Approved
1.2	21 Jan 18	Consultants	Consultants	Manager	General Manager Technical Standards 20000101

Amendment Record

Amendment Number	Date Released	Class	Description of Amendment
1.2	20 Oct 18		Supersedes ETM-13-01 v1.1. Reviewed for network wide applicability. Changes have only been made from standard to Provisional. Changes include additional emergency contacts, removal of 1000m buffer, additional fire management and general references to control of status but ARTC operates in, and outside, bushfire-prone areas.
1.1	11 Nov 16		Option to use Schedule 18 in NSW to request exemptions during fire bans.
1.0	21 Jan 16	1.0, 2.0, 3.0, 4.0, 5.0	Updated to new version, removed, current position then, from current, added external links, references to external documents and change logs.

ENVIRONMENTAL BUSHFIRE PREPAREDNESS CONTINUED....



BUSHFIRE PREPAREDNESS

Bushfire Review Awareness

- How is your relationship with your local fire authorities & how that translates to reducing risk to ARTC?
- How you would potentially carry out emergency hot work during high fire risk periods and during a fire ban. (Steps / Approvals / Permits) ?
- Plans for undertaking hot work in a high risk period (maintenance and project works)
- Do you know that all staff are aware of their roles and responsibilities with managing fire hazards?
- When contractors, or project staff carry out hot work during high risk or ban periods - how do you ensure they comply to your local instructions?
- What local strategies do you have to reduce fire hazards? (veg control - what about stockpiles/ storage / waste / combustible materials/ burn offs)
- How prepared do you think you are for an emergency fire evacuation or an emergency response?

ENVIRONMENTAL PLANNING FOR HOT WORK IN A TOTAL FIRE BAN



PLANNING FOR HOT WORK IN A TOTAL FIRE BAN

In planning for hot work in a TFB an ARTC Manager (Area Manager, Project Manager or equivalent) or Contractor shall:

- Identify the work to be undertaken including spark or fire reducing equipment to be used.
- Determine whether alternative methods or time periods are available to do the work.
- Identify and assess the risks associated with undertaking the work (e.g. public safety and property damage), and not undertaking the work (e.g. network safety, reliability, project delay, costs.)
- Determine risk mitigation strategies including adequate fire prevention measures, fire control measures, and an emergency response procedure.
- Identify any current exemption or permit for the work activity and location including any conditions imposed, or apply to the relevant local Fire Authority for an exemption/permit.
- Consult the Local Fire Authority regarding work methods, resources, and precautions.
- Nominate a Site Representative (ARTC employee or contractor).

Note that for programmed or project works, as compared to emergency response to identified infrastructure defects, it is desirable to perform these planning activities well ahead of the works to allow permits to be acquired (if necessary) and consultations to be completed, in anticipation of a total fire ban being declared at short notice.

Before commencing hot work in a TFB the Nominated Site Representative shall complete the General section of the ARTC form ETM1301F-01 Total Fire Ban Hot Works Checklist.

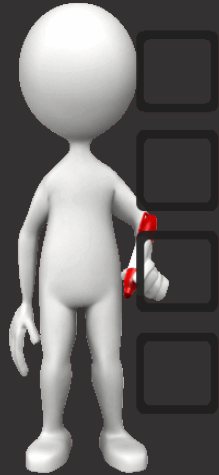
ENVIRONMENTAL PLANNING HOT WORK IN A TOTAL FIRE BAN CONTINUED....



WHAT WE WANT TO AVOID



POSSESSION REPORTING



NOTE: If your job finishes prior to 1600 hrs. it is the responsibility of the site supervisor to call the Possession Admin and advise of the project status

As part of the possession, the Possession Management Team are required to issue at the end of each shift to ARTC management a report showing the below details, A nominated ARTC representative will call all sites between 16:00 – 18:00 hrs. each day for the required details;

1. Number of staff onsite and hours worked
2. Production for the day
3. Issues
4. TSR's

All Work as Executed information is required to be submitted within 24 hours of project completion, this includes but is not limited to certification forms.

Please send to config10_possession@artc.com.au and use the phrase 'Work as Executed' in the email subject.

Communication Protocol for Coordinated Worksites,

March 2021 Configuration 10

The following information is provided an overview of the coordinated worksite arrangements, and worksites affected within these locations.

Zone 1: This is defined as the area between Marrickville 6.626km and Dulwich Hill 9.750km. As per the Master Bid Sheet, the following worksites will operate under the direction the Zone 1 Coordinating Protect Officer (CPO). This area is defined in green

MFN1

MFN2

MFN9

MFN11

MFN17

MFN19

MFN23

MFN24

MFN32

MFN33

These worksites will contact the CPO and seek approval to establish a worksite with the Zone 1 boundaries. The above-mentioned worksites will not be required to contact the PPO, as the CPO will fulfil this requirement. If your call is not answered, please note messages will not be actioned and call again

ZONE 1 CPO contact details: 0474 154 377

Zone 2, This is defined as the area between Dulwich Hill 9.750km and Campsie 12.793. . As per the Master Bid Sheet, the following worksites will operate under the direction the Zone 2 Coordinating Protect Officer (CPO). This area is defined Blue

MFN4

MFN5

MFN6

MFN9

MFN13

MFN14

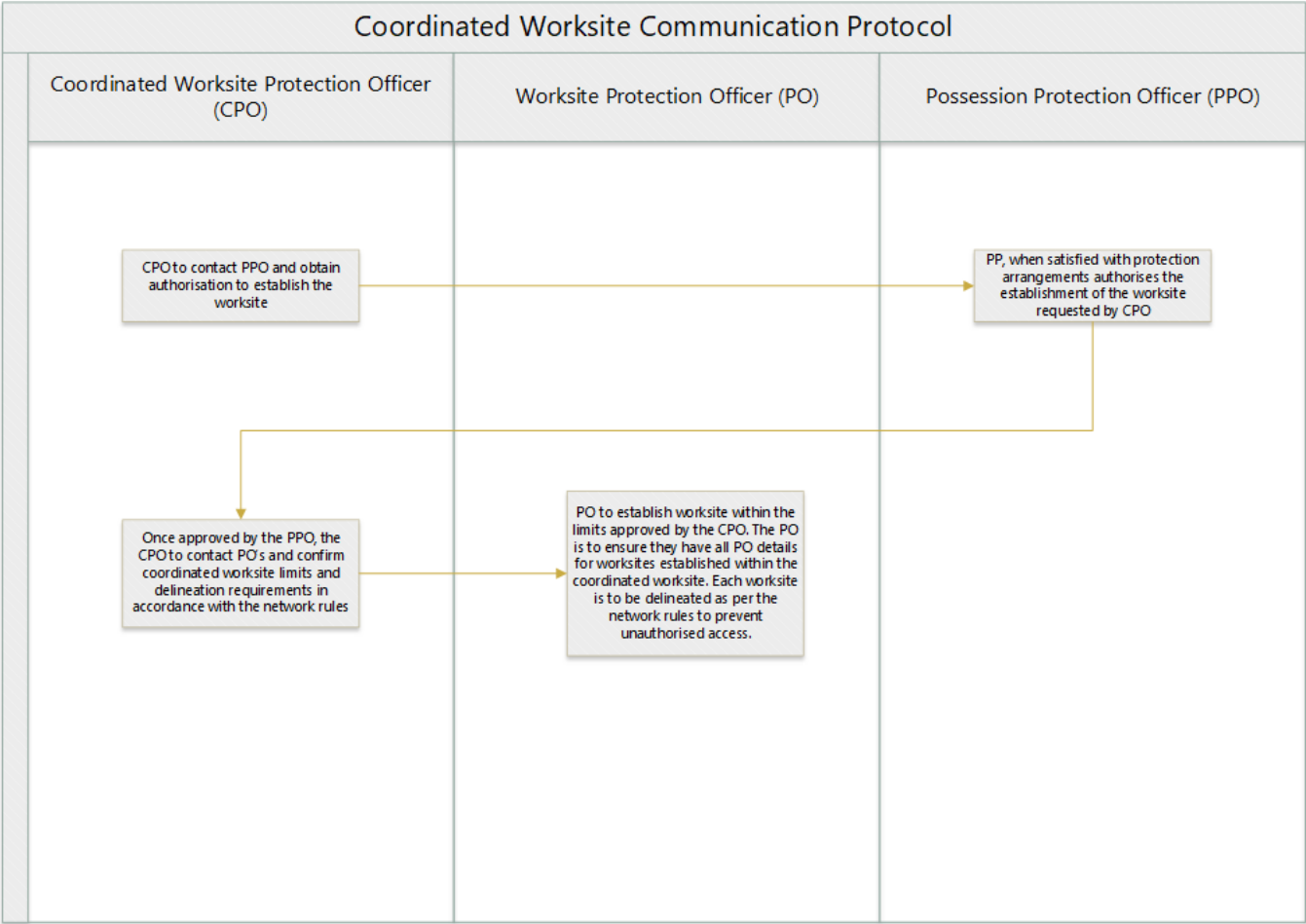
MFN17

- MFN19
- MFN23
- MFN24
- MFN34
- MFN35
- MFN41

These worksites will contact the CPO and seek approval to establish a worksite with the Zone 2 boundaries. The above-mentioned worksites will not be required to contact the PPO, as the CPO will fulfil this requirement. If your call is not answered, please note messages will not be actioned and call again

ZONE 2 CPO contact details: 0474 185 750

Communication Flow Chart



DAILY SITE DIARY

Date	S	M	T	W	T	F	S	Date	
------	---	---	---	---	---	---	---	------	--

PROJECT

Project		Project code	
---------	--	--------------	--

Employee Names	Hours	Position	Company

Total **USE BACK OF SHEET IF MORE LINES REQUIRED**

Plant Operator Name	Hours	Plant (full description)	Company

Additional Plant/Vehicles (not specified above)

Description	No.	Description	No.
4x4 vehicle			

Materials

Description	Qty	Description	Qty
Ballast			

Shift Commenced		Start time on site	
Shift completed		Finish time on site	
Total shift hours		Total site hours	

Activity:	Activity:	Activity:	Activity:
Line Segment:	Line Segment:	Line Segment:	Line Segment:
KM from	KM to	KM from	KM to

% of Work Complete	
--------------------	--

Defects Removed:-

Defects Identified:-

Speed restriction required post daily work:-



SAFETY

LTI (lost time injury)	Yes	No
MTI (medical treatment injury)	Yes	No
FAI (first aid injury)	Yes	No

WEATHER RECORD		Temperature	
		Conditions	
Other factors			
Industrial			
Lost Time			

DAILY SITE DIARY

Details of Work Completed:	
Geographic Site Issue: eg. In a cutting, bad access etc.	
Train Running Issues:	
Prepared By	Signature

DAILY SITE DIARY

Date	S	M	T	W	T	F	S	Date
------	---	---	---	---	---	---	---	------

PROJECT

Project	Project code
---------	--------------

[illegible]

Total		USE BACK OF SHEET IF MORE LINES REQUIRED
--------------	--	---

[illegible]**Additional Plant/Vehicles (not specified above)**

Description	No.	Description	No.
4x4 vehicle			

Materials

Description	Qty	Description	Qty
Ballast			

Shift Commenced		Start time on site	
------------------------	--	---------------------------	--

Shift completed		Finish time on site	
-----------------	--	---------------------	--

Total shift hours		Total site hours	
--------------------------	--	-------------------------	--

Activity:	Activity:	Activity:	Activity:
-----------	-----------	-----------	-----------

Line Segment:	Line Segment:	Line Segment:	Line Segment:
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--	--	--	--

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KM from	KM to	KM from	KM to	KM from	KM to	KM from	KM to
---------	-------	---------	-------	---------	-------	---------	-------

--	--	--	--	--	--	--	--

--	--	--	--	--	--	--	--

--	--	--	--	--	--	--	--

--	--	--	--	--	--	--	--

% of Work Complete	
---------------------------	--

Defects Removed:-

Defects Identified:-

Speed restriction required post daily work:-

[illegible]



SAFETY

LTI (lost time injury)	Yes	No
MTI (medical treatment injury)	Yes	No
FAI (first aid injury)	Yes	No

WEATHER RECORD		Temperature	
		Conditions	
Other factors			
Industrial			
Lost Time			

DAILY SITE DIARY

[illegible]

Geographic Site Issue: eg. In a cutting, bad access etc.

Train Running Issues:

Prepared By

Signature

Infrastructure Certification and Handover Form

This form is to be used to certify that the work on the infrastructure has been completed in accordance with the original scope and is fit for operational use.

Project Description	Km's From	Km's To	Track(s)	Location
	:	:		
	:	:		
	:	:		
	:	:		

I certify that the infrastructure has been constructed and is being handed over in accordance with the original scope and is fit for traffic in accordance with ARTC's relevant standards, practices and procedures.

Certification Details

Infrastructure	Certifying Person (Name)	Contact No.	Certifying Qualification	Signature	Time/Date	Remarks
Track						
Electrical						
Signals						
Structure						
Drainage						
Earthworks						
Environment						
Operations						

Civil or Signalling Equipment Book Out of Use and Restored to Use:	Yes <input type="checkbox"/> / No <input type="checkbox"/>		
Infrastructure Booking Authority Form Completed:	Yes <input type="checkbox"/> / No <input type="checkbox"/>	Attached:	Yes <input type="checkbox"/> / No <input type="checkbox"/>
Outstanding Scope / Any Minor Defects:			
List any temporary works installed that may affect the reliability, safety or operation of the system (speed restrictions, temporary boards, etc.):			

Project Manager	Area Manager	Asset Management Representative	Operational Representative
Name:	Name:	Name:	Name:
Signature:	Signature:	Signature:	Signature:
Date:	Date:	Date:	Date:

Infrastructure Certification and Handover Form

This form is to be used to certify that the work on the infrastructure has been completed in accordance with the original scope and is fit for operational use.

Project Description	Km's From	Km's To	Track(s)	Location
	:	:		
	:	:		
	:	:		
	:	:		

I certify that the infrastructure has been constructed and is being handed over in accordance with the original scope and is fit for traffic in accordance with ARTC's relevant standards, practices and procedures.

Certification Details

Infrastructure	Certifying Person (Name)	Contact No.	Certifying Qualification	Signature	Time/Date	Remarks
Track						
Electrical						
Signals						
Structure						
Drainage						
Earthworks						
Environment						
Operations						

Civil or Signalling Equipment Book Out of Use and Restored to Use:	Yes <input type="checkbox"/> / No <input type="checkbox"/>		
Infrastructure Booking Authority Form Completed:	Yes <input type="checkbox"/> / No <input type="checkbox"/>	Attached:	Yes <input type="checkbox"/> / No <input type="checkbox"/>
Outstanding Scope / Any Minor Defects:			
List any temporary works installed that may affect the reliability, safety or operation of the system (speed restrictions, temporary boards, etc.):			

Project Manager	Area Manager	Asset Management Representative	Operational Representative
Name:	Name:	Name:	Name:
Signature:	Signature:	Signature:	Signature:
Date:	Date:	Date:	Date: