

Corridor Access Management

AMT-WI-001

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Interstate Network

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1.0	17/08/2020	All	First issued of new work instruction.
9.0	28/05/2021	All	Update of Pre/Post for travel and A/H's CAA change.
10.0	27/08/2021	All	Review/update of guidelines, change from CRSW to Safe Working Personnel
11.0	03/09/2022	All	<ul style="list-style-type: none"> Update to RCRM CAA requirements Update of format of A2 Update reference of 4ABS to 4AMS.
11.1	October 2023	All	Clarification of working, bring the WO in line with current practices after implementation of the Ellipse/4AMS API, reducing complexity by removing obsolete practices (Possession CAAs, use of ODZ, inclusion of WPPs).
11.2	December 2023	All	Updated change to internal RCRM Corridor Access Approval process.

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Table of Contents

Table of Contents2

1 Introduction.....4

1.1 Purpose4

1.2 Scope4

1.3 Document Owner4

1.4 Accountability4

1.5 Parent Documents4

1.6 Reference Documents5

1.7 Definitions.....6

2 General Requirements Corridor Access Management.....8

2.1 Corridor Access.....8

2.2 Emergency Access8

3 Process Flow for internal PO/TFPC/TW access to the corridor.9

3.1 Step 1 – Prepare9

3.2 Step 2 – CAA Issuance and Approval.....9

3.3 Step 3 – Safe Working Personnel Responsibilities.....9

3.3.1 *Providing CAA information to Network Control – Safe Working Personnel..... 9*

3.4 Step 4 – Network Control Responsibilities.....9

3.4.1 *Accessing CAA Work Orders..... 9*

3.4.2 *Responsibilities of Network Control..... 9*

4 Process Flow for external PO/TFPC/TW access to the corridor.11

4.1 Step 1 – Plan Work11

4.2 Step 2 – Request Corridor Access – Requester11

4.2.1 *CAA Requests External to the EAMS..... 12*

4.3 Step 3 – Scheduling of CAA Requests13

4.4 Step 4 – Work Plan Review13

4.5 Step 5 – Work Plan Approval – Approver13

4.5.1 *Alterations to the Approved Work Plan..... 13*

4.6 Step 6 – Releasing CAAs.....14

4.7 Step 7 – Safe Working Personnel Responsibilities.....14

4.7.1 *Accessing the Approved CAA..... 14*

4.7.2 *Providing CAA information to Network Control – Safe Working Personnel..... 14*

4.8 Step 8 – Network Control Responsibilities 15

 4.8.1 Accessing CAA Work Orders..... 15

 4.8.2 Responsibilities of Network Control 15

APPENDIX A1: Special Conditions for Corridor Access Approvals 16

 CAAs for internal RCRM work 16

 Changes to a CAA (non-RCRM) 16

 Types of Work 16

APPENDIX A2: Protection Changes Permitted 18

APPENDIX A3: Primary Track Planned Protection Level Codes for Safe Working (Component Code) 19

APPENDIX A4: Adjacent Line Track Planned Protection Level Codes for Safe working (Modifier Code) 20

APPENDIX A5: Editable PDF Form for Access Request Planning 21

1 Introduction

1.1 Purpose

This work instruction provides the business rules that drive and define the Corridor Access Management (CAM) process.

Core requirements for the CAM process is the development of a forward plan, that specifies access conditions to the Rail Corridor. Access requests to enter the Corridor are determined and created to align with each Provisioning Centre's scheduled RCRM, MPM and Capital work. The access requests are scheduled, reviewed and when approved become Corridor Access Approvals (CAA).

The Enterprise Asset Management System (EAMS) is used to create the CAA record. The Network Controller accesses the details of the approved CAA records through the 4TEL eTAP Operations system.

When the Safe Working Personnel are requesting access to the Rail Corridor, they are required to advise the Network Controller of their CAA number.

The Corridor Access Management process does not replace any current Safe Working practices or procedures. Rather it is intended to ensure appropriate rigour in the planning and approval process for works being conducted in the rail corridor.

1.2 Scope

This work instruction covers all work across the Interstate Network that requires access to the ARTC Rail Corridor. It is split into the internal CAA process, called "RCRM CAA process", and the process for external access seekers, such as Third Parties or Project Works.

1.3 Document Owner

The General Manager Asset Maintenance, Interstate Network is the document owner.

1.4 Accountability

It is the accountability of the relevant manager or other nominated representative to ensure this work instruction is followed and used in conjunction with standards and procedures relevant to the work.

1.5 Parent Documents

This work instruction supports the parent procedure:

- COR-PR-028 Corridor Access Management Procedure

1.6 Reference Documents

The following documents support this procedure:

- EGW-10-06 – Work Order Management
- OPE-PR-043 – Network Communication Standard
- RLS-PR-003 – Protocol for entering the ARTC Corridor
- RLS-PR-044 – Emergency Management
- User Guide 002 – Requester - Creating Standing Weekly CAA (PC LOW/WIC)
- User Guide 003 – Requester - Creating a CAA (Major Projects and 3rd Party)
- User Guide 004 – Finding and amending a CAA
- User Guide 005 – Reviewer – Scheduling a CAA
- User Guide 006 – Approver - Approving a CAA
- User Guide 007 – Reviewer - Rejecting a CAA
- User Guide 008 – Issuer – Issuing a CAA
- User Guide 009 – Safe Working Personnel – Using CAAs (Field Worker Mobility Application)
- User Guide 010 – Safe Working Personnel – Using CAAs (Job Cards)
- User Guide 011 – Network Control – Validating a CAA
- User Guide 012 – Office Reviewer – Closing Out CAAs (Job Cards)
- User Guide 013 – Office Reviewer – Closing Out CAAs (Mobility Application)
- User Guide 014 – All – Ellipse Fundamentals to assist with CAM Process
- User Guide 099 – Requester – Creating a weekly Internal RCRM CAA

1.7 Definitions

Definitions associated with the CAM process are detailed in the Table below:

Term or acronym	Description
ARTC	Australian Rail Track Corporation Ltd.
eTAP Operations	The system used by Network Controllers to view the planned access to the rail corridor including Corridor Access Approvals integrated to eTAP
ANWT300	Yard Working
AO	Absolute Occupation
Approver	The individual responsible for Approving the CAA. Typically, this is the role of the Area Manager or their delegate
ASB	Absolute Signal Blocking
ASO	Area Support Officer
BWK	Block Working
CAA	The Corridor Access Approval (CAA) is a record that details the location, time and protection required for work planned in the rail corridor
CAM	Corridor Access Management, is the process by which access to the corridor is only provided if the Network Controller validates an Approved CAA provided by a Safe Working Person PO/TFPC/TW when seeking access to the ARTC Corridor
Dynamic Work	Routine preventative or corrective maintenance to the track but requiring periodic ingress and egress to the corridor to fit in around train movements. This can span multiple sections but is limited to what can be achieved in a single day period. Examples include Hi Rail, Track Patrol, Signal Maintenance, Inspections, Vegetation Control, Rail Flaw Detection, Rail Grinding.
EAMS	Ellipse is the Enterprise Asset Management System used to manage Assets and Work
Ellipse Work Order	An Ellipse Work Order is the record used to create and hold the classification data for a CAA
Emergency Work	Work not possible to be forward planned due to being reactive and is required to ensure the continued safe operation of the Network
Fixed Site Work	Work in the corridor but contained at a singular location within a section of track
HVP	Hirail Vehicle Permission
Issuer	The individual responsible for issuing CAAs to the requester for use by the nominated Safe Working Personnel.
LOW	Look Out Working
LP	Local Possession
LPA	Local Possession Authority
NC	Network Control

Term or acronym	Description
PC	Provisioning Centre
PO	Protection Officer is the Safe Working Personnel classification in New South Wales and Queensland
Rail Corridor	<p>Definition extracted from: Protocol for Entering the ARTC Rail Corridor RLS-PR-003.</p> <p>“Everywhere within 15m of the outermost rails or</p> <ul style="list-style-type: none"> • the boundary fence where boundary fences are provided and are closer than 15 metres, or • if the property boundary is less than 15 metres, the property boundary, or • a permanent structure such as a fence, wall or level crossing separating the operating rail corridor from eased or non-operational land.”
Requester	The individual responsible submitting a request for a CAA
Reviewer	The individual responsible for reviewing CAA’s proposed for the following week’s access into the corridor. Acting to influence and minimize conflict.
Safe Working Person/Personnel	Safe Working Person/Personnel is used in ARTC to cover the defined position in each state. For VIC this is a Track Force Protection Coordinator (TFPC); for NSW and QLD it is a Protection Officer (PO); for SA is a Track Worker (TW)
TFP	Track Force Protection
TFPC	Track Force Protection Coordinator is the Safe Working Coordinator classification in Victoria
Third Party Work	Work that is not initiated by ARTC and has been approved to proceed through the Third-Party Works process
TOA	Track Occupancy Authority
TRI	Track Running Information
TTM	Train Transit Manager is responsible for the effective day to day management of the Network Control Centre
TW	Track Worker is the Safe Working Coordinator classification in South Australia and Western Australia.
TWA	Track Working Authority
TWW	Track Warrant Working
Virtual Multi Signals	Virtual Multi Signals created in Ellipse to describe complex junctions. Two or more signals to capture where access will be required in these locations.
WIC	Work in corridor that does not intrude on the Danger Zone.
Work	Any access to the rail corridor both inside and outside the danger zone
WPP	Work Site Protection Plan

2 General Requirements Corridor Access Management

2.1 Corridor Access

All access into the ARTC Rail Corridor requires a CAA unless it is for emergency work or otherwise covered by an Interface Agreement.

2.2 Emergency Access

Access to the ARTC Rail Corridor will be granted by Network Control for an emergency, including for travel to and from the site without the need to provide a CAA.

(Refer RLS-PR-044 Emergency Management for more information)

3 Process Flow for internal PO/TFPC/TW access to the corridor.

The high-level process workflow of the RCRM CAA process is detailed in **Figure 1**.

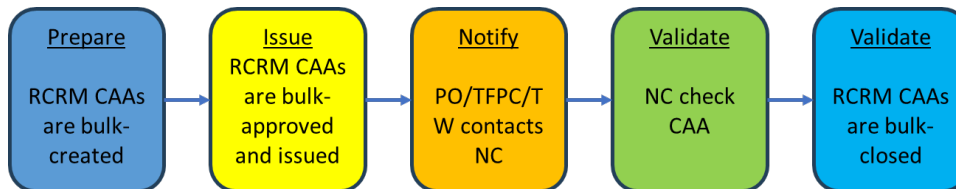


Figure 1: High level RCRM CAA process workflow

3.1 Step 1 – Prepare

Schedulers prepare and bulk-upload PC-specific RCRM CAAs for each relevant Control Board within the PC's range. These CAAs are valid for a date range of 7 days and can be used multiple times during that period. The CAAs cover all protection levels.

3.2 Step 2 – CAA Issuance and Approval

RCRM CAAs are issued and approved automatically, and available for use for the PC's staff during the covered 7-day period.

RCRM CAA numbers are communicated to staff through VMC devices and similar tools. RCRM CAAs are not available via the Fieldworker app.

3.3 Step 3 – Safe Working Personnel Responsibilities

*The CAM process **does not** supersede any current ARTC safe working rules or requirements.*

3.3.1 Providing CAA information to Network Control – Safe Working Personnel

The Safe Working Person must do/know the following:

- Supply the CAA number to the Network Controller either verbally or through eTAP.
- Comply with the Communication Standard (OPE-PR-043) during interactions with Network Control.
- Request an increase in Protection for ARTC Work, where unforeseen site conditions make this escalation necessary.

3.4 Step 4 – Network Control Responsibilities

3.4.1 Accessing CAA Work Orders

The Network Controller will access CAAs through the eTAP Operations system.

3.4.2 Responsibilities of Network Control

In the event the Safe Working Person does not offer a CAA reference, the Network Controller must ask for it. Where a phone call is required, it is the responsibility of the Network Controller to check that the CAA number provided by the Safe Working Person is current and matches the number in the eTAP Operations Planner Board.

Process Flow for internal PO/TFPC/TW access to the corridor.

*The CAM process **does not** supersede any current ARTC safe working rules or requirements.*

Once the CAA number has been verified, the Network Controller can proceed to grant access to the corridor by applying the relevant safe working rules and procedures.

If the supplied CAA number does not correspond with eTAP Operations, then the Network Controller may choose to reject access.

4 Process Flow for external PO/TFPC/TW access to the corridor.

The high-level process workflow of the external CAM process is detailed in **Figure 2**.

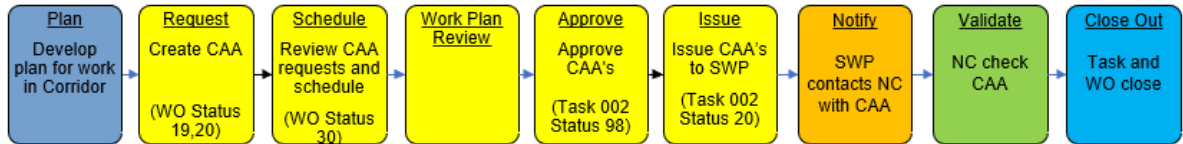


Figure 2: High level CAA process workflow

4.1 Step 1 – Plan Work

The CAM process commences with the identification and planning of Work Orders in the EAMS. Work Orders for Project and Third-Party work are provided with planned dates to establish a forward work plan.

This forward work plan is the basis for the creation of the required CAAs for the forward planning window.

4.2 Step 2 – Request Corridor Access – Requester

Corridor access requests are created as Work Orders in the EAMS for each access to the rail corridor with the following requirements:

- A CAA is created against a Network Control Board.
- Where work involves multiple mobilisations across multiple days, a CAA is required for each day except where work continues into the next day uninterrupted.
- Planning should identify the optimal protection limit for the works for the required day.
- The approved protection level cannot be reduced on the day of the access, except in those circumstances, listed in Appendix A1 and 2.

CAA requests are grouped into Standard Job categories, as detailed in **Table 1**.

Standard Job	Planning Category
CAA005	Corridor access - Corridor Projects
CAA010	Corridor access - Major Projects
CAA015	Corridor access - Third Party

Table 1: CAA Standard Job Numbers and Planning Category

Process Flow for external PO/TFPC/TW access to the corridor.

When completing a CAA in the EAMS, the following information is required at **Work Order level**:

- Control Board – Which Network Control Board is applicable.
- Component Code - Protection Level required for the Primary Track work access (Refer Appendix A3 and the note below)¹
- Modifier Code - Protection Level required for the Adjacent Track work access (if applicable) (Refer Appendix A4 and the note below)
- Description of Work – This should describe the most significant/dominant works to be conducted.
- Worksite Km From & To – Worksite kilometre limits where work will be conducted.
- Planning Category – The type of work proposed in accordance with **Table 1**
- Work Group – The team who will oversee delivery of the works.

On creation, the **Work Order User Status will default to “19 – Work Order Created”**.

A **CAA Work Order Task** requires the following information:

- Plan Start Date – Date of work
- Planned Start Time – Time of day works expected to commence
- Task Duration Hours – How long to complete the task
- Task Location From & To – Protection Limits (Signals/Points/Frames)
- Assign to Individual – The Safe Working Person in charge of the Work Site Protection for the planned work.

When the CAA is ready for review, the **Work Order User Status must be updated to “20 – Planned”**.

4.2.1 CAA Requests External to the EAMS

For infrequent access by non-EAMS users, typically Contractors and Third Parties, requests can be created using the PDF Request Form (refer Appendix A5).

For **Contractors**, the completed PDF Request Form can be sent to the relevant ARTC Contact.

The completed PDF form, provided by email, is forward onto the responsible ARTC officer for processing.

The responsible ARTC officer will review the request and where appropriate ensure the creation of the Corridor access request in the EAMS.

For **Third Parties** the completed PDF Request Form and WPP is to be sent to the email address on the third party works application form.

¹ When planning a CAA for dual track (e.g. East and West) at the same Protection level, a single CAA can be raised that utilises Virtual Multi Signals (e.g. CHI 2/12 to WRT 2/22). **Component Code** is the Protection required for both tracks.

The request and populated PDF shall be supplied a minimum 10 days before the start of the planning week. This means a minimum of 11 days prior to the planned access date. Where required the WPP will be reviewed and endorsed by the appropriate ARTC officer.

4.3 Step 3 – Scheduling of CAA Requests

The person scheduling CAAs is responsible for:

- Reviewing CAA requests for the planning week and resolving any logistical conflicts between operations and work crews.
- Updating the weeks work schedule to resolve conflicts; and
- Updating the CAA Work Order User Status to “30 – Scheduled”.

4.4 Step 4 – Work Plan Review

Key to the CAM process is the weekly meeting of Provisioning Centre (PC) staff to present, discuss and consolidate proposed access for the following week. Attendees to the weekly meeting are determined by the Area Manager and would typically include Area Manager, Scheduler and Workgroup Leaders. Other attendees such as Project Managers, Planners and Third-Party Works can be invited as required.

4.5 Step 5 – Work Plan Approval – Approver

The work plan and associated Corridor access requests will be reviewed for the required week by the Approver to ensure that:

- There are no conflicts in the Work Plan as scheduled,
- The work description is representative of the work intended,
- The Corridor access request contains all the required data; and
- The requested protection level is appropriate² to meet Safe Working requirements.

Once all details are satisfactory, the Approver shall endorse the CAAs by updating the **Task User Status to “98 – Approved”**. Approved CAAs become visible to Network Control when loaded to the eTAP Operations system.

If a Corridor access request is rejected (for example due to incomplete or wrong information), the Approver will add “Task Notes”, explaining why the CAA is not Approved and the **Task User Status** will be updated to “**99 – Rejected**”. The Reviewer monitors for “Rejected” tasks and communicates back to the Requester for amendment. Amended Corridor access requests must be resubmitted for Approval.

4.5.1 Alterations to the Approved Work Plan

If a change to an Approved CAA is required, then it should be referred to the relevant reviewer and endorser of the request and updated.

² The Approvers role in reviewing the nominated protection is limited to an informal assessment only. Since they have limited visibility of the work being undertaken or the proposed work site protection plan, ensuring compliance is outside their scope.

If a change is required on the day of the works refer to the guidelines in Appendix 1 for the allowable changes.

The following changes are not permitted to be made by the Safe Working Person during their interaction with Network Control:

A reduction in the approved protection for the works (exceptions to this are shown in Appendix A1); or

Task Location From & To; or

Protection Limits (Signals/Points/Frames).

4.6 Step 6 – Releasing CAAs

Approved Corridor access requests are issued as CAA Work Order Tasks to the Safe Working Person in charge of Protection at the Work Site. Where the Safe Working Person is a user of ARTC's **Fieldworker** application, the CAA Work Order Task is released to their mobile device.

Alternatively, if access to the **Fieldworker** Application is not available, a printed job card must be supplied to the assigned Safe Working Person.

4.7 Step 7 – Safe Working Personnel Responsibilities

4.7.1 Accessing the Approved CAA

Once received, the Safe Working Person must validate the details on the CAA to ensure that:

- The **Protection level** required is either being met or exceeded. (Exceptions to this are shown in Appendix A1)
- The km limits of the work are within the required **Protection limits** (Signals/Points/Frames)
- The **Worksite** is within the km limits of the CAA.

*The CAM process **does not** supersede any current ARTC safe working rules or requirements.*

4.7.2 Providing CAA information to Network Control – Safe Working Personnel

The Safe Working Person nominated on the CAA must be the individual that contacts Network Control on the planned day of access. The Safe Working Person must do/know the following:

- Supply the CAA number to the Network Controller either verbally or through eTAP.
- Comply with the Communication Standard (OPE-PR-043) during interactions with Network Control.
- Request an increase in Protection for ARTC Work, where unforeseen site conditions make this escalation necessary.
- Cancel Third Party Work, where the approved CAA protection is not suitable, and advise the Third-Party representative to resubmit a new CAA for approval.

If all details within the CAA are correct, Network Control will allow the process to continue to obtain access to the track in accordance with Safe Working Rules.

If the details supplied by the Safe Working Person conflicts with the CAA, then access will not be granted by Network Control. In this case, the Safe Working Person should contact the originator

of the CAA/Third Party Planner to review and amend as appropriate the particulars of the planned work.

4.8 Step 8 – Network Control Responsibilities

4.8.1 Accessing CAA Work Orders

The Network Controller will access approved CAAs through eTAP Operations.

4.8.2 Responsibilities of Network Control

In the event the Safe Working Person does not offer a CAA reference, the Network Controller must ask for it. Where a phone call is required, it is the responsibility of the Network Controller to check that the CAA matches the essential safe working details, requested by the Safe Working Person:

- Verify, that the person contacting Network Control is the Safe Working Person whose name is assigned on the CAA. (Exceptions to this is for RCRM CAAs).
- The CAA number provided by the Safe Working Person matches the number in eTAP Operations .
- Ensure that the requested protecting equipment (signals, points or frames) are aligned with or are within the limits of the CAA and that the protection level requested meets or exceeds the protection level specified in the CAA. (Refer to Appendix A1 & A2 for detailed guidance).
- Ensure that the worksite is within the km limits of the CAA.
- The Network Controller can consider a request from the Safe Working Person for an increase in protection where an extra or unplanned risk has been identified at the work site from what is listed on the CAA.
- For Third Party Work where the approved CAA protection level is not suitable for the task being conducted the access must be refused and a new CAA submitted for approval.

*The CAM process **does not** supersede any current ARTC safe working rules or requirements.*

Once the CAA requirements above are met, the Network Controller can proceed to grant access to the corridor by applying the relevant safe working rules and procedures.

If the details provided by the Safe Working Person do not align with eTAP Operations , then the Network Controller may choose to reject access and refer the Safe Working Person back to the ARTC Contact for resolution of the CAA details. The Network Controller and/or Train Transit Manager can exercise judgement in accepting deviations to time of access if it is safe to do so.

APPENDIX A1: Special Conditions for Corridor Access Approvals

CAAs for internal RCRM work

(This part applies only for Internal ARTC works)

1. For RCRM CAAs, the name of the Safe Working Person (PO/TFPC/TW), is interchangeable with any other PO/TFPC/TW in the PC Workgroup. The field for the PO/TFPC/TW in eTAP Operations is therefore non-mandatory for RCRM CAAs.
2. Internal RCRM CAAs can be used by any ARTC employee, provided that they are adequately qualified as PO/TFPC/TW, their work is recorded in OneNote, and they have authorisation by the responsible Area Manager.
3. Internal RCRM CAAs are valid for a period of 7 days. A valid Internal RCRM CAA can be used on multiple occasions by multiple users, simultaneously, even if it has been assigned already in eTAP Operations.
4. Under no circumstances are Internal RCRM CAA numbers to be given to non-authorised personnel. Regular audits will identify unauthorised use and will initiate severe disciplinary actions.

Changes to a CAA (non-RCRM)

1. **Substitution of Safe Working Person** - If a change to the Safe Working Person is required due to availability, a request should be sent to the CAA requester to edit the CAA.
2. **Change from LOW to WIC**– A reduction in planned protection from LOW to WIC on the day is allowed as this is a move away from the danger zone.
3. **Change of a CAA 'Afterhours' for Major Project, Third Party or Shared Corridor Access**
For Third Party and Shared Corridor Parties, the only change that is permitted outside normal office working hours is the substitution of a PO/TFPC/TW, if the assigned PO/TFPC/TW is not available. In this instance, the proposed alternative PO/TFPC/TW must have been nominated on the CAA in the comments as an approved alternative when the CAA was first requested.

Types of Work

1. **Pre and post work on site** – Pre and Post work, including travel to and from a work site, can be undertaken with a lower level of protection than listed on the CAA.
See Appendix A2 for the permitted pre/post works levels associated with the planned CAA protection level. NB - This is only applicable for ARTC managed works.
2. **Inspections** – when defects are identified during routine track inspections, a higher level of protection can be requested for rectification or partial repair.
3. **Possessions** - ARTC-managed Possessions, planned to occur via either an Absolute Occupation (AO), Local Possession (LP) or Local Possession Authority (LPA), do not require a CAA.
Note: Network rules mandate that these authorities must be advertised via the applicable operational notice.
4. **Rolling Stock movement** – Rolling Stock when operating as a Train with an approved Train Path does not require a CAA. When rolling stock is in “works mode”, and track protection is required, a CAA must be created and presented to Network Control.
5. **Extended Period CAAs (LOW/WIC):** Creation of extended period CAAs for LOW/WIC are permitted for Third Parties and Major Project Work Access. These CAAs are for a period of no

APPENDIX A1: Special Conditions for Corridor Access Approvals

more than 7 days duration and for a specific access location using Standard Jobs CAA010 (Major Projects) or CAA015 (Third Party) respectively.

6. **Rail Operator rolling stock movement:** No CAA is required for normal train running with an approved train path, including train crew changes, train inspections or where arrangements are made to undertake fuelling on a siding either leased from ARTC or owned by the rail operator. Where track access requires Safe Working Personnel taking out protection then a CAA is required.

APPENDIX A2: Protection Changes Permitted

(Not applicable for Third Party Access)

PERMITTED CHANGES FOR CAA (NSW)						
Planned Protection On CAA	Permitted Protection Changes					
	ANWT300	WIC	LOW	ASB	TWA	TOA
ANWT300 →	ANWT300	✘	✘	✘	✘	✘
WIC →	✘	WIC	✘	✘	✘	✘
LOW →	✘	✓	LOW	✘	✘	✘
ASB →	✘	Pre/Post	Pre/Post	ASB	✓	✓
TWA →	✘	Pre/Post	Pre/Post	Pre/Post	TWA	✓
TOA →	✘	Pre/Post	Pre/Post	Pre/Post	Pre/Post	TOA

PERMITTED CHANGES FOR CAA (VIC)						
Planned Protection On CAA	Permitted Protection Changes					
	WIC	LOW	ASB	HWP	TFP	TWW
WIC →	WIC	✘	✘	✘	✘	✘
LOW →	✓	LOW	✘	✘	✘	✘
ASB →	Pre/Post	Pre/Post	ASB	✓	✓	✓
HWP →	Pre/Post	Pre/Post	Pre/Post	HWP	✓	✓
TFP →	Pre/Post	Pre/Post	Pre/Post	Pre/Post	TFP	✓
TWW →	Pre/Post	Pre/Post	Pre/Post	Pre/Post	Pre/Post	TWW

PERMITTED CHANGES FOR CAA (SA)				
Planned Protection On CAA	Permitted Protection Changes			
	WIC	TRI	TWA	TOA
WIC →	WIC	✘	✘	✘
TRI →	Pre/Post	TRI	✓	✓
TWA →	Pre/Post	Pre/Post	TWA	✓
TOA →	Pre/Post	Pre/Post	Pre/Post	TOA

	Protection Change Not Permitted
	Protection Change Permitted
	Protection change Permitted for Pre / Post works only
	Planned Protection shown on CAA

APPENDIX A3: Primary Track Planned Protection Level Codes for Safe Working (Component Code)

South Australia	
SA01	LP - Local Possession
SA02	TOA - Track Occupancy Authority
SA03	TWA - Track Working Authority
SA04	TRI - Train Running Information
SA06	WIC – Work in corridor

Victoria	
VC01	AO - Absolute Occupation
VC02	TOA – Track Occupancy Authority
VC03	TWW - Track Warrant Working
VC04	TFP - Track Force Protection
VC05	HVP - Hirail Vehicle Permission
VC06	ASB - Absolute Signal Blocking
VC07	LOW – Look Out Working
VC08	WIC – Work in Corridor

New South Wales	
NW01	LPA - Local Possession Authority
NW02	TOA - Track Occupancy Authority
NW03	TWA - Track Work Authority
NW04	ASB – Absolute Signal Blocking
NW05	LOW - Lookout Working
NW06	WIC – Work in Corridor
NW07	ANWT300 – Yard Working
NW08	BWK – Block Working


APPENDIX A4: Adjacent Line Track Planned Protection Level Codes for Safe working (Modifier Code)

South Australia	
S1	LP - Local Possession
S2	TOA - Track Occupancy Authority
S3	TWA - Track Working Authority
S4	TRI - Train Running Information

Victoria	
V1	AO - Absolute Occupation
V2	TOA – Track Occupancy Authority
V3	TWW - Track Warrant Working
V4	TFP - Track Force Protection
V5	HVP - Hirail Vehicle Permission
V6	ASB - Absolute Signal Blocking
V7	LOW – Look Out Working
V8	WIC – Work in Corridor

New South Wales	
N1	LPA - Local Possession Authority
N2	TOA - Track Occupancy Authority
N3	TWA - Track Work Authority
N4	ASB - Absolute Signal Blocking
N5	LOW - Lookout Working
N6	WIC – Work in Corridor

APPENDIX A5: Editable PDF Form for Access Request Planning



Creating a Corridor Access Approval (CAA)

Work Group/Company	<input type="text"/>	ARTC Contact	<input type="text"/>
Requester Name	<input type="text"/>	Requester Mobile	<input type="text"/>
Description of Work	<input style="width: 100%; height: 100%;" type="text"/>		
Network Control Centre	<input type="text" value="NCCW Control Boards"/>		
Network Control Board	<input type="text"/>	NCCS Control Boards	<input type="text"/>
Safe Working Personnel (PO/TFPC/TW)	<input type="text"/>	WPP Attached	<input type="text"/>
Work site Km From	<input type="text"/>	Protection Limits From	<input type="text"/>
Work site Km To	<input type="text"/>	Protection Limits To	<input type="text"/>
	Primary Track		Adjacent Track
VIC	<input type="text"/>	VIC	<input type="text"/>
NSW/QLD	<input type="text"/>	NSW/QLD	<input type="text"/>
SA	<input type="text"/>	SA	<input type="text"/>
Start Date	<input type="text"/>		
Start Time	<input type="text"/>		
Work Duration (Hrs)	<input type="text"/>		

Additional Dates for otherwise identical Corridor Access

<p>Day 2</p> <p>Start Date <input type="text"/></p> <p>Start Time <input type="text"/></p> <p>Work Duration (Hrs) <input type="text"/></p> <p>Day 4</p> <p>Start Date <input type="text"/></p> <p>Start Time <input type="text"/></p> <p>Work Duration (Hrs) <input type="text"/></p>	<p>Day 3</p> <p>Start Date <input type="text"/></p> <p>Start Time <input type="text"/></p> <p>Work Duration (Hrs) <input type="text"/></p> <p>Day 5</p> <p>Start Date <input type="text"/></p> <p>Start Time <input type="text"/></p> <p>Work Duration (Hrs) <input type="text"/></p>
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Comments

Note – This CAA request does not replace any Safe Working requirements, procedures or rules. It is solely to assist with planning of the requested access to the ARTC Rail Corridor
Corridor Access Approval Form V4