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This document is a Roads and Maritime Services QA Specification. It has been developed for use with roadworks and bridgeworks contracts let by Roads and Maritime Services or by local councils in NSW. It is not suitable for any other purpose and must not be used for any other purpose or in any other context.

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REVISION REGISTER

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<th>Clause Number</th>
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<td>Ed 1/Rev 0</td>
<td></td>
<td>First issue.</td>
<td>GM, CB</td>
<td>08.06.16</td>
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<td>1.1</td>
<td>Entity in control of Rail Corridor clarified as agent of RailCorp.</td>
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G5 Edition 1 Revision 0

Specification G5 was first issued as a “Draft for Use” in mid-2015 for use on contracts involving working in RailCorp property.

In mid-2016, a review was carried out on the draft G5, and parts of G5 was rewritten to further improve its clarity, and to incorporate the “lessons learnt” from the various RMS projects involving work on RailCorp property.

G5 Edition 1 Revision 0 is now formally issued as a model specification.

Matters to Note

RMS Project Managers should be aware of the following matters:

(a) Survey Coordinate System

RailCorp uses a different survey coordinate system (ISG) from that of RMS (MGA).

(b) Track Possession Times

Track possession times granted are the times when the trains stop running on the tracks, but times for access on to the tracks are different due to further time required to switch off (or switch on) power to the overhead wiring.

Further information on management of track possessions is available from the RailSafe website at: https://railsafe.org.au/asset-operations-possessions
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FOREWORD

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When this document forms part of a contract

This document should be read with all the documents forming the Contract.

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This copy is not a controlled document. Observe the Notice that appears on the first page of the copy controlled by RMS. A full copy of the latest version of the document is available on the RMS Internet website: http://www.rms.nsw.gov.au/business-industry/partners-suppliers/specifications/index.html

REVISIONS TO PREVIOUS VERSION

This document has been revised from Specification RMS G5 Edition 1 Revision 0.

All revisions to the previous version (other than minor editorial and project specific changes) are indicated by a vertical line in the margin as shown here, except when it is a new edition and the text has been extensively rewritten.

PROJECT SPECIFIC CHANGES

Any project specific changes are indicated in the following manner:

(a) Text which is additional to the base document and which is included in the Specification is shown in bold italics e.g. Additional Text.

(b) Text which has been deleted from the base document and which is not included in the Specification is shown struck out e.g. Deleted Text.
1 GENERAL

1.1 SCOPE

This Specification sets out the requirements which you must comply with to access Rail Corporation NSW (RailCorp)’s Railway Corridor and construct the Work under the Contract which are located within the Railway Corridor. This section of the Railway Corridor is under the control of the entity stated in Annexure G5/A1 acting as the rail operator, and as agent for RailCorp.

It identifies the requirements for access application and rail safety requirements for working within or adjacent to the Railway Corridor.

The requirements of this Specification, together with the Conditions of Contract, are complementary to, and not in substitution for any statutory requirements and procedures.

1.2 STRUCTURE OF THE SPECIFICATION

This Specification includes a series of annexures and that detail additional requirements.

1.2.1 Project Specific Requirements

Project specific details of work are shown in Annexure G5/A.

1.2.2 Measurement and Payment

The method of measurement and payment is detailed in Annexure G5/B.

1.2.3 Schedules of HOLD POINTS and Identified Records

The schedules in Annexure G5/C list the HOLD POINTS that must be observed. Refer to Specification RMS Q for definitions of HOLD POINTS.

The records listed in Annexure G5/C are Identified Records for the purposes of RMS Q Annexure Q/E.

1.2.4 Planning Documents

The PROJECT QUALITY PLAN must include each of the documents and requirements listed in Annexure G5/D and must be implemented.

In all cases where this Specification refers to the manufacturer’s recommendations, these must be included in the PROJECT QUALITY PLAN.
1.2.5 Referenced Documents

Unless otherwise specified, the applicable issue of a referenced document, other than an RMS Specification, is the issue current at the date one week before the closing date for tenders, or where no issue is current at that date, the most recent issue.

Standards, specifications and test methods are referred to in abbreviated form (e.g. AS 1234). For convenience, the full titles are given in Annexure G5/M.

1.3 DEFINITIONS AND ACRONYMS

1.3.1 Definitions

The terms “you” and “your” mean “the Contractor” and “the Contractor’s” respectively.

The definitions given in the Master Access Deed (MAD) between RailCorp and Roads and Maritime Services apply to this specification.

“RMS’ Related Persons” referred to in the MAD include the Contractor.

“Protection Officer” means a worker with the appropriate RailCorp qualification who is responsible for ensuring safe working within the Railway Corridor.

“Rail safety legislation” means the Rail Safety (Adoption of National Law) Act 2012 (NSW) and associated Rail Safety National Law (NSW).

References to RailCorp in this specification and the MAD applies to the entity stated in Annexure G5/A1 where the context implies a responsibility, authority, direction, action or obligation on the rail operator, and/or to the Asset Standards Authority (ASA) or Transport for NSW (TfNSW) where these bodies now exercise the authorities previously vested in RailCorp.

1.3.2 Acronyms

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Definition</th>
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<td>AAI</td>
<td>Access Authority Instrument</td>
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<tr>
<td>AEO</td>
<td>Authorised Engineering Organisation</td>
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<tr>
<td>ASA</td>
<td>Asset Standards Authority</td>
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<td>CRIM</td>
<td>Contractor’s Railway Interface Manager</td>
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<td>MAD</td>
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<td>TfNSW</td>
<td>Transport for NSW</td>
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2 MASTER ACCESS DEED

2.1 PREAMBLE

Roads and Maritime Services (RMS) has entered into the Master Access Deed (MAD) and a Safety Interface Agreement with RailCorp for the purpose of carrying out that part of the Work under the Contract which are located within or adjacent to the Railway Corridor (defined in the MAD).
The requirements of RailCorp are set out in the MAD, any relevant Safety Interface Agreement and this Specification. Copies of the MAD and Safety Interface Agreement (if available) are attached in Annexure G5/E.

RMS is responsible to RailCorp under the terms of the MAD and Safety Interface Agreement for all parts of the Contractor’s Work that relate to the Railway Corridor.

RMS in turn is relying upon the Contractor to properly perform the Contractor’s Work so that RMS can fully meet its obligations to RailCorp under the MAD and any relevant Safety Interface Agreement or otherwise at law.

2.2 **CLAUSES 4.1 TO 4.5 OF THE MASTER ACCESS DEED**

Where the design of the Works located within the Railway Corridor is provided by the Principal, the Principal has already undertaken the initial discussions under Clause 4.1 of the MAD and the site inspection required under Clauses 4.2 to 4.5 of the MAD.

3 **GENERAL REQUIREMENTS**

3.1 **GENERAL OBLIGATIONS**

3.1.1 **Compliance**

Carry out all work within the Railway Corridor in compliance with relevant sections of the rail safety legislation, RailCorp requirements (including compliance with RailSafe’s set of Network Rules and Procedures, and RailCorp Standards and Codes of Practice), relevant sections of the MAD, and the requirements in any relevant Safety Interface Agreement and this Specification.

RailSafe’s set of Network Rules and Procedures can be accessed from: [https://railsafe.org.au/](https://railsafe.org.au/)

Comply with any reasonable requests as advised by RailCorp from time to time.

3.1.2 **Do Not Interfere With Rail Operations**

Do not interfere with the activities of the rail operator or the operations of any Third Party Operators (defined in the MAD) using the Railway Corridor, and do not impede access to RailCorp’s facilities.

Do not, under any circumstances:

(i) place material against or over masts, signals, rail track or rail ballast;

(ii) remove or in any way interfere with any RailCorp’s facilities including masts, signals or track ballast;

(iii) place materials or equipment at locations which obstruct the sighting of signals or affect normal rail operations.

3.1.3 **Damage to RailCorp Property**

Where you damage RailCorp’s infrastructure or RailCorp premises, immediately notify RailCorp, comply with any directions given by RailCorp in respect of such damage including the repair of such damage.
3.1.4 **Use of Accessed Premises**

Keep the Accessed Premises (defined in the MAD) clean and tidy. Obtain the prior approval of RailCorp before storing any materials or equipment within the Accessed Premises.

Do not damage or interfere with any fences, locks, gates or any other security fittings belonging to RailCorp.

Ensure that secure manproof fencing is in place at all times to prevent unauthorised persons from entering the Railway Corridor.

Maintain unrestricted access into the Railway Corridor at existing access points for RailCorp vehicles and plant at all times.

### 3.2 WORK HEALTH AND SAFETY REQUIREMENTS

Refer to Clause 11 of the MAD.

#### 3.2.1 General

Comply with the requirements of Specification RMS G22.

You are the “Principal Contractor” under Clause 11.3 of the MAD and Clause 1.1.2 of RMS G22.

#### 3.2.2 Rail Industry Safety Induction

All persons working in the Railway Corridor must possess a Rail Safety Worker card issued by TfNSW, after successful completion of the Rail Industry Safety Induction (RISI) course.

### 3.3 ENVIRONMENTAL REQUIREMENTS

Refer to Clause 22 of the MAD.

#### 3.3.1 Environmental Reports

Where specified in Annexure G5/A1, provide a Baseline Environmental Report, and a Final Contamination Assessment Report, in accordance with Clause 22.1 (a) and Clause 22.1 (b) respectively of the MAD.

#### 3.3.2 Contamination

Do not cause any contamination in the Railway Corridor.

Where contaminated material is encountered during excavation within the Accessed Premises, do not use the contaminated material as backfill unless specifically approved by RailCorp. Dispose of the contaminated material in accordance with Specifications RMS G36 and RMS R44.

Any costs associated with the removal and replacement of contaminated material, which are not a consequence of your work, and which are found within the Railway Corridor, will be borne by the Principal.
3.3.3 Environmental Notice

If an Environmental Notice is issued, and the Principal has determined that you have caused or have contributed to, the environmental effect which is the subject of the Notice, engage a consultant from the RailCorp Contamination Panel to prepare a corrective action program and timetable, as set out in Clause 22.4(d)(i) of the MAD, to the extent that the Principal is required to comply with the Environmental Notice.

The list of consultants currently on the RailCorp Contamination Panel can be obtained from RailCorp.

You must:
(a) provide details of the corrective action program and timetable to the Principal and RailCorp;
(b) comply with the corrective action program and timetable;
(c) provide written confirmation to the Principal and RailCorp that the Environmental Notice has been complied with;
(d) make good any damage in accordance with Clause 22.4(d)(v) of the MAD.

3.4 AUTHORISED ENGINEERING ORGANISATIONS

Organisations undertaking design work for, or construction work in, the Railway Corridor must be accredited as an Authorised Engineering Organisation (AEO) with the Asset Standards Authority (ASA) for the appropriate engineering services provided.

Further details about AEOs can be obtained from:

The types of engineering services requiring AEO accreditation under the Contract is shown in the Engineering Services Matrix in Annexure G5/F.

4 PLANNING AND COORDINATION

4.1 CONTRACTOR’S RAILWAY INTERFACE MANAGER

4.1.1 General

If specified in Annexure G5/A1, nominate a full time member of your site management team as the Contractor’s Railway Interface Manager (CRIM).

The person fulfilling the CRIM role must be acceptable to the Principal and RailCorp, and must have adequate time available to carry out these responsibilities effectively.

4.1.2 Qualifications and Experience

The CRIM must be qualified at, and maintain competency at Protection Officer Level 1 as a minimum, have recent experience in the management of construction works in the Railway Corridor of equivalent complexity to that under the Contract, and be familiar with RailCorp’s systems and processes.
4.1.3 Role and Responsibilities

The CRIM will be responsible for:

(a) continuous liaison with RailCorp on all railway interface matters including attendance at Configuration Change Management Meetings (CCMB) and Prepossession Meetings (refer Clause 6.2 of this Specification);
(b) submission of the Corridor Access Application (refer Clause 5.1 of this Specification);
(c) maintaining and updating your Rail Safety Management Plan (defined in the MAD) as needed to remain current with the progress of the Works;
(d) establishing and authorising safe work methods and safety controls, and carrying out regular inspections to ensure that the approved work methods and safety controls are being implemented or followed;
(e) ensuring that site personnel who enter the Railway Corridor have undergone the appropriate training (refer Clause 3.2.2 of this Specification) and conducting toolbox talks for the site personnel;
(f) preparing monthly Railway Interface Progress Reports (refer Clause 9 of this Specification).

The CRIM must be fully conversant with RailSafe’s set of Network Rules and Procedures and your Rail Safety Management Plan, and must be given specific authority to stop work on any activity where it is necessary to prevent railway accidents or where needed to comply with directions from RailCorp.

4.2 PLANNED TRACK POSSESSIONS

Plan and program your work within the Railway Corridor that can be undertaken only during a track possession to coincide with a Planned Track Possession (defined in the MAD).

A schedule listing the proposed dates of RailCorp’s Planned Track Possession during the period of the Contract is given in Annexure G5/A3. Such dates are subject to change by RailCorp.

4.3 CONTRACT PROGRAM

Show in your Contract Program the date(s) on which you require access to the Railway Corridor, and the date(s) on which you intend to carry out the part of the Works that can only be done under a track possession.

Allow in your program sufficient time for the preparation and submission of the Corridor Access Application (defined in the MAD), and obtaining the Access Authority Instrument (refer Clause 12 of the MAD) from RailCorp.

4.4 START-UP MEETING

Within 20 working days after the Date of Contract, convene a start-up meeting with the Principal and RailCorp.

RailCorp will confirm the Planned Track Possessions dates at the meeting for incorporation in your Contract Program.
4.5  **RAILWAY CORRIDOR RISK ASSESSMENT WORKSHOP**

If required in Annexure G5/A1, convene a Railway Corridor Risk Assessment Workshop to identify risk issues that must be addressed in the Rail Safety Management Plan.

Participants must include the CRIM (if required under the Contract), and other key site management personnel who will be directly responsible for control of construction activities inside the Railway Corridor. Invite also representatives of the Principal and RailCorp to attend the workshop.

Record the identified risk issues and close them out when finalising your Rail Safety Management Plan and Safe Work Method Statements.

4.6  **NOTIFIED TIMEFRAME**

Use the start-up meeting (refer Clause 4.4 of this Specification) to discuss with RailCorp the information required to allow RailCorp to determine the Notified Timeframe as set out in Clause 3.3 of the MAD.

Following the meeting and submission of the information requested by RailCorp in accordance with Clause 3.3(b) of the MAD, RailCorp will provide the Principal with the Notified Timeframe in accordance with Clause 3.3(c)(ii) of the MAD. The Principal will advise you of the Notified Timeframe.

Assess the impact of the Notified Timeframe on your Contract Program and immediately advise the Principal if any changes are required to your Contract Program. RailCorp will commit to reasonable endeavours to issue the Access Authority Instrument (AAI) within the Notified Timeframe.

5  **RAILWAY CORRIDOR ACCESS**

5.1  **CORRIDOR ACCESS APPLICATION**

5.1.1  **General**

Prepare and submit the draft Corridor Access Application as set out in Clause 4.6 of the MAD, including the documents specified in Clause 4.6(c) of the MAD. A copy of the Corridor Access Application form is included in Annexure A of the MAD.

Until the Access Authority Instrument is issued, RailCorp may vary RailCorp’s Technical Conditions applying to the Corridor Access Application in accordance with Clause 5.4 of the MAD.

5.1.2  **Principal’s Responsibilities**

The Principal will bear the cost of any search for utilities and RailCorp facilities which is required by RailCorp as part of the Corridor Access Application (refer Clause 4.6(b)(viii) of the MAD).

The Principal will provide a Maintenance Plan for the Works to be constructed in the Railway Corridor if it is required by RailCorp as part of the Corridor Access Application (refer Clause 4.6(c)(vii) of the MAD).
5.1.3 Submission of Corridor Access Application

Allow a minimum period of 10 working days for the Principal to review and comment on the draft Corridor Access Application.

HOLD POINT

<table>
<thead>
<tr>
<th>Process Held:</th>
<th>Submission of the Corridor Access Application to RailCorp.</th>
</tr>
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<tbody>
<tr>
<td>Submission Details:</td>
<td>Draft Corridor Access Application.</td>
</tr>
<tr>
<td>Release of Hold Point:</td>
<td>The Principal will consider the submission prior to authorising the release of the Hold Point.</td>
</tr>
</tbody>
</table>

Incorporate the Principal’s comments and resubmit the Corridor Access Application to the Principal for onward submission to RailCorp.

5.1.4 Review by RailCorp

RailCorp will review the submitted draft Corridor Access Application and will respond within the Notified Timeframe in accordance with Clause 4.6 of this Specification.

Allow in your Contract Program the time required for incorporating RailCorp’s comments and resubmission of the Corridor Access Application.

5.1.5 Variation to Final Corridor Access Application

If you require to vary the Final Corridor Access Application (defined in the MAD), resubmit the relevant documents in accordance with Clause 5.3 of the MAD.

Allow a minimum period of 5 working days for the Principal to review and comment on the varied draft Corridor Access Application.

The Hold Point in Clause 5.1.3 of this Specification will again apply.

Incorporate the Principal’s comments and resubmit the Corridor Access Application to the Principal for onward submission to RailCorp.

5.2 RAIL SAFETY MANAGEMENT PLAN

5.2.1 General

Prepare and submit a Rail Safety Management Plan which complies with RailCorp requirements and any Safety Interface Agreement between RailCorp and RMS.

A copy of the Safety Interface Agreement is included in Annexure G5/E if applicable.

5.2.2 Required Elements

The Rail Safety Management Plan must include the elements listed in Annexure G5/G.
5.2.3 Lead Time for Review

Allow a minimum period of 10 working days for the Principal to review and comment on the draft Rail Safety Management Plan before its submission to RailCorp.

5.2.4 Amended Rail Safety Management Plan

If you amend the Rail Safety Management Plan, promptly submit the amended Rail Safety Management Plan to the Principal.

Allow a minimum period of 10 working days for the Principal to review and comment on the revised Plan before its submission to RailCorp.

5.3 ACCESS AUTHORITY INSTRUMENT

Refer to Clause 12 of the MAD.

When you have complied with all of the applicable preconditions under Clause 12.1 of the MAD, RailCorp will provide the Principal with a Access Authority Instrument (AAI) for the relevant Accessed Premises.

The format of the AAI is shown in Annexure B of the MAD.

Do not access the Railway Corridor until RailCorp and RMS have executed the AAI.

6 TRACK POSSESSIONS

6.1 ARRANGING TRACK POSSESSIONS

Arrange with RailCorp any track possessions that you may require.

Comply with RailCorp’s requirements, including submitting your request within the stipulated time, with all the information required. Provide any resources required by RailCorp to facilitate your work prior to, during and after the track possession.

6.2 PREPOSSESSION MEETING

The CRIM must attend the Prepossession Meeting held by the RailCorp. Your work within the Railway Corridor which is programed to be undertaken during the Planned Track Possession will be cancelled by RailCorp if the CRIM is not presented at the Prepossession Meeting.

The Prepossession Meeting is conducted as an induction session, to communicate to the attendees details of the possession area using Special Train Notices, Safe Notices, track diagrams, possession contacts, chronological order of work train and track machine movements into, within and out of the possession, and the scope of all the projects programed in the track possession.
6.3 RESPONSIBILITY FOR COSTS AND TIME

6.3.1 General

RailCorp costs associated with your work undertaken during a Planned Track Possession will be borne by the Principal.

6.3.2 Work Not Carried Out Due to Circumstances Within Contractor’s Control

If the work programmed to be undertaken during a Planned Track Possession is not carried out or completed during that Planned Track Possession due to circumstances within your control, you will not be entitled to any Extensions of Time or Delay Costs in accordance with Clauses 50 and 51 respectively of the General Conditions of Contract.

If you consequently require an additional Planned Track Possession or a Special Track Possession (defined in the MAD) separate from previously scheduled Planned Track Possessions, you will be required to bear all RailCorp costs associated with that additional Planned Track Possession or Special Track Possession.

6.3.3 Planned Track Possession Cancelled by RailCorp

If a Planned Track Possession for which you have programmed work to be undertaken during that Planned Track Possession is cancelled by RailCorp, you will be granted an Extension of Time under Clause 50 of the General Conditions of Contract if the cancellation caused delays to activities which lie on the critical path of the Contract Program.

If you are granted an Extension of Time, you will also be granted Delay Costs in accordance with Clause 51 of the General Conditions of Contract.

6.3.4 Planned Track Possession Brought Forward by RailCorp

If a Planned Track Possession for which you have programmed work to be undertaken during that Planned Track Possession is brought forward by RailCorp, the Principal may instruct you to accelerate progress of the Works under Clause 52 of the General Conditions of Contract.

7 MONITORING, ALERTS AND CONDITION REPORT

7.1 MONITORING

If specified in Annexure G5/A1, provide a Monitoring Plan in accordance with Clause 8 of the MAD.

Carry out the following:

(a) Discuss the content of the Monitoring Plan with the Principal and RailCorp.
(b) Prepare the Monitoring Plan.
(c) Install monitoring equipment in accordance with Monitoring Plan.
(d) Provide an effective and practical communications system in accordance with Clause 8.4(a) of the MAD.
(e) Report all monitoring results in accordance with Clause 8.4(b) of the MAD.
(f) Manage any exceedance limits in accordance with Clause 8.5 of the MAD.

7.2 ALERT EVENTS

Comply with Clause 9 of the MAD regarding Alert Events.

Keep a register of all Alert Events that has occurred.

Advise the Principal and RailCorp of the name and contact details of your representative who is available on a 24 hour call basis to respond to any notification under Clause 9 of the MAD. Your representative must have specific authority to stop work or modify work practices on any activity where the representative deems it necessary to comply with Clause 9 of the MAD.

7.3 CONDITION REPORT

If RailCorp has advised that a Condition Report is required in accordance with Clause 10 of the MAD, engage a Condition Consultant, ensuring compliance with Clause 10.1(d) of the MAD, to prepare the Condition Report. The list of consultants currently on the RailCorp Condition Panel can be obtained from RailCorp.

You are responsible for the costs of any Condition Reports and any remedial works recommended by the Condition Consultant which are subsequently authorised by RailCorp.

8 COMMUNICATION WITH RAILCORP

Maintain a register of all contacts and correspondence with RailCorp. Include in the register the date of contact, name of RailCorp contact, purpose of contact and outcome of the contact.

Contact details of relevant RailCorp personnel are listed in Annexure G5/H.

RailCorp may at any time direct you on any matter relating to work within the Railway Corridor and you must comply with any such direction of RailCorp. Promptly inform the Principal of any direction given by RailCorp to you which may affect the time or the performance of the Works under the Contract.

Conduct regular meetings with RailCorp and invite the Principal to these meetings.

9 RAILWAY INTERFACE PROGRESS REPORTS

Prepare a monthly Railway Interface Progress Report for consideration at project coordination meetings, including the following:

(a) Status report on documents requiring RailCorp approval.
(b) Status report on construction work affecting the Railway Corridor.
(c) Updated work program and any proposed changes to work being undertaken during track possessions.
(d) Potential delays and construction problems.
(e) Any changes proposed to work methods within the Railway Corridor which will require review by RailCorp.

10 COMPLETION

10.1 INSPECTION AND RECTIFICATION

At completion of the Works, the Railway Corridor must be in an equivalent or better condition to the condition which was evident at the commencement of the Works.

You are responsible for all costs resulting from damage to the railway infrastructure caused by your operations.

On completion of work in each sector of the Railway Corridor, the Principal will conduct a joint inspection with you and RailCorp to confirm that completed work is acceptable to RailCorp.

Promptly rectify any defects to the satisfaction of both the Principal and RailCorp.

The final position of new and relocated railway fencing shown on the Drawings is “indicative” only. You must obtain direction from the Principal regarding the final position of the fencing before commencing erection at any location.

10.2 REDUNDANT INFRASTRUCTURE

Unless otherwise shown on the Drawings, or directed by the Principal or by RailCorp, remove and dispose of any disused infrastructure within the Accessed Premises that has become redundant as a result of the Work under the Contract.

Where any of the redundant infrastructure contains asbestos, remove and dispose of them in accordance with Specification RMS G36.

10.3 WORK-AS-EXECUTED DRAWINGS

Provide work-as-executed drawings that show all completed work within the Railway Corridor and the final location of railway boundary fences.

Provide to RailCorp one full-size set of these drawings to show in detail the actual as-built condition of the Works.
ANNEXURE G5/A – PROJECT DETAILS

NOTES TO TENDER DOCUMENTER:  (Delete this boxed text after customising Annexure G5/A)

Complete the tables below by filling in the required details. Where “Yes / No” options are shown below, delete whichever is not applicable.

A1 PROJECT SPECIFIC REQUIREMENTS

<table>
<thead>
<tr>
<th>Clause</th>
<th>Description</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.1</td>
<td>Railway Corridor is under control of</td>
<td>..............................</td>
</tr>
<tr>
<td>3.3.1</td>
<td>Environmental Reports: Baseline Environmental Report required</td>
<td>Yes / No</td>
</tr>
<tr>
<td></td>
<td>Final Contamination Assessment Report required</td>
<td>Yes / No</td>
</tr>
<tr>
<td>4.1</td>
<td>Contractor’s Railway Interface Manager required</td>
<td>Yes / No</td>
</tr>
<tr>
<td>4.5</td>
<td>Railway Corridor Risk Assessment Workshop required</td>
<td>Yes / No</td>
</tr>
<tr>
<td>7.1</td>
<td>Monitoring Plan required</td>
<td>Yes / No</td>
</tr>
</tbody>
</table>

A2 RESTRICTIONS ON WORK

Include here details of any known restrictions on the work or prior agreements with RailCorp regarding the work.

Example
(a) Work on the new overhead power crossing can only be undertaken during a Planned Track Possession.
(b) Track monitoring is required during underboring for installation of drainage line B11-B12.

A3 SCHEDULE OF RAILCORP PLANNED TRACK POSSESSIONS

<table>
<thead>
<tr>
<th>Year</th>
<th>Date</th>
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<tbody>
<tr>
<td></td>
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<td></td>
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<td></td>
<td></td>
</tr>
</tbody>
</table>
ANNEXURE G5/B – MEASUREMENT AND PAYMENT

Payment will be made for all costs associated with completing the work detailed in this Specification in accordance with the following Pay Items.

Where no specific pay items are provided for a particular item of work, the costs associated with that item of work are deemed to be included in the rates and prices generally for the Work Under the Contract.

Pay Item G5P1 Corridor Access Application

This is a Lump Sum item.

This Pay Item covers all costs associated with the preparation and submission of Corridor Access Applications, including any required resubmissions.

Pay Item G5P2 Monitoring

This is a Lump Sum item.

This Pay Item covers all costs associated with the preparation and submission of Monitoring Plans including any required resubmissions; installation of monitoring equipment; provision of an effective communications system for alerts; reporting results and management of exceedance limits.

Pay Item G5P3 Track Safety Protection Officers

This is a Lump Sum item.

This Pay Item covers all costs associated with the use of Track Safety Protection Officers of various grades and qualifications engaged specifically for the purposes of undertaking the Works in or adjacent to the Railway Corridor.

Pay Item G5P4 Environmental Report

Pay Item G5P4.1 Baseline Environmental Report

This is a Lump Sum item.

This Pay Item covers all costs associated with the preparation and submission of Baseline Environmental Reports including any required resubmissions.

Pay Item G5P4.2 Final Contamination Assessment Report

This is a Lump Sum item.

This Pay Item covers all costs associated with the preparation and submission of Contamination Assessment Reports including any required resubmissions.

Pay Item G5P5 Removal of Redundant Infrastructure

This is a Lump Sum item.

This Pay Item covers all costs associated with the removal and disposal of any disused infrastructure within the Accessed Premises that has become redundant as a result of the Work under the Contract.
ANNEXURE G5/C – SCHEDULES OF HOLD POINTS AND IDENTIFIED RECORDS

C1 SCHEDULE OF HOLD POINTS

<table>
<thead>
<tr>
<th>Clause</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.1.3</td>
<td>Corridor Access Application</td>
</tr>
</tbody>
</table>

C2 SCHEDULE OF IDENTIFIED RECORDS

The records listed below are Identified Records for the purposes of RMS Q Annexure Q/E.

<table>
<thead>
<tr>
<th>Clause</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.3.1</td>
<td>Baseline Environmental Reports</td>
</tr>
<tr>
<td>3.3.1</td>
<td>Final Contamination Assessment Reports</td>
</tr>
<tr>
<td>7.2</td>
<td>Register of Alert Events</td>
</tr>
<tr>
<td>7.3</td>
<td>Condition Report</td>
</tr>
<tr>
<td>10.3</td>
<td>Work-as-executed drawings</td>
</tr>
</tbody>
</table>

ANNEXURE G5/D – PLANNING DOCUMENTS

Refer to Clause 1.2.4. The following documents are a summary of documents that must be included in the PROJECT QUALITY PLAN. The requirements of this Specification and others included in the Contract must be reviewed to determine additional documentation requirements.

<table>
<thead>
<tr>
<th>Clause</th>
<th>Description of Document</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.1.1</td>
<td>Installation methodology, detailed work method statement for the proposed construction works, and Project Plan</td>
</tr>
<tr>
<td>5.2.1</td>
<td>Rail Safety Management Plan</td>
</tr>
<tr>
<td>7.1</td>
<td>Monitoring Plan</td>
</tr>
</tbody>
</table>
ANNEXURE G5/E – MASTER ACCESS DEED AND SAFETY INTERFACE AGREEMENT

Refer to Clause 2.1 of this Specification.

NOTES TO TENDER DOCUMENTER: (Delete this boxed text after customising Annexure G5/E)

Insert here the project specific Master Access Deed, and Safety Interface Agreement if one exists.
ANNEXURE G5/F – ENGINEERING SERVICES MATRIX

Insert here a completed Engineering Services Matrix showing the required categories of authorisations.

ANNEXURE G5/G – RAIL SAFETY MANAGEMENT PLAN – REQUIRED ELEMENTS

NOTES TO TENDER DOCUMENTER: (Delete this boxed text after customising Annexure G5/G)

Insert here the required elements of the Rail Safety Management Plan.

The elements must include the parts of RailCorp’s Safety Management System identified by RailCorp as relating to the Works and otherwise eliminates risks to safety as far as is reasonably possible, and any other information requested by RailCorp.
### ANNEXURE G5/H – RAILCORP PERSONNEL CONTACT DETAILS

*Insert below contact details of relevant RailCorp personnel if available.*

<table>
<thead>
<tr>
<th>Contact Person</th>
<th>Position</th>
<th>Section</th>
<th>Contact Details</th>
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<tbody>
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</table>

### ANNEXURES G5/I TO G5/L – (NOT USED)
ANNEXURE G5/M – REFERENCED DOCUMENTS

Refer to Clause 1.2.5 of this Specification.

**RMS Specifications**

- RMS G22 Work Health and Safety (Construction Work)
- RMS G36 Environmental Protection
- RMS Q Quality Management System
- RMS R44 Earthworks

**NSW Government Legislation**

- Rail Safety (Adoption of National Law) Act 2012 (NSW)
- Rail Safety National Law 2012 (NSW)