

A photograph of railway tracks curving into the distance under a clear blue sky. A red stop sign is visible on the left side of the tracks.

# Safety Interface Agreement Rolling Stock Operator Name of Operator

Version 3.0  
Month 2016

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This Safety Interface Agreement (SIA) is for managing the risks at one or more Interface Points where parties work together to assess and manage identified safety and environmental risks.

Between

**John Holland Rail Pty Ltd**

(ABN 61 009 252 653)

of

117-119 Maitland Road, Mayfield NSW 2304

and

**xxxxxxx**

(ABN xx xxx xxx xxx)

of

xxxxxx

on

xx 2016

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## Definitions and Abbreviations

<b>AA</b>	Access Agreement, a document that describes the obligations of a RTO (RSO or RIM) that seeks access to the CRN for the purpose of undertaking rail operations
<b>Accountability</b>	Liable to being called to account for an action or inaction
<b>Accreditation</b>	The accreditation granted to JHR P/L to operate as a RIM and a RSO. The accreditation to manage and conduct rail corridor management activities is provided to JHR P/L from ONRSR.
<b>ALARP</b>	As Low As Reasonably Practical, a measure of mitigation of risk such that expenditure of further time, effort or money in definition and implementation of risk controls would deliver no further benefit to improving the JHR P/L risk profile
<b>Asset Management</b>	Element 20 of the current SMS. The systematic and coordinated activities and practices through which JHR P/L optimally manages CRN assets and their associated performance, risk and expenditures over their life cycle, for the purpose of achieving JHR P/L's strategic plan
<b>ATSB</b>	Australian Transport Safety Bureau
<b>Authorised Health Professional</b>	A person typically with a qualification in medicine who has been selected by JHR P/L, on the basis of their compliance with the specified selection criteria, to perform rail safety worker health assessments.
<b>Authority</b>	The power to determine, adjudicate or settle issues or disputes
<b>Biennial</b>	Every two years
<b>Category A Incidents</b>	Incidents occurring on the CRN that constitute Notifiable Occurrences that must be reported by telephone to ONRSR as soon as JHR P/L become aware of them and an initial written report provided as soon as practical but in any case within 72 hours
<b>Category B Incidents</b>	Incidents occurring on the CRN that constitute Notifiable Occurrences that must be reported in writing to ONRSR at least within 72 hours of JHR P/L becoming aware of these events occurring
<b>CRC</b>	Country Rail Contracts, an entity within Transport for NSW, the owner of the CRN assets and customer of JHR P/L
<b>CRN</b>	Country Regional Network. A heavy rail network in regional NSW, operational and non-operational lines interconnected with other heavy rail networks in NSW to enable railway operations to occur.
<b>Danger Zone</b>	The area bounded by and within 3m from the nearest rail and all vertical space above that, not including a designated safe place that may be within 3m from the nearest rail, or a station platform
<b>DG</b>	Dangerous Goods
<b>EMP</b>	Environment Management Plan
<b>EMPLAN</b>	NSW State Emergency Management Plan
<b>EMS</b>	Environmental Management System, a part of the IMS, environmental related SQE policies, procedures, guidelines and instructions and how they are planned, integrated, implemented and approved as defined in the Environmental Protection Act
<b>EPL</b>	Environmental Protection Licence, a certification level required to be obtained and retained by JHR P/L for the on-going conduct of rail operations
<b>ERP</b>	Emergency Response Plan
<b>GIS</b>	Geographical Information System
<b>IAMA</b>	Institute of Arbitrators and Mediators Australia
<b>ILS</b>	Integrated Logistics Support, the systems, processes and activities required to ensure that the scope of work is adequately supported as managed by the ILS management system, a part of the IMS
<b>IMS</b>	Information Management System, a holistic stand-alone system used by JHR P/L to manage the finance, HR, payroll, resource costing, document management, QMS, SMS, failure management, network management, asset management, maintenance management, project scheduling and reporting, ILS management, community and stakeholder management, procurement, property management, GIS, and IT systems
<b>JHET</b>	John Holland Event Tracker, the system used to record, manage and report on events as may occur
<b>JHG</b>	John Holland Group Pty Ltd, ABN 37 050 242 147
<b>JHR P/L</b>	John Holland Rail Pty Ltd, ABN 61 009 252 653, the accredited party managing the CRN



<b>Level Crossing</b>	An area where a road and a railway meet at the same level
<b>Major Incident</b>	Any incident or event that, due to its location, severity or impact on JHR P/L operations, involves deployment of multiple emergency services to the site or otherwise involves death, multiple serious injuries and/or significant property damage. A Category 'A' incident as defined in Clause 57 of the <i>Rail Safety National Law National Regulation</i>
<b>NCO</b>	Network Control Officer
<b>Network Control</b>	The planning, programming and control of rail vehicle movements and the management of the NMC, train operations, scheduling, monitoring rail vehicle movements, network performance and daily train paths
<b>Network Procedures</b>	Procedures issued by John Holland Rail Pty Ltd from time to time for the safe conduct of work on the CRN. To be read in conjunction with the Network Rules
<b>Network Rules</b>	Rules issued by John Holland Rail Pty Ltd from time to time to mandate the requirements for safe operation on the CRN
<b>NMC</b>	Network Management Centre, a facility housing the network control systems and personnel and related business unit staff and facilities located in Mayfield, NSW
<b>Notifiable Occurrence</b>	Notifiable Occurrence, has the meaning as specified in the <i>Rail Safety National Law (NSW) No 82a</i> . They are incidents that require mandatory reporting by an accredited operator and/or JHR P/L as appropriate either immediately or not more than 72 hours after occurring. This definition covers those incidents described in Clause 57 of the <i>Rail Safety National Law National Regulations</i> .
<b>O&amp;M</b>	Operations and Maintenance
<b>O&amp;M Deed</b>	The Operations and Maintenance Deed, a document forming the agreement between CRC and JHR P/L for the management of the CRN
<b>OEH</b>	Office of the Environment and Heritage
<b>ONRSR</b>	The Office of the National Rail Safety Regulator (ONRSR) is the rail safety regulator for rail activities under the Rail Safety National Law (RSNL) in the jurisdictions of New South Wales, South Australia, Tasmania and the Northern Territory. NSW based office, formerly ITSR.
<b>Private Road</b>	A road that is not a Public Road and is managed by an individual or entity for the purpose of their sole use.
<b>PRR</b>	Principal Risk Register, JHR P/L key risk document describing all foreseen risks and controls for the CRN and defines the organisational risk profile
<b>Public Road</b>	A road as defined in the <i>Roads Act 1993</i> .
<b>Rail Corridor</b>	The area bounded by and within the designated railway fenceline, or where no fenceline exists, within 15m from the nearest rail, covering both operational and non-operational rail lines
<b>Rail Infrastructure</b>	All infrastructure (assets or facilities) that is required to enable a railway to operate
<b>Rail or Road Crossing</b>	A railway crossing, bridge carrying a road over a railway or a bridge carrying a railway over a road
<b>Rail Reserve</b>	The area defined as the rail corridor, and additionally including any land identified by an act of Parliament that defines land as a rail reserve
<b>Railway</b>	A guided system designed for the movement of rolling stock capable of transporting passengers or freight or both having a gauge of 600mm or more, together with its associated infrastructure and rolling stock.
<b>Railway Crossing</b>	A level crossing or an area where a footpath or shared path crosses a railway at the same level
<b>Record</b>	Any document or other source of information compiled, recorded or stored in written form or on film, or by an electronic process, or in any other manner or by any other means
<b>Responsibility</b>	A duty, obligation or burden
<b>RIM</b>	Rail Infrastructure Manager, a category of rail safety accreditation that may be held that permits the maintenance of rail infrastructure as defined in Section 4 of the RSNL
<b>Risk Control</b>	A measure that exists to control the occurrence (or consequence of the occurrence) of an event that poses harm to persons, property or the environment
<b>Risk Management</b>	The systematic identification, analysis and mitigation of potential or actual conditions, events or activities that pose a threat to persons, property or the environment using recognized processes in accordance with legislation. Element 15 of the current SMS

<b>RSNL</b>	The Rail Safety National Law (NSW), to which JHR P/L is bound to comply for all rail safety elements relating to its obligations as a RIM
<b>RSNLNR</b>	The Rail Safety National Law National Regulations 2012, to which JHR P/L is bound to comply for all elements of its rail SMS as a RIM
<b>Rail Safety (Adoption of National Law) Regulation 2012</b>	The Rail Safety (Adoption of National Law) Regulation 2012, to which JHR P/L is bound to comply for all elements of its rail SMS as a RIM
<b>Road</b>	Means a private road or a public road that has as one of its main uses, the driving or riding of motor vehicles, and includes any relevant road related area within the meaning of the <i>Australian Road Rules</i>
<b>Road Manager</b>	For a Private Road, the owner or other person responsible for the control and management of the road. For a Public Road, the authority, person or entity responsible for the control or management of the road
<b>Rolling Stock</b>	Means a vehicle that operates on or uses a railway, and includes a locomotive, carriage, rail car, rail motor, light rail vehicle, train, tram, light inspection vehicle, self propelled infrastructure maintenance vehicle, trolley, wagon or monorail vehicle, but does not include a vehicle designed to operate both on and off a railway when the vehicle is not operating on a railway.
<b>RSO</b>	Rolling Stock Operator, a category of rail safety accreditation that may be held that permits the operation of rolling stock as defined in Section 4 of Rail Safety National Law (NSW).
<b>RSW</b>	Rail Safety Work/Worker
<b>RTO</b>	Rail Transport Operator, a category of organisation that is eligible for rail safety accreditation in NSW as defined in Section 4 of Rail Safety National Law (NSW).
<b>SFAIRP</b>	So Far As Is Reasonably Practicable, a measure of the level of safety management required to be demonstrated to comply with legislation
<b>SIA</b>	Safety Interface Agreement, a document required by legislation relating to each party who manages an interface with the CRN (apart from Road-Rail Interfaces)
<b>SMS</b>	Safety Management System, a part of the IMS, rail safety and WHS related policies, procedures, guidelines and instructions and how they are planned, integrated, implemented and approved as defined in the Rail Safety National Law (NSW)
<b>TfNSW</b>	Transport for NSW, the authority that owns CRC assets
<b>WHS</b>	Workplace Health and Safety



# 1. Safety Interface Agreement

## 1.1 Purpose

John Holland Rail Pty Ltd (JHR P/L) manages the Country Regional Network (CRN) on behalf of the Country Rail Contracts (CRC) pursuant to the Contract (O&M Deed).

JHR P/L and Rolling Stock Operator xxxxxxxxx have agreed to enter into this Safety Interface Agreement (SIA) for the purpose of ensuring that JHR P/L and xxxxxx provide mutual surety regarding the management of risks posed by the operations of both parties on the terms set out in this SIA. Both parties further agree that this SIA provides surety regarding the management of risks to the environment posed by the operations of xxx to the extent that there is a potential or actual impact on the JHR P/L operational corridor.

This SIA also seeks to provide surety that there are no potential or actual risks posed by the operations of xxxx to JHR P/L's rail safety accreditation or the Environmental Protection Licence (EPL).

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## 2. Background

Part 3, Division 6, Subdivision 2 of the *Rail Safety National Law (NSW) No 82a*, obliges rail transport operators to identify, assess and manage, so far as is reasonably practicable, risks to safety that may arise from railway operations carried out by or on behalf of any other rail transport operator.

It also obliges rail infrastructure managers to identify, assess and manage, so far as is reasonably practicable, risks to safety that may arise from railway operations and that may arise from the existence or use of any rail or road crossing (private or public roads).

The parties are obliged under section 111 of the *Rail Safety National Law (NSW) No 82a* to maintain a register of SIAs to which they are a party, and any arrangements determined by an appointed person under section 104 of the *Rail Safety National Law (NSW) No 82a*.

The parties enter into this agreement in order to comply with their obligations under the *Rail Safety National Law (NSW) No 82a*.

Further, JHR P/L is required to ensure that other parties with whom JHR P/L has a SIA in place pose no threat to the continuation of JHR P/L's EPL to the extent practicable.

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### 3. Identification of Interface Entities

#### 3.1 Rail Infrastructure Managers

##### 3.1.1 John Holland Rail Pty Ltd

The CRN is a NSW Government Asset owned by CRC. The CRN consists of operational and non-operational railway lines of standard gauge (1435mm) and the associated rail infrastructure.

JHR P/L is the accredited RIM for the CRN. JHR P/L has been engaged by CRC to manage CRN operational and non-operational corridors and provide a Network Management Function for those operational corridors. The Network Management Centre is located at Mayfield, NSW.

JHR P/L holds an EPL granted by the Environmental Protection Authority (EPA) of NSW on January 12 2012 for operations on the CRN. JHR P/L's obligations to maintain and comply with the licence are set out in the Protection of the Environment Operations Act 1997 (the Act) and the Regulations made under the Act.

#### 3.2 Context of Rolling Stock Operations (example of content)

##### 3.2.1 xxxxxxxxxxxxxxxxxxxxxx

xxxxxxxxxx operates track maintenance vehicles on the CRN for the purposes of maintenance activities. xxxxxxxxxxxxx also operates locomotives and wagons for maintenance purposes.

At times xxxxxxxxxxxxx will be required to travel on the CRN for the purposes of accessing private sidings and other engaged work activities. xxxxxxxxxxxxx will be required to access all of the CRN.

xxxxxxxxxx is an accredited RSO specialising in heritage operations carrying passengers on sections of the CRN. As an accredited RSO, xxxxxxxxxxxxx must also have a signed Access Agreement (AA) in place with Country Rail Contracts (CRC), this SIA should be read in conjunction with the AA.

Xxxx may operate on all CRN corridors, but current operations are limited to within....

xxxxxxxxxx provides a hook and pull arrangement when engaged by internal or external parties.

## 4. Scope of this Agreement

### 4.1 Term of this Agreement

This SIA commences on the date this SIA is executed by all parties and continues until terminated by either party.

A party may terminate this agreement by giving the other party no less than three months' written notice.

If this SIA is terminated, the parties may agree to negotiate in good faith to enter into a replacement SIA prior to the expiry date of this SIA, provided the corresponding SIA document remains current (if applicable).

### 4.2 Scope

This SIA applies to the interfaces described in section 12. Responsibility for the infrastructure assets described in section 12 is set out in section 12. The parties may amend section 12 at any time by written agreement.

The parties will apply a risk management process consistent with ISO 31000 Risk Management to identify, assess and manage, so far as is reasonably practicable, risks to safety in relation to the interfaces that are the subject of this SIA.

This SIA does not supersede any previous agreement between the parties in relation to interface safety risk management, unless the parties record in section 13 the details of any previous arrangement that is superseded by this SIA.

Each party will record this SIA in the party's register of SIAs.

This agreement does not affect or derogate from the parties' rights and obligations under the Civil Liability Act 2002 or their functions and powers under any other Act.

## 5. Obligations

### 5.1 Arrangements for loading and unloading of rolling stock

Loading or unloading of rolling stock may take place in private sidings or yards, or in CRC facilities managed by JHR P/L. If the facilities are managed by JHR P/L, the activities are to be conducted by xxxx in accordance with the agreed JHR P/L Network Rules and Network Procedures and in a manner that affords the highest practical levels of protection of persons and assets from harm.

Where the activities take place in a private siding or yard, the activities shall be conducted in accordance with the requirements of the Interface Agreement between xxxx and the private siding manager.

### 5.2 Tests for fitness of purpose of rolling stock

xxxx is required to ensure that all rolling stock to be operated on the CRN complies with the requirements in the Access Agreement (AA). Additionally, xxxx is required to ensure that all rolling stock is inspected and certified to be roadworthy and fit-for-purpose in accordance with the rolling stock standards as specified by JHR P/L in the TOC Manual as adopted by JHR P/L.

### 5.3 Route knowledge obligations

xxxx is required to demonstrate the currency of route knowledge of all Rail Traffic Crews (RTCs) engaged for the purpose of operating rail traffic occupying a train path in accordance with the Access Agreement.

### 5.4 Rail Traffic Crew competencies

The competencies of RTCs engaged by xxxx for the purpose of operating rolling stock occupying a train path in accordance with the Access Agreement must be able to be demonstrated to the satisfaction of an auditor (engaged by JHR P/L) or another authority appointed by ONRSR.

In any event, the RTC competencies must be demonstrated to be consistent with xxxx compliance with the Rail Safety National Law (NSW) No 82a.

### 5.5 Adherence to TOC conditions and TOC waivers

xxxx must adhere to conditions or waivers as documented in the TOC Manual. It is a requirement that JHR P/L keeps xxxx informed of any material changes to TOC or TOC Waivers through proper notification processes.

### 5.6 Utilisation of radio equipment suitable for use of CRN

xxxx must ensure that each leading locomotive on a mainline service or locomotive utilised for the purpose of shunting or light engine movement is equipped with radio equipment able to maintain communications with JHR P/L Network Control. In areas of the CRN that (due to reasons beyond the control of xxxx) do not support such radio communications, other communications facilities must be able to be deployed to maintain safe railway operations in accordance with National Rail Safety Regulations and JHR P/L's Rules and Procedures.

### 5.7 Adherence to operational noise limits

No locomotive operated by xxxx or any railway operation conducted by xxxx on the CRN is to exceed a noise level of 85dB at pass-by and measured at the façade of

the nearest affected property. This requirement is currently specified in the Environmental Protection Licence (EPL) and is accessible on the JHR P/L external website.

It is recognised by JHR P/L that this limit may not be achieved in all operating conditions, however it is a condition of this Agreement that xxxx will work with JHR P/L to reduce the exceedences to the extent possible.

## **5.8 Controls for environmental spills from loading or locomotives**

xxxx is to take all reasonable steps to ensure that no hazardous spills occur from loading or locomotives operated by xxxx that may have an impact on the environment. The controls implemented to provide this assurance must be able to be demonstrated to the satisfaction of an auditor (engaged by JHR P/L) or another authority appointed by the OEH.

## **5.9 Incident response management processes**

xxxx must ensure that all incidents of which it is aware that affect its operations, or the safety of the CRN or environment, are reported by xxxx to JHR P/L Network Control and to the relevant authority.

In any event, incidents are to be reported in accordance with the JHR P/L Network Rules and Network Procedures, and the JHR P/L and xxxx Safety Management Systems.

Incident response management shall be undertaken in accordance with the requirements of the Access Agreement.

## **5.10 Emergency management capacity and responsibilities**

xxxx is to ensure that it has the demonstrated capacity to manage emergencies that occur on the CRN in accordance with the Access Agreement and the JHR P/L and xxxx Emergency Response Plans.

## **5.11 Dangerous Goods identification, management and reporting**

xxxx is to ensure that any Dangerous Goods carried on or through the CRN are identified and managed in accordance with legislation relating to Dangerous Goods storage and handling. Incidents involving Dangerous Goods under the management of xxxx are to be reported in a manner consistent with the categorisation of the incident severity.

## **5.12 Security Sensitive Dangerous Goods identification, management and reporting**

Dangerous Goods that are deemed to be of a security sensitive nature, by virtue of their inherent toxicity, batch quantities transported in or through the CRN or potential to be sabotaged or otherwise interfered with, are to be identified and managed in accordance with legislation.

Incidents involving Security Sensitive Dangerous Goods (as defined by relevant legislation) under the management of xxxx are to be reported in a manner consistent with the categorisation of the incident severity.

## **5.13 Adherence to JHR Network Rules and Network Procedures**

xxxx is to ensure that it adheres to the JHR P/L Network Rules and Network Procedures at all times that it undertakes railway operations in or through the CRN for the duration of this SIA or the Access Agreement.



## 6. Identification, Assessment and Management of Risks

The parties will identify and assess risks to safety and the environment, so far as is reasonably practicable, that may arise in relation to the subject of this SIA.

The parties will record in section 15.3:

- the identified risks to safety and the environment (risks);
- risk assessments;
- measures to manage risks;
- the party responsible for implementation and maintenance of the risk management measures; and
- the timetable for implementation of risk management measures.

The parties may amend section 15 at any time by written agreement. Subject to section 15, the party responsible for implementation and maintenance of the risk management measures will be responsible for their cost of implementation and maintenance. A party may agree to contribute to the funding of the cost of implementation and/or maintenance by another party of risk management measures. The parties may undertake identification and assessment of risks individually or jointly, or may adopt a risk assessment carried out by the other party.

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## 7. Monitoring and Review of Risks

Each party will continuously monitor and review the risks and measures to manage the risks for which it is responsible, including progress against the timetable for implementation of risk management measures.

The parties will consult with each other in relation to the outcome of their monitor and review. If a risk is considered to be unacceptable following a review under this clause, the parties will work collaboratively and cooperatively to agree to measures to manage the risk so far as is reasonably practicable and record any changes in section 15.3.

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## 8. Compliance

Each party will report biennially to the other party (every two years), or at such other times that the parties may agree, on its progress in implementing agreed risk management measures for which it is responsible under this SIA.

Each party may, at its cost, undertake an independent audit of another party's records of compliance with this agreement, upon giving reasonable written notice to the other party. The parties agree to cooperate with each other in the conduct of such audits.

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## 9. Communications and Meetings

The parties will notify each other promptly of any occurrence or incident in connection with safety of the interfaces that are the subject of this SIA.

Section 14 contains details of the parties' representatives for the purposes of this SIA; together with emergency contact details in the event of any occurrence or incident. The parties will promptly notify the other parties of any changes to content of section 14.

The parties may meet biennially, or at such other times the parties may agree, to review the provisions of this SIA and the adequacy of safety risk identification, assessment and management concerning the interfaces that are the subject of this SIA. Agendas and minutes of such meetings will be kept by the party hosting the meeting. Minutes will be circulated to other parties within ten (10) business days of the meeting.

The costs of holding meetings under this clause will be shared equally between the parties.

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## 10. Dispute Resolution

Should a dispute arise between the parties in connection with this SIA, a party may issue a written notice of dispute to the other party. Within five (5) business days of receipt of a notice of dispute senior officers of each party will meet to discuss the dispute.

If the senior officers are unable to resolve the dispute, CEOs of the parties will meet within five (5) business days to attempt to resolve the dispute. If the CEOs of the parties are unable to resolve the dispute, the dispute will be referred for conciliation to the IAMA in accordance with the Conciliation Rules of the IAMA.

If the conciliation process is unsuccessful, the dispute will be referred to an agreed body (to be mutually agreed) for determination. The parties agree any such determination will be binding on them.

Meetings under this clause may be held by telephone.

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## 11. Executed as an Agreement

**Executed** for and on behalf of:

**John Holland Rail Pty Ltd.**

by: xxx

Manager Safety (Rail & WHS), Quality & Environment

.....  
**(Authorised signatory)**

.....  
**Date**

In the presence of:

.....  
**(Witness)**

.....  
**Date**

**Name:** .....

AND

**Executed** for and on behalf of:

**RSO xxx**

by:

.....  
**(Authorised signatory)**

.....  
**Date**

**Name:** .....

In the presence of:

.....  
**(Witness)**

.....  
**Date**

**Name:** .....



## 12. Interface Locations

xxxx operates on all CRN operational lines. xxx in accordance with the scope as outlined in clause 4.2, the interface points are defined here where operational boundaries exist. These may or may not represent Safeworking system changeover locations.

Interface points	Rail network location	Description	Additional parties to the agreement
Lithgow	Signal 97.1 Down track	Operational boundary with RailCorp network	
Lithgow	Signal 97.0 Up track	Operational boundary with RailCorp network	
Joppa Junction	Signal G7 (Down); Signal G6 (Up)	Operational boundary with ARTC Leased network	
Junee (South Fork)	Signal JE16 (Down); Signal JE15 (Up)	Operational boundary with ARTC Leased network	
The Rock	Signal 17 (Down); Signal 12 (Up)	Operational boundary with ARTC Leased network	
Stockinbingal	Signal SL15 (Griffith line) and SL17 (Parkes line) (Down); Signal SL20 (Up)	Operational boundary with ARTC Leased network	
Parkes East Fork	Signal GJ 123 (from Forbes); Signal GJ 120 (from Parkes)	Operational boundary with ARTC Leased network	
Parkes West Fork	Signal GJ127 (Down); Signal GJ 126 (Up)	Operational boundary with ARTC Leased network	
Bogan Gate North	Network boundary boards at 486.050km	Operational boundary with ARTC Leased network	
Narromine	Signal W (Down); Signal Y (Up)	Operational boundary with ARTC Leased network	
Dubbo	Signal 25 (Up); Signal 1 (Down)	Operational boundary with ARTC Leased network	
Troy Junction	Signal TJ20 (Down); Signal TJ23 (Up)	Operational boundary with ARTC Leased network	
Werris Creek	Shunt Limit Sign 411.201km (Down); Signal 1552 (Up)	Operational boundary with ARTC Leased network	
Narrabri (South Fork)	At Stop sign at End Train Order Working sign at 564.799km (Down); Shunt limit sign at 564.809km (Up)	Operational boundary with ARTC Leased network	
Narrabri (North Fork)	Shunt limit sign at 565.361km (Down); At Stop sign located at End Train Order Working sign at 565.351km (Up)	Operational boundary with ARTC Leased network	
Camurra West	Network boundary boards at 679.040km	Operational boundary with ARTC Leased network	

## 13. Interface Agreements Superseded by this SIA

Date of agreement	Description/Title of agreement	Parties to agreement

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## 14. Communications Contact List

Party	Address for Notices	Contact details for meetings and reports	Contact details for emergencies occurrences and incidents
<b>John Holland Rail Pty Ltd:</b>			
Wayne Miller Rail Safety Manager	117-119 Maitland Road, Mayfield NSW 2304 PO Box 177 Mayfield NSW 2304	Wayne Miller Rail Safety Manager 117-119 Maitland Road, Mayfield NSW 2304 PO Box 177 Mayfield NSW 2304  Ph: 02 4028 9410 Mob: 0428 584 644 E: wayne.miller@jhg.com.au	Network Control Centre 117-119 Maitland Road, Mayfield NSW 2304 PO Box 177 Mayfield NSW 2304  <b>Normal:</b> North West: 02 4028 9501 South West: 02 4028 9502 West: 02 4028 9504  <b>Emergency Ph Only:</b> North West: 02 4028 9541 South West: 02 4028 9542 West: 02 4028 9544

**RSO details:**

Name Title	Address	Name Title company Address Phone Mobile

## 15. Risk Assessment

### 15.1 Significant Safety Risks

(typical)

1. Collision (between trains/track vehicles and workers at or beyond the interface locations);
2. Derailment (mainline or in a Private Siding);
3. Trackside worker or rail traffic crew struck by train while working or walking trackside;
4. Various staff WHS injuries including exposure to excessive noise or dust, envenomation, manual handling injuries, slips/trips/falls, immersion, electrocution, fibrous material exposure;
5. Infrastructure and rolling stock fires (including trains, track vehicles and lineside);
6. Obstructions to rail traffic on the mainline due to any event in a Private Siding;
7. Explosions due to hazardous materials or dangerous goods carried;
8. Structural collapse;
9. Uncontrolled rail vehicle movements across a network boundary (runaway or Proceed Authority violation by rail traffic from or to a Private Siding);
10. Track infrastructure damage from a defective rail vehicle accessing the network from a Private Siding; and
11. Environmental impact from Private Siding operations on the JHR P/L corridor.

### 15.2 Risk Controls

(typical)

- The parties maintain minimum standards required under their respective accreditations for Railway Operations that are the subject of the Agreement;
- Private Siding Operational Documents;
- Network Management Documents;
- Network Possessions Manual;
- Rail Operator Management Plan;
- Australian Code for the Transport of Dangerous Goods by Road and Rail;
- Australian Code for the Transport of Explosives by Road and Rail;
- Track maintained to standards;
- Suitably qualified and competent RSO undertake Railway operator's tasks; and
- The run of private sidings meets minimum emergency and security obligations under Rail Safety Legislation. Registered siding, risk assessments and management plans in place.

### 15.3 Risk Activities

Activities	Identified risk	Risk assessment	Measures to manage risk	Party responsible for managing risk	Agreed timetable for implementing measures to manage risk
Safety Interface Risk Assessment (attachment A). The risk assessments conducted by RSO xxx and JHR P/L respectively, support the Safety Interface Risk Assessment as attached and apply the controls to the identified hazards, respectively.					

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