RISSB Product Proposal (and Prioritisation)

Primary information	
Type of product being suggested:	Guideline
Title of product being suggested:	Third parties accessing a rail corridor
Date of suggestion:	14/02/19
Reason for suggestion:	Opportunity for industry improvement
Railway discipline area:	Safety

Objective:

The need for a product to support third party access arrangements was raised by rail industry representatives at the ONRSR CEO Industry Reference Group in November 2018. In February 2019, it was agreed by ONRSR, ARA and RISBB that RISBB would be the more appropriate organisation to develop the guideline.

The purpose the product is to improve the safety of railway operations by providing guidance to third parties on the risks of working near railway operations and establishing a common process for third parties accessing rail corridors.

The product will be for rail infrastructure managers and third parties, such as telecommunication carriers and emergency fire services (conducting burn-offs, for example).

There are potential changes to the Telecommunications Act currently being discussed which adds further concerns for the rail industry. ARA are representing industry at these discussions. As the number of telecommunication carriers in the market grows so will the demand for accessing railway corridors. There are also more contractors so the interactions that rail infrastructure managers have may be more frequent and complex. A product to support more consistency in how safety can best be achieved could benefit both RIMs and third parties.

Scope:

The scope should include legislative requirements, expectations and guidance to a RIM on how to respond to a third party request for access (known as the Land Access and Activity Notice (LAAN) process for telecommunication carriers). It should provide guidance on facilitating access whilst ensuring safety is maintained. The scope could include:

- Training and qualification for third party workers accessing a rail corridor (including expectations for a Rail Industry Worker card)
- Responsibilities for providing protection offices
- Expectations for PPE, reporting injuries and submitting to drug / alcohol testing
- Template to facilitate access and contact details

The product should complement the work being progressed by the Powers and Immunities Reference Group (PIRG)[1] which is focussed on improving the telecommunications LAAN form and process. The group was established in response to proposed changes to telecommunication carrier powers to further discuss access issues with landholders and carriers. The RISSB product would focus on the RIM response to an access request from a third party, and being able to ensure that that risks are being mitigated SFAIRP.

Hazard identification:

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[1] Facilitated by the Australian Mobile Telecommunications Authority and Communications Alliance with representation from sectoral peak bodies (including the ARA, represented by the Chair of the National Telecommunications Committee, Paul Harris).

6.0 Infrastructure

Definitions

i A **Guideline** is a set of informative guidance. It is not normative but informative.

A **Code of Practice** is a set of descriptions. It is the "how" one can meet a higher-level requirement (either of a Standard, or a piece of Legislation). It is normative, but by its nature can contain several options about how to achieve compliance with the higher-level requirement. It can also have some informative guidance within it if it is more practical than writing a separate guideline.

A **Standard** is a set of requirements only. It is the "what" must be done to be claim compliance to the standard. It is normative. It can also contain optional and/or supplementary requirements, but they still should be worded as requirements.

Benefits:

Safety

The product would aim to support RIMs more effectively being able to reduce safety risk SAFIRP. It is hoped that this product would support greater levels of regulatory compliance by all third parties, including telecommunication carriers, in a coordinated and consistent manner across the rail industry nationally.

Interoperability / harmonisation

National harmonisation may help establish better practice for third parties accessing railway corridors as there would be consistent expectations.

Financial

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Environmental

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Impacts:

Coordination with the PIRG is recommended as it investigates the access issues more closely.

Reference / source materials:

#	Reference / source material	Available from
1	PIRG discussions and outcomes	ARA representative - Paul Harris 0427 637 447, Paul.Harris@ptv.vic.gov.au
2	Telecommunications Act, Code of Practice and discussion paper about proposed changes (closed)	https://www.communications.gov.au/have-your-say/consultation-possible-amendments-telecommunications-carrier-powers-and-immunities
3	Rail Safety National Law (s199 – Power to require works to stop)	https://www.legislation.sa.gov.au/LZ/C/A/Rail%20Safety%20National%20Law%20(South%20Australia)%20Act%202012.aspx

Definitions

ii **Interoperability** is the ability of a process, system or a product to work with other process, systems or products (aka compatible systems through managed interfaces).
iii **Harmonisation** - the act of bringing into agreement so as to work effectively together (aka uniformity of systems).