Interface Agreement

Rail Safety Act 2010

Public Road and Rail Crossing
At Grade or Grade Separated Interface

BETWEEN

Public Transport Authority

AND

City of Gosnells

AND

Main Roads Western Australia

August 2013
This Interface Agreement is signed and witnessed on behalf of Public Transport Authority by the following authorised representative(s):

SIGNED: ___________________________    WITNESSED: ___________________________
Name: ___________________________    Name: ___________________________
Title: ___________________________    Title: ___________________________
Date: ___________________________    Date: ___________________________

This Interface Agreement is signed and witnessed on behalf of the City of Gosnells by the following authorised representative(s):

SIGNED: ___________________________    WITNESSED: ___________________________
Name: ___________________________    Name: ___________________________
Title: ___________________________    Title: ___________________________
Date: ___________________________    Date: ___________________________

This Interface Agreement is signed and witnessed on behalf of Main Roads WA by the following authorised representative(s):

SIGNED: ___________________________    WITNESSED: ___________________________
Name: ___________________________    Name: ___________________________
Title: ___________________________    Title: ___________________________
Date: ___________________________    Date: ___________________________
Term of Interface Agreement

The parties agree this Interface Agreement will be reviewed within 5 years from the date of Execution, unless any of the parties notify the other parties of a need to amend the Agreement sooner based on a change in circumstances relating to the crossing or the interested parties.
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PURPOSE

Road Managers and Rail Infrastructure Managers are required under sections 64 and 65 of the Rail Safety Act 2010 to identify and assess risks to safety associated with interfaces and enter into an Interface Agreement for the purpose of managing those risks.

The parties to the Agreement recognise the need for an open and collaborative approach to identify, assess and manage risks to safety associated with road-rail crossings and commit to fully co-operate in all aspects of that need.

This Agreement:
- Provides a framework within which the parties shall commit to co-operatively manage the identified safety risks.
- Describes the responsibilities of the parties relating to the interface.
- Provides the mechanism to jointly manage risks for the safe operation of rail and road movements at the interface.

DEFINITIONS

The following definitions shall apply to this Agreement:

ALCAM

Australian Level Crossing Assessment Model – a tool used in the risk assessment of a level crossing.

At-grade crossing

Means where a road, pedestrian path or cycle path crosses a rail line at the same level.

Corrective Action Report

A report that details specific actions designed to reinstate or maintain safety at a crossing and identifies which entity is responsible for the identified actions.

Grade-separated crossing

Means where a road, pedestrian path or cycle path crosses a rail line at different levels because of a bridge, tunnel or overpass.

Interface

For the purposes of this Agreement, an interface is the point where a rail line intersects or interacts with a road, pedestrian path or cycle path whether it be at-grade or grade-separated.

Interface Agreement

An agreement between two or more parties (at least one of which is a rail infrastructure manager and one is a road manager) that details the responsibilities of each party for managing risks associated with safety at a rail crossing interface.

Infrastructure boundary

The point either side of which each party is responsible for infrastructure maintenance.

Mid-block crossing

An at-grade or grade-separated pedestrian crossing not associated with a road.

Pedestrian crossing

An at-grade pedestrian rail crossing.
Public Road  
A public road includes:  
Local Road is a road under the care and control of a Local Government.  
State Road is a road (being a highway or main road) under the care and control of Main Roads WA.  
National Highway is a road under (being a national road) under the care and control of Main Roads WA.

Rail Infrastructure  
The infrastructure that forms part of the railway lines including the stations, signalling systems and level crossings. Bridge, tunnels and other physical structures that contain railway line also form the railway infrastructure.

Rail Infrastructure Manager  
In relation to rail infrastructure of a railway, means the person who has effective management and control of the rail infrastructure, whether or not the person —  
a) Owns the rail infrastructure; or  
b) Has a statutory or contractual right to use the rail infrastructure or to control, or provide, access to it.

Road Infrastructure  
The infrastructure which forms part of a road, footpath or shoulder, including —  
i. Structures forming part of the road, footpath or shoulder; or  
ii. Materials from which a road, footpath or shoulder is made;  
The road-related infrastructure including infrastructure which is installed or constructed to —  
i. Facilitate the operation or use of the road or footpath; or  
ii. Support or protect the road or footpath;  
All bridges, viaducts, tunnels, culverts, grids, approaches and other things appurtenant to the road or footpath or used in connection with the road or footpath;

Road Manager  
In relation to a public road means a Local Government or the Commissioner of Main Roads.  
In relation to a road other than a public road means the owner of, or person responsible for the road.

Types of Rail Crossing  
Public – Crossings at public roads.  
Private – Crossing provided at the discretion of the railway owner/operator where a proponent seeks access across the railway for any purpose.  
Occupational – Crossing provided for the purpose of access across the rail line by the property owner or user (occupant) where a railway/railway reserve divides a property (title). [Refer to Section 102 of Public Works Act 1902]  
Service – Crossing located within a designated rail corridor or railway yard or complex where usage is restricted to the Rail Infrastructure Manager.
SCOPE OF THE AGREEMENT

This Agreement applies to the management of risks at rail crossings on public roads as specified in Schedule 1 and includes provisions for:

- Implementing and maintaining measures to manage risks;
- Evaluating, testing and revising those measures;
- Identifying the respective roles and responsibilities of each party to the Agreement in relation to those measures;
- Identifying procedures by which each party shall monitor compliance with the obligations under the Agreement; and
- Identifying a process to review the Agreement every five years.

The parties may amend Schedule 1 at any time by written agreement between the parties.

The Agreement constitutes an administrative arrangement between the parties in accordance with legislative requirements.

RESPONSIBILITIES OF PARTIES

Railway Crossing Protection in Western Australia – Policy and Guidelines

The Main Roads WA Railway Crossing Protection in Western Australia – Policy and Guidelines outline the levels of control, and approvals required at all railway level crossings in Western Australia.

Responsibilities for approving the level of control on public roads on all rail networks

Under Regulation 297(1) of the Road Traffic Code 2000 the Commissioner of Main Roads Western Australia is empowered to erect, establish or display, and alter, take down any road sign, traffic control signal or road marking on a public road. In the context of railway level crossings this includes approval for the level of control of the regulatory GIVE WAY and STOP signs at passive crossings; and regulatory traffic control signals including Flashlights or Boom Barriers at active crossings; all warning signs including static and active advance warning signs, all road marking including holding line, barrier centre lines and yellow box markings, and other complimentary signing such as speed zones, adjacent regulatory signs or traffic signals on roads.

Responsibilities for new road/rail interfaces or interfaces due to land-use-improvements

MRWA or the Rail Infrastructure Manager or the developer shall meet the costs for installing, improving or modifying railway crossing controls, including pedestrian facilities, required as a result of specific road, rail or land-use improvements or developments.

The Rail Infrastructure Manager shall meet the cost of removing vegetation in the rail reserve within three metres of the external rail line.

The Road Manager shall meet the cost of removing vegetation and other visibility obstructions beyond three metres of the rail line and within the road reserve to provide adequate sight distances for drivers approaching a public road crossing (and adjacent private property if required).

Responsibilities for crossings on public roads

Where not otherwise subject to separate agreements and subject to the approval of the Commissioner of Main Roads as empowered under Regulation 297 of the Road Traffic Code 2000, operational responsibilities for railway crossing protection are as follows:
Main Roads WA

The Commissioner of Main Roads is responsible for:

- Approving the level of control on public roads as empowered under Regulation 297 (1) of the *Road Traffic Code 2000*.
- Displaying, installing and maintaining the appropriate regulatory signs, warning signs, road markings on the approaches to crossings on public roads outside 3 metres from the external rail. (This excludes signing affixed to railway hardware, which are the responsibility of the Rail Infrastructure Manager).

Rail Infrastructure Manager

The Rail Infrastructure Manager is responsible for operating and maintenance costs to manage risk in relation to the level crossing in accordance with any maintenance agreement with Main Roads WA, including:

- Displaying, installing and maintaining flashing lights at crossings; and include any signing affixed to these devices within 3 metres of the external rail.
- Maintaining line-of-sight by clearing vegetation and/or removing other physical obstructions within the railway reserve to provide adequate driver visibility on the approaches to railway crossings within 3 metres of the external rail.
- Advise Road manager of any significant removal of vegetation, or work that is likely to attract multiple public comment.
- Maintaining in good order and condition all traffic signs, road markings and other devices provided for railway crossing protection within 3 metres of the external rail.
- Erecting gates in accordance with the *Government Railways Act 1904*.
- Maintaining rail bridges over roads.
- Advising Road Manager of any spraying programs being carried out on the rail boundaries, dates for work, and chemicals to be used, prior to the work commencing.

Road Manager – Local Government

The Road Manager (City of Gosnells) shall:

- Notify the Rail Infrastructure Manager of any road works planned, either of a temporary or permanent nature, in the vicinity of a crossing.
- Maintain the approaching local road surface in a reasonable condition beyond three metres of the rail line.
- Maintain adequate line-of-sight distances for approaching drivers on local roads by removing vegetation and other visibility obstructions beyond three metres of the rail line and within the road reserve (and adjacent private property if required).
- Advise Rail Infrastructure Manager of any significant removal of vegetation, or work that is likely to attract multiple public comment.
- Report damaged and unserviceable line marking and signage associated with a rail crossing to MRWA.
- Advising Rail Infrastructure Manager of any spraying programs being carried out on the rail boundaries, dates for work, and chemicals to be used, prior to the work commencing.

Road Manager – Main Roads WA

The Road Manager (Main Roads WA) shall

- Maintain the approaching local road surface in a reasonable condition beyond three metres of the rail line.
- Maintain adequate line-of-sight distances for approaching drivers on state and national roads by removing vegetation and other visibility obstructions beyond three metres of the rail line and within the road reserve (and adjacent private property if required).
- Maintain line marking and signage associated with a rail crossing on state and national roads.
AGREEMENT OF PARTIES

Each party agrees to:

- Commit to the highest standards of safety in performing its functions or conducting its business so far as is reasonably practicable;
- Work co-operatively with the other party(s), and with third party entities whose activities may give rise to risks at or near road-rail crossings, to identify and assess risks at road-rail crossings, and develop, implement and monitor measures to manage the risks;
- Carry out the identification, assessment, allocation and management of risk in accordance with accepted risk management practice;
- Commit to continued management of the interface;
- Conform to the appropriate standards, policies and guidelines relevant to their respective operations some of which are listed at Appendix B; and
- Provide funding in accordance with current agreements for existing rail crossings and in accordance with any future agreements for future rail crossings.

Interfaces to which this Agreement applies

The Interfaces to which this Agreement applies are:

- Specified in Schedule 1; and
- Such other interfaces as the parties may identify from time to time

IDENTIFICATION, ASSESSMENT AND MANAGEMENT OF RISK

The parties shall identify and assess risks to safety, so far as is reasonably practicable, that may arise in relation to the rail/road crossing(s) subject to this Agreement:

a. During the life cycle of the rail or road crossing infrastructure.
   b. Arising from change in the use or application of rail or road crossing infrastructure.

The parties shall audit or cause an audit of the rail and road crossing(s) subject to this Agreement. The audit report shall, among other things:

- Identify the location of the rail and road crossing(s);
- Identify the risks to safety at the crossing;
- Identify measures to mitigate the identified risks; and
- Assign responsibility to each of the parties to ensure the risks to public safety are minimised or eliminated via a Corrective Action Report or similar.

For the purpose of identifying and assessing the risks to safety at an interface, the parties may:

a. By itself identify and assess those risks; or
b. Identify and assess those risks with the other party; or
   c. Adopt the identification and assessment of those risks carried out by the other person.

INCIDENT MANAGEMENT

Rail Infrastructure Managers and Road Managers shall manage incidents wholly within their area of responsibility in accordance with each party’s incident management plan.

The established information sharing protocols shall be followed during an emergency incident.
ROAD WORKS

Road works conducted in the vicinity of level crossings can adversely affect the level of safety at the crossing.

The Road Manager shall notify the Rail Infrastructure Manager of any road works planned, either of a temporary or permanent nature, in the vicinity of a level crossing.

The need for such notification will depend on the type of work to be undertaken and the proximity of the work activity to the crossing. As a general guide, the following table shows the minimum distances from the railway within which any road works should not proceed without prior notification to the Rail Infrastructure Manager. Contact details are provided under the heading “Rail Infrastructure Manager Specific Information” of this Agreement.

<table>
<thead>
<tr>
<th>Speed Limit Km/h</th>
<th>Distance from railway (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;70</td>
<td>150</td>
</tr>
<tr>
<td>70 to 90</td>
<td>200</td>
</tr>
<tr>
<td>&gt;90</td>
<td>300</td>
</tr>
</tbody>
</table>

CHANGE OF OWNERSHIP

A party to the Agreement undergoing a change in ownership shall notify the other parties as soon as practicable.

The change of ownership of either a Rail Infrastructure Manager or Road Manager shall require the renegotiation of the Agreement to identify the new owners and inform them of their responsibilities.

Rail Infrastructure Managers are obliged to meet all regulatory requirements including those in the Rail Safety Act 2010 in particular sections 56, 57 and 58.

AUDITING AND COMPLIANCE

Responsibility for Maintaining and Monitoring Compliance

The parties shall be jointly responsible through their nominated representatives for maintaining and monitoring compliance with this Agreement.

In the event of an emergency, and it is not possible to comply with this Agreement, every effort shall be made by the non-complying party to consult with other parties to the Agreement to determine the best course of action to ensure the safest conduct of activities at the interface.

Register of Interface Agreements

Each party shall register an Interface Agreement to which they are a party using their existing internal information and/or document management systems in accordance with the requirements of section 70 of the Rail Safety Act 2010.

Reporting Instances of Non-Compliance

Instances of non-compliance shall be brought to the attention of relevant compliance officers of each party to be dealt with in accordance with their internal procedures.
Safety Auditing Compliance

The Rail Infrastructure Manager shall conduct regular safety audits to ensure compliance with its requirements for accreditation.

The Road Manager shall conduct regular safety audits to ensure the safety performance of the approach roads to an interface are assessed as part of maintenance responsibilities.

The parties shall jointly reassess the risk to safety of a road and rail crossing after a major incident or as requested by either party.

Review of Compliance Requirements

Review of compliance requirements shall be conducted in association with a review of this Agreement.

Reciprocal Inspections and Audits

In the event the parties agree there is an issue adversely affecting interface safety, the parties shall allow the conduct of relevant reciprocal inspections or audits to facilitate remedial action.

COMMUNICATION AND MEETINGS

The parties shall promptly notify each other of any occurrence or incident in connection with safety of the interface(s) subject of this Agreement.

The parties shall meet annually or at such other times as agreed to review the provisions of this Agreement and the adequacy of safety risk identification, assessment and management concerning the rail/road interface subject of this Agreement. Agendas and minutes of such meetings shall be kept by the party hosting the meeting. Meeting minutes shall be circulated to other parties within ten working days of the meeting.

DISPUTE RESOLUTION

Should a dispute arise between the parties in connection to this Agreement, a party may issue a written notice of dispute to the other party.

Within five working days of receipt of a dispute notice, senior officers of each party shall meet to attempt to resolve the dispute.

If the senior officers are unable to resolve the dispute, Chief Executive Officers of the parties shall meet as soon as is practicable to attempt to resolve the dispute.

This Agreement remains in force until the dispute is resolved.

RAIL INFRASTRUCTURE MANAGER SPECIFIC INFORMATION

The following information is included in this Agreement as required by the Public Transport Authority.
Emergency Response

In an emergency situation (i.e. only when the rail line is obstructed) contact shall be made with the relevant party’s Train Control using the contact information outlined below and by telephone dialling 000.

People may only enter the rail reserve to assist emergency response once approval has been given by the respective Incident Controller.

Incident Management

Each party will manage incidents wholly within its area of responsibility in accordance with their Incident Management Plan.

Incidents affecting the track or related infrastructure/rail operations across the interface shall be managed jointly and cooperatively by the parties.

Notification of Incidents between all Parties

If parties become aware of an incident likely to affect infrastructure, operations or safety relating to the interface, all measures must be taken to ensure that the other parties are advised as soon as possible. The contact information is detailed below.

Regulatory Reporting

Under the terms of its accreditation, Rail Infrastructure Managers shall report notifiable incidents to the appropriate State Rail Regulator with which it holds accreditation.

Investigation

Investigations into incidents shall be in accordance with Rail Safety Regulations 2006 and shall be carried out jointly by the affected parties where appropriate.

Preservation of Evidence

Each party reserves the right to undertake timely inspection of any infrastructure or rolling stock damaged as a result of an incident prior to any restoration of operations that may destroy evidence required for an investigation.

Emergency Management - contact details

PTA Train Control can be contacted on (08) 9326 2345

Notification of Incidents - contact details

The PTA Shift Commander can be contacted on (08) 9326 2794

Roadworks in the vicinity of railway crossings (greater than 3 metres from railway line)

For road works in the vicinity of a rail way crossing (greater than 3 metres from the railway line, but within the rail reserve), contact:

Signalling Engineering Manager
Public Transport Centre
West Parade
PERTH WA 6000

Telephone: 9326 2405
General access to railway line (working within 3 metres of the railway line)

For general access to the railway line (working within 3 metres of the railway line), contact:

Manager of Track & Civil
Public Transport Centre
West Parade
PERTH WA 6000

Telephone: 9326 2851

ROAD MANAGER SPECIFIC INFORMATION

<Insert specific information here as required >
# SCHEDULE 1

## LIST OF RAIL AND ROAD INTERFACES

<table>
<thead>
<tr>
<th>No</th>
<th>Name of rail or road crossing</th>
<th>Road Name and MRWA SLK and number</th>
<th>Rail Line and km of Level Crossing or Bridge</th>
<th>Description of crossing</th>
<th>Rail Infrastructure Manager responsible</th>
<th>Road Manager responsible</th>
<th>Risk Assessment report available (YES/NO)</th>
<th>Corrective Action Report or other documents available (YES/NO)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>William Street</td>
<td>William Street A122</td>
<td>Armadale 12.280 km</td>
<td>Road + Pedestrian</td>
<td>PTA</td>
<td>City of Gosnells</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>2</td>
<td>Beckenham Street</td>
<td>Beckenham Street Pedestrian Crossing</td>
<td>Armadale 12.721 km</td>
<td>Pedestrian Crossing</td>
<td>PTA</td>
<td>City of Gosnells</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>3</td>
<td>Wanaping Road</td>
<td>Wanaping road A143</td>
<td>Armadale 14.300 km</td>
<td>Road + Pedestrian</td>
<td>PTA</td>
<td>City of Gosnells</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>4</td>
<td>Austin Avenue BG 157</td>
<td>Austin Ave A155</td>
<td>Armadale 15.500 km</td>
<td>Road + Pedestrian</td>
<td>PTA</td>
<td>City of Gosnells</td>
<td>YES</td>
<td>YES</td>
</tr>
<tr>
<td>5</td>
<td>Maddington Station Pedestrian Crossing North</td>
<td>Maddington Station</td>
<td>Armadale 16.240 km</td>
<td>Pedestrian Crossing</td>
<td>PTA</td>
<td>City of Gosnells</td>
<td>YES</td>
<td>YES</td>
</tr>
<tr>
<td>6</td>
<td>Maddington Station Pedestrian Crossing South</td>
<td>Maddington Station</td>
<td>Armadale 16.340 km</td>
<td>Pedestrian Crossing</td>
<td>PTA</td>
<td>City of Gosnells</td>
<td>YES</td>
<td>YES</td>
</tr>
<tr>
<td>7</td>
<td>Kelvin Road</td>
<td>Kelvin Road A155</td>
<td>Armadale 16.490 km</td>
<td>Road + Pedestrian</td>
<td>PTA</td>
<td>City of Gosnells</td>
<td>YES</td>
<td>YES</td>
</tr>
<tr>
<td>8</td>
<td>Dalziell Street</td>
<td>Dalziell Street A168</td>
<td>Armadale 16.910 km</td>
<td>Pedestrian Crossing</td>
<td>PTA</td>
<td>City of Gosnells</td>
<td>YES</td>
<td>YES</td>
</tr>
<tr>
<td>9</td>
<td>Albany Highway</td>
<td>Albany Highway A175</td>
<td>Armadale 17.530 km</td>
<td>Road + Pedestrian</td>
<td>PTA</td>
<td>City of Gosnells and Main Roads WA</td>
<td>YES</td>
<td>YES</td>
</tr>
<tr>
<td>10</td>
<td>Fremantle Road</td>
<td>Fremantle Road A 189</td>
<td>Armadale 19.000 km</td>
<td>Road + Pedestrian</td>
<td>PTA</td>
<td>City of Gosnells</td>
<td>YES</td>
<td>YES</td>
</tr>
<tr>
<td>11</td>
<td>Stalker Road</td>
<td>Stalker Road A193</td>
<td>Armadale 19.320 km</td>
<td>Road + Pedestrian</td>
<td>PTA</td>
<td>City of Gosnells</td>
<td>YES</td>
<td>YES</td>
</tr>
<tr>
<td>12</td>
<td>Dorothy St BG 068</td>
<td>Dorothy St A 196</td>
<td>Armadale 19.630 km</td>
<td>Road + Pedestrian</td>
<td>PTA</td>
<td>City of Gosnells</td>
<td>YES</td>
<td>YES</td>
</tr>
<tr>
<td>13</td>
<td>Verna St Pedestrian Crossing</td>
<td>Verna St Pedestrian Crossing A 205</td>
<td>Armadale 20.540 km</td>
<td>Pedestrian Crossing</td>
<td>PTA</td>
<td>City of Gosnells</td>
<td>YES</td>
<td>YES</td>
</tr>
<tr>
<td>14</td>
<td>Seaforth Station Pedestrian Crossing P 06</td>
<td>Seaforth Station Pedestrian Crossing A213</td>
<td>Armadale 21.370 km</td>
<td>Pedestrian Crossing</td>
<td>PTA</td>
<td>City of Gosnells</td>
<td>YES</td>
<td>YES</td>
</tr>
</tbody>
</table>
## AREAS OF DEMARCATION AND EXPLANATORY NOTES

<table>
<thead>
<tr>
<th>AREA OF RESPONSIBILITY</th>
<th>ACCESS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Main Roads WA</strong></td>
<td><strong>Free access</strong></td>
</tr>
<tr>
<td><strong>Local Government Authority</strong></td>
<td><strong>Free access</strong></td>
</tr>
<tr>
<td>Private owner as applicable</td>
<td><strong>Persons operating machinery in this area require a flag person to attend during operations</strong></td>
</tr>
<tr>
<td><strong>Brookfield Rail, Public Transport Authority and other rail infrastructure managers as applicable</strong></td>
<td><strong>Appropriate track access permit is required in this area by all persons for any purpose.</strong> <strong>Temporary exemption from accreditation may be granted by Chief Executive Officer PTA or General Manager Brookfield Rail</strong></td>
</tr>
<tr>
<td><strong>Main Roads WA</strong></td>
<td><strong>Persons operating machinery in this area require a flag person to attend during operations</strong></td>
</tr>
<tr>
<td><strong>Local Government Authority</strong></td>
<td><strong>Free access</strong></td>
</tr>
<tr>
<td>Private owner as applicable</td>
<td><strong>Free access</strong></td>
</tr>
</tbody>
</table>

**Interface Agreement Version 1.0 Rev 1.0**
<table>
<thead>
<tr>
<th>AGENCY</th>
<th>RESPONSIBILITIES</th>
<th>LEVEL CROSSING PROTECTION</th>
<th>FACILITATORS</th>
</tr>
</thead>
</table>
| **Main Roads WA** | (a) Installing and maintaining the appropriate regulatory signs, warning signs, road markings and advance flashing warning panels on public road approaches to level crossings – excludes signing affixed to railway hardware.  
(b) Undertaking and maintaining any vegetation clearing and/or removal of other physical obstructions on public roads (including on adjacent private properties if required) to provide requisite driver visibility sightlines on the approaches to railway level crossings.  
(c) Maintaining the roadway outside the rail reserve of greater than three metres (3m) from the outside running rail if a highway or main road. | a) Determines/approves levels of protection.  
b) Interface Agreement signatory on state and federal roads.  
c) Assists Interface Agreements preparation on Local Government roads or public roads under control of private companies.  
d) Undertakes field assessments.  
e) Maintains and distributes the ALCAM model software.  
f) Develops and maintains level crossing database. | **Road Safety Manager**  
**Regional Manager** |
| **Brookfield Rail, Public Transport Authority and other rail infrastructure managers as applicable** | a) Installing and maintaining flashing lights and boom barriers, warning bells and pedestrian mazes, gates and paths at crossings including any signing affixed to these devices. Providing control devices for advance warning signs.  
b) Undertaking and maintaining any vegetation clearing and/or removal of other physical obstructions within the rail reserve to provide adequate visibility on the approaches to railway level crossings.  
c) Maintaining the roadway within the rail reserve of within three metres (3m) of the outside running rail. | a) Determines/approves levels of protection.  
b) Undertakes field assessments.  
c) Develops and maintains level crossing database. | **Manager Planning and Projects Development** |
| **Local Government Authority** | a) Maintaining the roadway outside the rail reserve or greater than three metres (3m) from the outside running rail if a local road.  
b) Undertaking and maintaining any vegetation clearing and/or removal of other physical obstructions on public roads (including on adjacent private properties if required) to provide requisite driver visibility sightlines on the approaches to railway level crossings. | a) Sightline vegetation clearance | **Local Government Authority, Road Manager** |
APPENDIX B

REFERENCE DOCUMENTS

Reference documents include, but are not limited to:

_Rail Safety Act 2010_

_Rail Safety Regulations 2011_

_Government Railways Act 1904_


(Main Roads WA – Railway Crossing Protection in WA – Policy and Guidelines)

_Road Traffic Code 2000_

_Road Traffic Act 1974_

_Main Roads Act 1930_

_Public Works Act 1902 – Section 102_


_ALCAM assessment_

_AS/NZISO 4801:2001 - OSH_

(Main Roads WA – Traffic Management for Works on Roads – Code of Practice)

_Rail Infrastructure Manager Operating Rules_

Copies of most documents are available from the State Law Publisher website or from the Road Safety Branch, MRWA – phone 9323 4111.
APPENDIX C

CONTACT DETAILS

Rail Infrastructure Manager

Manager of Track & Civil
Public Transport Centre
West Parade
PERTH WA 6000
Telephone: 9326 2851

Road Manager

<Insert contact details>

MRWA or other party

<Insert contact details>
ALCAM and CORRECTIVE ACTION REPORTS