Access Application

Version: 3.1

Updated: 07/ 10 / 2011

This Application is for access to the Queensland Rail network ONLY.

Queensland Rail does not authorise rail access to the QR National rail network. Access to the QR National rail network must be negotiated directly with QR National Network Services.

In submitting this Access Application to Queensland Rail the Operator/Customer agrees to comply with the Requirements of the Queensland Rail Access Undertaking.

Please complete this document and return to:

Queensland Rail
Group General Manager Network Business
GPO Box 1429
BRISBANE QLD 4001

Fax: 07 3235 7634
Email: aarf.freight@qr.com.au

This document contains confidential information

1. Rail Operator Details

Name of Access Seeker	
Contact Name	
Position	
Postal Address	
Phone Number	
Mobile Phone Number	
Fax Number	
Email Address	
End Customer Name	
Date Submitted	

Note: - If only looking for high level access price, please specify

#*Note: - The Access Undertaking provides for a maximum 30 days response time from the date of acknowledgement.*

2. Access Requirements

(✓Tick appropriate box)

(a) New service ☐

(Complete all sections)

(b) Existing service alteration ☐

(Complete Section 1 and go to Section 4)

Additional Information

3. Train Service Description

3.1 Route of Operation (please attach diagram if necessary)

(For multiple access requests, please supply attachment or complete multiple COPs)

Forward Journey (Train Service 1 - Loaded)

Origin .....

Destination .....

Return Journey (Train Service 2 - Empty)

Origin .....

Destination .....

3.2 Access Term

Proposed start date	
Proposed service term	
Probability of commencement (% percent)	

3.3 Service Description

Generally describe the freight to be carried, for example, Freight, Passengers or Coal (forward and return).

Forward (Services 1)	**Return (Service 2)**

3.4 Net tonnes of product per annum (excluding container or wagon tare)

Detail net tonnes per annum for years 1 – 4, plus year 5 and onwards, as applicable, noting seasonal peak tonnages below. If tonnages vary after 5 years please provide details below.

	Year 1	**Year 2**	**Year 3**	**Year 4**	**Year 5 onwards**
Forward					
Return					

4. Timetable Requirements

4.1 Is this request a variation to an existing service?

Yes ☐ Which service _____

No ☐

4.2 Service Frequency

Required frequency of train services. Please specify below any daily requirements, weekly requirements, seasonal variations and any trends over the agreement term.
Please note – a train service is a one way service. One return journey = two train services.

	No. of Forward services per week	No. of return services per week	Weeks per year	Total no. of services per year
Year 1				
Year 2				
Year 3				
Year 4				
Year 5 & onwards				

4.3 Forward Journey – Days of Operation

Origin Departure Time *(preferred time)* _____

Destination Arrival Time *(preferred time)* _____

Number of train services per day

(Indicative number of services by day e.g. 1, 2, 3)

Mon	Tue	Wed	Thurs	Fri	Sat	Sun

Please Note: If more than one service per day is required; please attach details on separate sheet.

4.3.1 Particulars of Shunting or Dwell Time Enroute

Location	Nominated Road	Shunt Yes / No	Dwell Yes / No	Reason	Time Required
Eg. Bundaberg	*Mainline*	*Yes*	*No*	*Attach*	*20"*

4.3.2 Where access to yards, terminals or private sidings is required, has the facility owner granted access at the times required at this stage?

Yes ☐ *if Yes, please provide any documentation*

No ☐

4.4 Return Journey – Days of Operation

Origin Departure Time *(preferred time)* _____

Destination Arrival Time *(preferred time)* _____

Number of train services per day

(Indicative number of services by day e.g. 1, 2, 3)

Mon	Tue	Wed	Thurs	Fri	Sat	Sun

Please Note: If more than one service per day is required; please attach details on separate sheet.

4.4.1 Particulars of Shunting or Dwell Time Enroute

Location	Nominated Road	Shunt Yes / No	Dwell Yes / No	Reason	Time Required
Eg. Bundaberg	*Mainline*	*Yes*	*No*	*Attach*	*20"*

4.4.2 Where access to yards, terminals private sidings is required, has the facility owner granted access at the time required at this stage?

Yes ☐ *if Yes, please provide any documentation*

No ☐

5. Train Details

Please note – a train is a one way service. One return journey = two train services

	Consist 1	Consist 2
Type and Class of locomotive/s		
Number of locomotives/s per train		
Mass of locomotive/s (t)*		
Type and Class of wagons/carriages		
Number of wagons/carriages per train		
Nominal gross mass per wagon/carriage (t)		
Average proposed load (of product) per wagon (t)		
Designed gross tonnage of wagon (t)		
Tare mass per wagon (t)		
Tare mass per container (t)		
Average number of containers per wagon		
Maximum axle loading		
Gross tonnes per train service – forward**		
Gross tonnes per train service – return**		
Maximum allowable speed of operation (empty)		
Maximum allowable speed of operation (revenue)		
Total length of train (including locomotives)		

*** Maximum mass includes the gross weight of full sand and fuel load**

**** includes weight of locomotives(s)**

5.1 Additional Comments

6. Further Information

Have you attached any further details to assist us in our evaluation of your access request?

Yes ☐

No ☐

Name

Designation

Date

Your Ref

OFFICE USE ONLY	
Date C.O.P. Received	
Initial	
Database	

(Insert name of accredited operator responsible for operating train services - include logo and/or picture as required)

Operating Plan

for

(insert title of train services)

Document No:	**(insert identification number for document)**
Version:	**(insert version number)**
Date:	**(insert date of issue)**
Authorised by:	**(insert name of person responsible for authorising operating plan)**

Document Information

Current Version:	(Insert current version number)
First Released:	(Insert date first released)
Last Updated:	(Insert date last updated)
Review Before:	(Insert date when due for review)
Content Developer:	(Insert content developer name, if required)
Document Authoriser:	(Insert document authoriser and title)

Document Amendment History

Version Number	Date	Section(s) Amended	Summary of the Amendment

Contents

Follow the guidelines in this document to ensure the required information is included. Text in black is suggested headings/wording etc while text in blue provides guidance and should be deleted from final document. Don't forget to update header details.

Note that this document is the primary means of communicating the operational requirements to all involved workers and is of special importance in providing Network Control and train planners with a clear understanding of the train services. Include any information that facilitates this aim.

1.0 INTRODUCTION

Provide some general background information in this section regarding the proposed train services.

eg:

- generally describe route and product
- is it a new or modified service?
- is it part of a larger project?

The accredited rail operator who will be responsible for the operation of these train services is (insert name of accredited rolling stock operator).

2.0 PURPOSE

The draft operating plan must include sufficient detail to fully describe the train services and method of operation including scheduling, route, rolling stock and train configurations.

The draft operating plan may be modified during the negotiation process, however the Operator must finalise the operating plan before train operations commence. The final operating plan must be consistent with the Interface Risk Management Plan (IRMP).

If an Operator wishes to change the operating plan after operations have commenced, Queensland Rail and the Operator will review the interface risk assessment together and agree any necessary updates to the IRMP and/or operating plan.

The purpose of this operating plan is to communicate the operating requirements of the train services to all involved workers and in particular to provide guidance for Queensland Rail Network Controllers.

It describes the required operations on the network, identifies the procedures required and defines relevant responsibilities to enable the train service to be operated safely and reliably and not present any unacceptable risk.

Insert any other applicable information.

3.0 SCOPE

This operating plan is applicable to the operation of (insert train description) between (insert starting point) and (insert end point) in accordance with Access Agreement (insert title of access agreement).

The network map below indicates the route of the operation.

Insert map of corridors if required to clarify route.

An ATT or TRA must be issued prior to the commencement of this train service.

This procedure is to be read in conjunction with Train Route Acceptance (insert TRA number TRA-XXXX) and/or the relevant Authority to Travel (ATT), if required, which define the specific parts of the network to be used for this operation, the authorised rolling stock and train configurations plus any additional network requirements.

4.0 DEFINITIONS

Include definitions of any terms used in this document that require special explanation.

5.0 ASSOCIATED DOCUMENTS

Include a list of all documents referred to by this plan or documents that are pre-requisites for carrying out this operation - eg Access Agreement, TRA, Technical Standards, Procedures etc.

6.0 SERVICE REQUIREMENTS

Provide details of the proposed train services including:

6.1 Area of operation

- origin
- destination
- entry and exit points
- rolling stock repositioning

6.2 Business aspects

- tonnage profile
- passenger loading & unloading profile
- project service life
- seasonality of haulage / variability of service

6.3 Operation

- type of service
- commodity
- train configuration
- special operating parameters
- dangerous goods details
- overload management system
- timing of schedule servicing / provisioning / examining / stowing activities
- crewing plan - crew requirements, location of crew depots, crew change points

6.4 Train service levels / Scheduling

- daily, weekly, monthly, annually, as required
- maximum number of services
- dwell times at loading facilities
- dwell times at unloading facilities
- dwell times at crew changes
- dwell times enroute & operational requirements eg for fuelling
- rolling stock operational speed
- indicative timetable requirements (sectional run times)

- connecting services
- critical timings at specified locations
- authority from private infrastructure manager

6.5 Alterations to Service Schedule

Where XXXX or Queensland Rail wish to make alterations to the train service, each party will adhere to the requirements set out in the Network Management Principles contained in the Operator Requirements Manual.

7.0 ROLLING STOCK INFORMATION

7.1 Rolling Stock Data

Insert the appropriate information for the rolling stock being operated – delete any unused rows, columns and tables or add extras as required.

Locomotives		
Class	(Insert the locomotive classes)	
Type	(Insert the locomotive types eg diesel electric, diesel hydraulic, diesel mechanical, electric, steam)	
Number (if applicable)	(Insert the locomotive running number)	
Length	(Insert the length over coupling lines of each locomotive class)	
Mass	(Insert the mass of each locomotive class in full working order, including fuel and sand, in tonnes)	
Axle Load	(Insert the maximum loading on any locomotive axle)	
Rolling Stock Outline Clearance Category	(Insert the rolling outline that each locomotive class complies with and any out-of-gauge issues)	
Speed	(Insert the maximum approved speed of each locomotive class. If speed in reverse is different, show both forward and reverse)	
Drawgear	(List the drawgear type and strength)	
Train Driver Aids	(List the safeworking and driver alerting equipment fitted eg VCS, ATP, DTC etc)	
Diagram	(Rolling stock diagram number)	

Self Propelled Trains				
Type	(indicate the types of units with fixed rolling stock			

	configuration eg EMU, TILT, RM etc)			
Unit Configuration	(Insert the configuration of vehicles that make up each fixed coupled unit)			
Running Numbers (if applicable)	(Insert the running numbers of the units or vehicles)			
Total Length	(Insert the length of each unit over coupling lines)			
Gross Mass	(Insert the mass of each unit in full working order with maximum number of passengers)			
Tare Mass	(Insert the mass of each empty unit)			
Maximum axle load	(Insert the maximum loading on any axle in the units)			
Rolling Stock Outline Clearance Category	(Insert the rolling outline that each unit complies with and any out-of-gauge issues)			
Speed	(Insert the maximum approved speed of each unit. If speed in reverse is different, show both forward and reverse)			
Drawgear	(List the drawgear type and strength)			
Train Driver Aids	(List the safeworking and driver alerting equipment fitted eg VCS, ATP, DTC etc)			
Diagram	(Rolling stock			

	diagram number)			

Passenger Carriages				
Class	(Insert the carriage classes)			
Type	(Insert the carriage types eg sitter, sleeper, dining car etc)			
Length	(Insert the length over coupling lines of each carriage class)			
Gross Mass	(Insert the mass of each carriage in full working order with maximum number of passengers)			
Tare Mass	(Insert the mass of each empty carriage class)			
Axle Load	(Insert the maximum loading on any axle in each carriage class)			
Rolling Stock Outline Clearance Category	(Insert the rolling outline that each carriage class complies with and any out-of-gauge issues)			
Speed	(Insert the maximum approved speed of each carriage class)			
Drawgear	(List the drawgear type and strength)			
Notes	(List any special conditions relating to the operation of each carriage class)			
Diagram	(Rolling stock diagram number)			

Freight Wagons

Class	(Insert the wagon classes)			
Type	(Insert the wagon types and payload eg open, box, hopper, coal etc)			
Length	(Insert the length over coupling lines of each wagon class)			
Gross Mass	(Insert the mass of each wagon class fully loaded)			
Tare Mass	(Insert the mass of each empty wagon class)			
Axle Load	(Insert the maximum loading on any axle in each wagon)			
Rolling Stock Outline Clearance Category	(Insert the rolling outline that each wagon complies with and any out-of-gauge issues)			
Speed	(Insert the maximum approved speed of each wagon class)			
Drawgear	(List the drawgear type and strength)			
Diagram	(Rolling stock diagram number)			

7.2 Train Information

Insert the appropriate information for the train being operated – delete any unused rows. Include provision for movement of rolling stock for recovery, maintenance, operational or other contingency purposes eg vehicle locomotives, train positioning moves.

Train Information		
Description	Payload	(Insert the payload eg coal train, general freight etc)
	Type	(Insert the types of trains eg unit train, container train, general freight etc)
	Operation	(Insert the method of operation eg distributed power, push/pull, headend power etc)
Locomotives	Classes	(Insert the classes of locomotives in the train)
	Number	(Insert the maximum number of locomotives in the

		train)
	Location	(Insert the locomotive location in the train or any limitations)
Wagons/Carriages	Classes	(Insert the classes of wagons/carriages in the train)
	Number	(Insert the maximum number of wagons/carriages in the train)
	Order	(Insert the wagon/carriage order in the train or any limitations)
Train Mass	Loaded	(Insert the loaded train gross tonnage excluding locos
	Empty	(Insert the empty train gross tonnage excluding locos
Train Length	Comparison Length	(Insert the comparison train length for the longest train - including locomotives)
Train Speed	Loaded	(Insert the maximum approved speed of each loaded train)
	Empty	(Insert the maximum approved speed of each empty train)
Load Tables		(Insert relevant load table identification)
Special Conditions	1	(Insert any special conditions related to the operation of the train eg out-of-gauge, overloads etc)
	2	(Insert any special conditions related to the operation of the train eg out-of-gauge, overloads etc)
	3	(Insert any special conditions related to the operation of the train eg out-of-gauge, overloads etc)

7.3 Rolling Stock Compliance Status

Provide information regarding the current status of certification of the rolling stock and train configurations to the interface standards. Include reference to certificate numbers where appropriate.

If the rolling stock or train configurations are not yet fully certified, this section should detail:

- any identified non-compliances to interface standards
- any interface standards to which compliance is not yet fully proven eg brake system static testing successfully carried out, full performance compliance to be proven by on-track testing
- any systems not yet functioning eg vigilance system not commissioned

The above items should be backed up by an interim compliance certificate.

8.0 SAFETY SYSTEMS

Include in this section details of train safety systems in place eg ATP, vigilance, SPD etc

9.0 COMMUNICATION SYSTEMS

Include in this section details of communication systems available for use eg train radio, mobile phone, satellite phone etc.

10.0 INTERFACE ARRANGEMENTS

Include details of interface arrangements for entering/exiting private sidings and other networks including permission from the other track manager.

Include handover details where rolling stock is handed over to/from another rolling stock operator.

11.0 CONTINGENCY AND RECOVERY

Include in this section any arrangements in the event of failure of the rolling stock, special recovery arrangements regarding coupling etc and any other contingency plans identified as part of the risk assessment. Also include train information and certification for altered train configurations required for recovery eg additional locomotives.

12.0 EMERGENCY MANAGEMENT PLANS

Include in this section any arrangements for the management of emergencies including rolling stock, dangerous goods and other incidents.

13.0 SAFETY AND ENVIRONMENT RISK ASSESSMENT

(Enter name of operator) has carried out a safety and environment risk assessment of the proposed train services and has reviewed the Interface Risk Management Plan in the Access Agreement.

Include in this section any additional safety and environmental controls identified to minimise any risks associated with the proposed operation.

14.0 RESPONSIBILITIES AND CONTACT DETAILS

Enter details of responsible people and their contact information - phone numbers, emails etc.

Responsibility	Organisation	Contact Person	Title	Contact Details

15.0 GENERAL COMMENTS

Include any other general information required for the operation of these train services.

16.0 APPENDICES

Add copies of associated documents, test records, risk assessments etc as necessary

Rolling Stock Authorisation

for the
Queensland Rail Network

Document No: NBOI/INF/001
Version: 1.0
Issue Date: 6 April 2011
Author: Graham Watkins, Manager Operational Interfaces
Authorised: Andrew Matthews, Network Business Commercial Manager

Contents Page

1. Access Requirements

Rail transport operators (including Queensland Rail business divisions and third party operators) proposing to operate trains on the Queensland Rail network must apply for access to Queensland Rail Network Business and must obtain an agreement prior to any operation occurring.

As part of the access application process, the interface risks posed by the operation of a particular train service on the network are jointly assessed and managed through the interface risk management plan (IRMP).

So that only rolling stock and rolling stock configurations that comply with the terms of the IRMP operate on the rail infrastructure, all rolling stock and all rolling stock configurations must be authorised by Queensland Rail Network Business prior to operation on the Queensland Rail network.

When individual items of rolling stock are authorised, they are entered into the Vizirail rolling stock database and the operator (or their nominated representative) advised.

The operator must not use the rolling stock until they receive confirmation of the authorisation from Queensland Rail Network Business.

Train service operations are authorised by Queensland Rail Network Business issuing a Train Route Acceptance or an Authority to Travel and no operations will be permitted unless one of these documents has been issued.

Operators are responsible for all of their rolling stock used on the Queensland Rail network being covered by a rail safety management system approved under their rail safety accreditation and for their rolling stock being designed and constructed to the requirements of the agreed interface standards.

To obtain authorisation of:

- rolling stock, the operator must demonstrate to Queensland Rail Network Business that the rolling stock has been designed, constructed or modified and appropriately tested to comply with the agreed interface standards in its IRMP
- rolling stock configurations, the operator must demonstrate to Queensland Rail Network Business that the rolling stock has been configured and operates in a manner that complies with the agreed interface standards in its IRMP

To demonstrate this compliance, the operator must certify in writing:

- the compliance of the rolling stock with the agreed interface standards identified in the IRMP including any non-compliances
- the compliance of the rolling stock configurations with the agreed interface standards identified in the IRMP including any non-compliances

and must have an auditable process in place to verify the certification.

Rolling stock and rolling stock configurations assessed and certified as above, will then be authorised by Queensland Rail Network Business for operation by the operator on the Queensland Rail network.

Operators must have an appropriate maintenance regime in place such that their rolling stock and rolling stock configurations remain compliant with the certificates issued above during all service conditions.

For operations involving travel on infrastructure owned or managed by anyone other than Queensland Rail, the operator must also obtain approval from the other rail infrastructure manager.

2. Interface Standards

The interface standards describe the required features and characteristics of operators' rolling stock only as far as is required for the safe and effective interface with the Queensland Rail network.

The interface standards for the Queensland Rail network are defined in Queensland Rail document SAF/STD/0145/INF Interface Standards.

The applicability of SAF/STD/0145/INF to the proposed rolling stock and its operation is assessed during the interface risk assessment.

Additional interface standards may be identified during the interface risk assessment particularly if the rolling stock, rolling stock configurations or proposed operations are outside the scope of SAF/STD/0145/INF.

The applicable interface standards are then agreed and documented in the IRMP together with any additional controls to address interface risks.

Any non-compliances with the agreed interface standards are identified in the compliance certificates and whether the rolling stock can be operated to an acceptable level of risk by implementing alternative controls is assessed and the alternative control measures agreed in the IRMP.

3. Rolling Stock Certification

Before any rail vehicle will be allowed onto the Queensland Rail network for the first time, or after modifications that alter the vehicle's compliance to the agreed interface standards (eg axle loads, weight distribution, physical profile), the operator must certify the rolling stock by producing a Certificate of Interface Compliance signed by an agreed competent person.

In addition to the Certificate of Interface Compliance, Queensland Rail Network Business may require the operator to provide it with documentation demonstrating the rolling stock is in compliance with the interface standards agreed in the IRMP. Such documentation may include a compliance plan, certificate of design conformance, certificate of construction conformance, certificate of type testing conformance and reports on trials and/or commissioning tests.

Where Queensland Rail Network Business is not satisfied, on the basis of the documentation provided by the operator, that the rolling stock complies with the terms of the agreed IRMP, Queensland Rail Network Business may reject the rolling stock.

Where two or more items of rolling stock are permanently coupled and operated as an identifiable set (eg 3-car EMU), the Certificate of Interface Compliance may be issued for the set.

While separate classes of rolling stock should have separate certificates, multiple vehicles of the same class may be included in a single certificate.

The Certificate of Interface Compliance must:

- have a unique identifying number
- identify the operator
- identify the class and identification numbers of each vehicle (or set) covered by the certificate
- include a validity date (and expiry date where relevant)
- specify non-compliances to the agreed interface standards or unverified characteristics

and must also document the following interface performance characteristics of the rolling stock:

- vehicle type
- track gauge
- vehicle tare mass (ie no load, fuel, sand etc.)
- vehicle gross mass
- vehicle length over coupling centres
- number of axles
- maximum axle load
- maximum operating speed empty
- maximum operating speed loaded
- drawgear type
- structure rating
- rolling stock outline with which it complies
- general arrangement drawing with principal dimensions including all axle spacings and loads
- brake type
- notes

A Certificate of Interface Compliance may be issued at any time during the life of the rolling stock and would normally remain valid until the rolling stock is subject to a change that affects its compliance status. Such a change may include (but not be limited to) results of type testing, commissioning, modifications, conversion, reclassification, inadequate maintenance or withdrawal. It is the operator's responsibility to advise Queensland Rail Network Business of any such changes.

As the certificate is about compliance with standards, an expiry date would not normally be relevant except for one off movements of damaged or otherwise out of use rolling stock.

The rolling stock operator, as part of their own processes, may obtain certification against various rolling stock or other standards but operation on the network requires certification only against the interface standards. Contractual issues between the operator and its suppliers, or other deficiencies in the vehicle not related to the interface are an operator issue and out of scope for the process of authorising a vehicle to operate on the network. The operator is responsible for above rail issues and can impose its own restrictions if necessary.

4. Rolling Stock Configuration Certification

Before any train will be allowed onto the Queensland Rail network for the first time, or after modifications that alter the train's compliance to the agreed interface standards (eg length, weight, braking distances, types of rolling stock), the operator must certify the configurations of rolling stock in the train by producing a Rolling Stock Configuration Certificate of Compliance signed by an agreed competent person.

In addition to the Rolling Stock Configuration Certificate of Compliance, Queensland Rail Network Business may require the operator to provide it with documentation demonstrating the rolling stock configurations are in compliance with the interface standards agreed in the IRMP. Such documentation may include a compliance plan, certificate of design conformance, certificate of type testing conformance and reports on trials and/or commissioning tests.

Where Queensland Rail Network Business is not satisfied, on the basis of the documentation provided by the operator, that the rolling stock configurations comply with the terms of the agreed IRMP, Queensland Rail Network Business may reject the rolling stock configurations.

The Rolling Stock Configuration Certificate of Compliance may cover multiple configurations of the nominated rolling stock.

The Rolling Stock Configuration Certificate of Compliance must:

- have a unique identifying number
- identify the operator
- nominate the proposed route/s
- identify each configuration covered by the certificate (ie vehicle classes and order)
- include a validity date (and expiry date where relevant)
- specify non-compliances to the agreed interface standards or unverified characteristics

and must also document the following interface performance characteristics of the train considering all rolling stock configurations:

- train type
- maximum train gross mass (excluding locomotives)
- maximum comparison train length
- maximum operating speed empty
- maximum operating speed loaded
- maximum axle load
- does train convey out-of-gauge loads or rolling stock

- marshalling restrictions (eg any limitations on the number or order of vehicles, the position of locomotives within the train)
- notes

A Rolling Stock Configuration Certificate of Compliance may be issued at any time during the life of the train service and would normally remain valid until the train is subject to a rolling stock configuration change that affects its compliance status. Such a change may include (but not be limited to) results of testing, rolling stock changes, increased train length, inadequate maintenance or withdrawal. It is the operator's responsibility to advise Queensland Rail Network Business of any such changes.

When determining rolling stock configurations, operators should consider emergency and contingency situations. Such situations may include (but not be limited to) additional vehicle locomotives, rolling stock with brakes cut out and traction motors cut out.

5. Certifier

The Rolling Stock Certificate of Interface Compliance and Rolling Stock Configuration Certificate of Compliance must be signed by a person who has the competence to assess the operator's rolling stock validation process, has the authority to sign the certificates on behalf of the operator and is agreed between the operator and Queensland Rail.

The operator must have an auditable rolling stock validation process to verify that rolling stock and rolling stock configurations have been designed and constructed by people competent to perform that work and that sufficient verification has been conducted to confirm that the rolling stock and rolling stock configurations have been designed and constructed competently.

The operator shall submit the name of the proposed certifier to Queensland Rail Network Business together with details showing how the operator satisfies the above requirements.

Queensland Rail Network Business will then advise the operator of the acceptance or rejection of the proposed nomination.

6. Authorisation

Before a train is authorised for operation on the Queensland Rail network:

(a) a rolling stock certificate of interface compliance must be produced by the operator and accepted by Queensland Rail Network Business.

(b) a rolling stock configuration certificate of compliance must be produced by the operator and accepted by Queensland Rail Network Business

(c) other controls listed in the interface risk management plan relevant to the proposed operation must also be implemented and access requirements must be agreed including operating plans, load tables etc.

Queensland Rail Network Business will authorise the rolling stock items by recording details in the Vizirail rolling stock database and advising the operator (or their nominated representative). Authorisation for the operation of rolling stock configurations is documented by an Authority to Travel or a Train Route Acceptance.

Some vehicles such as new or modified vehicles may require testing on track to verify compliance with interface standards. Queensland Rail Network Business may authorise these vehicles to operate on the network on the basis of existing certification, test plans etc. for a limited time or for only limited operation. While these vehicles will be listed in the Vizirail system as authorised, Queensland Rail Network Business will require outstanding interface issues to be addressed prior to inclusion of these vehicles in normal services under a Train Route Acceptance (TRA). Until this is completed the vehicle will need an Authority to Travel (ATT) to operate on the network.

7. Train Route Acceptance

A Train Route Acceptance is the documented authority for a train to operate and is issued as an attachment to Schedule 4 of the access agreement.

It defines the train service details including authorised route, authorised rolling stock, authorised rolling stock configurations, maximum comparison train length, maximum train load and any other conditions related to the operation of the train service.

8. Authority to Travel

An Authority to Travel is the documented authority for a train to operate outside of its Train Route Acceptance or other agreed operating conditions in the IRMP and is issued in accordance with the access agreement.

It defines the train service details including authorised route, authorised rolling stock, authorised rolling stock configurations, maximum comparison train length, maximum train load and any other conditions related to the operation of the train service.

An Authority to Travel normally has a short validity period and is intended to cover one off or short term operations.

Attachments

1. **Rolling Stock Certificate of Interface Compliance - Typical Format**
2. **Rolling Stock Configuration Certificate of Compliance - Typical Format**

Rolling Stock - Certificate of Interface Compliance

Certificate No: _____

Operator: _____

Rolling Stock Class _____

Rolling Stock Number(s) _____

Validity Date: _____

Expiry Date (where applicable): _____

On the basis of certifications by other competent parties and such verifications and validations I considered necessary; I certify that the rolling stock nominated on this certificate has been competently designed, constructed and tested as meeting the requirements of the interface standards agreed with Queensland Rail through the Interface Risk Management Plan except for any non-compliances or unverified characteristics listed below.

I further certify that the performance characteristics shown on this certificate are correct.

This certificate has been issued on the basis of the following documents:

Interface Risk Management Plan: _____

Compliance Plan _____

Certificate of Design Conformance: _____

Certificate of Construction Conformance: _____

Certificate of Type Testing Conformance: _____

Other: _____

CERTIFIED BY: _____

TITLE / QUALIFICATIONS: _____

SIGNATURE: _____

DATE: _____

Compliance Status: **(List all non-compliances or unverified characteristics. If none, insert the word 'Compliant')**

Performance Characteristics

- Vehicle Type _____
- Track Gauge _____
- Vehicle Tare Mass (no load, fuel, sand etc.)
- Vehicle Gross Mass _____
- Vehicle length over coupling centres _____
- Number of axles _____
- Maximum Axle Load _____
- Maximum operating speed empty _____
- Maximum operating speed loaded _____
- Drawgear type _____
- Structure Rating _____
- Rolling stock outline with which it complies _____
- General arrangement drawing with principal dimensions including axle spacings and loads Dwg No: _____ Attached / Not attached
- Brake Type _____

Notes **(leave blank if none)**

Rolling Stock Configurations - Certificate of Compliance

Certificate No: _____

Operator: _____

Route: _____

Rolling Stock Configurations (classes and order of vehicles)

1. _____

2. _____

3. _____

Validity Date: _____

Expiry Date (where applicable): _____

On the basis of certifications by other competent parties and such verifications and validations I considered necessary; I certify that the rolling stock configurations nominated on this certificate have been competently designed and tested as meeting the requirements of the interface standards agreed with Queensland Rail through the Interface Risk Management Plan except for any non-compliances or unverified characteristics listed below.

I further certify that the performance characteristics shown on this certificate are correct.

This certificate has been issued on the basis of the following documents:

Interface Risk Management Plan: _____

Compliance Plan: _____

Certificate of Design Conformance: _____

Certificate of Type Testing Conformance: _____

Load Table: _____

Other: _____

CERTIFIED BY: _____

TITLE / QUALIFICATIONS: _____

SIGNATURE: _____

DATE: _____

Compliance Status: **(List all non-compliances or unverified characteristics. If none, insert the word 'Compliant')**

Performance Characteristics

- Train type _____
- Maximum gross train mass (excluding hauling locomotives) _____
- Maximum comparison train length (including hauling locomotives) _____
- Maximum operating speed empty _____
- Maximum operating speed loaded _____
- Maximum axle load _____
- Does train convey out-of-gauge loads or rolling stock (Yes/No)
  (If yes, provide details below)
- Marshalling restrictions (eg any limitations on the number or order of vehicles, the position of locomotives within the train) _____

Notes **(leave blank if none)**