

## Access to Aurizon Property and/or Wayleave Form

### Form Details

Completion of this application form is required for third-parties to access Aurizon Network land, use existing Aurizon Network infrastructure and/or undertake a wayleave request. Wayleave requests are defined as installation, ownership and maintenance of third-party infrastructure on, above and/or below Aurizon Network land/ infrastructure.

Please direct all enquiries and completed applications along with the outlined supporting documentation to [corridorenquiries@aurizon.com.au](mailto:corridorenquiries@aurizon.com.au). Please note, incomplete submissions will not be processed. For further information on the application process, timeframes and associated fees, please see the Aurizon website: [Aurizon Accessing the Rail Corridor](#).

### Applicant Details

Organisation Name	ABN/ACN
Contact Name	Phone
Email	
Postal address	Suburb
Postcode	State

### Site Detail

Lot/Plan	Street/suburb
Location of works (coordinates)	
Distance (m) of works from nearest rail <i>(if applicable)</i>	
Minimum clearance (m) of any person/machinery equipment to nearest overhead line equipment <i>(if applicable)</i>	

### Description of Work [relevant to access/works on Aurizon Network land only]

Onsite Contact Name		Onsite Contact No.				
Duration of Access/Works	Start date	End date				
Daily Access Time(s)	Start time	End time				
Will access/ works have the potential to and/or encroach:	Rail Corridor	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	Duration (hr)
	Danger Zone	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	Duration (hr)
	Electrical Exclusion Zone	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	Duration (hr)

Please provide a brief description of access/ works request including reason for application

Access type	Application Fee	Initial Planning Coordination Fee
<input type="checkbox"/> <b>Work type A:</b> One-off access to traverse Aurizon Network land in a light vehicle only ( <i>always remain within the vehicle</i> ).	\$2,000	NA
<input type="checkbox"/> <b>Work type B:</b> New commercial agreement with Aurizon Network for use of <b>existing</b> Aurizon Network infrastructure/ land or registration of <b>existing</b> third-party owned infrastructure on Aurizon Network land. E.g., use of private level crossing and/or access road, registration of existing above and/or below ground utilities etc. Note: No access to Aurizon Network land to undertake work is required.	\$5,000	NA
<input type="checkbox"/> <b>Work type C:</b> Access to Aurizon Network land for minor works with light handheld tools and no ground disturbance. E.g., visual inspection/ survey, level crossing line marking, minor maintenance of existing third-party owned infrastructure located on, above and/or below Aurizon Network infrastructure/ land etc.	\$5,000	\$1,000
<input type="checkbox"/> <b>Work type D:</b> Access to Aurizon Network land for works requiring use of plant and equipment, ground disturbance and/ or temporary occupation. E.g., installation of temporary fencing, scaffolding, crane over-rail activities, minor civil work, geotechnical investigation, maintenance of existing third-party owned infrastructure located on, above and/or below Aurizon Network infrastructure/ land etc.	\$8,000	\$2,000
<input type="checkbox"/> <b>Work type E:</b> Wayleave – Construction, installation, renewal and/ or removal of permanent third-party owned infrastructure located on, above and/or below Aurizon Network infrastructure/ land. Note: Application fee for complex or major works will be assessed on a case-by-case basis.	\$10,000	\$2,000
<input type="checkbox"/> <b>All types:</b> Variations – E.g., commercial agreement term extension or variation, minor scope variation requiring reassessment, cancellation of planned works within <14 days of execution (excluding weather impacts etc.). Note: Major scope variations may result in a new application to be submitted and fees reapplied.	\$2,000	NA

Supporting Document requirements / checklist	Work Type				
	✓ required document × not required				
	A	B	C	D	E
Description of works/ access	✓	✓	✓	✓	✓
Aerial Map (Refer Appendix 5)	✓	✓	✓	✓	✓
Safe Work Method Statement (SWMS) (Refer Appendix 1)	×	×	✓	✓	✓
RPEQ certified engineering 'For Construction' drawings (Refer Appendix 2)	×	×	×	✓	✓
Plant, equipment and traffic data (Refer Appendix 3)	✓	✓	✓	✓	✓
Wayleave description (including a high-level construction methodology) (Refer Appendix 4)	×	×	×	×	✓
Construction Environment Management Plan	×	×	×	×	✓

### Acceptance and Acknowledgement of Application Conditions

- I/We acknowledge separate applications must be made for each individual location – not per project.
- I/We acknowledge applications will be assessed for 'type' upon submission and may result in a 'type' change/ applicable fee.
- I/We acknowledge fees are effective from 1 April 2024 and are subject to change at any time without notice.
- I/ We agree to pay all charges incurred for the processing of this application. These charges are for technical assessment and/or initial coordination of planning access. I/we understand that these charges are upfront and are non-refundable. All fees displayed are GST exclusive.
- I/We acknowledge payment of an application and/ or initial planning coordination fee does not guarantee an applications approval.
- I/ We acknowledge additional costs may be associated with gaining access to the rail corridor.
- I/We agree to Aurizon Network undertaking a credit check assessment if required during the customer establishment process.
- I/We confirm that the information provided on this form is complete and correct.

.....  
Name of Applicant

.....  
Signature of Applicant

.....  
Date

.....  
Purchase Order No.

**Note: Applications submitted without a purchase order number or copy will not be processed. All purchase orders should be made out to Aurizon Network Pty Ltd and reference the applicant contact and location of access/works.**

## Appendix 1

### Safety Considerations and Safe Work Method Statements (SWMS)

Required for Work Type C, D and E

#### Track Safety Considerations

Aurizon require a site specific Safe Work Method Statement (SWMS) with each application for access.

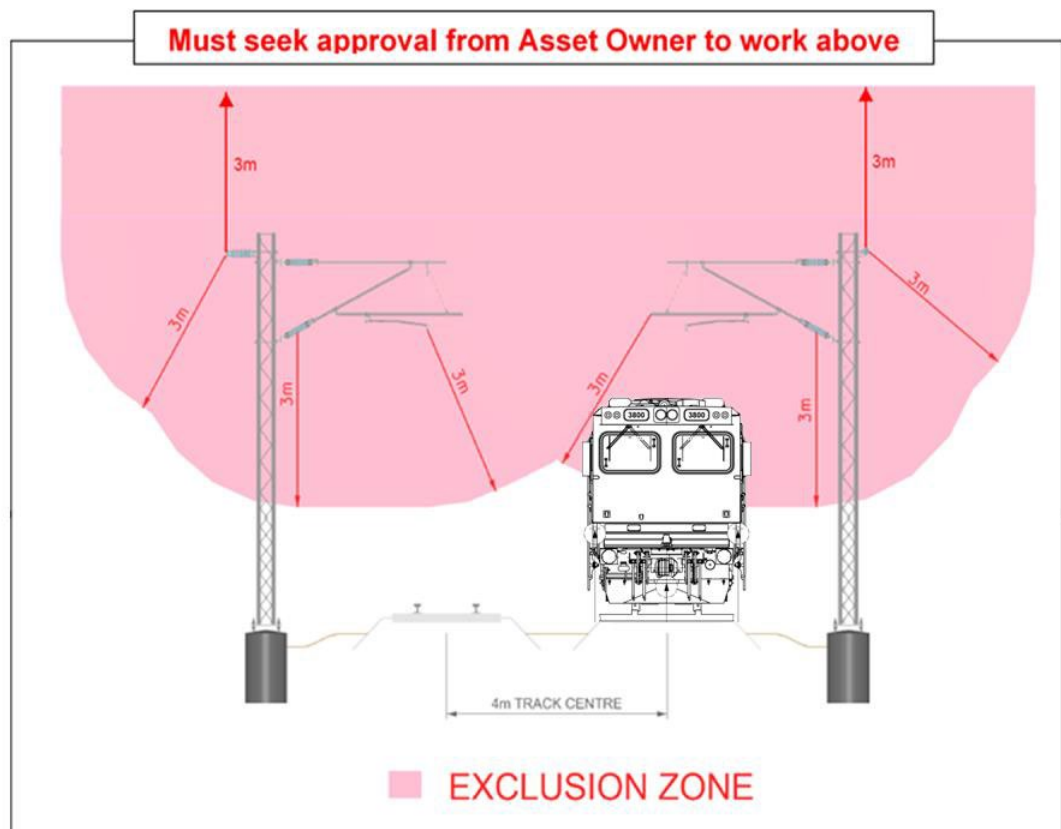
This is a requirement under the Workplace Health and Safety Regulation 2011 that all High Risk Construction activities require a site specific SWMS. All work in the vicinity of a railway is considered High Risk Construction.

The SWMS must include daily work processes and procedures which clearly describe what you propose to do, where you will be doing it, how you will be doing it and how you are going to access the worksite.

The SWMS must clearly demonstrate to Aurizon that you understand all the risks present (including a risk assessment) in a rail environment and that you have adequately planned your work to be able to work safely in the proposed location. It must also demonstrate that you understand and will comply with all relevant Aurizon standards.

It is your responsibility to ensure you have physical copies of the appropriate authorisations prior to commencing access and/or works.

Key Items	Considerations
Rail Corridor	<p>The rail corridor is all railway property between fences or where there are no fences 10 metres from the outside rail of the outside track or as identified by the cadastral boundaries as Aurizon Network licenced land as detailed in SAF/STD/0001/SWK/NET Rail Corridor Safety Standard.</p> <p>The SWMS should identify the distance of your works to the Rail Corridor, and if you intend to enter the Rail Corridor.</p>
Danger Zone	<p>The Danger Zone is all space within 3 metres horizontally from the nearest rail, and 3 metres above or below this as detailed in SAF/STD/0001/SWK/NET Rail Corridor Safety Standard.</p> <p>The SWMS should identify the distance of your works to the Danger zone, and if you intend to enter the Danger Zone. If you will not be entering the Danger Zone, you must clearly state that you will not enter the Danger Zone and describe the measures you propose to control the risk (e.g. safety barrier).</p>
Electrical Exclusion Zone	<p>The Electrical Exclusion Zone is the area within a 3 metre radius of Overhead Line Equipment (OHLE) as depicted in the image below. All OHLE are to be treated as live and dangerous.</p>



**NB:** *LIVE* electrical equipment has the potential to be as low as 4.2m from surface level. This can affect the distance between the surface level and encroachment of the Electrical Exclusion Zone. I.e., If *LIVE* electrical equipment is 4.2m high, by applying the 3 metre Electrical Exclusion Zone only 1.2m distance remains before encroachment.

For any work above, that encroaches or has the potential to encroach the Electrical Exclusion Zone, no work shall commence until the Aurizon authorised Electrical Isolation and/or appropriate additional controls have been put in place as detailed in SAF/SPC/5178/ELE/NET Working in the Electrified Area Module 1.

The SWMS should identify the distance of your works to the OHLE, and if you intend to enter the Electrical Exclusion Zone. The SWMS must document the proposed controls to manage working on or near energised electrical installations or services, to ensure the risk of electrocution by Aurizon's High Voltage (HV) infrastructure is eliminated or minimised, so far as reasonably practicable. If you will not be entering the Electrical Exclusion Zone, you must clearly state that you will not enter the Electrical Exclusion Zone, and describe the measure you will implement to control the risk of breaching the Electrical Exclusion Zone.

Aurizon Protection Officer	A Protection Officer is a Competent Worker who is trained to manage the rail safety component of working within the 3 metre Danger Zone. No access to the 3 metre Danger Zone is permitted without the supervision of a designated Protection Officer. The responsibilities of a Protection Officer are identified in SAF/STD/0001/SWK/NET Rail Corridor Safety Standard.
Aurizon Trained Responsible Worker	A Responsible Worker is a Competent Worker who identifies hazards and implements controls prior to the commencement of work in the rail corridor. No access to the rail corridor controlled by Aurizon is permitted without the supervision of a designated Responsible Worker. A Responsible Worker is required to be onsite at all times for the duration of the access. The responsibilities of a Responsible Worker are identified in SAF/STD/0001/SWK/NET Rail Corridor Safety Standard.
Aurizon Trained Authorised Person	An Authorised Person is required to plan, prepare, monitor and manage the electrical safety of the work site in Aurizon Network's High Voltage Electric Traction System. This role is required for all works that require an electrical isolation of the network. An Aurizon trained Authorised Person will be required onsite for the entire duration of any activity which has the potential to encroach the 3 metre Electrical Exclusion Zone. The Authorised Person must be issued a High Voltage Permit to Work NEAR (paper Form "C" or an electronic e-Permit) prior to commencement of works within the 3 metre Electrical Exclusion Zone. If there is potential to come in contact with the Aurizon HV Equipment, an Access Permit will be required and must be implemented by an Aurizon Nominated Person. Refer to SAF/SPC/5178/ELE/NET Working in the Electrified Area Module 1.
Daily Pre-start Briefing	<p>Anyone entering the rail corridor controlled by Aurizon must attend a daily pre-start briefing conducted by an Aurizon trained Responsible Worker prior to accessing the rail corridor. A pre-start briefing must include rail safety components and all onsite personnel must review and signoff of all SWMS.</p> <p>The pre-start must also include an aerial map or sketch showing the worksite location, plant zones, restricted zones and exclusion zones for mobile plant being operated at the worksite, the proposed method of access and the minimum clearance of plant and equipment to the Danger Zone and the Electrical Exclusion Zone. Your work procedures should reference the included aerial map or sketch.</p>
Plant/ Equipment Access	Unless approved by a Protection Officer, crossing of any railway tracks must only be carried out at approved Aurizon crossings.
Personal Protective Equipment	Anyone entering the rail corridor controlled by Aurizon must comply with 14-STD-005-COM Personal Protective Equipment.
Compliance to Standards	<p>Anyone entering the rail infrastructure area controlled by Aurizon must comply with all relevant Aurizon policies, procedures, and standards as well as any relevant legislative requirements. At minimum, demonstrate compliance with:</p> <ul style="list-style-type: none"> <li>• <a href="#">AZN.NA.PRO.04.615.063 Wayleave Requirements</a></li> <li>• <a href="#">SAF-SPC-5178-ELE-NET - Working in the Electrified Area</a></li> <li>• <a href="#">14-STD-005-COM Personal Protective Equipment</a></li> <li>• <a href="#">HWD-00396 Drug and Alcohol Management Standard</a></li> <li>• <a href="#">SAF/STD/0001/SWK/NET Rail Corridor Safety Standard</a></li> <li>• <a href="#">SAF-STD-0176-COM-NET – People Plant Separation</a></li> <li>• <a href="#">SAF-STD-0090-TEL-NET Access to Antenna Support Structures</a></li> <li>• <a href="#">SAF-STD-0083-TEL-NET Managing the Effects of Radiofrequency Electromagnetic Energy</a></li> </ul>

- [SAF/STD/0177/WHS/Net Trenching and Excavations](#)
- Australian Standard 4799-2000
- Australian Standard 3000
- Rail Safety National Law 2017 (Qld)
- Electrical Safety Act 2002
- Workplace Health and Safety Regulation 2011
- General Environmental Duty pursuant to the Environmental Protection Act 1994.

These documents can be accessed via the [Aurizon External Workers Portal](#) and may be updated by Aurizon Network from time to time. Please register for access on the portal or by Login using the existing username and password already provided to you.

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Qualifications	<p>Minimum requirements for entering the Rail Corridor include:</p> <ul style="list-style-type: none"> <li>• Aurizon Rail Corridor Induction</li> <li>• Safely Access the Rail Corridor (TLIF2080) (<i>Worksite Supervisor at minimum</i>)</li> </ul> <p>Additional requirements, as relevant to the access/works but not limited to, may include:</p> <ul style="list-style-type: none"> <li>• Aurizon Isolation and Lockout – Module 1 (M1) Protected Person</li> <li>• Aurizon People and Plant Separation - Foundation</li> </ul> <p>Aurizon Network training is accessible via the <a href="#">Aurizon External Workers Portal</a>. If you experience any issues with the portal please contact <a href="mailto:azisupport@olivemedias.com.au">azisupport@olivemedias.com.au</a></p>
Aurizon Classroom Training	<p>To assist in adhering to planned timelines of Wayleave works, Aurizon Network offers training for Responsible Worker and/or Authorised Person qualifications. To enrol nominated participants, please email <a href="mailto:NetworkTrainingandCompliance@aurizon.com.au">NetworkTrainingandCompliance@aurizon.com.au</a> for further information and availability for each training course.</p> <p>Alternatively, please email <a href="mailto:CorridorEnquiries@aurizon.com.au">CorridorEnquiries@aurizon.com.au</a> for information on Aurizon trained external contractors who hold the Responsible Worker and/or Authorised Person roles.</p>
Red Personal Locks	<p>A minimum of two (2) red personal locks must be carried by any person who enters the Aurizon Network Rail Corridor for Network Lockout (track Protection) purposes. The locks are to be purchased at the Applicants own expense. Personal Locks must be:</p> <ul style="list-style-type: none"> <li>• Master Safety Series™ 410 or 406 Xenoy Safety Padlock;</li> <li>• RED in colour; and</li> <li>• Clearly labelled with up-to-date first name, last name and contact number of the employee/contractor to aid in identification of the lock. This can be achieved through a range of options, such as either employing an information tag attached to the lock or by recording this information on the locks directly</li> </ul>

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## Appendix 2

### Requirements for Drawings

*Required for Work Type D and E*

#### RPEQ Certification Requirements

The Professional Engineers Act 2002 (Queensland) provides that all professional engineering services in Queensland or for Queensland are supervised by a registered professional engineer (RPEQ).

Aurizon must ensure that rail safety and operations are not affected by the introduction of third-party infrastructure in and around the rail corridor. Under Section 255 of the Transport Infrastructure Act 1994 (Queensland) (TIA) approval must be sought from the railway manager prior to any works being carried out in or on a railway corridor. The railway manager may grant approval subject to reasonable conditions. As railway manager, Aurizon relies upon the due diligence of professional engineering service providers and requires RPEQ certification of the design and construction of all third-party infrastructure that interfaces with our rail infrastructure.

Prior to Aurizon granting a TIA approval and RPEQ authorisation, Aurizon requires:

- Design certification by an RPEQ for each practice area and Safety in Design Risk Register where the design includes professional engineering services; and
- Project certification (#) by an RPEQ of the proposed design irrespective of whether the design includes professional engineering services.

Post Construction, Aurizon requires:

- Individual RPEQ certification for each practice area of the as constructed infrastructure;
- Project certification by an RPEQ of the as-constructed infrastructure; and
- As-constructed asset records including drawings.

Electricity transmission authorities and Distributors in Queensland may be exempt from providing RPEQ certification where there is to be no infrastructure within the boundaries of Aurizon rail corridor (including underground), and the construction method does not involve plant or equipment that may encroach within the three (3) metre electrical exclusion zone.

#Refer BPEQ Practice Note 4.1(2/A) Project Certification.

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## Appendix 3

### Plant, Equipment and Traffic Data

Required for Work Type A, B, C, D and E

#### Proposed traffic [applicable when use of Aurizon level crossing(s) is required]

Average Daily Traffic (ADT) estimate represents the total volume of traffic (sum of traffic travelling in both directions on a two-way road) passing a roadside observation point over the period of the project, divided by the number of days in the project period. Heavy vehicle traffic estimates represent the average daily two-way volume of these vehicles and are expressed as a percentage proportion of the total traffic flow.

Proposed ADT		Heavy vehicles (% of ADT)
Term of use	Start date	End date
Max. vehicle length		Max. total vehicle mass (t)
Max. vehicle width		Max. single axle load (t)
Max. vehicle height		Max. ground contact pressure from tyre (kPa)

If the application involves with multiple phases work, please provide the ADT data for each phase.

#### Plant and Equipment List

Will plant/ equipment have the potential to and/or encroach:	Rail Corridor	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No
	Danger Zone	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No
	Electrical Exclusion Zone	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No

Please provide a full list of all plant/ equipment to be used (including specs and details of how it will be used, marked-up aerial map showing the laydown area and access/ egress points used to enter the Rail Corridor)



## Appendix 4

### Wayleave Description

Required for Work Type E

#### Asset / Infrastructure Owner [if different to Applicant]

Organisation Name ABN/ACN

Contact Name Phone

Email

Postal address Suburb

Postcode State

#### Asset / Infrastructure Detail

Select all relevant service types to this request:

- Water
  Telecommunications
  Electrical overhead  
 Gas
  Sewer
  Other (*please specify*)

Excavation method [if applicable]:

- Directional Drilling
  Boring / Pipe-jacking
  Other (*please specify*)

Proposed life of the new infrastructure (years)

Coordinates of Proposed Asset/ Infrastructure

Please provide a description of the construction methodology (i.e., how works will be completed):

Does this application comply with AZN.NA.PRO.04.6105.063 Wayleave Requirements

#### Details – Applicable to Underground Services Only

Drawing Reference Diameter of excavation (mm)

Designer's name RPEQ No.

Location of crossing (coordinates)

Angle of service to track (deg) Distance to nearest foundation (m)

Distance to nearest existing service (m)

Min. depth on top of protection slab or top of bore below ground level including drains on rail corridor (m)

Depth of top of service (if trenched) or top of bore below underside of ballast (m)

Diameter of enveloper pipe (mm) Enveloper pipe material / strength

Do you require a protection slab?

Are the entry and exit pits located outside the rail corridor (preferred)?

Have you submitted a Geotechnical report and settlement calculation?

**Details – Applicable to Overhead Electrical Only**

Drawing Reference	Angle of service to track (deg)
Designer's name	RPEQ No.
Location of crossing (coordinates)	
Min. clearance above rail (m)	
Min. clearance above overhead equipment (m)	
Maximum conductor design temperature (°C)	
Conductor voltage (kV)	
Pole reference numbers and coordinates	
Distance from poles out from rail (m) (if on Aurizon property)	
Pole heights above rail (m) (if on Aurizon property)	

## Appendix 5

### Aerial Map








Required for Work Type A, B, C, D and E

#### Aerial Map Example

Aurizon Network require an aerial map of the intended worksite(s) to support the proposed scope of works/ access and determine the appropriate planning requirements to facilitate safe access to the rail corridor and works integration as required.

The aerial map **must include** Aurizon Network infrastructure (e.g. rail network, overhead line equipment etc.), worksite location, planned access and egress points and routes, plant/ equipment laydown areas etc. Example shown below.



- |  |   |
|--|---|
| Aurizon Corridor Cadastral Boundary                            |  |
| Worksite extent of proposed work within/near the rail corridor |  |
| Protocol Fence   |  |
| Proposed Road Resealing  |  |
| Access route entry/exit points                                 |  |
| Use of Level Crossing IDXXXX                                   |  |
| Laydown area plant/equipment                                   |  |