

Asset Inspections

The PWS has developed a range of inspection programs to meet the requirements of the *Visitor Risk Management Policy* (P-002, 2008) and more broadly our obligations under the *Civil Liability Act* (2002). The inspections programs use “scorecards” to evaluate the level of risk associated with different structures and a corresponding inspection program is then recommended. Inputs to the scorecards include: structure type, material type, height, size/span, life phase and environment.

Asset Inspection Program (AIP) for Elevated Pedestrian Structures

This program applies to walking track infrastructure such as pedestrian bridges, elevated walkways, viewing platforms and safety barriers (it does not apply to tracks on ground or natural hazards such as cliffs).

A single page scorecard is used to obtain a numerical risk score between 1 and 68. This score is then used to determine the appropriate program AIP 1, AIP 2, AIP 3 or AIP 4 for routine inspection of the structure.

Inspection frequencies are determined by the AIP program and also the Reserve Standards Framework (RSF) Category for the site (refer to the scorecard for details). Note that AIP 1 and 2 programs require inspection by “competent field staff”, overseen by an Accredited Building Practitioner (ABP). At AIP 3 and 4 level, inspection by an Engineer is required in addition to the field staff/ABP inspections.

In some cases when the standard programs are not appropriate, a special program (AIP Special) is assigned to an asset. This is usually determined by an Engineer.

Road Structures Inspection Program (RSIP)

This program applies to vehicle bridges, road culverts, road retaining walls and safety barriers.

Two scorecards have been developed. The first relates to bridges only (span >3m) and the second to other road structures including culverts. The scorecards use a numerical score to quantify the “risk of an incident” relating to structural failure, then an appropriate inspection program (RSIP 1, RSIP 2, RSIP 3 or RSIP 4) is selected from a matrix based on the risk and likely consequence of the failure or “incident”.

Inspection frequencies are determined by the selected RSIP program and also the “road type”, which is defined at the top of the scorecard. The road type is based on the road classification.

Note that RSIP 1 and 2 programs require inspection by “competent person level 1” and a “competent person level 2” respectively. The appropriate training for these inspectors will be provided by PWS and is intended to align with training provided by other authorities (e.g. Dept. State Growth). At RSIP 3 and 4 level, inspection/review by an Engineer is required in addition to the Level 1/2 inspections.

In some cases when the standard programs are not appropriate, a special program (RSIP Special) is assigned to a road asset. This is usually determined by an Engineer.

Inspection of Helicopter Landing Areas

A helicopter landing area inspection has been developed to provide a framework for programming inspections for helispots, helipads and helibases. It is intended that the inspection programs will roughly align with the AIP programs for elevated structures (this will simply data management in the AMS).

Inspection of Lifting Equipment

Inspection of lifting equipment, including cranes, gantries, spreader beams with a rated capacity of >250kg, is prescribed in the procedure *Certification, Inspection and Maintenance of Lifting Equipment* (PR-300, 2014)