

Operations Protocol

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1. GENERAL MATTERS

1.1. Preamble

This document, titled Operations Protocol forms part of a Track Access Agreement between:

- a. RailCorp, as owner of the infrastructure that forms the RailCorp Network; and
- b. a Third Party Rail Operator.

1.2. Scope of Operations Protocol

The Operations Protocol describes the day-to-day management of the interfaces between RailCorp and a Third Party Rail Operator as they affect the delivery of Train Planning, Train Programming and Train Control services. A list of contact points and telephone numbers is provided in Annexure 4 to facilitate the communication between parties at an operational level.

The Operations Protocol includes a description of the following processes:

- Standard Working Timetable (SWTT) revision
- Standard Working Timetable (SWTT) amendment;
- The exercise of real-time Train Control, including the description and application of Train Decision Factors (TDF) in section 6.0.

Rail Operators when operating on the RailCorp network may seek permanent alterations to their Train Path entitlements when the SWTT is being revised. RailCorp may make temporary modifications to Rail Operators Train Paths in relation to Special Events and Track Possessions, via a STN. Additionally, Rail Operators may seek via the Daily Train Plan (DTP), one-off variations to their allocated Train Paths and access to specific Train Paths that are not already allocated to a Rail Operator (known as Ad hoc paths).

This document is not a Safety Interface document. The documents scope is limited to those processes outlined above.

1.3. Definitions

For the purposes of this Operations Protocol, the following terms are defined to mean:

Access Agreement means an agreement between RailCorp and a Rail Operator for the provision of access to the Network;

ATP means as traffic permits.

Commuter Peak Services means those Rail Passenger Services arriving at Central Station or Newcastle Station between 0600 and 0900 hours and departing Central Station or Newcastle Station between 1600 and 1800 hours and continuing until they reach their destination point;

Daily Train Plan, means the documents comprising all of the advices which are prepared for each day in accordance with the Operations Protocol by RailCorp and which, taken together, show all of the Train Paths on the Network for that day;

Express Freight Services means those freight services that are determined by RailCorp Train Control to operate at faster sectional times than local frequent-stopping Rail Passenger Services;

Frequent-Stopping Services means those Rail Passenger Services that stop at most or all stations along their Train Path;

General Manager Network Access means the General Manager Network Access Division, RailCorp or an individual nominated by the General Manager Network Access Division.

Healthy Train means a train that, having regard to the Daily Train Plan applicable on the day:

- a. presents to the Network on time, is configured to operate to its schedule and operates in a way that it remains able to maintain its schedule; or
- b. is running late only due to causes within the RailCorp network , but only where the root cause is outside the Rail Operator's control; or
- c. is running on time, regardless of previous delays;

Incident has the meaning given to that term in the Network Incident Management Framework;

Limited-Stop Services means those Rail Passenger Services that stop at a few selected stations along their Train Path;

Long-distance Passenger Services means those Rail Passenger Services operating to or from points outside the RailCorp Network;

Network means the railway lines vested in or owned by RailCorp from time to time and for the avoidance of doubt, excludes those things excluded from the definition of 'rail infrastructure facilities' in the *Transport Administration Act*;

Network Incident Management Framework means the incident management framework designated by RailCorp, as amended from time to time in accordance with the Rail Operators Access Agreement.

Network Possessions Manual means the manual for managing Track Possessions designated by RailCorp, as amended from time to time in accordance with this Agreement;

Network Segment means any discrete part of the Network.

Non-Revenue Positioning Movements means movements of Trains required for reasons other than revenue services;

Peak Positioning Movements means train movements required to position trains to suit the operation of Commuter Peak Services;

Rail Infrastructure Facilities:

- a. includes railway track, associated track structures, over track structures, cuttings, drainage works, track support earthworks and fences, tunnels, bridges, level crossings, service roads, signalling systems, Train Control systems, communication systems, overhead power supply systems, power and communication cables and associated works, buildings, plant, machinery and vested in, owned or exclusively controlled by RailCorp; but
- b. does not include any stations, platforms, rolling stock maintenance facilities, office buildings or housing, freight centres or depots, private sidings and spur lines connected to premises whether or not vested in, owned or exclusively controlled by RailCorp;

Rail Operations means the operation or moving, by any means, of any Rolling Stock on the Network under this Agreement.

Rail Operator means any person conducting Rail Operations;

Rail Passenger Service means a service for the carriage of passengers on Trains on the Network;

RailCorp means Rail Corporation NSW;

RailCorp Train Planning means the persons within RailCorp delivering Train Planning services;

RailCorp Train Programming means the persons within RailCorp Train Control delivering Train Programming services;

Special Event means the Sydney Royal Easter Show, a major sporting event, a major cultural event or any other similar event which requires:

- a. a special timetable for the operation of rail passenger services for the use and benefit of the general public; and
- b. consequential adjustments to the Rail Operator's Rail Operations;

Special Train Notice or STN means a notice issued by RailCorp Train Planning from time to time setting out changes to the SWTT;

Standard Working Timetable means the standard working timetable established in accordance with the Operations Protocol as amended from time to time in accordance with the Operations Protocol.

SWTT Revision means comprehensive changes to the SWTT that alters the structure of the SWTT which impact on Third Party Rail Operator Services.

Tables Telegrams means the advice of changes to the SWTT published by RailCorp Train Planning when there is not sufficient time to permit all concerned being advised of those changes through a STN;

TOC Waiver means a written waiver of Rolling Stock operational standards (as described in the Train Operating Conditions Manual) issued by RailCorp, accompanied by a unique registration number and containing technical instructions authorising operations personnel to perform a movement of Rolling Stock on the Network under conditions which vary from the existing Train Operating Conditions Manual.

Track means the rails, ballast, sleepers and all items used to fix the rails to the sleepers and to the ground underneath.

Track Possession means the temporary closure of a part of the Network for the purposes of carrying out repair, maintenance or upgrading work on or adjacent to the Network.

Train means a single unit of Rolling Stock which is a locomotive or other self propelled unit or two or more units of Rolling Stock coupled together to operate on the Track as a single unit at least one of which is a locomotive or other self-propelled unit.

Train Consist means, in respect of each of the Rail Operator's Train Movements, an advice prepared by the Rail Operator which includes the information specified in Annexure 3.

Train Control means the control and regulation of all Rail Operations (including Train Movements, movements of Rolling Stock and track maintenance vehicles).

Train Control Direction means an instruction or direction relating to Train Control.

Train Movement means a particular trip by a Train on a Train Path.

Train Operating Conditions mean the operating requirements and conditions applicable to each Train (and each unit of Rolling Stock comprised in that Train) that must be observed in order to entitle a Rail Operator to make a Train Movement on the Network using that Train, as set out in the Train Operating Conditions Manual;

Train Operating Conditions Manual means a manual designated by RailCorp, as amended from time to time in accordance with this Agreement which contains the Train operating conditions for the movement of Rolling Stock on the Network and includes any TOC Waiver issued by RailCorp from time to time.

Train Path means the series of Network Segments over a particular time interval through which a Train may travel and may include stopping points and intervals and other set down or changeover points. For the avoidance of doubt, a Train Path which has a departure time for a specified day of the week is separate to a Train Path which has the same departure time on another day of the week.

Train Path Application means the details relating to a request for new or varied Train Path as described in the form set out in Annexure 1 of this Operations Protocol;

Train Planning means the development of Standard Working Timetable and its amendment through Special Train Notices and Tables Telegrams;

Train Programming means the development of the Daily Train Plan for the sectional train control boards, incorporating the pathing of freight trains and associated requirements as well as Track Possessions.

2. REVISION OF THE STANDARD WORKING TIMETABLE

2.1. Overview of Process

A Standard Working Timetable (SWTT) documents the train paths that have been authorised for operation on the network. Copies of the SWTT can be obtained from RailCorp.

From time to time RailCorp will initiate a SWTT Revision having regard to the access rights of Rail Operators as defined in their Access Agreements; long-term Track Possession requirements; the Network capacity and operating restrictions; and RailCorp's Rail Infrastructure Facilities configuration.

A SWTT Revision is normally undertaken to coincide with significant infrastructure alterations or structural/permanent changes to the previous SWTT.

A Rail Operator may also seek permanent changes to their timetabled train paths at this time. These alterations may include amendment, cancellation or requests for additional train paths in accordance with their legitimate business needs.

A Rail Operator is also entitled to request, between SWTT Revisions permanent changes to their timetabled train paths in accordance with their legitimate business needs. In such situations the roles, responsibilities, inputs and outputs of the process remain the same.

2.2. Inputs to Process

The inputs to the SWTT Revision process, in no particular order of priority, are:

- RailCorp's capacity requirements for its above rail services;
- the current SWTT;
- Train Operating Conditions Manual;
- Rail Operator's entitlements to Train Paths as specified in their Access Agreements;
- Train Path Applications from Rail Operators for alterations, deletions and additions to their Train Paths entitlements;
- long-term Track Possessions which RailCorp requires to be implemented in accordance with the Infrastructure Possessions Manual;
- Border times received from/negotiated with ARTC;
- Maintenance windows which are not track possessions but margins between trains which allow work to be carried out on the Infrastructure As Traffic Permits.
- proposed amendments to the SWTT by RailCorp, for any reason including:

- a. RailCorp identifying potential new Train Paths; and
- b. RailCorp wishing to re-configure existing Train Paths to optimise the use and reliability of the Network;
- legislative requirement for passenger priority; and
- Rail Infrastructure Facilities configuration, including infrastructure commissioning.

2.3. Roles and Responsibilities

The roles of the various parties involved in the SWTT Revision process are defined as follows:

Rail Operator

- submits to the General Manager Network Access Train Path Applications for any permanent additions, deletions and alterations it proposes to its current access rights; and
- consults with the General Manager Network Access in relation to its Train Path Applications.

RailCorp

- determines capacity requirements for its above rail services;
- receives, reviews and determines the requirements of Train Path Applications from Rail Operators;
- the General Manager Network Access reviews train path applications in regard to optimising the use and reliability of the Network;
- co-ordinates and facilitates liaison, where appropriate, between all parties involved or affected by the revision of the SWTT, including other rail infrastructure owners whose infrastructure is connected to the Network;
- Liaises with ARTC to identify appropriate border times for entry/exit to/from the networks.
- Attempts to provide for all pre-existing non RailCorp Train Paths within the SWTT Revision, unless otherwise notified of a request for an amendment to those Train Paths;
- accepts or rejects Train Path Applications, subject to:
 - the requirements of Passenger Priority in accordance with the Transport Administration Act 1988;
 - the availability of capacity on the Network (this includes paths already allocated for either trains or maintenance):
 - the reliability of the Network; and

- the bona fide requirements of other users and prospective users of the Network;
- considers representations from Third Party Rail Operators on the extent to which the SWTT Revision meets the requirements defined in their Access Agreements; and to resolve difficulties in meeting those requirements (including the operative date of a new SWTT); subject to ensuring confidentiality of information pertaining to all parties;
- determines the date upon which the revised SWTT becomes operational;
- complies and maintains current distribution list for the SWTT.
- distributes the revised SWTT, including associated Train Control graphs and associated documentation for implementation.

2.4. Output of SWTT Revision Process

The output is a SWTT identifying Rail Operators' scheduled Train Paths within the RailCorp Network, or an STN as the case may be.

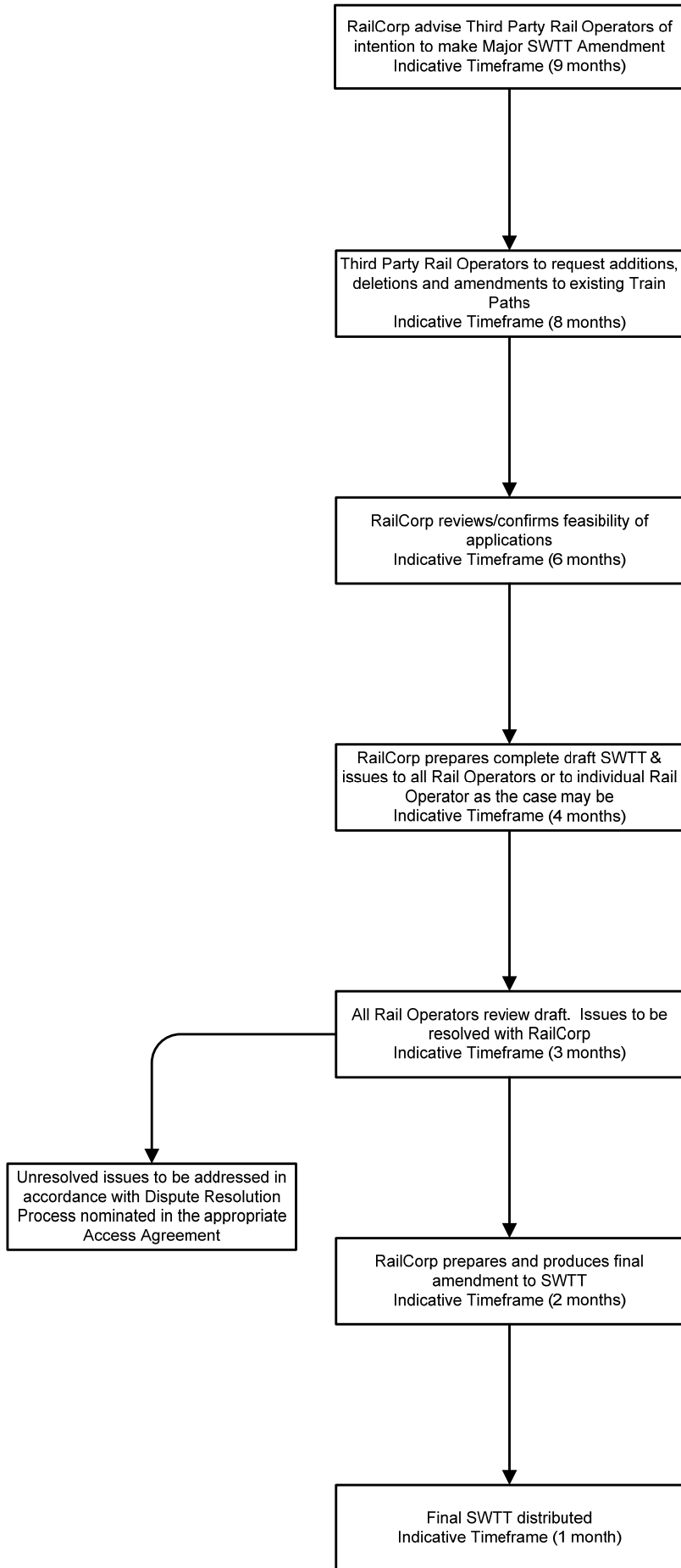
2.5. Dispute Resolution

Issues which a Rail Operator has in relation to the SWTT that are not resolved through the processes referred to above will be addressed in accordance with the Access Agreement between RailCorp and the Rail Operator.

2.6. Indicative Timeframes

The SWTT Revision Process is graphically represented in Figure 1 which also provides an indicative timeframe for the identified processes. It is RailCorp's intention that these indicative timeframes will be adhered to however failure to achieve the timeframes shall not constitute a default by RailCorp of its obligations under this Operations Protocol or the Access Agreement and RailCorp will not be liable for any claims suffered or incurred by or made or brought by or against the Rail Operator as a result of or arising from the imposition of such restrictions.

FIGURE 1 - SWTT Revision Process



3. MODIFICATIONS TO THE SWTT

3.1. Overview of Process

A SWTT Modification is made to accommodate additions, deletions and alterations to Train Paths that are of a temporary nature. Such modifications can be the result of occurrences such as legitimate business requirements of the Rail Operator of a temporary nature, Special Events and Track Possessions which are subject to a separate process. The results of this separate process are advised by issue of STNs or Tables Telegrams.

Consultation between the parties in relation to modifications to the SWTT relating to Track Possessions will be as outlined in the Infrastructure Possession Manual. Consultation between the parties in relation to modifications to the SWTT relating to Special Events will be as outlined in the respective Access Agreements.

3.2. Inputs to Process

The inputs to the process of a SWTT modification, in no particular order of priority are:

- The current SWTT;
- Train Operating Conditions Manual;
- Rail Operators' entitlements to Train Paths as specified in their Access Agreements;
- Maintenance windows which are not track possessions but margins between trains which allow work to be carried out on the Infrastructure As Traffic Permits.
- Track Possession Programme
- RailCorp proposed modifications to the SWTT for any reason, including:
 - a. RailCorp has identified potential new Train Paths; and
 - b. RailCorp wishes to re-configure existing Train Paths to optimise the use and reliability of the Network;
 - c. track possessions required for routine maintenance and upgrades
 - d. it's own capacity management
- legislative requirement for passenger priority;
- Monthly list of Special Events as prepared by RailCorp;
- Rail Infrastructure Facilities configuration; and
- Existing or planned STNs.

3.3. Roles and Responsibilities

The roles of the various parties involved in a SWTT Modification are defined as follows:

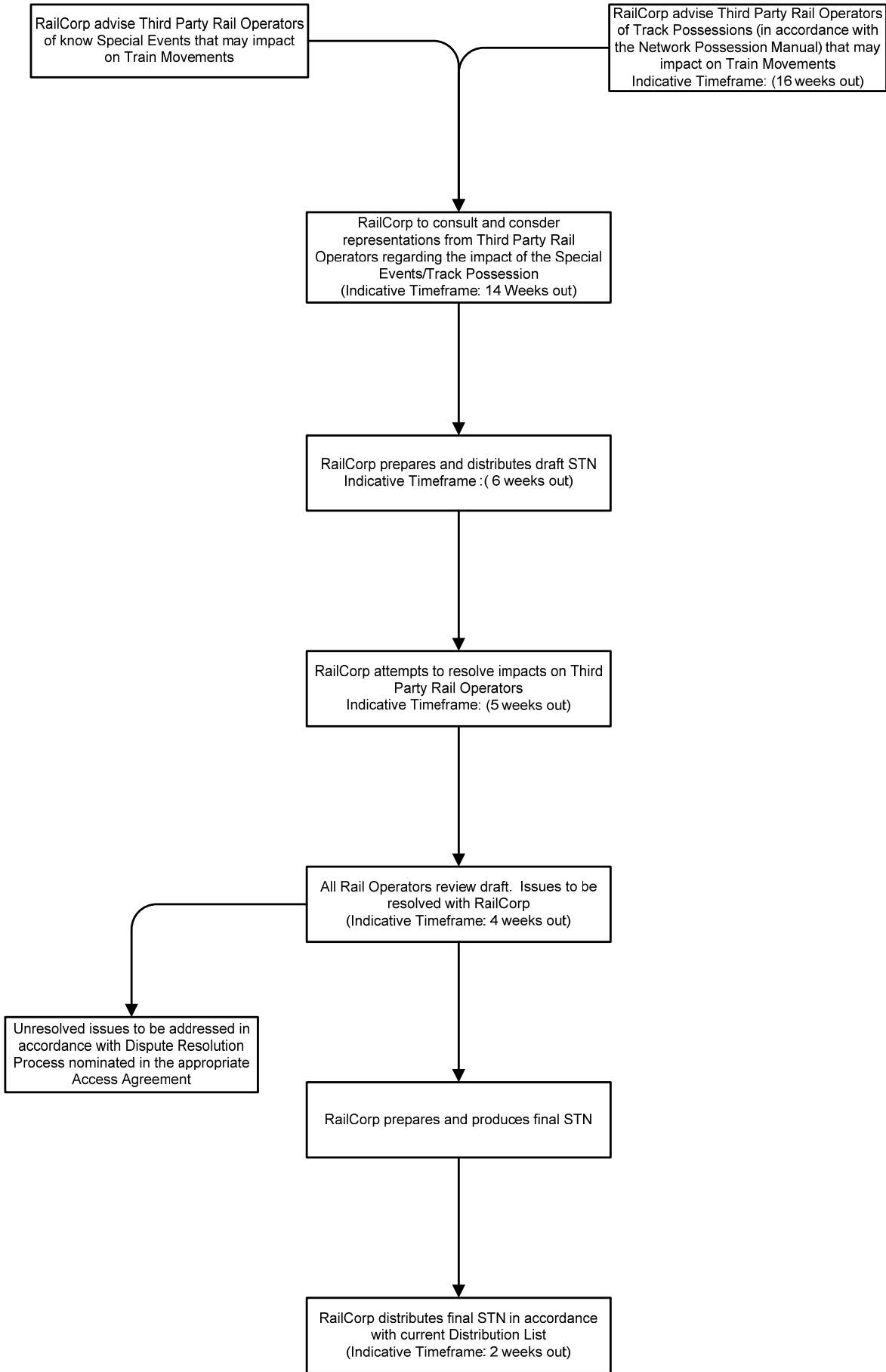
Rail Operator

- notifies RailCorp promptly in writing, where it believes that its Rail Operations may be affected by a Special Event or Track Possession;
- nominates and negotiates with RailCorp those services which should receive highest priority for restricted path allocation.

RailCorp

- notifies Rail Operators and ARTC of all known Special Events and changes to Special Events previously notified, that may impact on Train Movements on the Network and lead to modifications to the SWTT;
- considers representations from Rail Operators and other relevant parties on impacts and resolves difficulties subject to;
 - the requirements of Passenger Priority;
 - the availability of capacity on the Network;
 - the reliability of the Network; and
 - Maintenance windows which are not track possessions but margins between trains which allow work to be carried out on the Infrastructure ATP.
 - the bona fide requirements of other users and prospective users of the Network; and
 - capacity requirements of RailCorp.
- co-ordinates with all parties involved in or affected by a SWTT Modification;
- nominates the date upon which the STN takes effect;
- produces STNs from relevant inputs;
- publishes the list of Special Events on the RailCorp intranet;
- Publishes the Possession Programme on the RailCorp Internet.
- uses its reasonable endeavours to mitigate the impact of a Special Event on the Rail Operator to the extent reasonably possible (including, by using reasonable endeavours to provide the Rail Operator with an alternate Train Path as close as possible to the Train Path affected by the change);
- distributes the new STN or Tables Telegram.

FIGURE 2 - SWTT Modification Process



3.4. Output of Process

The output is a STN or Tables Telegram covering changes to the SWTT in accordance with this Protocol.

3.5. Dispute Resolution

Issues which Rail Operators have in relation to the SWTT Modification that are not resolved through the processes referred to above will be addressed in accordance with the Access Agreements between RailCorp and the Rail Operator.

3.6. Indicative Timeframes

The SWTT Modification Process is graphically represented in Figure 2 which also provides an indicative timeframe for the identified processes. It is RailCorp's intention that these indicative timeframes will be adhered to however failure to achieve the timeframes shall not constitute a default by RailCorp of its obligations under this Operations Protocol or the Access Agreement and RailCorp will not be liable for any claims suffered or incurred by or made or brought by or against the Rail Operator as a result of or arising from the imposition of such restrictions.

4. DAILY TRAIN PLAN (DTP)

4.1. Overview of Process

For each day, the SWTT, contains the entitlements of Rail Operators and all published STNs that apply for that specific date; is amended by RailCorp to form the DTP. The DTP includes additional emergency Track Possessions, confirmed services and any other short notice Train program alterations for that specific date.

Each day's DTP takes effect at 00:01 hours on the day and is amended as required, as described in section 5.0 of this Operations Protocol, to manage and record actual operations during the day.

4.2. Inputs to Process

The inputs to the process for DTP preparation, in no particular order of priority, are:

- the current SWTT;
- written confirmation by Rail Operators of those services specified in their entitlements that they intend to operate on a particular day;
- Ad hoc Train Path Applications for additions and alterations to approved services;
- published STNs and Tables Telegrams;
- Network constraints eg planned and scheduled changes to trackwork, signalling and electrical overhead wiring etc.; and
- emergency and urgent Track Possessions for the relevant day to be implemented in accordance with the Infrastructure Possessions Manual.

4.3. Roles and Responsibilities

The roles of the various parties involved in the DTP production are as follows:

Rail Operator

- provides written confirmation of the services that it will operate on a particular day from within its Train Paths entitlement to the appropriate contact point at RailCorp Train Programming as per the list in Annexure 4;
- requests in writing for additional Ad hoc Train Paths and alterations to existing entitlements, by providing information of the type specified in the Ad hoc Path Application in Annexure 2 or any information that RailCorp requires from time to time, to the appropriate contact point at Train Programming as per the list in Annexure 4;

- reviews proposed alternative Train Paths offered by RailCorp, where it is notified that its request for additional Ad hoc Train Paths or alterations to existing entitlements cannot be accommodated, and confirms where appropriate if it wishes to proceed with the alternative Train Path; and
- plans its Trains to operate in accordance with the Daily Train Plan.

RailCorp:

- provides details of emergency Track Possessions made in accordance with the Infrastructure Possessions Manual.
- provides details of As Traffic Permits working which is being carried out
- provides details of planned Track Possessions made in accordance with the Infrastructure Possessions Manual.
- prepares the DTP from the relevant inputs;
- uses its reasonable endeavours to ensure that all confirmed entitlements of Rail Operators are included in the Daily Train Plan; then considers, assesses and accepts or rejects requests for additional Ad hoc Train Paths and alterations to existing entitlements by Rail Operators, subject to:
 - the requirements of Passenger Priority;
 - the availability of capacity on the Network; and
 - the bona fide requirements of RailCorp, other users and potential users of the Network;
- resolves difficulties arising from requests for one off Train Paths and alterations to existing entitlements that cannot be accommodated or conflicting requests, and in the process considers representations by Rail Operators.
- Advises, in writing, the relevant parties if their requests for Ad hoc additional Train Paths and alterations to existing entitlements are approved or declined.
- co ordinates with other rail systems (including siding owners) connecting to the Network;
- issues the DTP for the particular 24-hour period commencing the next day at 00:01 and a provisional DTP for the subsequent 24-hour period.

Parties will use their reasonable endeavours to achieve the following target communication timeframes in the preparation of the DTP:

- Confirmations of existing entitlements and requests for additions and alterations to them must be made by the Rail Operator at least forty-eight (48) hours prior to the DTP that covers the period relevant to the request being made going “live”. Any shorter period

of notice may not enable RailCorp and Train Programming to consider and implement the requests; and

- RailCorp Train Programming will respond to requests for additions, and alterations 24 hours prior to the operative time.

4.4. Outputs of Process

The output is the DTP for a 24-hour period commencing the next day at 00:01 and a provisional DTP for the subsequent 24-hours including the AMBA Report.

4.5. Dispute Resolution

Final decisions in relation to the DTP are made by RailCorp Train Programming in accordance with this Operations Protocol.

Where a Rail Operator is not satisfied with any aspect of the preparation of the DTP, then the matter will be dealt with under the dispute resolution procedures in the Access Agreement between RailCorp and the Rail Operator.

5. DAILY TRAIN CONTROL (Live Program)

5.1. Overview of Process

RailCorp's aim is to direct Trains to operate to the DTP. However, events on the day may prevent this from happening. The DTP is then amended in accordance with this Operations Protocol, to accommodate real-time delays, re-scheduling and cancellations of Train Movements. The record of Train Movements during the day is the actual train graph for the 24-hour period.

5.2. Inputs to Process

The inputs to the process for Daily Train Control, in no particular order of priority, are:

- Approved DTP;
- Train Decision Factors in section 6.0 of this Operations Protocol;
- reports of events that will affect Train running including Incidents;
- Operational Safety Rules;
- Rail Operators' service requests; and
- emergency Track Possession requirements to be implemented in accordance with the Network Possessions Manual.

5.3. Roles and Responsibilities

The roles of the various parties involved in daily Train Control are as follows:

Rail Operator

- requests alterations to the DTP for Train Paths for which it holds access rights from the appropriate RailCorp Train Control person as outlined in Annexure 4;
- delivers a written Train Consist (as detailed in Annexure 3), by fax or other form of electronic transmission agreed by RailCorp, for each locomotive hauled Train Movement, to the relevant Train Control person as outlined in Annexure 4;
- presents its Trains in accordance with the DTP; and
- operates Trains as per any Train Control Direction.

RailCorp

- issues Train Control Directions on the day to the Rail Operator or the Rail Operator's driver.
- uses its reasonable endeavours to mitigate the impact of disruption experienced by Rail Operators resulting from its Train Control Directions, to the extent reasonably possible (including, by using reasonable endeavours to provide an affected Rail

Operator with an alternate Train Path as close as possible to the Train Path affected by the change);

- makes alterations to the “live program”, including cancellations, re-routing or re-scheduling Trains or imposing any other operating restrictions or exercising other rights, in consultation with Rail Operators and in accordance with the Train Decision Factors in section 6.0 of this Operations Protocol, and in the process considers representations by Rail Operators in relation to the impact of those alterations on their Train Paths;
- advises Rail Operators of the outcomes of their requests for alterations;
 - communicates with Rail Operators in the manner defined in the Network Incident Management Plan, where Train Control Directions involve changes to a Rail Operator’s service resulting from an Incident;
 - may stop, delay or cancel a Train Movement, where the Rail Operator has not complied with the requirements for a Train Consist; but before doing so, uses its reasonable endeavours to ensure that the Rail Operator is advised of the non-compliance and given a reasonable opportunity to comply; and
 - records all information on the running of Trains, including details of operations against timetable and any Incidents and consequential delays affecting the performance of Rail Operators and the Network.
 - Advise adjoining network owners.

5.4. Communications Timeframes

The following minimum communications timeframes are required in the undertaking of daily Train Control:

- Rail Operator request changes to the DTP eight (8) hours prior to the operative time.
- RailCorp Train Control advises Rail Operators as soon as possible of the outcome of their requests for alterations;
- Rail Operator delivers the Train Consist to the relevant RailCorp Train Control person as outlined in Annexure 4 30 minutes prior to the departure of the Train and if there are changes to the information contained in the Train Consist along the route, to provide a revised Train Consist prior to departing the point where the change occurred, or where the available technology is such that it is not possible to comply with this requirement;
- to the extent that telephone or radio facilities are available, advise the relevant RailCorp Train Control, by telephone or radio, of the details required (points a, b, c, d, e, f, g, h, j of Annexure 3); and where Dangerous Goods are being carried on a Train, the vehicle number and classification of each vehicle on which Dangerous

Goods are being carried, together with the class and quantity of Dangerous Goods carried on the vehicle; and

- In any case, provide a complete and accurate written Train Consist to the relevant RailCorp Train Control location for the next scheduled stop at which appropriate technology for the sending of written communications is available.

5.5. Outputs of Process

The outputs of the process for daily Train Control are:

- co-ordination of Train Movements on the Network;
- Train Control Directions.

5.6. Dispute Resolution

On a day-to-day basis, a Rail Operator may discuss daily Train Movements with RailCorp Train Control. Final decisions in relation to daily Train Control Directions lie with RailCorp Train Control.

Rail Operators may make representations for changes to the procedures for the implementation of the DTP "live program" to RailCorp which it will consider and review with all affected parties.

Any disagreements on actions taken on the day or in relation to the procedures used will be reviewed in accordance with the Rail Operator's Access Agreement.

6. TRAIN DECISION FACOTRS

RailCorp Train Control issues Train Control Directions on a day to day basis, for resolving conflicts where two or more trains require conflicting Train Paths, in accordance with this Operations Protocol.

Where Trains are on-time, they will be managed as specified in the Daily Train Plan (DTP).

Where one or more Trains are late or unhealthy, they will be managed as specified in the matrices below subject to a Rail Operator’s preferences for its own services.

The two tables are used in conjunction with each other. Table 1 will enable RailCorp RailCorp Train Control to define the relative priority of two conflicting Trains. Table 2 will specify the type of decision available to RailCorp Train Control in delivering Train Control Directions to resolve the potential conflict.

Table 1 – Path Priority Matrix

Decreasing Order of Priority	RailCorp Network:
Highest	Limited-Stop Commuter Peak Services (incl. Peak Positioning Movements)
	Frequent-Stopping Commuter Peak Services (incl. Peak Positioning Movements)
	Long-Distance Passenger Services
	Limited-Stop non-Commuter Peak Services
	Emergency Possessions
	Express Freight Services
	Frequent-Stopping non-Commuter Peak Services
	Non-Express Freight Services
	Planned Possession
	ATP Engineering Infrastructure Work
Lowest	Non-Revenue Positioning Movements

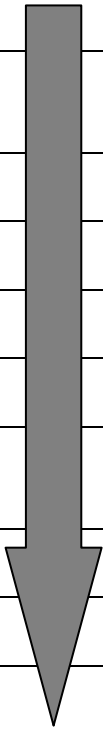


Table 2 - Decision Matrix

Trains of Equal Health	Both Healthy One On Time + One Late	Both Late
	Rule 1 + 2	Rule 3
Equal Priority Trains		
Unequal Priority Trains		Rule 6 + 3
Higher Priority Train is On Time + Lower Priority is Late	Rule 5 + 2	
Higher Priority Train is Late + Lower Priority Train is On Time	Rule 4 + 2	
Trains of Unequal Health		
Rule 7 + 2		

Rule 1: a) a Healthy Train should be managed such that it will exit on time.

If a Healthy Train is running late, it should be given equal preference to other Healthy Trains and advanced wherever possible to regain lost time. Any delay to other Healthy Trains as a result of such advancement must be kept to a minimum as defined in Rule 2.

Rule 2: The following delay limits apply to the full journey of a Healthy Train being held back: the delay to the individual Rail Passenger Service held back does not exceed 5 minutes; or there is a plan in place to recover lost time so that the downstream effect on the service held back and on individual subsequent Rail Passenger Services also does not exceed 5 minutes; the delay to a freight service held back does not exceed 15 minutes; or there is a plan in place to recover lost time so that the downstream effect on the healthy freight service held back and on individual subsequent healthy freight services also does not exceed 15 minutes. Any plan for the recovery of time by freight services must be capable of being achieved prior to their entry into the RailCorp Network, unless the freight services concerned have standing time built into their Train Paths within the RailCorp Network, and the delay to be recovered within the RailCorp Network does not exceed the amount of standing time.

Rule 3: Give preference to Train where Train performance indicates it will lose least or no more time and even make up time and hold the gain; and consider downstream effect to minimise overall delay.

Rule 4: Lower priority Train gets preference. Higher Priority Train can be given preference subject to the delay to the Lower Priority train being kept to a minimum as defined in Rule 2.

Rule 5: A higher priority Train should be given preference over a lower priority Train. A lower priority Train may be given preference over higher priority Train provided the delay to that Train is kept to a minimum as defined in Rule 2.

Rule 6: High priority Train has preference, subject to Rule 3.

Rule 7: A Healthy Train should be given preference over an unhealthy Train. An unhealthy Train may be given preference over a Healthy Train provided the delay to that Train is kept to a minimum as defined in Rule 2.

Annexure 1 –PATH APPLICATION
RAILCORP REGISTER _____
**APPLICATION FOR NEW OR VARIED TRAIN PATH FOR INCLUSION
IN WORKING TIMETABLE**

Rail Operator name		
Preferred train number (Consistent with Train Numbering Guidelines in TOC Manuals- General Instruction Pages, Section 7)	<u>Forward trip</u>	<u>Return trip</u>
Type of train path		
Origin - Destination and preferred route		
Main commodity	Forward trip	Return trip
Days train path to run	Forward trip	Return trip
Preferred start date		
Period path to apply		

Train Specification Details

	Forward Trip	Return Trip
Motive Power		
Proposed Running Schedule		
Trailing Load (tonnes)		
Overall length (including locos)		
Class & type of rolling stock		

Train Type: Please insert tick [✓] in between brackets. Suggestion - copy and paste the tick from this line.

- | | | |
|-----------------------------------|--|-------------------------------------|
| <input type="checkbox"/> Grain | <input type="checkbox"/> Trip Trains | <input type="checkbox"/> Passenger |
| <input type="checkbox"/> Minerals | <input type="checkbox"/> Work Trains | <input type="checkbox"/> Containers |
| <input type="checkbox"/> Coal | <input type="checkbox"/> General Freight | |

Train Path Specification and Timing Details

Forward Journey

Path Specification Item	RAIL OPERATOR'S REQUIREMENTS
Location & preferred depart time	
Any terminal requirements or restrictions to be noted?	
Time required to load/unload	
Is depart time flex available?	
Any dependencies on connections off other services or to meet market deadlines?	
En-route activity & time allowances for this train path	
Crew changeover points and time required?	
Any refuelling involved?	
Locomotive changes?	
Is shunting required, specify locations and time required?	
Is time flex available or any dependencies on other services or market needs?	
Destination & preferred arr. time	
Any terminal requirements or restrictions to be noted?	
Time required to load/unload.	
Is arrival time flex available?	
Any dependencies on connections with other services or to meet market deadlines?	

Return Journey

Path Specification Item	RAIL OPERATOR'S REQUIREMENTS
Starting location & depart time	
Any terminal requirements or restrictions to be noted?	
Time required to load/unload	
Is depart time flex available?	
Any dependencies on connections off other services or to meet market deadlines?	
En-route activity & time allowances for this train path	
Crew changeover points and time required?	
Any refuelling involved?	
Locomotive changes?	
Is shunting required, specify locations and time required?	
Is time flex available or any dependencies on other services or market needs?	
Destination & preferred arr. time	
Any terminal requirements or restrictions to be noted?	
Is arrival time flex available?	
Any dependencies on connections to other services or to meet market deadlines?	

PATH REQUESTOR :	
POSITION	DATE:



Annexure 2 – AD-HOC PATH APPLICATION

APPLICATION TO RMC FOR AD-HOC PATH

FAX TO RMC PROGRAMMER: 02 9379 4941 DATE OF APPLICATION: _____
FAX TO RMC SHIFT MANAGER: 02 9379 3420

Rail Operator name		
Date service to operate		
Train number		
Origin - Destination and preferred route, including preferred times		
Motive Power		
Trailing Load (tonnes)		Overall length (including locos)
Class & type of rolling stock		
En-route activity (crew change, attach/detach etc)		

PATH REQUESTOR :		
POSITION		DATE:
PHONE		MOBILE
FAX		

RMC COMMENTS	RECEIVED
APPROVED	

Annexure 3 - TRAIN CONSIST INFORMATION

Train Consist means, in respect of each of the Rail Operator's locomotive-hauled Train Movements, an advice including the following details:

Rail Operator's Name (the one holding access rights)

Train Number (consistent with the Train Numbering Guidelines in TOC Manual – General Instructions Pages, Section 7)

Origin & destination of the Train

Date of departure

The number of vehicles in the Train

The gross [trailing tonnes] weight of the Train

The length of the Train (expressed in metres)

The motive power employed by the Train (active and inactive)

For each vehicle in the Train in the order in which they will be placed, leading end first, the following information:

Vehicle number;

Vehicle classification;

Gross weight of vehicle

Origin and destination of the vehicle; and

Whether it is carrying passengers and/or the manifest of goods carried (including details of all dangerous goods); and

Train crew details – name and contact telephone number.

Annexure 4 - RAILCORP TRAIN CONTROL CONTACTS

Location	Contact Position	Phone No.	Fax No.
	Rail Management Centre – Sydney		
	Manager Rail Management Centre	02 9379 4189	02 9379 5019
	Assistant Manager Rail Management Centre	02 9379 1463	02 9379 1288
1 st point of contact	Shift Manager Rail Management Centre	02 9379 1937	02 9379 3420
	Programme Co-ordinator	02 9379 1871	02 9379 4941
	Goods Control Board	02 9379 4733	02 9379 3125
	West Control Board	02 9379 4224	02 9379 5183
	North Control Board	02 9379 4519	02 9379 2078
	South Coast Control Board	02 9379 4559	02 9379 5184
2 nd Point of Contact	Operations Control Supervisor	02 9379 4664	02 9379 4781
	Operations Control Main Board	02 9379 1766	02 9379 4781
	Operations Control Outer Board	02 9379 1701	02 9379 4781
	Operations Control Illawarra Board	02 9379 4599	02 9379 4781
	Operations Control Co-ordinator	02 9379 4485	02 9379 5180
	RailCorp Security	02 9379 4444	