Annexure G

Operations Protocol

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1 General matters

1.1 Preamble

This 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 Rail Operator.

1.2 Scope of Operations Protocol

The Operations Protocol describes the interfaces between RailCorp, its agents and Rail Operators as they affect the delivery of the Standard Working Timetable (SWTT), Train Planning, Train Programming and Train Control services on the Network.

The Operations Protocol describes the following processes:

- Development of a new Standard Working Timetable (SWTT) and variations to the SWTT;
- Temporary modifications to the Standard Working Timetable for Special Events and Track Possessions;
- Daily train planning;
- Real-time Train Control, including the description and application of Train Decision Factors.

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

Indicative timeframes for the delivery of the processes outlined in Sections 2 to 5 of this document are contained in the process flowcharts that accompany each section. While RailCorp intends to adhere to these indicative timeframes, failure to achieve the timeframes shall not constitute a default by RailCorp of its obligations under this Operations Protocol or the Access Agreement. 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 not adhering to these timeframes.

Issues which a Rail Operator has in relation to the implementation of the Operations Protocol that are not resolved through the processes in this document may be resolved in accordance with the dispute resolution processes in a Rail Operator's Access Agreement.

1.3 Contacts

Relevant contact details will be provided via a secure website.

1.4 Definitions

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

Ad hoc Train Path means a Train Path which is not a Timetabled Train Path in the Standard Working Timetable and which is made available to the Rail Operator on a specified day.

Adjacent Network Manager means the Australian Rail Track Corporation (ARTC) and John Holland Rail (JHR) as manager of the Country Regional Network (CRN).

Asset Standards Authority (ASA) means the independent unit established within Transport for NSW, and is the Network design and standards authority for NSW transport assets.

Daily Train Plan means the documents comprising all of the advices which are prepared in accordance with the Operations Protocol by or on behalf of the Train Control Entity exercising Train Control on the Network on that day and which, taken together, show all of the Train Paths on the Network for that day.

DTPOS (Daily Train Path Ordering System) means the system used by Rail Operators to make Path Requests and Path Amendments for inclusion in the Daily Train Plan and for Sydney Trains to validate and approve those Train Path Requests. DTPOS also provides visibility of all of the Rail Operator's confirmed Train Paths in the Daily Train Plan.

Freight Services means all freight trains operating on the RailCorp Network.

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

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, where the root cause is outside the Rail Operator's control; or

c. is running On-time, regardless of previous delays.

Incident means a localised event or occurrence, either accidental or deliberate including:

- an event that results in death or injury, damage to property, damage to the environment, a derailment or disablement;
- an event that requires (dependent on the Incident level) a particular response from RailCorp and/or Train Control Entity;
- an event which involves external organisations/agencies
- a Category A notifiable occurrence or a Category B notifiable occurrence as defined in the Rail Safety National Regulations;
- an Incident that requires or could require notification to the relevant authority under Rail Safety National Law; and

- an Incident that requires or could require notification under the Dangerous Goods Code

Incident Management Framework means the Sydney Trains framework as amended from time to time.

Limited-stop Peak Passenger Services means those Passenger Services operating during the morning and evening peak periods that stop at a few selected stations along their Train Path. These services include both suburban services and intercity services.

Mechanised Track Patrol means the self-propelled vehicles which capture rail infrastructure data on 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 Access Manual means the Sydney Trains manual for managing Track Possessions as amended from time to time.

New Timetable Development means comprehensive changes to the SWTT that alter the structure of the SWTT which impact on Rail Operator services.

Non-timetabled Empty Passenger Services means unplanned passenger train movements to maintenance or stabling facilities.

NSW Trains manages the operation of NSW TrainLink which provides intercity train services between Sydney and Newcastle, the Lower Hunter, the Central Coast, the Blue Mountains, Lithgow, Southern Highlands and the Illawarra and Regional Passenger Services between Sydney and Melbourne, Brisbane and regional NSW.

On-time Arrival means arrival at the destination point of the Train Path within 5 minutes of the timetabled time in the Daily Train Plan.

On-time Presentation means arrival at the origin point of the Train Path within 5 minutes of the timetabled time in the Daily Train Plan.

Passenger Positioning Movements means timetabled movements of Trains required for reasons other than revenue services.

Passenger Services means all suburban and intercity services operating outside the peak period.

Path Amendment means the process by which a Rail Operator can apply to amend a Train Path in the Daily Train Plan.

Path Application means the process by which a Rail Operator can apply to vary Train Path entitlements to be included in the Standard Working Timetable.

Path Request means the process by which a Rail Operator can apply for an Ad hoc path or amendments to a timetabled path in the Daily Train Plan.

Peak Passenger Positioning Movements means timetabled movements of Trains to form Peak Passenger Services.

Peak Passenger Services means all suburban and intercity services that start or complete their journey on the RailCorp Network between 06:00 and 10:00 and between 15:00 and 19:00.

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 equipment, but

b. does not include any stations, platforms, Rolling Stock, Rolling Stock maintenance facilities, office buildings or housing, freight centres or depots, private sidings or spur lines connected to premises not vested in or owned by or managed or controlled by RailCorp.

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

Rail Operator means any entity that holds a Track Access Agreement, its employees, contractors and agents conducting Rail Operations on the Network.

RailCorp means Rail Corporation NSW.

Reasonable Passenger Priority means the reasonable priority and certainty of access for railway Passenger Services as provided for in section 5(2)(a) and 99D(5)(a) of the Transport Administration Act and includes priority in relation to:

- the allocation of Train Paths
- service planning
- real time control and incident management
- Network maintenance and other works

Regional Passenger Services means those Passenger Services operating to or from points outside the RailCorp Network.

Rolling Stock means any vehicle that is operated or used on a Track (excluding, at any time, a vehicle designed for both on-track and off-track use when that vehicle is not being operated or used on the Track at that time).

Short Notice Track Possessions means urgent possessions or emergency possessions.

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

- a special timetable for the operation of Passenger Services for the use and benefit of the general public; and
- consequential adjustments to the Rail Operator's Rail Operations.

Special Train Notice (STN) means a notice issued by Sydney Trains from time to time setting out changes to the SWTT.

Standard Working Timetable (SWTT) means the standard working timetable established and amended from time to time in accordance with the Operations Protocol.

Sydney Trains is RailCorp's agent to undertake Rail Operations in connection with the Track Access Agreement, including Train Control, and maintenance, and to manage and administer the Track Access Agreements. Sydney Trains also operates suburban Passenger Services over the RailCorp Network.

Tables Telegram means the advice of changes to the SWTT published by Sydney Trains when there is insufficient time to provide advice through a STN.

Temporary Modifications to the SWTT means additions, deletions and alterations to Train Paths of a temporary nature due to Special Events and Track Possessions.

Timetable Development means the development of new Standard Working Timetables and the periodic modification of the Standard Working Timetable.

Timetabled Train Path means an entitlement for a train to operate on the Network along a given route, incorporating origin, destination and intermediate timing points at a day and time nominated in the Standard Working Timetable or amended in accordance with the Operations Protocol.

TOC Waiver means a written waiver of Rolling Stock operational standards (as described in the Train Operating Conditions (TOC) Manual issued by the ASA, 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 Access Agreement means the agreement where RailCorp as Rail Infrastructure Owner provides access rights to the Network.

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 Rail Operator's Train Movement an advice prepared by the Rail Operator and submitted to Train Control by a method agreed with Sydney Trains which includes the information specified in Appendix 2.

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

Train Control Direction means an instruction or direction relating to Train Control which must be complied with by the Rail Operator immediately.

Train Movement means a movement by a Train utilising a Train Path.

Train Operating Conditions (TOC) Manual means the manual, as amended from time to time containing the Train operating conditions for the movement of Rolling Stock on the Network including any TOC Waiver issued by the ASA.

Train Path means an entitlement for a train to operate on the Network along a given route, incorporating origin, destination and intermediate timing points at a day and time nominated in the Standard Working Timetable and/or Daily Train Plan.

Transport for New South Wales (TfNSW) means the NSW Government Agency that coordinates all transport agencies, including RailCorp, Sydney Trains and NSW Trains. TfNSW is RailCorp's agent for the purposes of and in connection with any Track Access Agreement.

TRIMS (Train Running Information Management System) means the train management system used by Sydney Trains to manage train paths on the RailCorp Network which includes all of the Train Paths on the Network for that day. Rail Operators access their confirmed Train Paths through DTPOS which is the web interface for TRIMS.

Unhealthy Train means a train that, having regard to the Daily Train Plan applicable on the day does not present to the Network On-time, or is not configured to operate to its schedule or operates in a way that it remains unable to maintain its schedule.

2 Development of a new SWTT and variations to the SWTT

2.1 Overview of process

The Standard Working Timetable (SWTT) developed by TfNSW documents Train Paths that are planned for operation on the Network. From time to time TfNSW will develop a new SWTT based on the inputs listed in Section 2.2 below.

The development of a new SWTT is normally undertaken to coincide with significant alterations to infrastructure or major changes to the service offering in the previous SWTT.

Development of a new SWTT provides an opportunity for a Rail Operator to seek permanent changes to their Timetabled Train Paths. These changes may include amendment, cancellation or additional Train Paths in accordance with their legitimate business needs.

A variation to the SWTT can be made at any time:

a. in response to a Rail Operator seeking permanent changes to its Timetabled Train Paths including amendment, cancellation or additional Train Paths in accordance with their legitimate business needs; or

b. in response to TfNSW initiating permanent changes to Train Paths due to reasons outlined in Section 2.2 below.

The same inputs, roles and responsibilities are required to either develop or vary the SWTT. The two processes however have different timeframes and outputs, as shown in Figure 2-1 and Figure 2-2.

Holders of Access Agreements may request a copy of the SWTT from Sydney Trains or download the SWTT directly from a secure website.

2.2 Inputs to process

The inputs to the development of a new or variation to a SWTT, include:

- the overall capacity of the Network;
- the capacity required for Sydney Trains and NSW Trains Passenger Services;
- the current SWTT;
- Train Operating Conditions Manual;
- path applications from Rail Operators for permanent alterations, deletions and additions to their Train Path entitlements;
- border times with adjacent Networks;
- proposed amendments to the SWTT by TfNSW for any reason including:
  a. TfNSW identifying potential new Train Paths; and

b. TfNSW wishing to re-configure existing Train Paths to optimise the use and reliability of the Network;

- legislative requirement for Reasonable Passenger Priority;
- Network capacity and operating restrictions;
- Network configuration changes, including infrastructure commissioning and decommissioning;
- provision of freight paths in accordance with the Northern Sydney Freight Corridor Agreement.

2.3 Roles and responsibilities

The roles of the various parties involved in the development of a new SWTT or variation to the SWTT are defined as follows:

2.3.1 Rail Operator

- submits to TfNSW Path Applications for any permanent additions, deletions and alterations it proposes to its current access rights;
- consults with TfNSW in relation to its Train Path Applications; and
- provides feedback to TfNSW in relation to the overall impact of timetable changes on its operations

2.3.2 Transport for NSW

- determines the overall capacity of the Network;
- determines capacity requirements for Sydney Trains and NSW Trains Passenger Services;
- receives, reviews and determines the requirements of Path Applications from Rail Operators;
- reviews Train Path Applications to optimise the use and reliability of the Network;
- consults with Rail Operators in relation to Path Applications;
- co-ordinates and liaises with all parties involved or affected by the development of a new or varied SWTT, including Adjacent Network Managers and Rail Operators operating from private infrastructure connected to the Network;
- consults with Rail Operators in relation to the overall impact of timetable changes on its operations;
- liaises with Adjacent Network Managers to identify appropriate border times for entry/exit to/from the Networks;
- attempts to provide for all pre-existing non Sydney Trains or NSW Trains Train Paths within the new or varied SWTT;

- accepts or rejects Path Applications, subject to:
  - the requirement for Reasonable 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;
- provides Rail Operators with the rationale for all decisions resulting in the rejection of a Path Application
- determines the date upon which the new or varied SWTT becomes operational;
- in the development of a new SWTT considers representations from Rail Operators on the extent to which the new SWTT meets their requirements.

2.4 Output of process to develop new SWTT

The output is a new SWTT identifying Rail Operators' scheduled Train Paths within the RailCorp Network. This may be supplemented by STN(s) between periodic revisions of the SWTT which are issued as a new version. Sydney Trains publishes the new SWTT on a secure website.

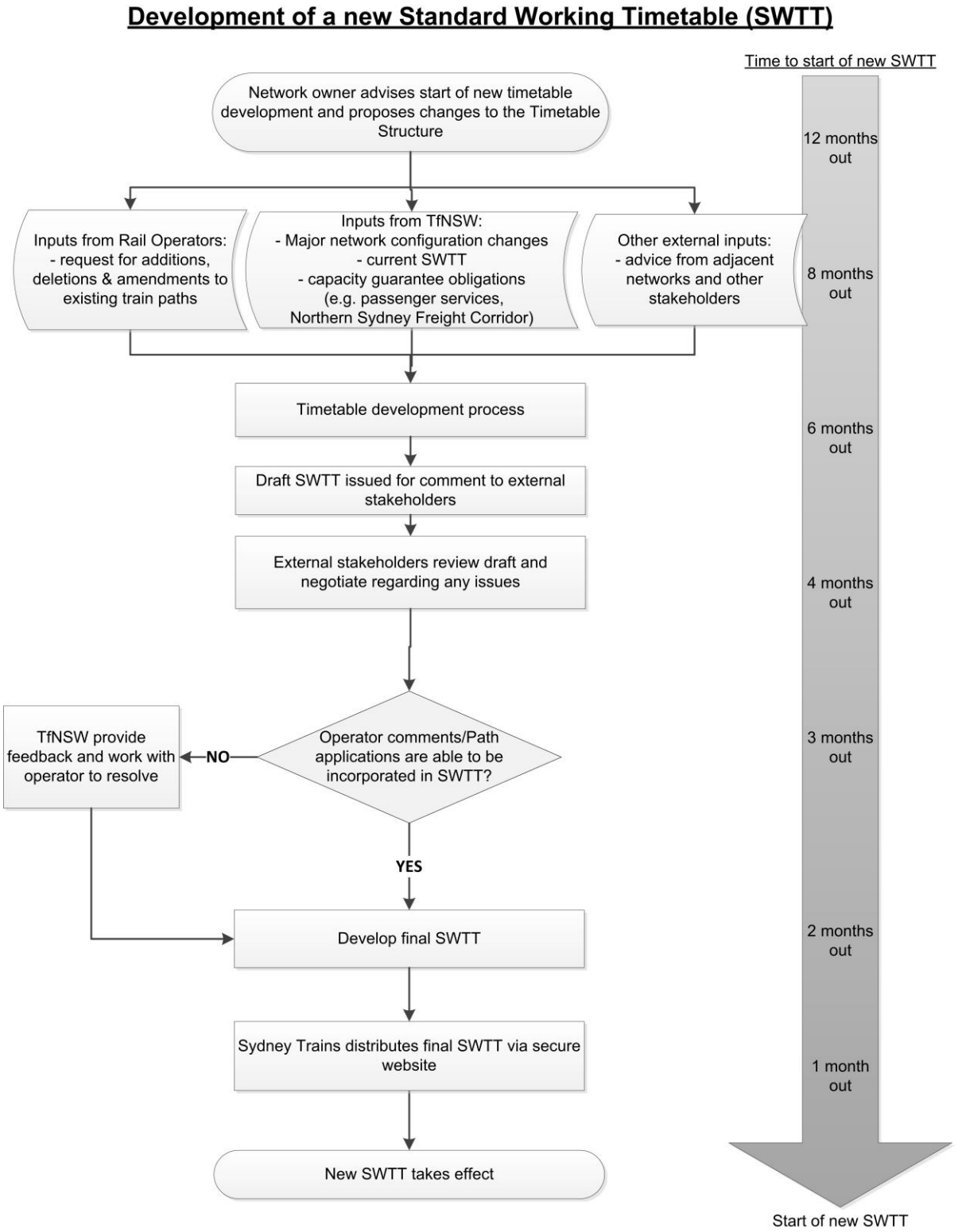

Figure 2-1 Development of a new Standard Working Timetable

2.5 Output of process to vary the SWTT

The output is a varied SWTT identifying Rail Operators' varied Train Paths within the RailCorp Network. This may be supplemented by STN(s) between periodic revisions of the SWTT which are issued as a new version of the SWTT.

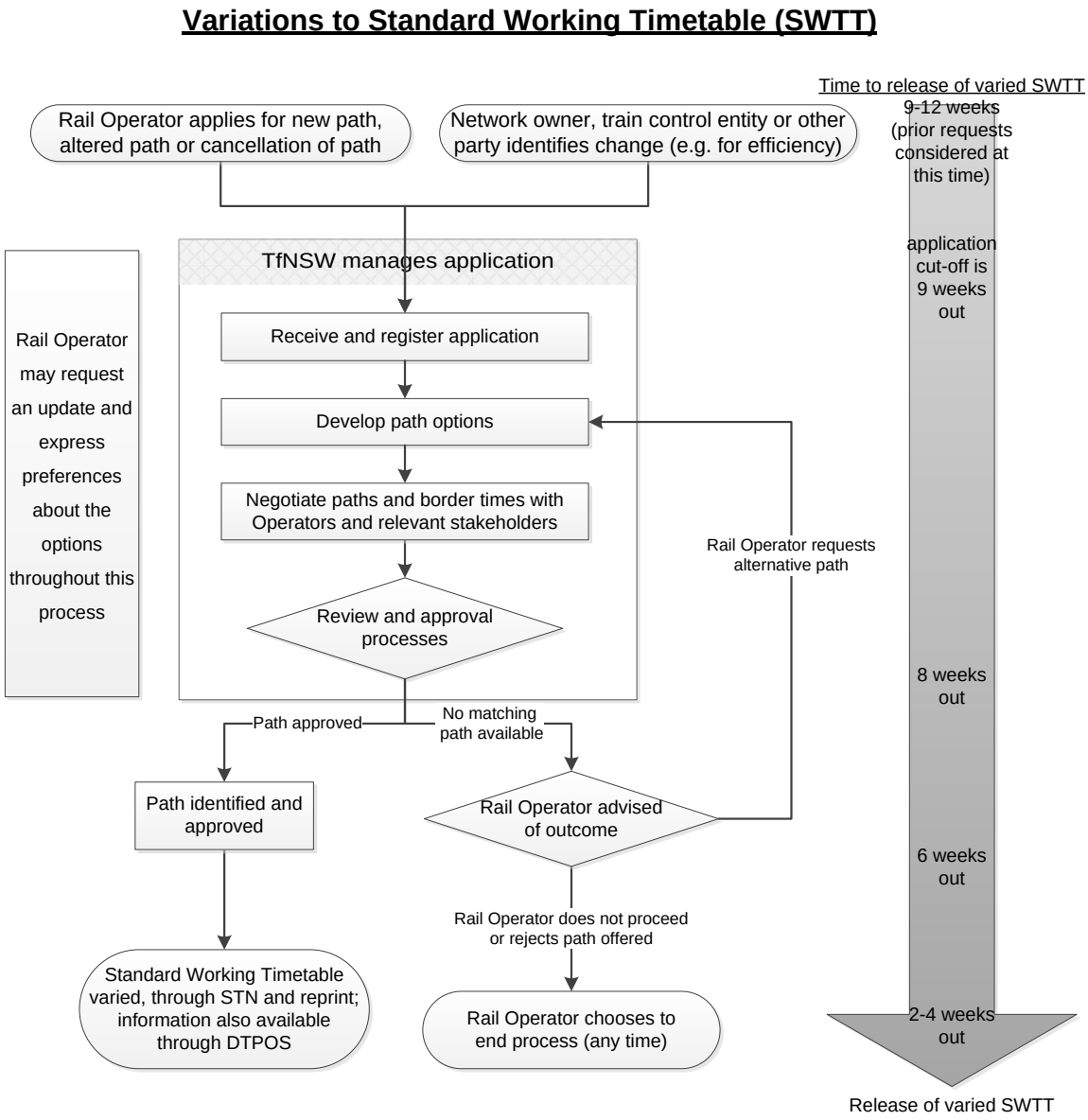

Figure 2-2 Variations to the SWTT

3 Temporary modifications to the SWTT

3.1 Overview of process

A Temporary Modification to the SWTT is made to accommodate additions, deletions and alterations to Train Paths that are of a temporary nature. Such temporary modifications can be the result of:

- legitimate business requirements advised by the Rail Operator;
- Special Events and Track Possessions.

Any modifications resulting from the above are advised by the issue of STNs or Tables Telegrams and are accessible to the Rail Operator through various electronic means.

Consultation requirements in relation to Temporary Modifications to the SWTT relating to Special Events and Track Possessions are outlined in the Access Agreements.

3.2 Inputs to process

The inputs to the process of a temporary SWTT modification include:

- the current SWTT;
- Train Operating Conditions Manual;
- Rail Operators' requests for temporary amendments or additional Train Paths
- maintenance activities required by Sydney Trains;
- Track possession program;
- monthly list of Special Events as prepared by Sydney Trains;
- proposed modifications to the SWTT for any reason, including:
  a. identification of potential new Train Paths; and
  b. proposed reconfiguration of existing Train Paths to optimise the use and reliability of the Network;
- legislative requirements for Reasonable Passenger Priority;
- temporary 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:

3.3.1 Rail Operator

- notifies Sydney Trains promptly of potentially affected Rail Operations when advised of a Special Event or Track Possession;
- nominates and negotiates with Sydney Trains those services which should receive highest priority for restricted path allocation;
- applies for temporary additional or amended Train Paths to Sydney Trains in support of legitimate business requirements; and
- provides feedback to Sydney Trains in relation to the overall impact of timetable changes on its operations.

3.3.2 Sydney Trains

- notifies Rail Operators and Adjacent Network Managers of all known Special Events, changes to Special Events previously notified, Track Possessions and changes to Track Possessions previously notified that may impact on Train Movements on the Network and lead to temporary modifications to the SWTT;
- consults and negotiates with Rail Operators and other relevant parties on impacts and makes reasonable endeavours to resolve issues subject to:
  - the requirements of Reasonable Passenger Priority;
  - the availability of capacity on the Network;
  - the reliability of the Network;
  - the bona fide requirements of other users and prospective users of the Network; and
  - capacity requirements of both Sydney Trains and NSW Trains;
- co-ordinates with all parties involved in or affected by a temporary SWTT Modification;
- nominates the date upon which the STN takes effect;
- produces STNs from relevant inputs;
- uses reasonable endeavours to mitigate the impact of Possessions and Special Events on the Rail Operator and to minimise the impacts on the Rail Operator's Timetabled Train Paths;
- uses reasonable endeavours to accommodate Rail Operators' Path Applications for temporary additional or amended Train Paths; and
- distributes the possessions calendar (including Special Events); impact statements for impacts that may affect freight or private passenger operators, and new STN or Tables Telegram.

3.4 Output of process

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

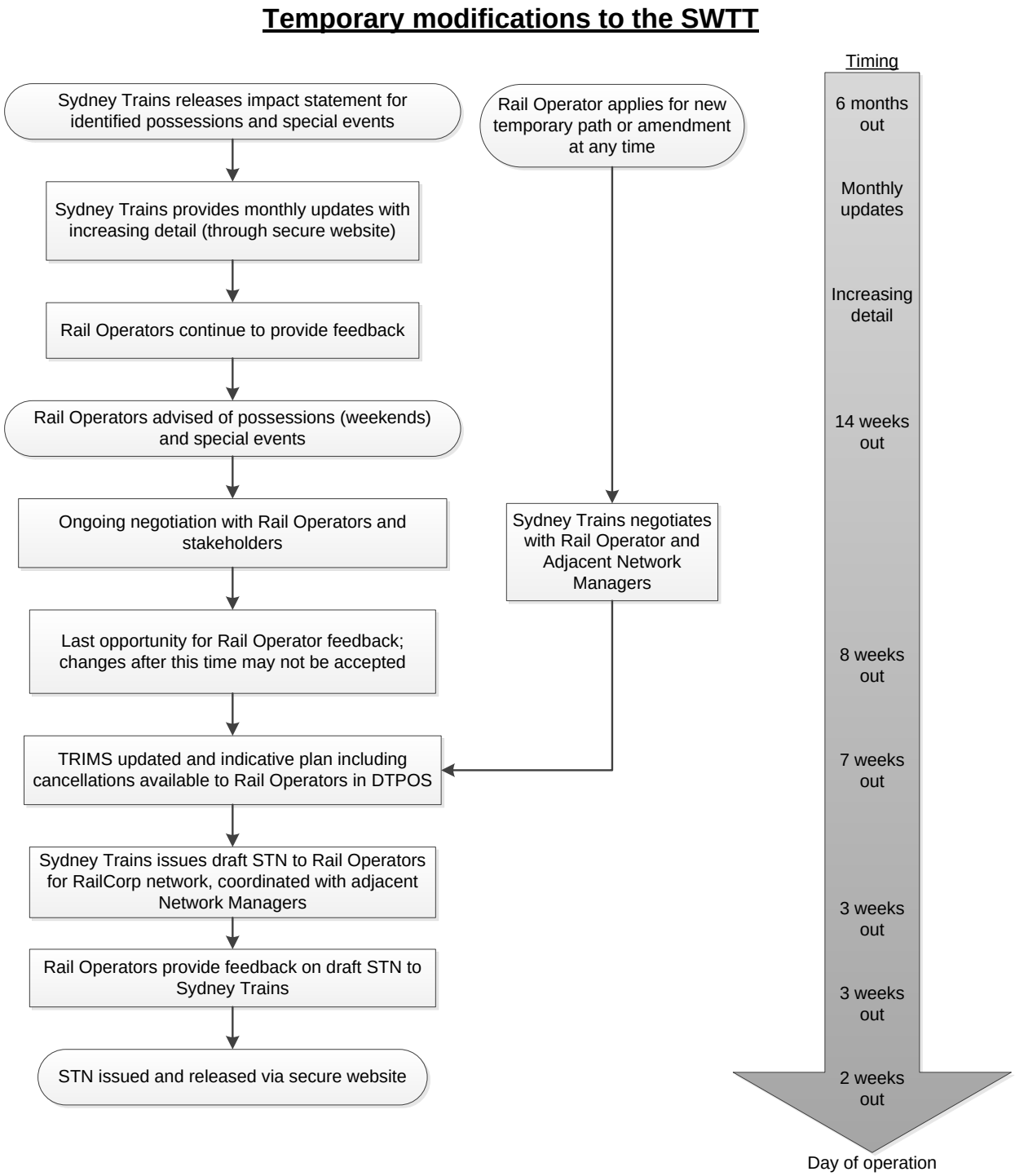

Figure 3-1 Temporary modifications to the SWTT

4 Daily Train Plan

4.1 Overview of process

The Daily Train Plan contains the Train Path entitlements of Rail Operators from the SWTT, all published STNs and Tables Telegrams, Path Requests and Path Amendments submitted by Rail Operators that apply for that specific date. The Daily Train Plan also includes additional Short Notice Track Possessions, confirmed services and any other short notice program alterations for that specific date.

Each day's Daily Train Plan takes effect at 00:01 hours on the day and is amended as required, as described in Section 5.0 (Daily Train Control) of this Operations Protocol, to manage and record actual operations during the day.

4.2 Inputs to process

The inputs to the process for Daily Train Plan preparation include:

- the current SWTT;
- confirmation by Rail Operators of those services specified in their entitlements that they intend to operate on a particular day;
- requests for Ad hoc or amended Train Paths;
- amendments to approved services;
- published STNs and Tables Telegrams;
- Network constraints

4.3 Roles and responsibilities

The roles of the various parties involved in Daily Train Plan production are as follows:

4.3.1 Rail Operator

- provides documented confirmation through DTPOS of the services that it will operate on a particular day from within its Train Path entitlements;
- submits requests for additional Ad hoc Train Paths and alterations to existing entitlements, by providing applications through DTPOS with any information that Sydney Trains requires from time to time;
- reviews proposed alternative Train Paths offered by Sydney Trains, where it is notified that its request for additional Ad hoc Train Paths or alterations to existing entitlements cannot be accommodated, and negotiates alternative options; and
- plans its Trains to operate in accordance with the Daily Train Plan.

4.3.2 Sydney Trains

- provides details of planned and Short Notice Track Possessions made in accordance with the Network Access Manual;
- prepares the Daily Train Plan 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 Reasonable Passenger Priority;
  - the availability of capacity on the Network; and
  - the bona fide requirements of Sydney Trains, NSW Trains, 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 the relevant parties through DTPOS if their requests for Ad hoc additional Train Paths and alterations to existing entitlements are approved or declined;
- co-ordinates with Adjacent Network Managers and Rail Operators operating from private infrastructure connected to the Network;
- cancels Timetabled Train Paths not confirmed in DTPOS by Rail Operators 48 hours from the day of operation; and
- updates TRIMS for the 24-hour period commencing the next day at 00:01 and provisionally updates TRIMS for the subsequent 24- hour period. Rail Operators access their confirmed Train Paths through DTPOS.

4.4 Communications timeframes

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

- confirm Timetabled Train Paths up to 2 days prior to the Daily Train Plan going live. Any shorter period of notice may not enable Sydney Trains to consider and implement the requests; and
- Sydney Trains will respond to requests for additions and alterations in accordance with the timeframes in Figure 4-1 Development of Daily Train Plan.

The process to develop the Daily Train Plan, together with indicative timeframes, is shown in Figure 4-1.

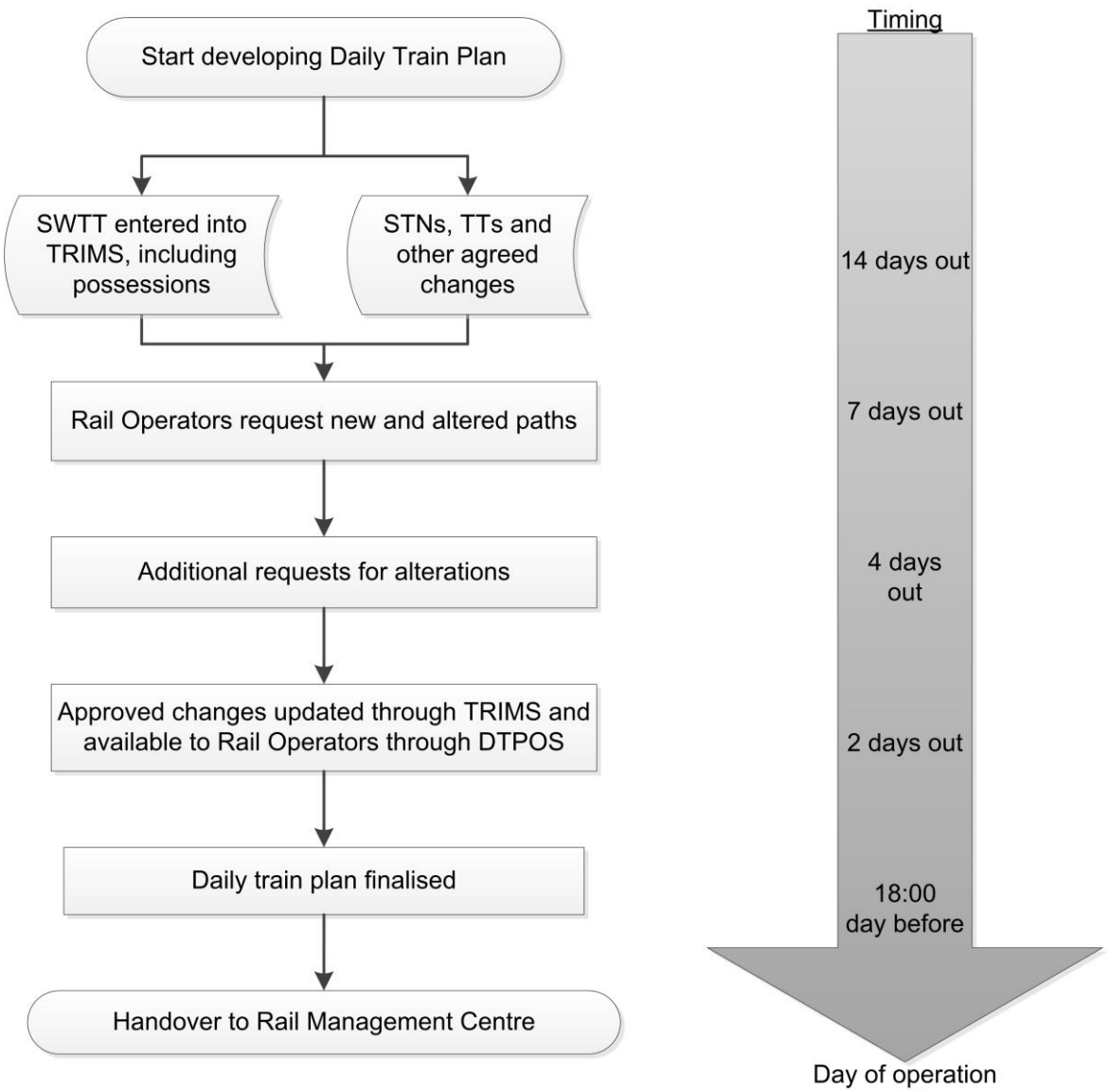

Figure 4-1 Daily Train Planning

4.5 Outputs of process

The output is the Daily Train Plan for a 24-hour period commencing the next day at 00:01 and a provisional Daily Train Plan for the subsequent 24 hours.

5 Daily Train Control (live program)

5.1 Overview of process

Sydney Trains' aim is to direct Trains to operate to the Daily Train Plan. However, events on the day may prevent this from happening. When this occurs, alternate directions may be given in accordance with this Operations Protocol, to accommodate real-time delays, re-scheduling and cancellations of Train Movements.

5.2 Inputs to process

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

- Daily Train Plan;
- Train Decision Factors in Section 6 of this Operations Protocol;
- reports of events that will affect Train running including Incidents;
- Rail Operators' service requests submitted after the Daily Train Plan has been issued.
- Short Notice Track Possessions.

5.3 Roles and responsibilities

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

5.3.1 Rail operator

- submits a Train Consist for each Train Movement with the information specified in Appendix 2 by a method agreed with Sydney Trains;
- advises Train Control that train is ready to depart terminal 15 minutes prior to terminal departure time;
- presents its Trains in accordance with the Daily Train Plan and TOC manual;
- where required, requests alterations to its services from Train Control;
- provides a revised Train Consist or advice of locomotives on/off line where there are changes to the information along the route:
  - prior to departing from the point where the change occurred; or
  - where the appropriate technology is not available, but where telephone or radio facilities are available, provide preliminary details (a to j of Appendix 2) and any Dangerous Goods information (vehicle number and classification of each vehicle carrying Dangerous Goods, and the class and quantity of the Dangerous Goods);
  - and in any case, provide a complete and accurate Train Consist (in accordance with Appendix 2) to the relevant contact at the next feasible

opportunity where there is appropriate technology to submit a Train Consist;

- operates Trains as per any Train Control Direction noting that a new Train Path may be required if the consist changes affect the schedule the train is expected to operate to;
- must advise Train Control if the train is operating in degraded mode for any reason including the impact on the performance capabilities of the train so that Train Control can make any appropriate network management decisions or necessary changes to the train's schedule that reflect its altered operating profile. These changes may include an amended schedule or an alteration to the train's path to give the train a clear run on grades.

5.3.2 Sydney Trains

- issues Train Control Directions on the day to the Rail Operator or nominated representative;
- uses reasonable endeavours to mitigate the impact of disruption experienced by Rail Operators resulting from Train Control Directions;
- 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 of this Operations Protocol;
- manages trains that do not present On-time;
- advises Rail Operators of the outcomes of their requests for alterations;
- communicates with Rail Operators in the manner defined in the Sydney Trains Incident Management Framework, 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 reasonable endeavours to ensure that the Rail Operator is advised of the non-compliance and given a reasonable opportunity to rectify the non-compliance;
- may cancel a Train Path if a Train is Unhealthy due to causes controlled by the Rail Operator and will negotiate a new train path with the Rail Operator to provide the first possible path that will not impact on trains operated by Sydney Trains, NSW TrainLink or any other Rail Operator;
- may issue a Train Control Direction requiring the Rail Operator to clear or assist in the clearance of any Incident or Obstruction which occurs on or near the Network;
- 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; and

- liaises with Adjacent Network Managers regarding any altered Train Path that is likely to affect their area of control, to determine mutually acceptable border times.

5.4 Communications timeframes

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

- Rail Operator submits the Train Consist no later than 30 minutes prior to the departure of the Train.
- If there are changes to the information contained in the Train Consist along the route, to provide a revised Train Consist as outlined in Section 5.3.1;
- Train Control advises Rail Operators as soon as possible of the outcome of their requests for alterations.
- To assure that the train is allocated to its designated path in the Daily Train Plan the Rail Operator advises Train Control that the train is ready to depart 15 minutes prior to departure

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; and
- Final decisions in relation to the Daily Train Plan and daily Train Control as made by Sydney Trains Train Control.

6 Train decision factors

Sydney Trains issues Train Control Directions to manage the operations of the Network on a day to day basis.

Where Trains are On-time, they will be managed as specified in the Daily Train Plan.

Where one or more Trains are late or Unhealthy, they will be managed in accordance with the principles below subject to a Rail Operator's preferences for its own services.

The two tables are used in conjunction with each other. Table 6-1 defines the relative priority of two conflicting Trains. Table 6-2 specifies the type of decision available to Train Control in delivering Train Control Directions to resolve the potential conflict.

When Incidents cause disruption to the Network, Train Control will manage the Network to minimise disruptions to passengers and downstream consequences to passengers and Freight Services.

Table 6-1 Path priority principles

Order of priority	Period	Service type
Highest	**Peak**	Limited-stop Peak Passenger Services
		Regional Passenger Services
		Frequent-stop Peak Passenger services
		Freight services
	Off peak	Peak Passenger Positioning Movements
		Mechanised Track Patrol (must run)
		Regional Passenger Services
		Passenger Services
		Passenger Positioning Movements
		Freight Services
		Non-timetabled Empty Passenger Services
Lowest		Track machinery

Impact of Track Possessions on Train Decision Factors

Track Possessions as defined in the Network Access Manual will result in short term track closures which may impact on all rail services in the affected area for the duration of the possession.

Short Notice Track Possessions can be Urgent or Emergency Track Possessions as defined in the Network Access Manual. These Track Possessions are advised at short notice and are considered by Sydney Trains when finalising the Daily Train Plan or in the Live Program depending on the amount of notice given. Rail Operators are advised by phone if a Short Notice Track Possession will impact on their Train Path in the Live Program.

Table 6-2 Decision matrix

	Both Healthy One On-time & one late	Both late
Trains of equal health • Equal priority trains • Unequal priority trains	Rule 1 + 2 Rule 4 + 2	Rule 3 Rule 5 + 3
Trains of unequal health	Rule 6 + 2	

Rule 1:

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 three 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 Passenger Services also does not exceed three minutes;
- the delay to a Freight Service held back does not exceed five 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 five minutes.

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:

Give preference to the On-time train. A late train may be given preference subject to the delay to the late train being kept to a minimum as defined in Rule 2.

Rule 5:

High priority Train has preference, subject to Rule 3.

Rule 6:

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.

Appendix 1 – Path application

RAILCORP NETWORK ACCESS REGISTER _____

APPLICATION FOR NEW OR VARIED TRAIN PATH FOR INCLUSION IN WORKING TIMETABLE

✓ **Rail Operator name**	
✓ **Preferred start date**	
✓ **Period path to apply**	

Path Requestor: (Name & Position)	
Contact Details: (Phone & Email)	
✓ **Date:**	

	Forward Journey	**Return Journey**
✓ **Preferred train number** (See Train Numbering Guidelines in TOC Manual)		
Origin - Destination and preferred route		
Days train path to run (Day entering RailCorp Network)		
Motive Power (e.g. 2 x AC6)		
Proposed Running Schedule (e.g. A1)		
Trailing Load (tonnes)		
Overall length (including locos)		
Class & type of Rolling Stock		
Loaded/Empty		

Train Type: (Please check the box)

☐	Grain	☐	Trip Trains	☐	Passenger
☐	Minerals	☐	Work Trains	☐	Containers
☐	Coal	☐	General Freight	☐	Steel

Train Path Specification and Timing Details

✓ Forward Journey

Location & preferred depart time	✓
Destination & preferred arr. time	
Is crew change required, specify locations and time required?	
Is shunting required, specify locations and time required?	
Any terminal requirements or restrictions to be noted?	
Time required to load/unload	
Are arrival or departure times flexible?	
Any dependencies on connections off other services?	
Does the service need to meet market deadlines, please specify? (e.g. Port windows)	
Service Sensitivity – how many minutes variance from requested arrival time is acceptable?	

✓ Return Journey

Location & preferred depart time	✓
Destination & preferred arr. time	
Is crew change required, specify locations and time required?	
Is shunting required, specify locations and time required?	
Any terminal requirements or restrictions to be noted?	
Time required to load/unload	
Are arrival or departure times flexible?	
Any dependencies on connections off other services?	
Does the service need to meet market deadlines, please specify? (e.g. Port windows)	
Service Sensitivity – how many minutes variance from requested arrival time is acceptable?	

Appendix 2 – 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:

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

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

c. Origin & destination of the Train

d. Date of departure

e. The number of vehicles in the Train

f. The gross [trailing tonnes] weight of the Train

g. The length of the Train (expressed in metres)

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

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

    i. Vehicle classification;

    ii. Vehicle number;

    iii. Gross weight of vehicle

    iv. Origin and destination of the vehicle; and

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

k. Train crew details – name and contact telephone number.