Operations Protocol 2018 – Ver. 0.2

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Date: 21/03/2018

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1. General Matters

1.1. Preamble

This Operations Protocol is complimentary to a Track Access Agreement between:

a. TFNSW, as owner of the infrastructure that forms the CRN; 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 JHR and a Rail Operator as they affect the delivery of Train Planning, Train Programming and Train Control services.

The Operations Protocol includes a description of the following processes:

- Standard Working Timetable (SWTT) review
- Standard Working Timetable (SWTT) amendment;
- Daily Train Plan Preparation;
- The exercise of real-time Train Control, including the description and application of Train Decision Factors (TDF) in section 5.0.

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

Rail Operators when operating on the CRN may seek permanent alterations to their Train Path entitlements when the SWTT is being revised. JHRPL may make temporary modifications to Rail Operators Train Paths in relation to Special Events and Track Possessions, via a CTN (Country Train Notice). 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).

1.3. Definitions

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

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

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 Sydney Trains Network.

Country Train Notice or CTN means a notice issued by JHRPL Train Planning from time to time setting out changes to the SWTT.

CRN means Country Regional Network;

Daily Train Plan, means the documents comprising all the advices which are prepared for each day in accordance with the Operations Protocol by JHRPL and which, taken together, show all 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.

Express Freight Services means those freight services that are determined by JHRPL Network 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;

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 CRN, but only 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

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 CRN;

Network means the railway lines vested in or owned by TfNSW 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 Segment means any discrete part of the Network.

Non-Revenue Movements means movements of Trains and/or Track Machines required for reasons other than revenue services;

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.

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 JHRPL; 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 JHRPL;

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

Rail Operator means any person conducting Rail Operations under a current Access Agreement with TFNSW.

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

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

Service Delivery Manager means the JHRPL Manager responsible for Network Access, CRN.

Special Event means 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;

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.

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

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 CRN or adjoining Network for the purposes of carrying out repair, maintenance or upgrading work on or adjacent to the Rail Corridor.

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

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 JHRPL, 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 JHRPL from time to time.

Train Operating Conditions Waiver means a written waiver of Rolling Stock operational standards (as described in the CRN Train Operating Conditions Manual) issued by JHRPL, 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.

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 persons within CRN delivering Train Planning services;

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

Train Path Types are:

- Mandatory - a Mandatory path is a path that the Rail Operator requests to operate on, on an ongoing basis and the timetable for the path is agreed to by Rail Network/s and the Rail Operator and advertised in the SWTT.

- Ad Hoc - an Ad Hoc Train Path may be requested by Rail Operators via the Daily Train Plan (DTP). This request is for a one-off variation to their allocated SWTT Train Path or when requesting a specific Train Path that has not been previously advertised and the path has not been previously allocated to the Rail Operator.

2. Revision of the Standard Working Timetable

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 1 and Figure 2.

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

2.2. Inputs to Process

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

- Capacity requirements for 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 JHRPL requires to be implemented in accordance with the Track Possessions Manual;
- Border times received from/negotiated with adjacent Networks;
- proposed amendments to the SWTT by JHRPL, for any reason including:
    a. JHRPL identifying potential new Train Paths; and
    b. JHRPL 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 JHRPL, Train Path Applications for any permanent additions, deletions and alterations it proposes to its current access rights; and
- consults with JHRPL, in relation to its Train Path Applications.
- provides feedback to TfNSW in relation to the overall impact of timetable changes on its operations

JHRPL

- determines capacity requirements for above rail services;
- receives, reviews and determines the requirements of Train Path Applications from Rail Operators;
- 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 CRN;
- Liaises with ARTC and RailCorp to identify appropriate border times for entry/exit to/from the CRN.
- 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 CRN (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 CRN;
- considers representations from 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.
- provides Rail Operators with the rationale for all decisions resulting in the rejection of a Path Application

2.4. Output of SWTT Revision Process

The output is a SWTT identifying Rail Operators' scheduled Train Paths within the CRN, or a CTN to cover the interim period, until the SWTT is reissued, as the case may be.

2.5. Dispute Resolution

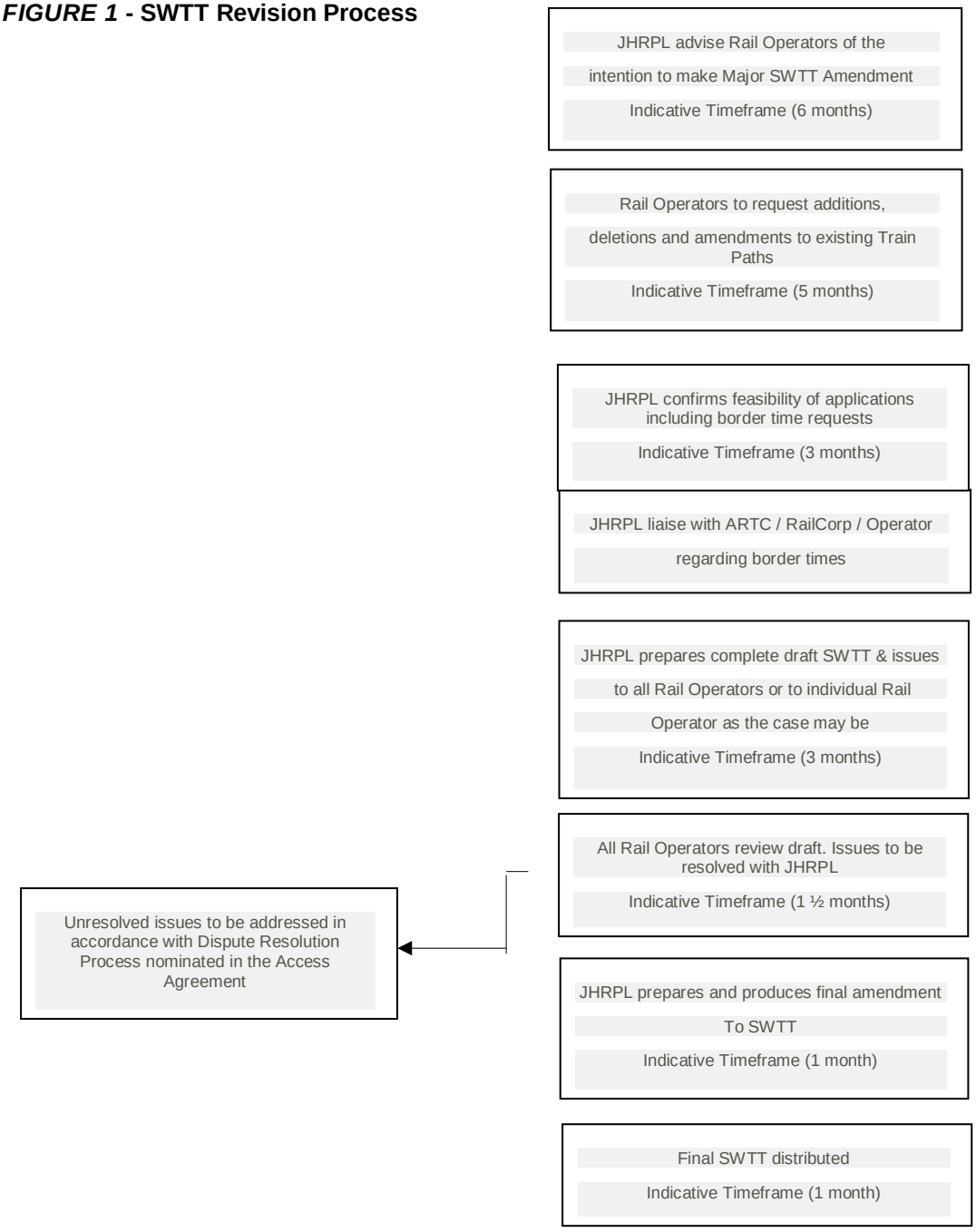
Issues which a Rail Operator has in relation to the SWTT that are not resolved through the processes referred to above will be addressed in accordance with the Access Agreement between TFNSW and the Rail Operator.

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 JHRPL's intention that these indicative timeframes will be adhered to however failure to achieve the timeframes shall not constitute a default by JHRPL of its obligations under this Operations Protocol or the Access Agreement and JHRPL 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.

It should also be noted that the primary drivers for revising an SWTT may impose variations in indicative timeframes.

***FIGURE 1* - SWTT Revision Process**



3. 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 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 activities required by JHRPL;
- Track Possession Programme
- JHRPL proposed modifications to the SWTT for any reason, including:
    a. JHRPL has identified potential new Train Paths; and
    b. JHRPL 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. the management of capacity on the CRN
- legislative requirement for passenger priority;
- Rail Infrastructure Facilities configuration; and
- Existing or planned CTN's.

3.3. Roles and Responsibilities

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

Rail Operator

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

JHRPL

- 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
- co-ordinates with all parties involved in or affected by a temporary SWTT Modification;
- nominates the date upon which the CTN takes effect;
- produces CTNs 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 CTN.

3.4. Output of Process

The output is a CTN covering changes to the SWTT in accordance with this Protocol.

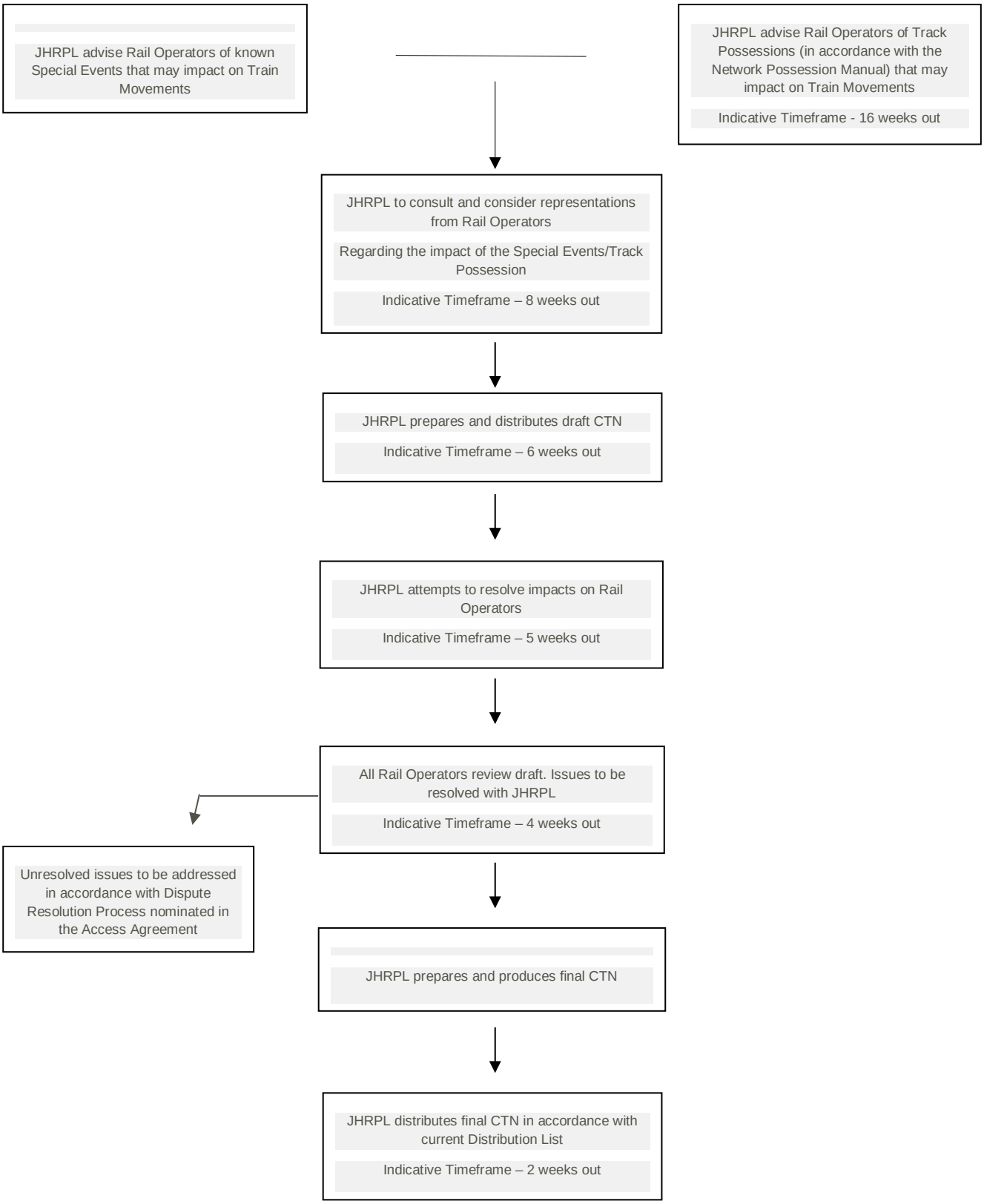
3.5. Dispute Resolution

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 TFNSW 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 JHRPL's intention that these indicative timeframes will be adhered to however failure to achieve the timeframes shall not constitute a default by JHRPL of its obligations under this Operations Protocol or the Access Agreement and JHRPL 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 2 - SWTT Modification Process



4. Daily Train Plan (DTP)

4.1. Overview of Process

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

The DTP takes effect at 00:01 hours on each day and is amended as required, as described in section 5.0 of this Operations Protocol, to manage and record actual operations during that 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 CTN's;
- Network constraints e.g. planned and scheduled changes to trackwork, signalling; 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 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 JHRPL requires from time to time;
- reviews proposed alternative Train Paths offered by JHRPL, 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.

- provides details of planned and Short Notice Track Possessions made in accordance with the Track Possessions 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
- 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. Outputs of Process

The output is the DTP for a 24-hour period commencing the next day at 00:01and a provisional DTP for the subsequent 24-hours including the AMBA Report. On a Saturday the DTP is issued for the subsequent 48-hour period commencing the next day at 00:01 and a provisional DTP for the subsequent 24-hour period.

4.5. Dispute Resolution

Final decisions in relation to the DTP are made by JHRPL 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 should be referred to the JHRPL Service Delivery Manager. If the matter cannot be fully resolved at that stage, then the matter will be dealt with under the dispute resolution procedures in the Access Agreement between TFNSW and the Rail Operator.

5. Daily Train Control (Live Program)

5.1. Overview of Process

JHRPL's aim is to manage Trains to operate to the DTP. However, events on the day may prevent this from happening. When this occurs, the DTP will then be 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;
- Delays on adjacent rail networks/private sidings and yards;
- reports of events that will affect Train running including Incidents;
- Rail Operators' service requests submitted after the DTP has been issued; 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

- submits a Train Consist for each Train Movement with the information specified in Annexure 3 by a method agreed with JHRPL;
- 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 Annexure 3) 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.

- issues Train Control Directions on the day to the Rail Operator or the Rail Operator's driver.

- uses reasonable endeavours to mitigate the impact of disruption experienced by Rail Operators resulting from Train Control Directions, to the extent reasonably possible. (This may include providing an affected Rail Operator with an alternative 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 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.

  - Liaises with adjoining network owners to minimise overall impact of delays and incidents on Operators.

5.4. Communications Timeframes

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

- Train Control advises Rail Operators as soon as possible of the outcome of their requests for alterations;

- 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 with the NCO to exchange Border Times with adjacent networks;

- Train Control Directions.

6. Train Decision Factors

JHRPL CRN 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 CRN Train Control to define the relative priority of two conflicting Trains. Table 2 will specify the type of decision available to CRN Train Control in delivering Train Control Directions to resolve the potential conflict.

Table 1 – Path Priority Matrix

Decreasing Order of Priority	CRN Network:
Highest	Passenger Services
	Express Freight Services
	Non-Express Freight Services
Lowest	Non-Revenue Positioning Movements

6.1. 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 JHRPL 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 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 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 CRN Network, unless the freight services concerned have standing time built into their Train Paths within the CRN Network, and the delay to be recovered within the CRN 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: 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.
Annexure 1 – Path Application

Annexure 1 – SWTT Path Application

CRN ACCESS REGISTER _____

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

a) Rail Operator name		
b) Preferred train number (Consistent with Train Numbering Guidelines in TOC Manual - General Instruction Pages, Section 7)	**Forward trip**	**Return trip**
Mandatory / Timetabled / Flexible / Conditional 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		

c)

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.

[ ]	Grain	[ ]	Trip Trains	[ ]	Passenger
[ ]	Minerals	[ ]	Work Trains	[ ]	Containers
[ ]	Coal				

Train Path Specification and Timing Details

Forward Journey

Path Specification Item	RAIL OPERATOR'S REQUIREMENTS
Location & preferred depart time	**d)**
Any terminal requirements or restrictions to be noted?	**e)**
Time required to load/unload	**f)**
Is depart time flex available?	**g)**
Any dependencies on connections off other services or to meet market deadlines?	**h)**
Enroute activity & time allowances for this train path	**i)**
Crew changeover points and time required?	**j)**
Any refuelling involved?	**k)**
Locomotive changes?	**l)**
Is shunting required, specify locations and time required?	**m)**
Is time flex available or any dependencies on other services or market needs?	**n)**
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?	
Enroute activity & time allowances for this train path	
Crew changeover points and time required?	**o)**
Any refuelling involved?	**p)**
Locomotive changes?	
Is shunting required, specify locations and time required?	**q)**
Is time flex available or any dependencies on other services or market needs?	**r)**
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 JHRPL FOR AD-HOC PATH (IF DTPOS NOT AVAILABLE)

FAX TO JHRPL CRN TRAIN PLANNER: TBA

TELEPHONE CONTACT: 02 4028 9591/4028 9592 **DATE OF APPLICATION: _____**

s) R ail Operator name	
t) D ate service to operate	
Train number	
Motive Power	
Trailing Load (tonnes)	**Overall length (including locos)**

YARD / DEPOT	PATH REQUESTED	PATH APPROVED	YARD / DEPOT	PATH REQUESTED	PATH APPROVED

PATH REQUESTOR :	
POSITION	**DATE**:
PHONE	**MOBILE**
FAX	

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.