

# Country Regional Network Operations Protocol 2020

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Document Number: CRN-PLN-OPS-002  
Version: 1.0  
Published Date: 10/08/2020

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## 2 Definitions and Abbreviations

The following definitions and abbreviations are used throughout this document:

Term or acronym	Description
<b>JHR</b>	<b>John Holland Rail Pty Ltd</b>
<b>NMC</b>	<b>John Holland Rail Network Management Centre</b>
<b>NCO</b>	<b>Network Control Officer</b>
<b>ARTC</b>	<b>Australian Rail Track Corporation</b>
<b>CAN</b>	<b>Condition Affecting the Network</b>
<b>CRN</b>	<b>NSW Country Regional Network</b>
<b>ONRSR</b>	<b>Office of National Rail Safety Regulator</b>
<b>TfNSW</b>	<b>Transport for New South Wales</b>
<b>TMCS</b>	<b>Train Management and Control System</b>
<b>TOC</b>	<b>Train Operating Conditions</b>
<b>VCS</b>	<b>Voice Communications System</b>
<b>TOW</b>	<b>Train Order Working (Safeworking System)</b>
<b>RVD</b>	<b>Rail Vehicle Detection (Safeworking System)</b>
<b>CNLA</b>	<b>Country Network Local Appendix (replaces LAU)</b>
<b>CTN</b>	<b>Country Train Notice</b>
<b>SWTT</b>	<b>Standard Working Timetable</b>

## 3 General Matters

### 3.1 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.

### 3.2 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 6.0.

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. JHR 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).

### 3.3 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.

**ATP** means as traffic permits.

**Country Train Notice or CTN** means a notice issued by JHR 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 JHR and which, taken together, show all the Train Paths on the Network for that day.

**Express Freight Services** means those freight services that are determined by JHR 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:

- 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
- is running late only due to causes within the CRN, but only where the root cause is outside the Rail Operator's control; or
- is running on time, regardless of previous delays.

**Incident** has the meaning given to that term in the Network Incident Management Plan

**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 Incident Management Plan** means the incident management Plan designated by JHR, as amended from time to time in accordance with the Rail Operators Access Agreement.

**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.

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

**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 JHR; 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 JHR.

**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.

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

**JHR Train Planning** means the persons within CRN delivering Train Planning services.

**JHR Train Programming** means the persons within CRN Train Control delivering Train Programming services.

**Network Planning Manager** means the JHR 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.

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

**TOC Waiver** means a written waiver of Rolling Stock operational standards (as described in the CRN Train Operating Conditions Manual) issued by JHR, 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 CRN or adjoining Network for the purposes of carrying out repair, maintenance or upgrading work on or adjacent to the Rail Corridor.



**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 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 JHR, 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 JHR from time to time.

**Train Path** means the series of Network Segments over a 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 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.
- **Timetabled** - a Timetabled Path is arranged in the same as a Mandatory Train Path. The term timetabled is peculiar to certain Rail Operators and is contained in their respective Access Agreements.
- **Conditional** – This type of access is requested on an irregular basis with the timetable agreed to by Rail Network/s and the Rail Operator and this Path is then advertised in the SWTT.

**Note:** To operate a train on a Conditional Path, a formal request must be delivered by the Rail Operator to the Train Planners advising of intention to run this service.

- **Flexible** - a Flexible Path is arranged in the same way as a Conditional Path. The term flexible is peculiar to certain Rail Operators and is contained in their respective Access Agreements.
- **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.

**Train Planning** means the development of Standard Working Timetable and its amendment through Country Train Notices.

**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.

## 4 Revision of the Standard Working Timetable

### 4.1 Overview of Process

The Standard Working Timetable (SWTT) developed by CRN documents the train paths that have been authorised for operation on the network. Copies of the SWTT can be obtained from JHR Network Planning Manager.

From time to time JHR 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 the CRN Rail Infrastructure Facilities configuration.

A SWTT Revision is normally undertaken to coincide with significant infrastructure alterations or structural/permanent changes to the previous SWTT, or to coincide with significant SWTT Revisions proposed by adjacent Network Access Provider.

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.



## 4.2 Inputs to Process

The inputs to the SWTT Revision process, in no 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 JHR requires to be implemented in accordance with the Infrastructure Possessions Manual
- Border times received from/negotiated with ARTC and RailCorp
- proposed amendments to the SWTT by JHR, for any reason including:
  - a. JHR identifying potential new Train Paths; and
  - b. JHR 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.

## 4.3 Roles and Responsibilities

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

### **Rail Operator**

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

### **JHR Network Planning Manager**

- determines capacity requirements for above rail services
- receives, reviews and determines the requirements of Train Path Applications from Rail Operators
- reviews train path applications regarding 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.

#### **4.4 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.

#### **4.5 Dispute Resolution**

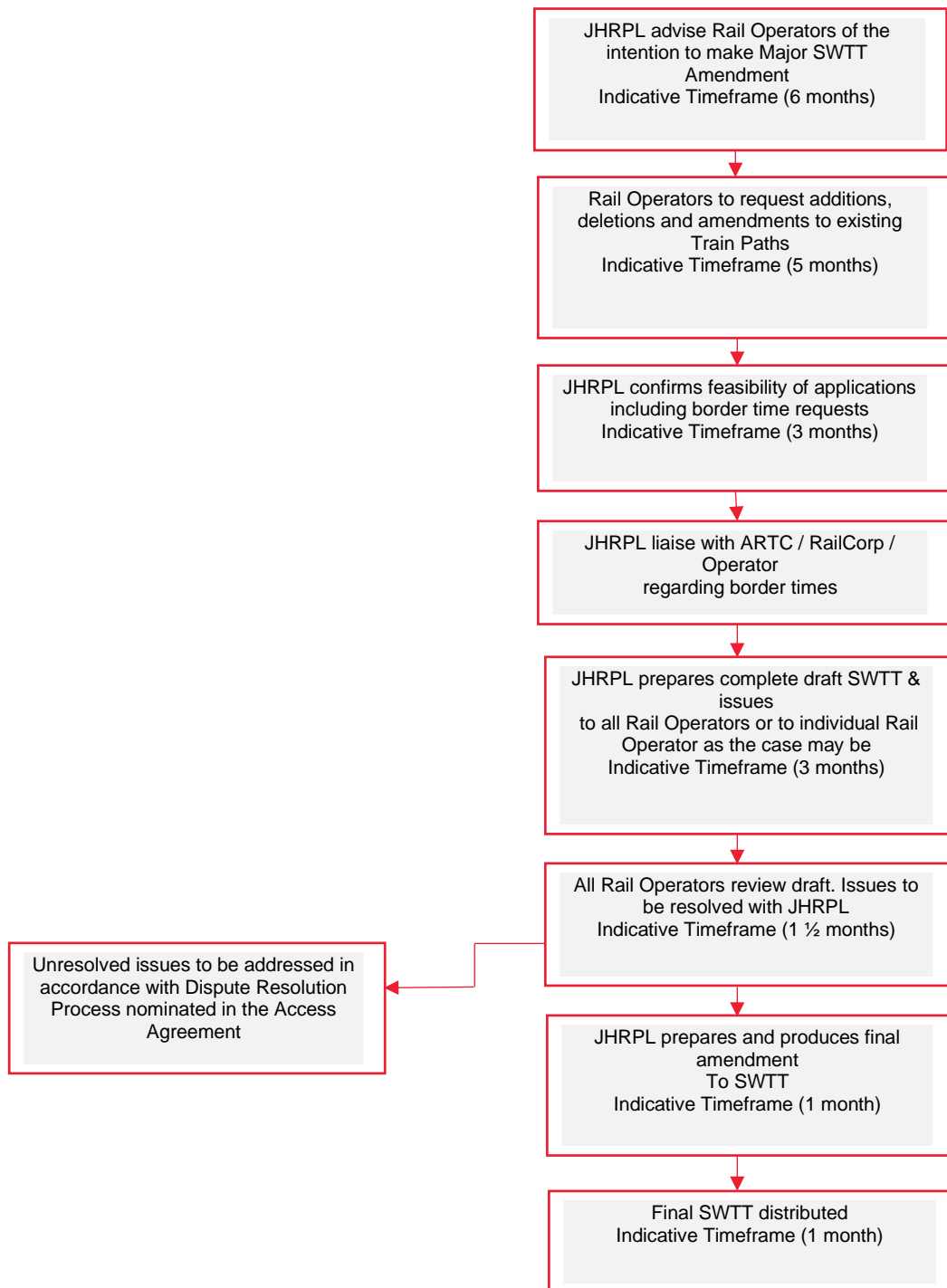
Issues which a Rail Operator has in relation to the SWTT that are not resolved through the processes referred to above will be addressed in accordance with the Access Agreement between TFNSW and the Rail Operator.

#### **4.6 Indicative Timeframes**

The SWTT Revision Process is graphically represented in Figure 1 which also provides an indicative timeframe for the identified processes. It is JHR's intention that these indicative timeframes will be adhered to however failure to achieve the timeframes shall not constitute a default by JHR of its obligations under this Operations Protocol or the Access Agreement and JHR 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



## 5 Modifications to the SWTT

### 5.1 Overview of Process

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

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.

### 5.2 Inputs to Process

The inputs to the process of a SWTT modification, in no 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 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
- JHR proposed modifications to the SWTT for any reason, including:
  - a. JHR has identified potential new Train Paths; and
  - b. JHR 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.

## 5.3 Roles and Responsibilities

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

### **Rail Operator**

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

### **JHR Network Planning Manager**

- notifies Rail Operators, ARTC and/or Sydney Trains of all known Special Events and changes to Special Events previously notified, that may impact on Train Movements on the CRN 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 CRN
  - the reliability of the Network; and
  - the bona fide requirements of other users and prospective users of the CRN; and
  - capacity requirements on the CRN.
- co-ordinates with all parties involved in or affected by a SWTT Modification including other rail access providers whose infrastructure is connected to the CRN
- nominates the date upon which the CTN takes effect
- produces CTNs from relevant inputs
- uses 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 CTN.

## **5.4 Output of Process**

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

## **5.5 Dispute Resolution**

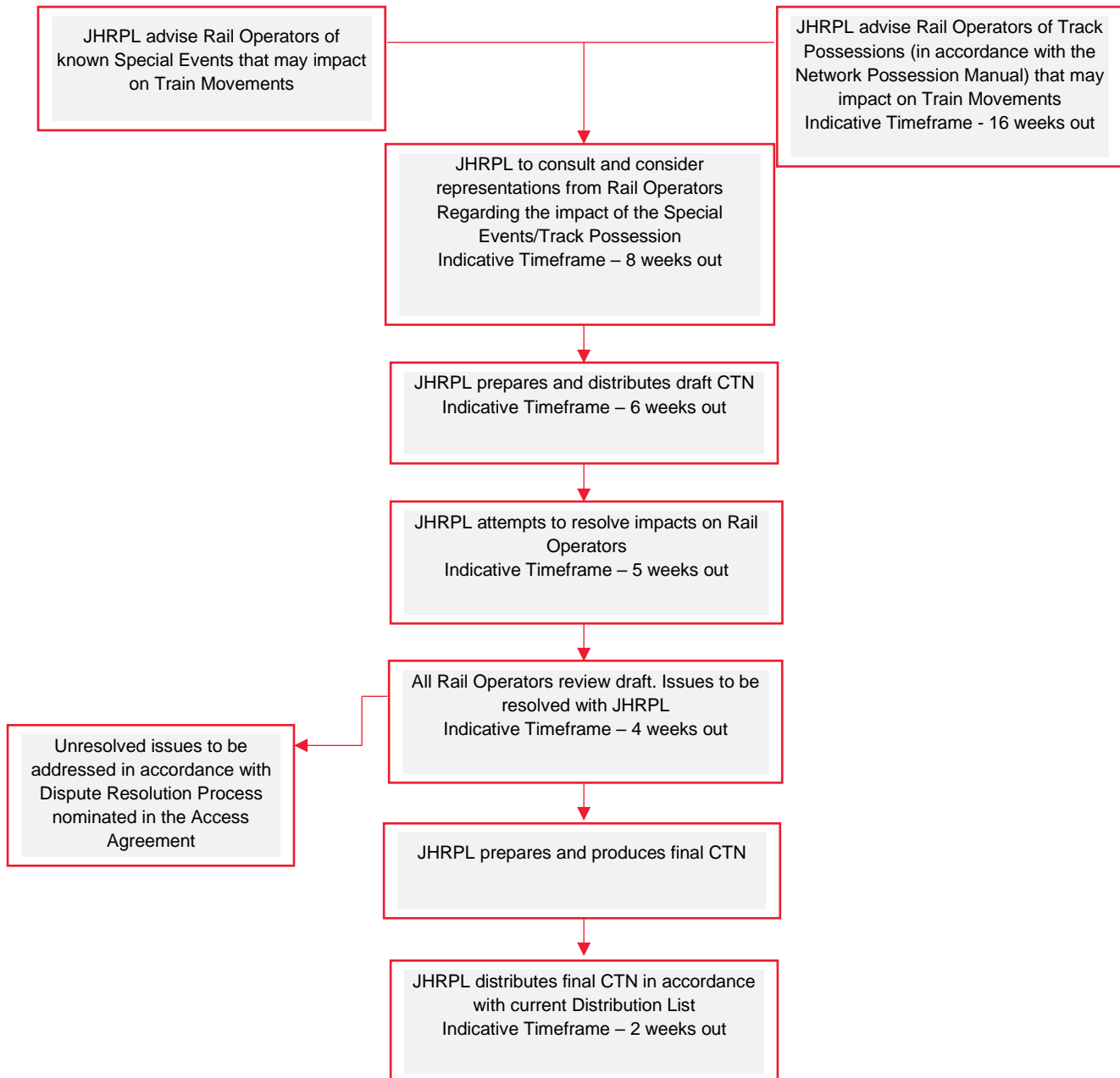
Issues which Rail Operators have in relation to the SWTT Modification that are not resolved through the processes referred to above will be addressed in accordance with the Access Agreements between TFNSW and the Rail Operator.

## **5.6 Indicative Timeframes**

The SWTT Modification Process is graphically represented in Figure 2 which also provides an indicative timeframe for the identified processes. It is JHR's intention that these indicative timeframes will be adhered to however failure to achieve the timeframes shall not constitute a default by JHR of its obligations under this Operations Protocol or the Access Agreement and JHR 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



## 6 Daily Train Plan (DTP)

### 6.1 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.

## 6.2 Inputs to Process

The inputs to the process for DTP preparation, in no 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 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.

## 6.3 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 day from within its Train Paths entitlement to the appropriate contact point at JHR Train Programming
- of the type specified in the Ad hoc Path Application in Annexure 2 or any information that JHR requires from time to time, to the appropriate contact point at Train Programming
- reviews proposed alternative Train Paths offered by JHR, 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.

### JHR Train Programming

- provides details of emergency Track Possessions made in accordance with the Infrastructure Possessions Manual.
- provides details of Temporary Speed Restrictions on a path applied for.
- 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 JHR, 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.

- coordinates with other rail systems (including siding owners) connecting to the Network
- issues the DTP for the 24-hour period commencing the next day at 00:01 and a provisional DTP for the subsequent 24-hour period. 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.

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 JHR Train Programmer to consider and implement the requests; and
- JHR Network Controllers will respond to requests for additions, and alterations after the relevant DTP has been issued.

## 6.4 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. On a Friday 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.

## 6.5 Dispute Resolution

Final decisions in relation to the DTP are made by JHR 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 JHR Network Planning 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.

# 7 Daily Train Control (Live Program)

## 7.1 Overview of Process

JHR’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.

## 7.2 Inputs to Process

The inputs to the process for Daily Train Control, in no 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
- Operational Safety Rules
- Rail Operators' service requests; and
- emergency Track Possession requirements to be implemented in accordance with the Network Possessions Manual.

## 7.3 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 Network Control representative
- delivers a written Train Consist (as detailed in Annexure 3), by fax or other form of electronic transmission agreed by JHR, for each locomotive hauled Train Movement, to the relevant Network Control representative
- presents its Trains in accordance with the DTP; and
- operates Trains as per any Train Control Direction.

### JHR Network Control Officer (NCO)

- 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.

## 7.4 Communications Timeframes

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

- Rail Operator request changes to the DTP as soon as they are known.
- Network 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 Network Control representative at least 30 minutes prior to the departure of the Train. Also if there are changes to the information contained in the Train Consist along the route, the Operator must 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 CRN Network Control Officer, 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 CRN Network Control Officer for the next scheduled stop at which appropriate technology for the sending of written communications is available.

## 7.5 Outputs of Process

The outputs of the process for daily Train Control are:

- co-ordination of Train Movements on the Network.
- Train Control Directions.
- NCO contacts adjoining Network and advises of Train / Track Machine border time/s.
- NCO advises adjoining Network of the Health status of the Train / Track Machine movement.
- NCO progresses Train / Track Machine as required.

## 7.6 Dispute Resolution

On a day-to-day basis, a Rail Operator should discuss daily Train Movements with the Network Control Officer. Final decisions in relation to Train Control Directions lie with JHR Network Control Manager.

Rail Operators may make representations for changes to the procedures for the implementation of the DTP “live program” to the JHR Network Control Manager, in 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 conjunction with the provisions of the Rail Operator’s Access Agreement.

## 8 Train Decision Factors


JHR 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 Long-Distance Passenger Services
	Express Freight Services
	Frequent-Stopping non-Commuter Passenger Services
	Non-Express Freight Services
Lowest	Non-Revenue Positioning Movements

**Table 2 - Decision Matrix**

Trains of Equal Health	Both Healthy One On Time + One Late	Both Late
Equal Priority Trains	Rule 1 + 2	Rule 3
1 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 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:** 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.

## 9 Annexure 1 – SWTT Path Application

### CRN ACCESS REGISTER \_\_\_\_\_ APPLICATION FOR NEW OR VARIED TRAIN PATH FOR INCLUSION IN WORKING TIMETABLE

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

**c)**

<b>Train Specification Details</b>	<b>Forward Trip</b>	<b>Return Trip</b>
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		

## 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)
<b>Enroute activity &amp; time allowances for this train path</b>	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?	<b>o)</b>
Any refuelling involved?	<b>p)</b>
Locomotive changes?	
Is shunting required, specify locations and time required?	<b>q)</b>
Is time flex available or any dependencies on other services or market needs?	<b>r)</b>
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?	

<b>PATH REQUESTOR:</b>	
<b>POSITION</b>	<b>DATE:</b>

## 10 Annexure 2 – Ad-Hoc Path Application

### APPLICATION TO JHR FOR AD-HOC PATH (IF DTPOS NOT AVAILABLE)

FAX TO JHR CRN TRAIN PLANNER: TBA	
TELEPHONE CONTACT: 02 4028 9591/4028 9592	DATE OF APPLICATION: _____

s) Rail Operator name	R	
t) Date service to operate	D	
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	

## 11 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.