

Rail Taskforce - Meeting No. 18

12 November 2009

Performance Report Review

Sydney Ports Corporation (SPC) stated it had revised the '30 minute call-up chart'. The new chart was tabled to the group, which depicted three separate bands of train timings in a traffic light format. Members accepted SPC's suggestion that the chart becomes a permanent monitoring tool.

Botany Users & Stevedore Meeting

SPC advised that ARTC had signified that they would be undertaking an independent study of Botany Yard to quantify the workload issues and delays. Requests were made to include an analysis of the time trains present to the top yard, terminals and interface crossover.

Adeptus stated that a problem with the Southern Sydney Freight Line (SSFL) would delay its completion until at least 2011 and a detailed report explaining the delay should be available early in the New Year. It was also mentioned that the take up by ARTC of the Metropolitan Freight Network (MFN) had been linked to the SSFL, however Adeptus suggested ARTC could clarify this issue and that current information suggested a timeframe for the MFN of around early 2011.

Adeptus noted that Botany Yard civil works will likely be completed by the end of June 2010, enabling signalling to go ahead and make staging roads at Enfield operational.

Supply Chain Improvement Program

Adeptus presented their work to date concerning suggested KPIs for the Port Botany rail supply chain. It was noted that On-Time Running (OTR) of trains was of paramount importance to sensibly measure other performance factors. Adeptus stated that trains were currently running at around 12% On-Time. For regional Intermodal Terminals (IMTs) around 73% were off-time from departure, creating significant challenges for the train cycle. Metropolitan IMTs were said to be performing marginally better. OTR arrival at Botany yard was poor, at around 5-6%.

There was some discussion regarding the benchmarks used to measure OTR. SPC stressed that RailCorp network requirements were +/- 5 minutes and this was the lowest common denominator trains must adhere to. Adeptus added that even at 0

to 15 minutes, members should not expect a great deal of improvement in OTR statistics. After some debate, SPC indicated that it would do a sample study of trains under a benchmark of 0 to 15 minutes to ascertain the variance involved.

Further analysis of OTR results focused on fair use of the rail system. Adeptus suggested that healthy train priority could be afforded for those who present and leave on time.

Discussion arose about reasons why the ARTC Botany Yard is often congested. Adeptus noted that stevedore lift rates were equally important and would need to improve. Rail operators suggested 60 – 80% siding utilisation is reaching full capacity and beyond that reliability decreases.

Adeptus indicated that in their 10 worst trains review, off-time running had improved from 18.5 hours a week to just over 12 hrs. Graphs depicted moving averages declining in off-time running since May 2009 until October when there was a gradual increase. It was emphasised that several recent events had appeared to curtail improvements: recent RailCorp track possessions, cracks in the DPW rail sidings, the temporary removal of Patrick's Rail mounted Gantry (RMG) equipment servicing rail at the terminal, and a record amount of traffic experienced in October.

Patrick PortLink (PPL) suggested graphing utilisation statistics against on-time-running (OTR), as it should highlight the benefit for presenting a train on time. Adeptus responded that modelling work SPC had been proposing should provide answers. Adeptus suggested that once 20-30% on time ratios were achieved, resources should start to free up, enabling other improvement paradigms to come into play.

IR suggested that OTR departure timings from IMTs could be monitored to identify accountability and what can be done to make OTR a greater focus. SouthSpur indicated it would be prepared to undertake this for a one month study.

Train Consist

Patrick and DPWorld (DPW) agreed to follow up with 1-Stop as a result of IR requesting train consist enhancement from stevedores.

Business Rules

SPC briefed the group on the latest Business Rules draft document, detailing that general principles were outlined, and a template / examples of rules were provided along with a definitions list of common rail terms. SPC requested all to provide their comments on the new draft business rules prior to the next Port Botany Rail Team (PBRT) Meeting #19.

600m Shuttles

SPC stated that the stevedores were providing a list of issues that would be useful in establishing benchmarks in collaboration with the group. It was noted that DPW recently discussed what size train should be a minimum and options of how to implement this.

SPC noted that the template for staging at Enfield was to assist with creating a requirements document and urged rail operators to complete and submit the form.

Rail Paths & Window Alignment

SPC advised that a meeting request had been issued to PBRT members for the Rail Paths & Windows Alignment Workshop #1 to be held on 19 November, 2009. SPC provided some background on the aims of this meeting which would initially be to investigate stevedore windows and see how close they correlate to planned Botany Yard arrival times of trains.

Track Possessions

Adeptus recommended that members document their concerns and provide alternative suggestions 6 months in advance in regards to track possessions. SPC stated they would raise issues where possible with RailCorp and ARTC with regards to planned possessions occurring over the peak freight season.

Other Business

SPC mentioned that their website traffic had revealed that PBRT pages constituted 13% of all website hits and suggested that this was an encouraging development and indicative of an increasing interest in rail.