

Rail Taskforce - Meeting No. 12

6 August 2008

Performance Report Review

Sydney Ports provided the group with an update of the previous Performance Monitoring Workshop #5 meeting whereby a number of new charts concerning on-time-running had been tabled.

Botany Users & Stevedores Meeting

It was advised that the previous Botany Users & Stevedores Meeting was cancelled and therefore no update was available for this Agenda Item at this time.

Development of Supply Chain Performance Improvement Program

Adeptus were introduced in their new role as rail consultants for Sydney Ports Corporation and that they had been appointed specifically to address the Supply Chain Improvement Program. Adeptus illustrated that they were seeking 'quick wins' in areas whereby change could be effected rapidly. They also stated longer term objectives in designing a comprehensive performance reporting framework, to be implemented together with a suitable suite of KPI's, supported by technological improvements. Adeptus confirmed that it would be advantageous to work closely with individual rail operators with these goals in mind.

Train Consist

It was queried as to what the timeframe required for entering container pin-numbers in order to affect their timely release. DP World indicated that there

is a general 1-Stop system time delay, however further clarification would need to be sought on the specifics in this regards. POTA furthered stated there needs to be understanding who can have tagging responsibility for boxes is crucial as currently shipping companies have sole responsibility for this process. POTA further noted that there was currently insufficient notice given to rail operators concerning tagging of boxes.

600m Shuttles

Independent Rail summarised the content of a recent phone hook-up held between rail operators and ARTC regarding 600m shuttles which was tabled for discussion. With regards to Botany Yard, Independent Rail surmised that if train shunting is moved from Port Botany to Enfield then there needs to be a transitional plan in place with specific dates and timelines outlining what facilities and infrastructure will be available, governed by a protocol. RailCorp commented that this, along with usage charges, will be presented at a planned meeting to be held next Thursday 13th at Enfield between rail operators, SPC, ARTC and RailCorp. RailCorp noted that the usage plan will show what can be made available. However, it is not believed that the Enfield yard will be able to cater for all the current level of expectations being placed upon it by PBRT members and recommended that further analysis needed to be done in order to ascertain what capacity actually exists.

The issue of minimum train lengths was also raised. Sydney Ports indicated that there were no immediate plans for the capping of minimum train lengths in the near term. However, it was reiterated that under numerous analysis presented to the PBRT to date, that future supply chain capacity would be limited once projected volume increases come to fruition and that the goal of 40% rail modal share had been modelled on fixed 600m shuttle lengths.

Other Business

RMG issues were again raised as a significant ongoing problem. Patricks inputted that they had identified that when using both rail sidings, delays had been experienced caused by the late running of trains. Patricks reaffirmed

that the company is taking the issue seriously and dedicating significant resources towards rectifying these problems. Sydney Ports requested Patricks provide a suitable resource to brief the group of the technical aspects they are experiencing with their RMG units.

Sydney Ports then moved discussions to the issue of rail contingency alerts, a template of which had been provided to PBRT members for discussion and for them to provide a dedicated email address accordingly. Sydney Ports reaffirmed that they were seeking agreement from the group so as to implement contingency alerts as part of the intended business rules. There was some uncertainty regarding the management of the alert system however and whether or not the information was currently available from other sources throughout the supply chain. Members agreed however to trial the system for 1 month once the protocol had been finalised by Sydney Ports.