

Rail Taskforce - Meeting No. 13

20 August 2009

Performance Report Review

Sydney Ports re-capped discussions held in the previous Performance Monitoring Workshop #6 Meeting, with consultants also providing the team with an update of planned analysis work to be conducted. They furthered that working closely with train operators to identify where and why delays occur will be important to understand the underlying issues, and then through consultation with other Taskforce members, a more strategic platform could be enacted in order to rectify issues longer term.

Stevedore productivity charts were tabled and reviewed, as well as new on time running for trains running from Metro IMTs. Sydney Ports highlighted that they were eager to keep the momentum going in respect to performance reporting and that they were seeking to publish a Stevedore lift rate report on the Sydney Ports website. After wording corrections are made, the reports can be published.

Botany Users & Stevedores Meeting

A brief update was provided outlining issues discussed at the last meeting. It was highlighted that works being conducted by ARTC had not caused any undue interference to yard operations to date which was a good outcome for all concerned. A few safety items were flagged, and train speeds were specifically raised as an area requiring immediate attention by members.

Development of Supply Chain Performance Improvement Program

An update was provided on the development of supply chain performance improvement initiatives. It was highlighted that due to the short term focus of the program, 'on time running' (OTR) would be prioritized as a headline objective. Should OTR issues be rectifiable in the short term, other concerns could then be addressed, such as utilisation measures for train paths and availability.

Taskforce members discussed several overseas rail networks including San Francisco, London and Sweden in terms of how passenger and freight services were likely managed there. It was highlighted that due to the large number of government resourced infrastructure projects related to rail announced recently, there would likely be significant lead times for many of these to be completed and with relatively unknown effects on the Port Botany supply chain.

Train Consist

Sydney Ports indicated that it was still planning to hold a meeting with 1-Stop and will advise the group once done.

Rail Windows and Protocols

Sydney Ports provided an update on the draft resolution process and highlighted that it was similar to the structure being used for the PBLIS Road Taskforce. Sydney Ports indicated that they would further develop the dispute resolution framework and share the results with the group for review.

600m Shuttles

Outcomes of a recent meeting held between rail operators were recapped, concerning the functionality of Enfield. It was demonstrated that more than half of the sidings at Enfield are currently consumed by RailCorp passenger trains and work trains. Tests were being carried out in the Enfield Yard on merging regional and metro services into dedicated port shuttles intended for Port Botany. As well as looking at the practicalities of marshalling these trains, it was highlighted that costs were also being reviewed. It was felt that good progress was being made via these meetings.

RMG's

There was much discussion around the performance of Patrick's RMG's.