

## **Rail Taskforce - Meeting No. 14**

**3 September 2009**

Sydney Ports welcomed a Senior Executive from Asciano who would discuss ongoing issues at the Patrick stevedore terminal in relation to the Rail Mounted Gantry (RMG) equipment technology. Asciano acknowledged that Patrick are currently utilising around 14 hours of effective RMG time per day. Furthermore, that Worley Parsons (a consultancy firm specialising in this area) had been appointed to assess current operations and suggest strategies for improvement. Asciano purported that there are numerous issues that hamper RMG functionality and provided the group with a detailed summary of these.

Asciano further stated that long trains will not prove beneficial to the future supply chain and that 600m trains are the optimal outcome. Asciano highlighted that Patrick was considering contingencies to deal with trade requirements in the forthcoming peak season in order to maximise terminal throughput. For rail, it was identified that on-time running of trains was the biggest issue at this time. Patrick endeavoured to continue working on improving equipment lift rates, and suggested that over 100 lifts per hour was a feasible outcome once the RMG problems had been rectified. ARTC commented that delays within rail have always been an occurrence that affects operations. Rail Operators added that there was increasing concern with the RMG technology as it had not delivered the expected results and they were suffering financially as a consequence.

### **Performance Report Review**

Sydney Ports advised that there was no further update to be provided on this Agenda Item.

### **Botany Users & Stevedores Meeting**

The Botany Users and Stevedores meeting was postponed until Thursday 10<sup>th</sup> September. The meeting agenda includes a review of the late running of trains.

### **Development of Supply Chain Performance Improvement Program**

Sydney Ports advised that a draft is currently being constructed and will be provided in due course.

### **Train Consist**

Sydney Ports identified that this had been discussed earlier in the meeting.

### **Business Rules**

Sydney Ports raised that this was discussed in the earlier action items.

### **600m Shuttles**

RailCorp commented that there is no capacity to mix and match trains at Enfield Yard. There is only capacity to separate regional trains to go to different Stevedores. RailCorp undertook to produce an occupation diagram to assist rail operators understand the proposed yard functionalities.

## **Other Business**

Sydney Ports advised that Adeptus had provided preliminary reviews of the worst 9 trains. Adeptus and Sydney Ports visited Patrick Portlink and MIST to discuss factors affecting the on-time running of their individual services and solutions. Meetings with all other rail operators are being scheduled to discuss related issues, and a report will follow with findings in due course.