

# Rail Taskforce - Meeting No. 15

17 September 2009

Sydney Ports welcomed and thanked Independent Rail (IR) for hosting the current meeting at their Macarthur Intermodal Shipping Terminal (MIST) at Minto.

A number of issues were discussed from the outset including:

- The ongoing reporting of contingencies in the rail supply chain
- Development of business rules to guide the Port Botany Rail Team (PBRT)
- Australian Rail Track Corporation (ARTC) Botany Rail Yard works progress update and future train capacity dynamics
- Stevedore equipment lifting rates; and,
- Sequencing of trains into the port once an intermodal terminal at Enfield is established

## Performance Report Review

Sydney Ports tabled a number of new reports for members to review. These included an August 'Stevedore Lift Productivity Report', and a range of train on-time-running (OTR) analyses. Adeptus highlighted that an obvious place to begin rectifying OTR problems was at the point of origin, i.e. the Intermodal Terminal departures destined for the port. Sydney Ports indicated that they will contact each of the rail operators individually again, to continue their worst trains review. Two other reports were also discussed; the first depicted bi-directional train frequencies in Botany Yard and indicated the train behaviours associated with RailCorp freight curfew periods due to the passenger peak. The Second report was a detailed 12 week OTR trend analysis and showed that a significant number of trains continued to run off timetable over the period in question.

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

Sydney Ports indicated that this had been covered off in earlier discussions.

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

Sydney Ports tabled a list of KPI's that placed on-time-running (OTR) as priority, with business and capacity / utilisation measures to follow in due course, as required.

### **Train Consist**

Sydney Ports noted that there had been some misunderstanding between the respective Stevedores and 1-Stop concerning project enhancements to the tagging of boxes for rail, as well as train consist issues. Independent Rail highlighted that it was important for operators to be able to access live information to view container positions and their current status. DP World suggested that train consist enhancements had not been incorporated into the current scope of works.

### **Business Rules**

Sydney Ports indicated that this had been covered in the earlier discussions.

### **600m Shuttles**

Sydney Ports indicated that this has been covered in the earlier discussions.

## **Other Business**

ARTC indicated that the worst trains review was a useful exercise that is unveiling a pattern of high frequency poor train OTR and that this represents a systemic system issue throughout the entire rail supply chain. Independent Rail added that they were making a concerted effort to get their trains out on time and further improvements should be noticeable over the coming months.