

Rail Taskforce - Meeting No. 16

1 October 2009

Ongoing Improvements to improve performance of the Patrick Rail Mounted Gantry (RMG) technology was discussed.

ARTC provided a summary of issues that lead to train delays at the Botany Rail Yard. Sydney Ports identified that it was exploring options to optimise throughput efficiency within the Port Botany Precinct in collaboration with ARTC.

Performance Report Review

Train arrival and departure frequencies at the ARTC Botany Rail Yard were discussed, including associated patterns of train behaviour during the RailCorp passenger peak curfew time-zones. More specifically, that there are identifiable periods during weekdays, whereby the movement of trains are inhibited from entry or exit into the Port which complicates rail path and window alignment objectives of the PBRT.

Dwell time of trains at the stevedore terminals was then discussed, with Sydney Ports providing members with analysis performed pointing to marginally quicker train turnaround times at DP World compared to Patrick terminal, and also that actual train times were longer than planned at Patrick.

Sydney Ports further noted that positive feedback had been received from some rail customers whom had been following progress made by the PBRT in the public arena over recent months.

Botany Users & Stevedores Meeting

ARTC stated that there would be no update as no meeting had taken place since the last PBRT, however that the emphasis of the next meeting would centre upon Botany Yard operational issues.

Development of Supply Chain Performance Improvement Program

Sydney Ports indicated that it was continuing to develop an overarching performance framework with suitable Key Performance Indicators (KPIs). Moreover, that the majority of measures had been circulated to the group with no dissenting opinions being received to date. It was emphasised that the on-time-running (OTR) of trains is the foremost priority moving, followed by utilisation and capacity measures.

Train Consist

Sydney Ports noted that both stevedores had now agreed to proposed enhancements to the tagging of boxes for rail. Furthermore that extensive industry engagement had taken place in recent weeks whereby half a dozen proposals for IMTs were fielded and agreed to be incorporated in the enhancement. Sydney Ports urged members to document future improvements in readiness for later opportunities, as part of a continual process of refinement and improvements

Business Rules

Sydney Ports indicated that few suggestions had been forthcoming from the team in relation to the proposed business rules of the group. Sydney Ports noted that it would therefore proceed with drafting a business rules document based upon its own understandings and distribute the draft amongst members at a later date. ARTC recommended that the rules

either correlate, or refer to, standards set by infrastructure owners in order to provide consistency throughout the rail supply chain.

600m Shuttles

Rail Operators updated the PBRT with the outcome of a recent meeting held to discuss Enfield staging and how it will work in principle. Sydney Ports requested that a requirements document be created to address the feasibility of options canvassed. Rail Operators agreed to do this.

Other Business

Problem train services were discussed and initiatives made by the group to improve on-time-running (OTR), including working with RailCorp, ARTC and the stevedores to better align rail paths and windows from the regions to the Port.

The forthcoming peak season was mentioned and one member proposed that a minimum utilisation benchmark be adopted for trains accessing the stevedore terminals in order to help alleviate congestion at the landside interface.

POTA noted that there had been instances of trains going into stevedore sidings with as little as 4 to 8 boxes, and that it is a waste of terminal siding capacity. ARTC suggested that operators could gain efficiency improvements by not splitting, doing brakes, and associated checks in the first place by operating dedicated port shuttles and improving overall train cycle. There was general consensus that under-utilised rakes would result in inefficient outcomes over the peak season.