

PORT BOTANY RAIL TEAM Meeting #22 Tuesday, 23rd March 2010

Performance Report Review

Sydney Ports tabled a range of performance reports for Jan and Feb 2010:

- Train On-Time Running (OTR): Train departures from Metropolitan IMTs had shown improvement. Marginal improvements were also apparent at either end of the supply chain, however a challenge remains at the Port end.
- Stevedore Lift Productivity: Sydney Ports surmised that this report indicated some positive results.

ARTC noted that Train Control Reports (TCRs) were now being shared with rail operators and it was discussed that TCRs might provide useful insight into crew practices for rail operators' action.

Botany Users and Stevedore Meeting

ARTC advised that the Botany Yard upgrade works are running on-schedule, which is estimated to be completed by June 2010. This includes works to connect into the 3rd Botany stevedore terminal.

Supply Chain Improvement Program

The Chair made a presentation on the 'Port Botany Rail Supply Chain - 40% of Port Botany Freight on Rail'. It was highlighted that impending supply chain modelling by Inteplan would help the group better understand the capacity constraints towards achieving the 40% rail mode share established by the NSW Government.

The Adeptus 'Port Botany Precinct – Future Strategy Road Map' was also circulated. Whilst theoretical in nature, Sydney Ports determined that the Roadmap was a useful matrix of stakeholder responsibilities in assisting to meet NSW Government initiatives in response to the IPART recommendations.

Sydney Ports also presented the Adeptus 'Train Performance Review', which detailed strategies towards reducing or eliminating the impacts arising from poor running services in the rail supply chain.

Business Rules

Sydney Ports reiterated that the Memorandum of Understanding would lead to the creation of the Steering Group and Rules Committees, which will provide high level support for rail reforms from the respective stakeholder organisations involved.

600m Shuttles

Sydney Ports advised that the 'Enfield Staging Requirements' paper was still in a draft version and further input from rail operators was needed to better understand the management of regional trains when the proposed 600m shuttles becomes an operating standard within the Metropolitan border.

The 'Botany-Enfield Strategy' was then presented by Sydney Ports which detailed current uses on the corridor and what will be required to minimise impacts on mainline running.

Sydney Ports also tabled a 'Dedicated Stevedore Loads & Train Length' report from May 2009 to Feb 2010 and it showed significant improvement in both 600m train usage patterns and also dedicated port shuttles since August 2009.

Rail Paths & Window Alignment

Sydney Ports revisited the outcomes of the workshop held immediately prior to the current meeting:

- DP World to analyse and report back on recent daily train utilisation levels.
- RailCorp & ARTC to conduct a train planning exercise to improve network alignments.
- Sydney Ports to redistribute the July 2009 Rail Windows protocol for revisitation.

Track Possessions

Sydney Ports circulated forthcoming possessions for April 2010 obtained from the Sydney Ports Cargo Facilitation Committee. Specific mention was made for the closure of the Metropolitan Goods Line with no access to Port Botany, on the Anzac Day holiday weekend (Sat 24 April to Mon 26 April 2010).

Sydney Ports also noted that a meeting with stevedores and rail operators to discuss contingency plans to cater for rail track possessions was scheduled for Wednesday 24 March 2010.

Other Business

ARTC outlined the status of projects: Botany Yard works on track for Jun 2010 completion; Metropolitan Freight Network signalling works forecasted completion by early 2012; and the Southern Sydney Freight Line (SSFL) works set for tentative completion around Apr 2011.

Sydney Ports is undertaking longer term studies of the wider port supply chain and urged members to provide timely and accurate data in this process as the model outputs would be shared on an aggregated basis within the PBRT team.