

PORT BOTANY RAIL TEAM

Meeting #20

04th February 2010

Performance Report Review

Sydney Ports advised that train on-time-running (OTR) for October and November 2009 did not show any substantial improvement in comparison to previous months. To provide further analysis of OTR, a periodical 13-week rolling average trend will be developed by Sydney Ports. Further to this Sydney Ports agreed to provide data analysis to individual operators regarding their own OTR performance. Sydney Ports also noted that the next steps would involve developing a Performance Management Framework (PMF) similar to the PBLIS Road Taskforce with the intention of aligning accountabilities to individual stakeholders.

Sydney Ports stated that a focus should be maintained on the deliverables under IPART. Rail operators noted that performance improvements are needed by all parties, including stevedores.

Sydney Ports tabled a comparative analysis between OTR bands of -5 to +5 minutes versus 0 to +15 minutes, however it showed little change to OTR performance. The group agreed on designating -5 to +5 minutes as on-time, considering the RailCorp network used a similar benchmark. It was pointed out that OTR performance measures do not identify problems in the network outside of the rail operators' control that impact on-time departure.

Supply Chain Improvement Plan

A Sydney Ports consultant provided an update on the Botany-Enfield Strategy paper. The emphasis of the paper was:

- The development of infrastructure adjoining the Botany-Enfield corridor and how 40% rail mode share can be achieved in this portion of the supply chain.
- The interaction of ancillary infrastructure beyond the corridor (ie Cooks River).
- The need to reduce or eliminate inefficiencies from the Port Botany area.

ARTC suggested the PBRT assess Cooks River capacity as it might substantially impact on Port traffic in the future. Sydney Ports stated they would distribute a Cooks River Strategy paper for members to provide comment.

The Sydney Ports consultant from Adeptus updated members on the status of their Supply Chain Improvement Plan for rail. Additionally, a Future Strategy Roadmap of key deliverables for the next 18 months would be provided, outlining specific improvements that will deliver capacity enhancements, should they be achieved.

These included:

- Establishment of utilisation measures to drive capacity improvements.
- Better management and planning for existing and future infrastructure.
- A need for cultural change to integrate stakeholder technologies.

600m Shuttles

Sydney Ports highlighted that the Botany-Enfield Corridor Strategy paper would have some bearing on 600m dedicated port shuttles. ARTC added that the Enfield Staging Roads work will be completed by approximately February 2011. IR advised that the lengthening of sidings to accommodate 600m trains at the MIST terminal would be completed by July 2010. The Chair noted that a letter regarding securing additional space in EMY for port trains had already been sent to RailCorp.

Sydney Ports then questioned progress made by rail operators in achieving 600m dedicated port shuttles. SouthSpur acknowledged that they were currently running dedicated shuttles however they were less than 600m in length. Sydney Ports stated they would conduct an assessment of the frequency of 600m dedicated port trains.

ARTC commented that Botany Yard works would effectively inhibit anything longer than 600m from entering the port in the future, due to the design of the infrastructure which is intended to maximise train throughput at the port.

Rail Paths & Windows Alignment

A key action from Workshop #4 required rail operators to document processes for each service entering and departing the port and this would provide the basis of a sub-committee planned for the following week.

Rail operators stated that stevedores would need to be more proactive in order for alignment of rail paths & windows to be achieved.

Track Possessions

Sydney Ports discussed the benefits of stakeholder input into long-term planning with RailCorp. Specific track possessions in the near future were discussed.

 **Other Business**

The Chair drew attention to the new POTA Yennora service and tabled a media pack of recent rail news for member information.

Sydney Ports stated it was awaiting an update from Patrick regarding its long term strategy for servicing rail operators.