

	extent to which the Undertaking reasonably meets its intent as prescribed at clause 1.2.							
4.5(a)	<p>Access charges will comprise:</p> <p>(i) a variable component, which is a function of distance and gross mass (\$/gtkm); <u>and</u></p> <p><u>(ii)</u> a flagfall component, which is fixed and specific to each Train service type and Segment (\$/km); and <u>and may comprise.</u></p> <p>(ii)<u>(iii)</u> an excess network occupancy component, which is a function of time (\$/hr or part thereof) sought by an Applicant for a Train Path on the Network, which is in excess of:</p> <p>(A) a reasonable allowance for section run times for the applicable Train service type as determined by ARTC;</p> <p>(B) dwells for crossing and passing other Trains as determined and made available by ARTC for the Train Path; and</p> <p>(C) an allowance for the reasonable requirements for operational activities whilst the Train occupies the Network as specified at clause 4.6(c).</p>	Changes to clarify and consequential upon there being no Excess Network Occupancy Charge in relation to the SSFL						
4.5(c)	In determining the excess network occupancy component (<u>if applicable</u>), ARTC will pro-rata the flagfall component back to an amount per hour by reference to the total of section run times applicable to the relevant Segment to which the flagfall component applies.	As above.						
4.6(a)(iii)(C)	1800 metres on the Segments Melbourne – Macarthur and Parkes–Cootamundra (following commissioning of Capital Expenditure on the Segments Melbourne – Macarthur and Parkes - Cootamundra) <u>and Southern Sydney Freight Line.</u>	To clarify the maximum length of the Indicative Service on the SSFL						
4.6(b)	<p><u>Note: Effective as at 1March 2013</u></p> <p><u>Note: These Charges are exclusive of GST.</u></p> <table border="1"> <thead> <tr> <th><u>Segment</u></th> <th><u>Variable \$/gktkm (exclusive of GST)</u></th> <th><u>Flagfall \$/km (exclusive of GST)</u></th> </tr> </thead> <tbody> <tr> <td><u>Southern Sydney Freight Line</u></td> <td><u>8.564</u></td> <td><u>3.426</u></td> </tr> </tbody> </table>	<u>Segment</u>	<u>Variable \$/gktkm (exclusive of GST)</u>	<u>Flagfall \$/km (exclusive of GST)</u>	<u>Southern Sydney Freight Line</u>	<u>8.564</u>	<u>3.426</u>	To prescribe the Indicative access Charge for the SSFL and the date of effect.
<u>Segment</u>	<u>Variable \$/gktkm (exclusive of GST)</u>	<u>Flagfall \$/km (exclusive of GST)</u>						
<u>Southern Sydney Freight Line</u>	<u>8.564</u>	<u>3.426</u>						
9.1	“Southern Sydney Freight Line” means rail infrastructure to be constructed by ARTC along the existing rail corridor adjacent to the existing rail track between Macarthur and Sefton in Sydney. The new line will connect the Network at Macarthur with the metropolitan freight only network at Sefton and provide direct independent access to Enfield, Chullora and Port Botany;	Definition no longer relevant or necessary.						

<p>Schedule E (New South Wales Lease)</p>	<p>1. 648.000 km Albury¹ to 57.965 km Macarthur²</p> <p>1.2. 57.965 km Macarthur to 21.285 km Sefton Park East Junction (Southern Sydney Freight Line)²</p> <p>2.3. Newcastle (Islington Junction)² 163.920 km on the Down Relief/Down Islington Loop/Up Islington Loop (Woodville Junction to Islington Junction) and 164.045 km on the Up and Down Mains (Islington to Hamilton) to 875.980 km Queensland Border (Border Loop Tunnel)^{3*}</p> <p>3.4. 428.300 km northern apex and 428.900 km southern apex of the Cootamundra West Triangle to 1126.640 km Broken Hill⁴</p> <p>4.5. 144.500 km northern end of north fork and 145.000 km southern end of south fork at Moss Vale Junction to 91.080 km Unanderra²</p> <p>²To the extent where the railway line joins the rail network owned by RailCorp.</p>	<p>New definition of SSFL.</p> <p>Renumbering.</p>
<p>ANNEXURE 4 TO SCHEDULE E (NEW)</p>	<p style="text-align: center;"><u>ANNEXURE 4 TO SCHEDULE E</u></p> <p style="text-align: center;"><u>This annexure illustrates the Network forming the Southern Sydney Freight Line as it was on 1 March 2013. The precise details of the Network forming the Southern Sydney Freight Line will change over the duration of the Undertaking, but not in such a way as to be inconsistent with the textual descriptions in Schedule E. Applicants should refer to ARTC's website for an up to date map of the Network forming the Southern Sydney freight Line.</u></p> <p style="text-align: center;"><u>Attached A3 Map ARTCS one (1) page.</u></p>	<p>New annexure incorporating an illustrative map of the SSFL.</p>
<p>SCHEDULE G</p>	<p>⁶Separate reporting will be undertaken in relation to an Indicative Service (and averaged as applicable) movement on Melbourne – Parkeston, Melbourne – Sefton Park East Junction Macarthur, Newcastle – Queensland Border, and Cootamundra – Crystal Brook. Reported performance will only relate to that on the Network.</p>	<p>To clarify that Transit Time Performance Indicators will be reported for the SSFL.</p>
<p>SCHEDULE I</p>	<p><u>10. Southern Sydney Freight Line</u></p>	<p>To define the SSFL as a Segment under the 2008 IAU.</p>
<p>Indicative Access Agreement SCHEDULE 1 (New South Wales Lease)</p>	<p>1. 648.000 km Albury¹ to 57.965 km Macarthur²</p> <p>1.2. 57.965 km Macarthur to 21.285 km Sefton Park East Junction (Southern Sydney Freight Line)²</p> <p>2.3. Newcastle (Islington Junction)² 163.920 km on the Down Relief/Down Islington Loop/Up Islington Loop (Woodville Junction to Islington Junction) and 164.045 km on the Up and Down Mains (Islington to Hamilton) to 875.980 km Queensland Border (Border Loop Tunnel)^{3*}</p> <p>3.4. 428.300 km northern apex and 428.900 km southern apex of the Cootamundra West Triangle to 1126.640 km Broken Hill⁴</p> <p>4.5. 144.500 km northern end of north fork and 145.000 km southern end of south fork at Moss Vale Junction to 91.080 km Unanderra²</p> <p>²To the extent where the railway line joins the rail network owned by RailCorp.</p>	<p>New definition of SSFL.</p> <p>Renumbering.</p>

