



## PORT WARATAH COAL SERVICES

22 November 2013

Mr Martin Jones  
General Manager  
Operations & Logistics Hunter Valley  
5/33 Newton St  
BROADMEADOW NSW 2292

Dear Martin,

Re: Final Indicative Service – Efficient Train Configuration

I refer to your consultation paper in relation to the specification of the Final Indicative Service (FIS). Port Waratah Coal Services welcomes the opportunity to provide a submission in response to the efficient train configurations proposed in your consultation paper.

Port Waratah generally considers a move towards higher payload trains as a step in the right direction for achieving greater efficiencies in the consumption of coal chain capacity. In theory a lesser number of larger trains would deliver productivity gains and less congestion in the network, however other factors such as contractual arrangements between Producers and their rail haulage providers, and the ability to stow these trains when not in use could limit achievement of these benefits. Loading and unloading rates of the trains and travel speeds can also impact on efficiencies.

We note that ARTC has proposed the following two 'aspirational' configurations for the FIS, with a payload of 11,800 tonnes:

- A train of 30 tonne axle load with a length of 1,914 metres (Long FIS); or
- A train of 35 tonne axle load with a length of 1,606 metres (Axle Load FIS).

The proposed Long FIS exceeds the length of the existing departure roads at the Kooragang and Carrington Terminals as well as the current design for Terminal 4. The proposed Axle Load FIS exceeds the current specifications for Port Waratah's existing rail infrastructure, the proposed Terminal 4 rail infrastructure and the length of the departure roads for the fourth dump station at Kooragang Terminal. Port Waratah would need to undertake studies on both of these configurations to fully understand the impact on our infrastructure, operations and coal handling charge.

Our preliminary view is that:

- It will not be possible to extend the Terminal 4 arrival and departure roads at their current location due to land availability, however there may be some scope to extend the departure roads for the fourth dump station at Kooragang Terminal. ARTC would need to consider land availability to accommodate the Long FIS for the arrival roads and remaining departure roads at Kooragang and Carrington Terminals;

- Engineering solutions are expected to be available to accommodate higher axle loads. Work would need to be conducted to understand the upgrades required to rail beams, sleepers, tunnels and adjacent services at the Kooragang and Carrington Terminals. The rail specifications for Terminal 4 could be upgraded during the detailed design phase of the project; and
- There is potential for improved unloading efficiencies with more tonnes received per set up time per train, however the impact on our stockyard is not known. Cargo size, cargo assembly and remnant implications will need to be considered.

As yet, there has been no work done to determine the feasibility of the proposed FIS configurations or the costs. However aside from physical limitations, any move to the FIS will ultimately be a cost benefit decision for Producers. We expect that at the appropriate time, Producers will signal to Port Waratah their desire to pursue either of the FIS configurations. We do however have a concern should Producers move in different directions. This could lead to significantly increased costs if Port Waratah needs to accommodate both FIS configurations or additional complexity and conflicts if this can only be partially implemented at our terminals.

Aligning the timing of infrastructure upgrades, remediation works or operational requirements to accommodate the FIS across the coal chain will be absolutely critical to ensure aligned delivery of capacity benefits. Sufficient lead times should also be allowed for engineering studies to be undertaken.

Please do not hesitate to contact me on (02) 4907 2373 or by email ([Geoff.crowe@pwcs.com.au](mailto:Geoff.crowe@pwcs.com.au)) if you wish to discuss this submission further.

Yours sincerely



Geoff Crowe  
General Manager Commercial

