



Economic Regulation Authority

Notice

1 February 2018

Public Transport Authority Train Management Guidelines, Train Path Policy, Costing Principles and Over-payment Rules

APPROVAL AND PUBLICATION

The Economic Regulation Authority (ERA) has approved minor revisions to the Part 5 Instruments provided by the Public Transport Authority in accordance with the *Railways (Access) Code 2000*.

The Part 5 Instruments are described in Part 5 of the Code and are:

- [Train Management Guidelines](#)
- [Train Path Policy](#)
- [Costing Principles](#), and
- [Over-payment Rules](#)

The amendments to the Public Transport Authority's instruments include:

- Removal of references to the provision of KPI data, which is not required by the Code, and no longer required by the ERA
- Replacement of the terms Floor Cost and Ceiling Cost, with Incremental Cost and Total Cost, reflecting the usage of these terms in the Code
- Deletion of provisions enabling inclusion of capital costs associated with expansions as an incremental cost
- Inclusion of revised indexation provisions for determined costs. These provisions are not mandated in the Code, but serve to limit the requirements for unnecessary redetermination of costs

The above amendments reflect amendments recently approved in other railway owners' Part 5 instruments. The Public Transport Authority's Costing Principles have also been amended to include an additional class of asset, referred to as a Swing Nose Crossing, with an asset economic life of 20 years. The Public Transport Authority's revised Part 5 Instruments are available on the ERA's [website](#).

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