

Mr J A Powell (08 93262445)

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**PUBLIC SUBMISSION ON THE TRAIN MANAGEMENT GUIDELINES AS  
SUBMITTED BY WESTNET RAIL**

Dear Dr Michael,

The Western Australian Government Railways Commission (WAGRC) has submitted this paper to the call for public submissions by the Regulator to the Train Management Guidelines submitted by WestNet Rail (WestNet).

**Overview Comments on the Train Management Guidelines**

WAGRC has reviewed the Train Management Guidelines (TMG) as submitted by WestNet in the context of our country railway passenger services that predominantly operate over leased track to WestNet between Perth and regional centres at Kalgoorlie, Northam and Bunbury. Effective management of trains on the Network is critical to efficient on time running especially on the Kwinana to Kalgoorlie Standard Gauge Railway.

WAGRC considers that the Train Management Guidelines essential to the business needs of the users on the Network do not provide sufficient detail on the procedures for the management of conflicts, applicable to all routes operated by WestNet.

***Comments on the Train Management Guidelines (TMG)***

**Section 2 Definitions – Train Control Directions (10)**

This section of the TMG should include reference as to how WestNet intends to manage the Instructions issued by Train Control particular the rescheduling of trains to meet unexpected changes to scheduled train paths.

**Section 3.1. Use of Network in accordance with the Scheduled Train Paths**

This section of the TMG makes reference to “a service which enters the Network on time will exit the Network on time” subject to conditions. The “subject to conditions” should not over-rule the conditions agreed in an Access Agreement.

Where for example in an Access Agreement, a condition states that “WestNet will maintain the agreed schedule for all passenger trains when the train enters the infrastructure on time having specific regard to enabling the train to meet scheduled stopping places for passengers pick up and set down during its journey”, WAGRC believe as this condition was negotiated, it is to apply and over-rides reference to “subject to conditions” in Section 3.1.of the TMG.

In the event that WestNet over rides conditions in an Access Agreement which results in “Healthy trains” not remaining “Healthy”, WestNet should accept responsibility for the delays suffered and the cost incurred by the WAGRC in complying with such Instruction.

### **Section 4.3 General Principles for Train Management**

In this section, WAGRC believe that the clause “ WestNet – To manage the Network based on agreed entry/exit times” is not being managed and suggest a more controlled mechanism should be established and included under **Train Control Directions**.

In addition, this section of the TMG should include reference on train priority and how it applies particularly when conflict arises involving crossing of over-length trains and passenger trains.

WAGRC request that WestNet adhere to the timetables in the Access Protocol and in the event that a scheduled service becomes “Unhealthy” whilst under the control of WestNet and at no fault of the Operator, then WestNet accept all cost over runs that the Operator incurs.

The performance of WAGRC’s Sundays Prospector passenger rail service between East Perth to Kalgoorlie is having a detrimental effect on the passengers, business and agreed scheduled arrival time. The Prospector has been departing in accordance with the scheduled departure time in the Access Protocol, however continuously experiences delays en-route between Merredin and Kalgoorlie, this is despite the fact that the timetables in the Access Protocol had built in time to accommodate delays on the Network

WAGRC acknowledges that recent upgrading between Southern Cross and Kalgoorlie has provided improvement to the Propsectors on time performance, however before WestNet approves an Operators request for a Train Path (which is seasonal in nature) over the upgrading line, WestNet should provide evidence (KPI’s) that the track upgrade can sustain the existing scheduled train paths.

Yours sincerely

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GENERAL MANAGER COUNTRY PASSENGER