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18 April 2002

Mr Bruce Chan
Office of the Rail Access Regulator
2nd Floor, Governor Stirling Tower
197 St Georges Terrace
PERTH WA 6000

Dear Bruce

Train Path Allocation Policy and Train Management Guidelines

Bruce, further to our recent meeting and our telephone conversation last week please find attached a transcription of our white-board notes which sets out a framework for these issues.

Before we commence redrafting the papers it would be useful if you could confirm that this is an acceptable framework.

Yours faithfully

T. F. Ryan
General Manager

Attach 1

1. Types of Customers

- | | |
|-------------------------------------|--|
| (a) Passenger Trains | A fixed entry and exit time and fixed intervals at points along the network for passenger pick-ups. |
| (b) Fixed Freight Services | A fixed entry and exit time on a regular basis. |
| (c) Bulk Operator Fixed Services | A fixed entry and exit time on a regular basis. |
| (d) Bulk Operator Flexible Services | A fixed entitlement to a number of train paths which represents the desired capacity but with high flexibility subject to others rights. |
| (d) Tourist Train Operator | Seeks fixed entry and exit times on an irregular basis. |

2. Types of Train Paths

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|--|---|
| (a) Scheduled Train Paths – Passenger | Fixed entry and exit, fixed intervals in between. |
| (b) Scheduled Train Paths – Freight | Fixed entry and exit time. |
| (c) Flexible Scheduled Train Paths – Freight | Fixed entry and exit but able to be changed at short notice provided it does not effect a path in (a) or (b). |
| (d) Conditional Paths | Conditional paths are included on the master control diagram and will be available to the operator for whom they are reserved if required but otherwise can be reallocated on a temporary basis. They can be reserved because of the; <ul style="list-style-type: none"> i) requirements for optional destinations; ii) to provide reserve or surge capacity; iii) because of known seasonal or intermittent requirements. |
| (e) Reserved Paths | There are paths which will, at a point in the future, become a path in one of the above categories and should only be reserved based on reasonable contractual commitments. |

3. Priority of Documentation

The order of precedence in the documents would be;

- (i) Train Path Allocation Policy
- (ii) Train Management Guidelines
- (iii) Access Agreements

The issue arises where we may want (with the agreement of the operator) to some different provision in the Access Agreement – for example an operator may want to set priorities for their own trains in a different way to the Train Management Guidelines and providing that it did not effect the rights of any other party why shouldn't this be possible?

WestNet believes we should be able to offer a degree of flexibility within a pre-defined set of rules.