

## 1 Purpose

The purpose of these train management procedures is to set out the principles and protocols to be followed in the operation of the Mid West Ports Authority (**MWPA**) Rail Terminal.

The Procedures are intended to:

- inform train operators of the processes in place to ensure the safety of operators' staff in the rail terminal precinct;
- optimise port and rail operations to the benefit of all users;
- provide fair access principles to all users;
- outline operating limitations which apply to all users of the rail terminal;
- inform port customers of the protocols to be followed in accepting rail-borne products into the Port;
- ensure human factors are risk assessed and adequately managed; and
- define the principles to be applied in the accepting and despatching of trains to and from the broader rail network.

## 2 Definitions

Distributed Power	The operation of a train using locomotives attached either at the ends or 'distributed' within the train operated by a single train crew.
Duty Rail Terminal Coordinator	The nominated representative of the Mid West Ports Authority charged with the operational control of the Geraldton Port Rail Terminal.
MWPA	Mid West Ports Authority
MWPA Rail Terminal	The land area east of the western edge of the Connell Road level crossing at Chainage 0.641.
MWPA Rail Terminal Track	All rail tracks to the east of the western edge of the Connell Road level crossing at Chainage 0.641, comprising the tippler, run-around, dumper, and grain tracks together with any connecting turnouts but excluding the track physically within the rotary tippler or physically within the grain unloading facility.
Push-pull	The operation of a train using locomotives attached to each end of the train under the control of either a single train crew or multiple train crews.
Run-around	The process of moving a locomotive(s) from one end of a train to the other and the railway track which facilitates the process.
Train Operator	A train operator accredited to operate trains within Western Australia.



### **3.1 PRINCIPLES OF OPERATION**

The MWPA Rail Terminal is provided for the sole purpose of:

- receiving rail borne bulk minerals into portside stockpiles preparatory to shipping; and
- receiving or dispatching rail borne bulk grain to or from portside stockpiles preparatory to shipping or transfer to other grain terminals.

The MWPA Rail Terminal is configured to manage four distinct traffic streams. These are:

- married-pair bulk ore trains using the dedicated KML ore receiver;
- bottom dump bulk ore trains using the common user bottom-dump ore receiver;
- bottom dump bulk grain trains using the Co-Operative Bulk Handling Pty Ltd (CBH) bottom discharge grain receiver; and
- loading of grain trains using Co-Operative Bulk Handling Pty Ltd (CBH) overhead loading cells.

All other rail traffic seeking to use the MWPA Rail Terminal will only be accepted after application for access to the MWPA and due consideration of the risks, impacts to other terminal users, the availability of adequate and safe facilities and the agreement of MWPA with the proposed safe work systems.

### **3.2 FIRST COME, FIRST SERVED**

The MWPA Rail Terminal operates on the basis of 'first-come, first-served' without regard to shipping priority. In most instances, the commodities on rail are being stockpiled for shipping and it is more efficient in this environment to facilitate the throughput of the trains rather than allocate unloading slots to customers.

### **3.3 ARRIVE, DUMP, RUN-AROUND, DEPART**

All arriving trains must report to the MWPA Duty Rail Terminal Coordinator prior to passing the station's limits board near the John Wilcock Link Road level crossing. Contact is to be made via the radio channel applicable for unloading that specific train.

Trains will normally arrive at the MWPA Rail Terminal on the track leading to the discharge point appropriate for the train product type. In certain circumstances trains using the bottom-dump ore receiver, may be required to enter and depart the Port using track 1 CBH grain track.

The train will be unloaded and then moved to a location clear of the discharge point.

If necessary, after securing the train, the locomotives will be detached and moved clear to a point which will facilitate them running around their train.

After running around their train, the locomotives will be attached to the opposite end. If a Push-pull or Distributed Power operation is being used, the train crew must relocate to the leading locomotive(s).

After completing all appropriate pre-departure checks and requirements and having received the required authority from Arc Infrastructure duty train controller, the train will depart for Narngulu. All departing trains will report to the MWPA Duty Rail Terminal Coordinator (via the radio channel used for unloading that specific train) when they receive the departure signal from the Geraldton Port Rail Terminal.

### 3.4 ACCREDITATION

All train operating companies running trains to MWPA Rail Terminal are required to hold current accreditation as rail operating companies as issued by the Office of the National Rail Safety Regulator.

All train crew operating trains in the MWPA Rail Terminal are required to hold a current certificate of competency recognised by the Office of the National Rail Safety Regulator.

All locomotives and rolling stock used on trains operating to the MWPA Rail Terminal are required to be accredited for operation on the Western Australian 1067mm gauge rail network.

### 3.5 ACCEPTANCE OF TRAINS

Trains are accepted at MWPA Rail Terminal on a 'first-come, first-served' basis from Narngulu. This is based upon there being an available clear train path from Narngulu to the appropriate unloading facility for the train.

Under normal circumstances:

- a maximum of three trains can be accommodated in the Port terminal at a time;
- one of the three trains must depart the terminal prior to any further trains being accepted;
- the track layout of the terminal does not provide for two trains of the same product to be in the terminal together; and
- queueing of trains at the entrance to the terminal is not permitted.

The MWPA Duty Rail Terminal Coordinator will confer daily, or more frequently as circumstances require, with the Arc Infrastructure duty train controller to determine the arrival sequence and forecast arrival times at Geraldton Port of trains from Narngulu.

### 3.6 TERMINAL OPERATIONS

Terminal operations are under the control of the nominated representative of MWPA known as the MWPA Duty Rail Terminal Coordinator.

Trains or rail borne track machinery must not move within the terminal unless authorised by the MWPA Duty Rail Terminal Coordinator.

To assist train operators in understanding the limits of operation, fouling limits are by a white painted section of rail placed adjacent to the fouling point at each turnout.

All network operating rules and procedures in force on the Arc Infrastructure network generally apply within the MWPA Rail Terminal.

Train crews are responsible for ensuring the safe movement of their train within the MWPA Rail Terminal, for ensuring that the track is clear with:

- the turnouts correctly aligned; or
- aligning turnouts as may be required for any movement.
- Exception to this rule is the P10 points which remain under the control of the rail terminal supervisor. An MWPA lock is applied to P10 points at the direction of the rail terminal supervisor.

The maximum permitted operating speed in the MWPA Rail Terminal is **10 km/h**.

Trains must be operated with consideration of the environment; warning horns are to be used only in accordance with the Arc Infrastructure Rules for the use of warning devices.

Trains must be operated with care and be prepared to stop short of any obstruction which may exist.

Discharge operations through the KML car dumper, are under the control of employees of KML.

Discharge operations through the bottom discharge ore receiver are under the joint control of employees of the MWPA and the train operator.

Discharge operations through the bottom discharge grain receiver are under the control of employees of CBH.

Loading Operations through the grain top load facility are under the control of employees of CBH.

Propelling or setting back of trains, using locomotive power, is not permitted within the MWPA Rail Terminal unless specially authorised by the MWPA nominated person and only then in compliance with the rules and procedures for propelling.

Persons are not permitted to travel on moving rail freight vehicles within the MWPA Rail Terminal unless that rail freight vehicle is specifically equipped to allow such travel.

Persons travelling on moving locomotives within the MWPA Rail Terminal will normally travel in the locomotive cab. Travelling on locomotives external to the cab is only permissible on the running board where it is possible to have three points of contact and the person remains stationary whilst the locomotive is in motion. Riding on locomotive steps is not permitted.

Train crews are responsible for obtaining the appropriate authority from the Arc Infrastructure duty train controller prior to departure to Narngulu.

Trains must not stand foul of arrival tracks while waiting for authority to depart.

Any irregularity in the MWPA Rail Terminal operations, track, turnout or equipment functionality must be immediately reported in the first instance to the Rail Terminal Supervisor.

Train Operator's employees, operating trains within the MWPA Rail Terminal, are required to be free from the influence of alcohol or other drugs. Train Operator's employees on prescription drugs are required to notify their immediate supervisor if the use of these drugs could adversely affect the safety of themselves and/or fellow workers.

Train Operators working in the terminal are subject to MWPA random alcohol and drug testing programme.

Other than during the indexing of ore wagons through the KML dumper using the integral indexing mechanism, Train Operators must not leave trains and/or locomotives unattended at the terminal unless specifically authorised by MWPA.

During the indexing of ore wagons through the KML dumper using the integral indexing mechanism, train crew must be available or on call in the event of a train equipment malfunction.

Train Operators must ensure that train crew are available and ready to depart from the MWPA Rail Terminal at the times agreed between the Train Operator, MWPA and the Arc Infrastructure duty train controller.

The MWPA will facilitate access to the MWPA Rail Terminal precinct as required, for train crews to be relieved.

### 3.7 DISPATCH OF TRAINS

Trains are dispatched from MWPA Rail Terminal on the basis of:

- advice from the Arc Infrastructure duty train controller being prepared to accept a train from the Port to travel through to Narngulu; and
- safe working processes having been put in place, providing authorisation by the Arc Infrastructure duty train controller that the train is able to enter the Arc Infrastructure Network.

### 3.8 OPERATING LIMITATIONS

Except for the KML track and the Run-around track between P10 turnout and P11 turnouts, the maximum axle load of any locomotive or other rail vehicle shall not exceed 21 tonnes on track. Notification of permissible axle loads for individual MWPA Rail Terminal tracks will be provided to Train Operators and be subject to amendment from time to time.

The maximum axle load of any locomotive or other rail vehicle shall not exceed 22.9 tonnes on the KML siding and the run-round road between P10 turnout and P11 turnout.

Due to limitations caused by the limited length of the shunting neck, no more than three attached locomotives can use the Run-around track in any single movement.

The normal maximum length of trains, inclusive of locomotives, is shown in Table 1.

Train Type	Maximum Length	Limitation
Rotary discharge ore trains	1106m	Must be clear of main line turnout K1 at discharge station
Bottom discharge ore trains	1098m	Must be clear of turnout P2 at discharge station
Grain trains	884m	Must be clear of turnout P12 after discharge or loading

**Table 1: Maximum Train Lengths**

Rolling stock, other than locomotives, must not be attached to or detached from trains within the MWPA Rail Terminal.

Other than in an emergency, and only for the continued safety of the train, the train crew, other employees and the public, repairs or servicing activities on rail rolling stock must not be undertaken anywhere within the MWPA Rail Terminal.

Should the need arise for emergency repairs to be undertaken to permit a train to be moved, work must not commence unless a safe work procedure and works programme has been agreed with the nominated representative of the MWPA.

### 3.9 ACCESS

Access to the MWPA Rail Terminal is restricted to rail operators who have successfully negotiated a Rail Access Agreement with MWPA.

## 4 Monitoring, Evaluation and Review

This document is required to be reviewed every two years from the last scheduled review date.

Minor updates made within this two year period, will not be taken as a *full review*.

The Document Custodian is responsible for conducting the review in accordance with **Controlled Documents Review and Approval Process Work Instruction**.

Changes associated with the advent of new rail traffic, or the cessation of rail traffic will trigger a review of this procedure.

## 5 Administration

Document Custodian:	Operations Manager
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