

PART 3. RINGFENCING ARRANGEMENTS

3.1 ORGANISATIONAL STRUCTURE

- (a) QR has established its organisational structure to facilitate the separation of the management of Rail Infrastructure from the operation of Train Services. Network Access has been established as a business group of QR, separate from QR Operational Business Groups. In addition, within QR there are service and corporate groups whose purpose is to provide support activities for both Network Access and QR Operational Business Groups, and to provide core corporate functions.
- (b) The Group General Manager of Network Access reports directly to the Chief Executive. The primary function of Network Access is to manage the provision of Below Rail Services, with the exception of services associated with stations and platforms. In performing this function, the responsibilities of Network Access will include the:
- (i) negotiation of Access Agreements with Access Seekers and management of Access Agreements with Access Holders. Where Access is required for Below Rail Services provided by a facility that is not managed by Network Access, Network Access will negotiate for Access to that facility by the Access Seeker as an agent for the business group that manages that facility;
 - (ii) development and management of agreements with Queensland Transport regarding the provision of Rail Infrastructure that is supported by Transport Service Payments;
 - (iii) provision and/or procurement of appropriate levels of maintenance and investment for the Rail Infrastructure to ensure that the Rail Infrastructure is provided at the standard required to meet QR's obligations to Access Holders and Queensland Transport;
 - (iv) assessment, allocation and management of Capacity and Available Capacity;
 - (v) provision of scheduling and Train Control Services in all areas of the Rail Infrastructure, in accordance with the Network Management Principles (noting that certain Train Control Services as specified in Subparagraph 3.1(c)(iv) are performed by a QR Operational Business Group on behalf of Network Access);
 - (vi) [provision of Yard Control services at Callemondah; and](#)
 - (vii) procurement of traction power on electrified sections of the Track, including the management of power supply from other parties.
- (c) The Group General Managers of QR Operational Business Groups report directly to the Chief Executive. The responsibilities of these groups include the:
- (i) operation of Train Services;
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- (ii) provision and/or procurement of appropriate levels of maintenance and investment for Above Rail Services;
 - (iii) management of stations and platforms, including the provision or procurement of appropriate levels of maintenance and investment for stations and platforms; and
 - (iv) performance of the following Below Rail Services on behalf of Network Access:
 - Field Incident Management;
 - Yard Control services at yards other than Callemondah; and
 - scheduling and Train Control Services in the Metropolitan Region of QR's network, in accordance with the Network Management Principles.
- (d) In the event that QR wishes to vary its organisational structure during the term of this Undertaking such that QR Operational Business Groups become responsible for the provision of functions, in addition to those specified in Paragraph 3.1(c), integral to the provision of Below Rail Services, QR will submit a Draft Amending Undertaking to the QCA. Upon approval of the Draft Amending Undertaking by the QCA, QR may implement the restructure.
- (e) By way of example, the following structural changes, if proposed, would require QR to submit a Draft Amending Undertaking to the QCA in accordance with Paragraph 3.1(d):
- (i) QR wishes to abolish Network Access;
 - (ii) QR wishes to assign to a QR Operational Business Group any of Network Access' existing functions, including the performance of scheduling and Train Control Services, other than to the extent already contemplated in Subparagraph 3.1(b)(v);
 - (iii) QR wishes to assign to a QR Operational Business Group any construction, maintenance or associated functions performed by Infrastructure Services Group for the purpose of providing Below Rail Services;
 - (iv) QR wishes to assign to a QR Operational Business Group any functions performed by Technical Services Group for the purpose of processing Access Applications; or
 - (v) QR wishes to assign to a QR Operational Business Group any functions performed by the Safety and Environment Strategy Unit for the purpose of providing Below Rail Services.
- (f) QR, in consultation with the QCA, will conduct a review of the appropriateness of Yard Control services at Jilalan and Callemondah yards continuing as a responsibility of a QR Operational Business Group, within nine (9) months of the Approval Date, or such longer period as may be agreed by the QCA. QR will, after first obtaining the approval of the QCA, take whatever reasonable steps are required to implement the findings of the review. During the term, QR and the QCA may jointly review the appropriateness of Yard Control services at other major yards other than Callemondah, continuing as a responsibility of a QR Operational Business Group. may be jointly reviewed by the QCA and QR during the Term. QR will, after first obtaining the approval of the QCA, take
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whatever reasonable steps are required to implement the findings of any such review.

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PART 10. DEFINITIONS & INTERPRETATIONS

10.1 DEFINITIONS

“Term” means the period between the Commencing Date and the Terminating Date;

“Terminating Date” has the meaning given to that term in Paragraph 2.3(c);

“Third Party” means a party other than QR;

“Timetabled Traffic” means a traffic, the Train Service Entitlement in respect of which, is defined in terms of a specified Train Path on a particular day and/or week;

“Track” means that part of the Rail Infrastructure comprising the rail, ballast, sleepers and associated fittings upon which Trains operate;

“Train” means any configuration of Rollingstock operating as a unit on the Track;

“Train Controller” means a person performing Train Control Services from within a Train Control centre;

“Train Control Services” means the management and monitoring of Train movements and of all other operation of Rollingstock on the Rail Infrastructure and of any activities affecting or potentially affecting such Train movements or Rollingstock operation. Train Control Services specifically include:

and **“Train Control”** has a related meaning;

“Train Orders” means railing requests for a nominated period of time submitted to QR, by or on behalf of an Access Holder, to assist in the scheduling of Train Services.

“Train Path” means the occupation of a specified portion of Rail Infrastructure, which may include multiple sections in sequential order, for a specified time;

“Train Service” means the operation of a Train between specified origins and destinations on the Rail Infrastructure;

“Train Service Entitlement” means an Access Holder’s entitlement under an Access Agreement to operate a specified number and type of Train Services over the Rail Infrastructure within a specified time period and in accordance with specified scheduling constraints for the purpose of either carrying a specified commodity or providing a specified transport service, and, until such time that Access Agreements have been developed for all existing QR operated Train Services, includes the Capacity that is demonstrably required for the purpose of QR operated Train Services and for which Access Charges are applicable;

SCHEDULE G

Network Management Principles

Part A. Scheduling Principles

1. Train Service Entitlements

- a) Access Holders operating the same types of traffics will have their Train Service Entitlements defined using consistent terminology¹.
- b) Train Service Entitlements will be expressed in terms that can be interpreted for the development of a Master Train Plan (MTP), [a Weekly Train Plan \(WTP\), where necessary](#), and a Daily Train Plan (DTP).
- c) Where an Access Seeker's required Capacity cannot be met fully, the Access Seeker may, in accepting a Train Service Entitlement, note its interest in the Committed Capacity Register and/or the Capacity Resumption Register and in the event that the relevant Capacity becomes available, the Access Seeker will be able to negotiate for that Capacity, along with any other interested parties.

2. Master Train Plan Principles

- a) The MTP will detail the Capacity required for the provision of Train Service Entitlements and periods of time allocated for the purposes of providing Planned Possessions, in a form that indicates the time/distance (location) relationship of the Train Services and other activities on the Rail Infrastructure in question. Train Service Entitlements applicable to Timetabled Traffics will be allocated particular Train Paths. Train Service Entitlements applicable to Cyclic Traffics will be detailed in the MTP as an allocation of Capacity required for the maximum level of operation for such Train Service Entitlements. In other words, the Train Paths indicated in the MTP for Cyclic Traffic need not necessarily represent the Train Paths that those Train Services will operate on. This will be the case for coal traffics. However, in the case of some Cyclic Traffics, like grain, the Train Paths indicated in the MTP may well indicate the actual Train Path that a Train Service will operate on. Where Cyclic Traffics and Timetabled Traffics both appear in the same MTP, they will be separately identified.
- b) Unless otherwise expressly provided in an Access Holder's Access Agreement, the MTP may be modified, as specified in Paragraphs c), d), e) and f) of these MTP Principles, where:
 - i) an Access Holder notifies Network Access that it wishes to make a long-term change to the **times** at which its Train Service/s, as scheduled in the

¹ For example, Timetabled Traffics may be defined in terms of a path between certain locations, on particular days, and at particular times. Cyclic Traffics may be defined in terms of a number of train paths per specified period of time.

- MTP, operate, provided that change is within the scope of its Train Service Entitlement, and does not result in any other Access Holder's scheduled Train Service/s not being met, or a Planned Possession not being met;
- ii) Network Access receives a request from a party to run an Ad Hoc Train Service, provided that the Ad Hoc Train Service would not result in any existing Access Holder's scheduled Train Service/s not being met, or a Planned Possession not being met;
 - iii) a Planned Possession is cancelled;
 - iv) Network Access notifies all affected parties that a new or additional Train Service Entitlement has been created, through the signing of an Access Agreement, or the negotiation of a variation to an Access Holder's Train Service Entitlement, provided that the new or additional Train Service Entitlement does not result in any other Access Holder's scheduled Train Service/s not being met, or a Planned Possession not being met;
 - v) Network Access notifies all affected parties that it wishes to make a long-term change to the **times**² at which one or more scheduled Train Service/s operate, provided that change is within the scope of the relevant Access Holders' Train Service Entitlement/s and is intended to accommodate:
 - the creation of a new or additional Train Service Entitlement, through the signing of an Access Agreement, or the negotiation of a variation to an Access Holder's Train Service Entitlement, where that new or additional Train Service Entitlement cannot otherwise be reasonably accommodated on the MTP;
 - the creation of new Planned Possessions or the modification of existing Planned Possessions; or
 - any other Operational Constraint affecting the MTP;
 - vi) Network Access notifies all affected parties that it wishes to make a long-term change to the **times**³ at which one or more scheduled Train Service/s operate, whether or not within the scope of the affected Access Holders' Train Service Entitlement/s, provided that change is intended to accommodate:
 - the creation of new Planned Possessions or the modification of existing Planned Possessions;
 - the creation of an additional Train Service Entitlement, through either the signing of an Access Agreement or the variation of an existing Access Agreement; or
 - any other Operational Constraint affecting the MTP;
- provided that where the change to the **times** at which scheduled Train Service/s operate results in any existing Access Holder's Train Service Entitlement not being met, such change is only made with the agreement of such Access Holder/s, such agreement not to be unreasonably withheld;

² Importantly, this provision only covers a change to the **TIME or TIMES** at which Train Service/s run, and not the other conditions under which a party has an entitlement to run Train Service/s, for instance, the Rollingstock or Rollingstock Configuration that the party may run under their Access Agreement, and the Nominated Network on which it may operate.

³ See footnote 2 above.

- vii) Network Access notifies all affected parties, within the time period specified in the affected parties' Train Service Entitlements, of a long-term change to the **times**⁴ at which one or more scheduled Train Service/s operate, whether or not within the scope of the affected Access Holders' Train Service Entitlements, for the purpose of carrying out Major Periodic Maintenance provided that, where such change is not within the scope of the affected Access Holders' Train Service Entitlements, QR has made reasonable efforts to mitigate the impact on that Access Holder. Any limitations upon Network Access' ability to exercise this right will be specified in individual Access Agreements;
 - viii) an Access Holder's Access Agreement allows Network Access to alter the Access Holder's Train Service Entitlement, for instance by resuming Capacity through the Capacity resumption process outlined in Part 7 of this Undertaking; and
 - ix) Network Access, Infrastructure Service Providers, and all affected Access Holders, otherwise agree.
- c) Network Access may make modifications to the MTP, within the scope of Subparagraphs b)(i), b)(ii), b)(iii) and b)(iv) of these MTP Principles, on a case-by-case basis without the need for consultation.
 - d) Network Access may make modifications to the MTP, within the scope of Subparagraphs b)(v), b)(vi) and b)(vii) of these MTP Principles, on a case-by-case basis after consulting with any Access Holders whose Train Service/s or Train Service Entitlements are affected by the proposed modification to the MTP, and/or with Infrastructure Service Providers if the proposed modification affects a Planned Possession.
 - e) Where a change is being sought to the MTP that falls within the scope of Subparagraphs b)(ix) of these MTP Principles, Network Access will invite Infrastructure Service Providers and all Access Holders whose Train Service Entitlements are affected by the proposed modification to the MTP to consider the modification in an appropriate forum⁵. Each party will be provided with a copy of the proposed changes seven (7) days prior to the scheduled consideration of the modification.
 - f) QR must notify any modifications to the MTP to all parties whose activities are affected by the modification at least thirty (30) days prior to the commencement of the modification.
 - g) As a result of QR's obligations in accordance with Paragraph f), where reference is made in Paragraph b) of these MTP Principles to an Access Holder notifying Network Access that it wishes to vary its Train Service Entitlement or Train Service/s, a reasonable notice period should be provided having regard to the necessary process and factors to be considered.
 - h) The cancellation of a Train Service or Train Services in accordance with the above MTP Principles, does not necessarily excuse either QR or an Access Holder from other Access Agreement obligations relating to the conduct in question.

⁴ See footnote 2 above.

⁵ This could include a face-to-face meeting, a telephone conference or any other forum that provides the affected parties with the best opportunity to participate.

- i) The MTP will be in a form that is readily convertible to a DTP, which is the principal reference document for Train Controllers in carrying out their duties.

3. Weekly Train Plan Principles

a) In parts of QR's network where Cyclic Traffics operate (for instance the Central Queensland Coal Region) there will be intermediate scheduling steps involved in progressing from the MTP to the DTP. A Weekly Train Plan (WTP) will be scheduled utilising ~~Planned Possessions, for Timetabled Traffics,~~ the Train Paths detailed in the MTP for Timetabled Traffics, and, for Cyclic Traffics, ~~taking into account~~ each Access Holder's Train Service Entitlement and Train ~~requests-Orders~~ for the particular week in question.

b) In the Central Queensland Coal Region, Train Orders for the coming week must, unless otherwise advised by QR, be submitted to QR before 1200 hours on Wednesday.

~~h)c)~~ The process of scheduling Cyclic Traffics in the WTP may involve the allocation of a Contested Train Path, and as a result, may require a meeting of all affected Access Holders and Infrastructure Service Providers, and the use of a decision-making process to finalise the WTP. This decision-making process applies only for the allocation of a Contested Train Path between Access Holders for Cyclic Traffics, and cannot be used to alter the scheduling of a Timetabled Traffic. This decision making process is detailed in Appendix 1.

d) QR will advise Access Holders of the WTP once it is developed in accordance with the above steps.

34. Daily Train Plan Principles

- a) The DTP will indicate all scheduled Train Services and Planned Possessions, for the particular day in question, in a form that indicates the time/distance (location) relationship of all activities on the Rail Infrastructure.
- b) In scheduling Cyclic Traffics on the DTP, Network Access may first schedule a WTP as discussed in the MTP-WTP Principles, in the week prior to operation, and then schedule the DTP from the WTP.
- c) Network Access will schedule the DTP at least one (1) business day prior to the actual day of running, and provide all relevant Access Holders and Infrastructure Service Providers with a copy of the DTP within the same timeframe.
- d) The DTP may be scheduled in variation to the MTP, or WTP, whichever is applicable, as specified in Paragraphs e), f), and g) of these DTP Principles, where at least two (2) business days prior to the actual day of running:
 - i) an Access Holder notifies Network Access that it wishes to make a short-term change to the **times**⁶ at which its Train Service/s, as scheduled in the MTP, operate, whether or not within the scope of its Train Service Entitlement, provided that change does not result in any

⁶ See footnote 2 above.

- other Access Holder's scheduled Train Service/s not being met or a Planned Possession not being met;
- ii) Network Access receives a request from a party to run an Ad Hoc Train Service, provided that the Ad Hoc Train Service would not result in any existing Access Holder's scheduled Train Service/s not being met, or a Planned Possession not being met;
- iii) a Planned Possession is cancelled;
- iv) Network Access notifies all affected parties that it wishes to make a short-term change to the **times**⁷ at which one or more scheduled Train Service/s operate, whether or not within the scope of the applicable Access Holders' Train Service Entitlement, provided the change is intended to accommodate:
- the modification of an existing Planned Possession;
 - the creation of an Urgent Possession; or
 - any other Operational Constraint affecting the DTP;
- provided that where the change to scheduled Train Service/s results in any existing Access Holder's Train Service Entitlement not being met, such change is only made with the agreement of such Access Holder/s, such agreement not to be unreasonably withheld;
- v) Network Access requests a short-term change to the times at which one or more scheduled Train Service/s operate, whether or not within the scope of the applicable Access Holders' Train Service Entitlement, for the purpose of accommodating an Emergency Possession; and
- vi) Network Access, Infrastructure Service Providers, and all affected Access Holders otherwise agree.
- e) Network Access may make modifications from the MTP or WTP (where applicable), within the scope of Subparagraphs d)(i), d)(ii), and d)(iii) of these DTP Principles, on a case-by-case basis without the need for consultation.
- f) Network Access may make modifications from the MTP or WTP (where applicable), within the scope of Subparagraphs d)(iv) and d)(v) of these DTP Principles, on a case-by-case basis after consulting with any Access Holders whose Train Service/s are affected by the proposed modification, and/or with Infrastructure Service Providers if the proposed modification affects a Planned Possession.
- g) Where a change is being sought from the MTP or WTP that falls within the scope of Subparagraph d)(vi) of these DTP Principles, Network Access will invite Infrastructure Service Providers and all Access Holders whose scheduled Train Service/s are affected by the change to consider the modification in an appropriate forum⁸, at least 36 hours prior to the actual day of operation. Each affected party will be provided with a copy of the proposed changes from the existing MTP or WTP 12 hours prior to the scheduled consideration.

⁷ See footnote 2 above.

⁸ This could include a face-to-face meeting, a telephone conference or any other forum that provides the affected parties with the best opportunity to participate.

- h) Other than as detailed in Paragraph i) of these DTP Principles, once the DTP is scheduled, any changes to the plan will be reflected as deviations from the DTP, not variations to the scheduled DTP.
- i) Once the DTP is scheduled, variations to the DTP may only be made where:
 - i) before the day of operation, Network Access receives a request from a party to run an Ad Hoc Train Service, provided that the Ad Hoc Train Service would not result in any existing Access Holder's scheduled Train Service/s not being met, or a Possession (whether Planned, Emergency or Urgent) not being met;
 - ii) before the commencement of the relevant Train Service/s, an Access Holder notifies Network Access that it wishes to make a change to the **times**⁹ at which its Train Service/s operate, provided that change is within the scope of the Access Holder's Train Service Entitlement, and does not result in any other Access Holder's scheduled Train Service/s not being met or a Possession (whether Planned, Emergency or Urgent) not being met; and/or
 - iii) before the commencement of the relevant Train Service/s, Network Access notifies an Access Holder that an Emergency Possession is required.
- j) Network Access may make modifications to the DTP within the scope of Subparagraphs i) i), i) ii) and i) iii) of these DTP principles on a case by case basis without the need for consultation.
- k) The cancellation of a Train Service or Train Services in accordance with the above DTP Principles, does not necessarily excuse either QR or an Access Holder from other Access Agreement obligations relating to the conduct in question.
- l) The DTP will represent the expected train operation performance target over its period.
- m) Deviations to the DTP may occur on the day of operation in the event of Out-Of-Course Running. Those deviations will occur according to the Train Control principles.

⁹ See Footnote 2 above.

Part B. Train Control Principles

- a) The fundamental objective of Train Control will be to facilitate the safe running of Train Services, and the commencement and completion of Planned, Emergency and Urgent Possessions, as scheduled in the DTP.
- b) The ability of QR and/or an Access Holder to deviate from the DTP on the actual day of running, as specified below, does not necessarily excuse either party from any other contractual obligations relating to the conduct in question.
- c) The following general principles apply to Access Holders and Train Controllers:
 - i) all parties will ensure that operational safety is maintained through compliance with Safeworking Procedures, Safety Standards, Rollingstock Interface Standards, applicable IRMPs and EIRMRs;
 - ii) Access Holders will ensure that Above Rail issues, including Train crewing, locomotive and wagon availability and loading and unloading requirements, are appropriately managed to ensure that such issues do not prevent the DTP from being met; and
 - iii) QR will manage the Rail Infrastructure based on agreed entry/exit times as specified in the DTP with the objectives of managing Trains according to their schedule for on time exit, not contributing to late running and, if a Train is running late, making up time and holding the gain where reasonably possible.
- d) The handling of Out-Of-Course Running is dependent on the particular circumstances of a rail corridor, including the traffic type using the corridor. The management of Out-Of-Course Running will be conducted so as not to unfairly disadvantage one Access Holder over another, and as a result, the identity of an Access Holder will not of itself be a legitimate reason for Train Controllers to alter a scheduled Train Service.
- e) The traffic management decision making matrix, at Appendix 2, will be provided to assist Train Controllers in the resolution of disputes in accordance with the above principles.
- f) QR will provide Access Holders with:
 - i) real time Train Control information that indicates actual running of that Access Holder's Train Services against the relevant DTP; and
 - ii) subject to reasonable terms and conditions, access to Train Control diagrams that indicates actual running of that Access Holder's Train Services against the relevant DTP.

Appendix 1

Contested Train Path Decision-making Process

Network Access will determine who gets a Contested Train Path, by:

- firstly, eliminating from consideration any Access Holder whose request for the Contested Train Path is outside the scope of its Train Service Entitlement. Where this step eliminates all of the parties seeking the Contested Train Path, but Network Access still has spare Capacity available, Network Access may determine which of the parties seeking the Contested Train Path get that path by considering the following three (3) matters. In addition, where this step does not eliminate all of the parties seeking the Contested Train Path, but there is still more than one party seeking the Contested Train Path, Network Access may determine which of the parties gets the path by considering the following three (3) matters;
- next, considering whether the parties contesting the Contested Train Path agree amongst themselves who should be allocated the relevant path. Where this is the case, the Contested Train Path will be allocated as agreed by the parties, and Network Access will document the parties' agreement and keep a record of such¹⁰.
- then, considering the number of Train Services per week that each Access Holder has a contractual entitlement to in accordance with their Train Service Entitlement. If Network Access is behind (in the contract year to date) in providing an Access Holder with its contracted Train Services, that Access Holder will get priority over an Access Holder that Network Access is either ahead or on target (in the contract year to date) in providing contracted Train Services to. Where Network Access is behind in providing contracted Train Services to more than one Access Holder, the Access Holder most behind (in terms of Train Services provided as a percentage of contracted Train Services) will get first priority over others; and
- finally, where the above considerations do not assist Network Access in making a decision regarding which requested Train Service is scheduled, Network Access will unilaterally determine which Train Service/s get scheduled, and will keep a record of that decision and the reasoning behind that decision. Network Access will ensure that, over time, no Access Holder is favoured over another, and where possible, if one Access Holder is favoured this time, taking into account the Train Service Entitlement held by an Access Holder, next time they are not favoured. In other words, if one Access Holder has an entitlement to 10 services per week, and another Access Holder has an entitlement to 20 services per week, then it could not be said that favouritism was shown to the second Access Holder if they received priority over the first Access Holder on 2 out of 3 consecutive occasions.

¹⁰ QR envisages that this step will take into account the requirements of the relevant destinations of the Train Services in question. In the coal system, for instance, the ports and domestic users, if they are not Access Holders themselves, will have some arrangement in respect of the haulage of the coal, whether directly with the operators hauling the coal or with the mines who contract with the operators for the provision of rail haulage services. As a result, these parties' requirements, including shipment demands, sufficiency of stockpiles, coal blending requirements and unloading constraints, will be taken into account by the Access Holders in determining the priority of Train Services requested in their weekly train request.

Appendix 2 Traffic Management Decision Making Matrix

Notes for the application of the Traffic Management Decision Making Matrix

As a generic principle for the performance of Train Control, QR recognises (as noted in paragraph a) of Part B of these Network Management Principles) that the objective will be to run to the scheduled DTP. However, it is worth noting that this simple objective assumes that all traffic types have the principal objective of 'on time running', and accordingly, running to the DTP will always result in the most efficient use of the Rail Infrastructure and provide those parties using the Rail Infrastructure with the best possible rail service. For Cyclic Traffics this may not be a correct assumption. In the Central Queensland Coal Region, for example, coal Train Services focus primarily on achieving a specified transit time over and above running to a scheduled DTP. For this reason, QR considers it necessary to permit Train Controllers sufficient discretion to take into account the varying objectives (as specified in the relevant Train Service Entitlements) of different traffic types, in assessing priority both between Trains of different traffic types and Trains of the same traffic type. Rules 5, 6, ~~and 7~~ and 8 have been included for this purpose.

- Rule 5 recognises the general rule that passenger and livestock Trains may be given priority over other Trains due to the nature of their contents.
- Rule 6 recognises a broader rule concerning a Train Controller's ability to manage an entire system for the most efficient outcome, taking into account the objectives of Train Services, as expressed in their Train Service Entitlements.
- Rule 7 has been included to cover the situation where a conflict occurs between two (2) Trains operated by the same Access Holder, regardless of traffic type.
- [Rule 8 has been included to cover the situation where conflict occurs between two \(2\) Train operated by different Access Holders, regardless of traffic type.](#)

		Train A – Current Status			
		Train A	Train Running "On Time"	Train Running "Ahead"	Train Running "Late"
Train B		Objective	On Time Exit	On Time Exit	1. Lose no more time 2. Make up time 3. Hold the gain
Train B – Current Status	Train Running "On Time"	On Time Exit	Scheduled Cross	A or B Rule 2	B Rule 3
	Train Running "Ahead"	On Time Exit	A or B Rule 2	A or B Rule 2	B Rule 3
	Train Running "Late"	1. Lose no more time 2. Make up time 3. Hold the gain	A Rule 1	A Rule 1	A or B Rule 4

Rules for the application of the Traffic Management Decision Making Matrix

- Rule 1. Subject to rules 5, 6 and 7, Train B may be given priority on condition Train A will still meet its "On Time" objective.
- Rule 2. Both trains must meet their "On Time" objective.
- Rule 3. Subject to rules 5, 6 and 7, Train A may be given priority on condition Train B will still meet its "On Time" objective.
- Rule 4. Subject to rules 5, 6 and 7, give priority to the Train where performance indicates it will lose least or no more time and even make up time and hold the gain.
- Rule 5. Passenger and livestock Trains may be given priority over other Trains if the Train Controller reasonably believes that this is consistent with the objectives of the Trains in question, as specified in the Train Service Entitlement/s for those Trains.
- Rule 6. Where a Train is running "Late" due to a Below Rail Delay, it may be given preference over other trains if the Train Controller reasonably believes that this is consistent with the critical objectives of the Trains in question, and that it will result in less aggregated consequential delays to other Trains than otherwise would be the case.
- Rule 7. Where a Train Controller has to decide which of two (2) Trains to give priority to, and both of those Trains are operated by the same Access Holder, the Train Controller may ask the Access Holder how they would

prefer the Trains to be directed, and provided that taking the Access Holder's preferred course of action does not adversely affect the Train Services of any other Access Holder, the Train Controller will follow the Access Holder's request.

Rule 8. Where a Train Controller has to decide which of two (2) Trains to give priority to, and those Trains are operated by different Access Holders, the Train Controller may ask the Access Holders how they would prefer the Trains to be directed, and provided they agree to a preferred course of action, and taking that agreed course of action does not adversely affect another Access Holder's Train Services, the Train Controller will follow the Access Holders' request.