Schedule D – Reference Tariffs

1 Background and Term

1.1 Background

(a) As coal carrying Train Services transporting coal to the Fisherman Islands coal loader at the Port of Brisbane need to travel over the Metropolitan Network, the Reference Tariff has been structured so that it has specific Reference Tariff inputs relating to the Metropolitan Network (that is, $\mathbf{AT_{1(M)}}$ and $\mathbf{AT_{2(M)}}$).

(b) The Reference Tariff inputs have been separately identified for the Metropolitan Network because some Train Services to which the Reference Tariff applies only use the Metropolitan Network.

1.2 Term

The Reference Tariff calculated in accordance with this **schedule D** is effective during the Term.

2 Reference Train Service

2.1 Description of Reference Train Service

The description of the Reference Train Service for the Reference Tariff set out in this **schedule D** is as follows:

(a) **(Commodity)** The Reference Train Service carries only bulk coal.[19]

(b) **(Geographic scope)** The Reference Train Service operates:

(i) either solely on the Metropolitan Network or on both the West Moreton Network and the Metropolitan Network; and

(ii) to and from a specified Nominated Loading Facility and a specified Nominated Unloading Facility.[20]

(c) **(Characteristics)** Each Reference Train Service:

(i) has a maximum relative train length, including the locomotives, of ~~675~~ 688 metres;[21]

(ii) has two locomotives and ~~41~~ 42 wagons;

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[19] In defining bulk coal, no differentiation is to be made between coal qualities or types, or between the end use markets of the coal.

[20] Diagrams showing the location of the Nominated Loading Facilities and the Nominated Unloading Facilities will be provided by Queensland Rail to Access Seekers on request.

[21] This Train length comprises the following: static train length (which is the straight addition of individual rolling stock lengths) plus an allowance of 2% of this static train length for train handling accuracy and for slack movement in drawgear (includes free slack in the drag box, compression of the draftgear, clearance/free slack due to coupler wear and pin clearance at the yoke).