

1 Purpose

The purpose of this Procedure is to ensure adequate controls are in place for communication and operations of trains at the Mid West Ports Authority Rail Terminal (**MWPART**).

2 Scope

No part of these procedures provides for permission to enter Arc Infrastructure Network. In all circumstances where such entry is required, it is the responsibility of the train crew engaged in the activity to obtain the required permission from the Arc Infrastructure duty Network Controller prior to such entry.

3 Definitions

Arc Infrastructure Network	Arc infrastructure leases and operates the connecting rail network on which trains arriving and departing from the MWPA Terminal operate.
Fouling	The point at which a rail vehicle will come into contact with another rail vehicle situated on an adjacent track.
Rail Terminal Supervisor	The MWPA worker charged with managing the day-to-day operations of the rail terminal.

4 Implementation

4.1 COMMUNICATIONS

Communications between train crew and the Mid West Ports Authority (**MWPA**) Rail Terminal Coordinator shall be carried out in accordance with the following order of priority:

Radio Channels	50	Common / Party Line
	72	Iron Ore Unloader
	202	CBH Unloader / Loading Facility
	74	KML Unloader
	U87	AWR Aurizon Unloading CBH Grain Trains
Telephone	0407 173 504	direct to Rail Terminal Supervisor
Voice		Direct (Face-to-Face)
Text Message		This medium may be used only after direct communications to state that a text message will follow.

Note – MWPART radio channels are monitored and recorded. Radio protocol is to be observed at all times.

4.2 TRAIN DEPARTURE FROM NARNGULU

Train crews must contact the Arc Infrastructure duty Network Controller prior to entering Narngulu to establish train path times through that location prior to proceeding to the Port.

Prior to train departure from Narngulu the train crew in charge of the train destined for the Port must contact the MWPART Rail Terminal Supervisor advise of their planned departure from Narngulu.

The Rail Terminal Supervisor will confirm that the track up to the CBH unloader / loading facility is clear for the train arrival and advise the train crew accordingly.

If a clear track to the CBH unloader / loading facility does not exist for the train's arrival the train is not to depart Narngulu, and the train crew is to be advised accordingly.

4.3 TRAIN ARRIVAL INTO THE MWPART

Train crew will advise of their train's approach to the MWPART to the Rail Terminal Supervisor prior to passing over the level crossing at John Wilcock Link.

Should contact not be made with the Rail Terminal Supervisor, the train may approach the rail terminal as far as the 'STOP' board at the MWPART boundary (Connell Road).

No train may pass the 'STOP' board until permission has been obtained to enter the MWPART from the Rail Terminal Supervisor.

On obtaining permission to enter the MWPART, the train crew may bring their train to a point up to the entry of the CBH train unloader / loader but must not enter the facility until permission has been obtained to do so from the duty CBH personnel.

Where trains operating consist of 38 wagons or less proceed onto the Eastern Breakwater prior to the locomotive being run around the train, the 'short' run around via turnouts 6 and 7 may be utilised. In this circumstance train crews are to advance their train up to the specified clearance maker in order to ensure that the rear of the train is not only clear of turnouts 6 and 7, but also ensuring enough room is maintained for the locomotive or locomotives to re-attach at the rear of the train and remain clear of the turnouts.

4.4 TRAIN UNLOADING

Trains must only be operated through the CBH train unloader / loader under the direction of the duty CBH personnel and are to be operated in accordance with Aurizon train unloading procedures.

Once permission has been obtained to enter the train unloader / loader from the duty CBH personnel, trains may operate through and unload within the CBH facility.

Trains may unload in the CBH facility in either direction.

4.5 TRAIN LOADING

Trains must only be operated through the CBH train unloader / loader under the direction of the duty CBH personnel and are to be operated in accordance with Aurizon train loading procedures.

Once permission has been obtained to enter the train unloader / loader from the duty CBH personnel, trains may operate through and load within the CBH facility.

Trains may load in the CBH facility in either direction.

Note – Trains unloading / loading toward the Eastern Breakwater end of the MWPART must not foul or move onto the Eastern Breakwater rail track unless prior permission has been obtained from the Rail Terminal Coordinator.

Trains unloading / loading toward the Western (Entry / Departure) end of the MWPART will be required to move through the CBH train unloader / loading facility prior to unloading and must not foul or move onto the Eastern Breakwater rail track unless permission has been obtained from the Rail Terminal Coordinator.

4.6 HEAD END POWERED TRAINS

After arrival into the CBH facility train crews of trains unloading / loading towards the Western (Entry / Departure) end of the MWPART will require to run their locomotives around the train. Prior to a locomotive(s) fouling or entering the Eastern Breakwater rail track or the run around track, permission must be obtained from the Rail Terminal Coordinator.

4.7 DISTRIBUTED POWERED TRAINS

After arrival into the CBH facility train crews of a train unloading / loading towards the Eastern Breakwater end of the MWPART will require permission from the Rail Terminal Supervisor prior to the locomotive fouling or entering the Eastern Breakwater rail track.

After arrival into the CBH facility train crews of a train unloading / loading towards the Western (Entry / Departure) end of the MWPART will be required to change ends and operate their train from the locomotive that is positioned in the lead position for the direction of train unloading.

4.8 TRAIN OPERATION WITHIN SIDINGS

Once permission has been obtained to operate a train into the Rail Terminal, the train may only move in a forward direction. Only after permission has been obtained from the Rail Terminal Supervisor and protection put in place may a reverse or propelling movement be carried out. Propelling moves must be preceded and observed by a qualified person in radio contact with the train crew.

4.9 COMPLETION OF UNLOADING / LOADING

On the completion of train unloading / loading the train crew will either request permission to move their train up to the MWPART boundary or to run around their train prior to departure. In either circumstance permission must be obtained from the Rail Terminal Supervisor.

4.10 TRAIN DEPARTURE FROM MWPART

Train crew after obtaining permission may move their train up to the 'STOP' board at Connell Road. No train may pass this location without first obtaining permission from the Arc Infrastructure duty Network Controller on duty.

5 General Requirements

5.1 OPERATION OF TURNOUTS

Train crew of all trains operating within the MWPART are responsible for the setting of all turnout, with the exception of P10 turnout, for the passage of their train, or as directed by the Rail Terminal Supervisor.

5.2 TRAIN DELAYS

Any issue or condition that will prevent the normal operation or unloading process must be reported to the Rail Terminal Supervisor outlining the issue or condition and the estimated duration of the delay.

5.3 ABNORMAL OPERATIONS

In circumstances where abnormal operations are required to facilitate train operations / unloading / loading / preparations, the Rail Terminal Coordinator must be notified, and permission sought prior to any changes to normal procedure being either agreed or implemented.

Note – Trains may only be stowed within the MWPART with the express written permission of Rail Terminal Coordinator or their nominee.

6 Equipment Failure

6.1 LOCOMOTIVES OR ROLLING STOCK

At any stage during train operations within the MWPART where equipment failure occurs on a locomotive or rolling stock that will impact either the timely or safe operation of a train, this failure must be reported immediately to the Rail Terminal Supervisor along with the circumstances of such defect.

6.2 INFRASTRUCTURE

At any stage during train operations within the MWPART where an infrastructure failure or defect occurs this failure must be reported immediately to the Port Rail Terminal Supervisor along with the circumstances of such defect.

If such an infrastructure failure may impact the safe operation of a train, no authorisation for such a train movement shall be allowed until the defect has been inspected by personnel qualified to assess the defect.

7 Associated Documents

Document Title
Rail Terminal Procedure
Train Management MWPA Rail Terminal Procedure

Location – Mid West Ports Intranet – [Document Centre](#)

8 References

Act or Regulation
<i>Rail Safety National Law (WA) Act 2015</i>
<i>Rail Safety National Law (WA) Regulations 2015 amendments 2022</i>

Location - Western Australian - <https://www.legislation.wa.gov.au> | Australian - <https://www.legislation.gov.au>

9 Monitoring, Evaluation and Review

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

Minor updates made within this five 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**.

10 Administration

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