COUNTRY MEMBER PTY LTD & WESTERN VIEWS PTY LTD

PACIFIC INTERMODAL HUB

RAIL OPERATION PLAN

Lycopodium

6167-REP-010

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1.0 BACKGROUND

The proposed Pacific Intermodal Terminal at Casino is a proposed rail terminal connecting to the Australian Rail Track Corporation (ARTC) North Coast Line at the Namoona Rail loop North of Casino. This report provides an outline of the operational context of trains entering and exiting the rail loop based on the Concept designs which have been developed by Lycopodium for the site. The intention of the proposed design is to provide optimum serviceability of the lot to the North Coast Rail Line.

Considering the geometry of the crossing loop, the location of the proposed development and the vicinity to the Summerland Way Level Crossing, connection to the intermodal hub is proposed from the ARTC Ballast Siding at Namoona.

Connection to the Southern end of the Ballast siding is proposed with the installation of a 1 in 10, R250 Tangential Turnout. This turnout is rated for 40km/h and will meet the operational requirements for Up and Down trains.

Figure 1 - Site Location

2.0 OBJECTIVES

The following objectives have been identified for the terminal:

- Allow access to the terminal for Northbound and Southbound traffic;
- Ability to provide standing room for trains up to 1500m in length;
- Provide an attractive World Class Intermodal terminal for the handling of local and regional freight; and
- Improve opportunity in the area by providing an intermodal hub connected to the North Coast Rail Line.

3.0 PROPOSED SHUNTING MOVEMENTS

The facility and this operational overview plan will provide context and operational explanation to the proposed train movements for inbound and outbound trains in the up and down direction to the terminal. Due to the nature of the connection, access to and from the intermodal facility requires both the crossing loop and the ballast siding to be unoccupied.

3.1 UP Train (from Brisbane) Entry into the Facility

Analysis has been performed to ensure train movements in and out of the terminal are possible. Entry of Up from Brisbane trains has been detailed in the below schematic. Due to the configuration of the loop and available standing room, trains of up to 1500m can be accommodated in the loop clear of the mainline. No shunt movements are required on the ARTC network. The train passage is summarised in Figure 2.

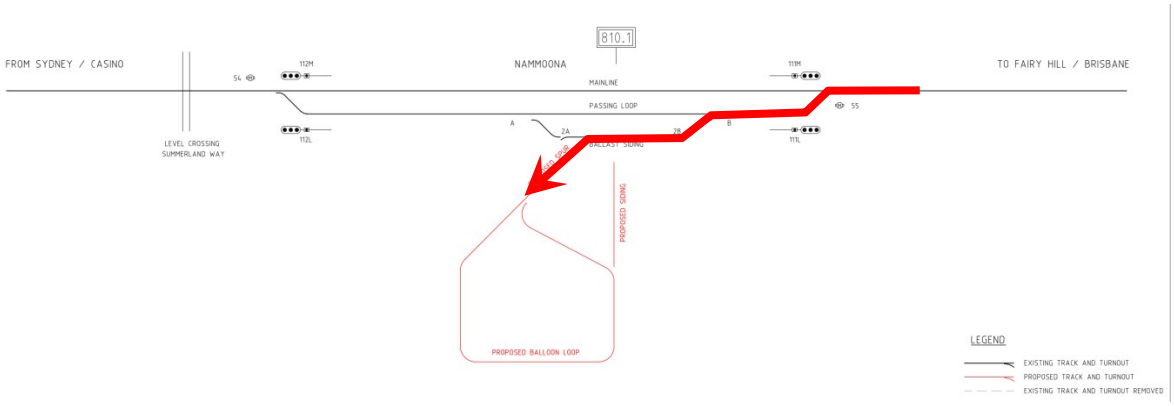

Figure 2 - Train entering the facility from Brisbane

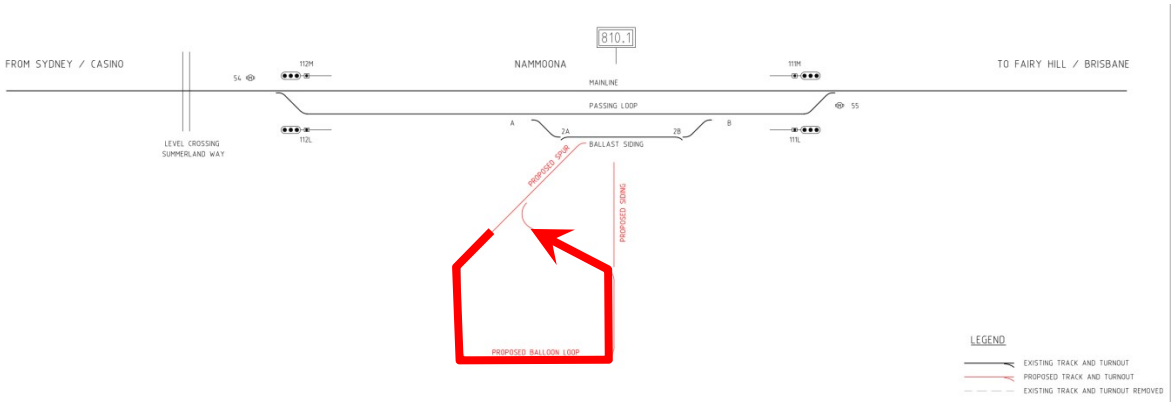

Figure 3 - Train contained in the facility

3.2 DN Train (to Brisbane) exit from the Facility

Trains exiting the terminal travelling to Brisbane in the Down direction depart the terminal, enter the ballast siding, Namoona Crossing Loop then onto the mainline towards Brisbane. No shunt movements are required on the ARTC network. The train passage is summarised in Figure 4.

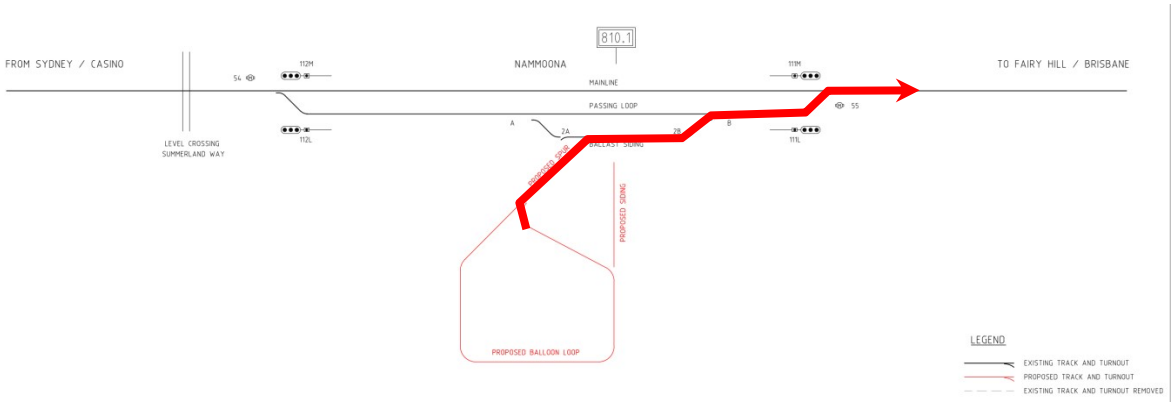

Figure 4 - Train exiting the facility towards Brisbane

3.3 DN Train (from Sydney) Entry into the Facility

Trains entering the terminal from Sydney are required to propel into the facility from the main line. Trains entering the terminal from Sydney are proposed to travel through the mainline past the 55 points, as shown in Figure 5. Once the train is clear of the 55 points, it is proposed to propel back into the siding, as shown in Figure 6 and Figure 7.

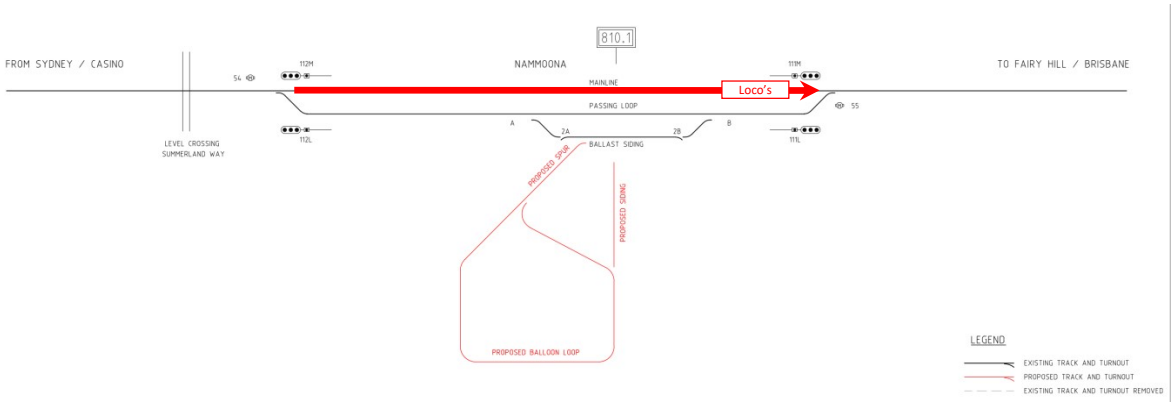

Figure 5 - DN Train into the Intermodal Hub, Movement 1

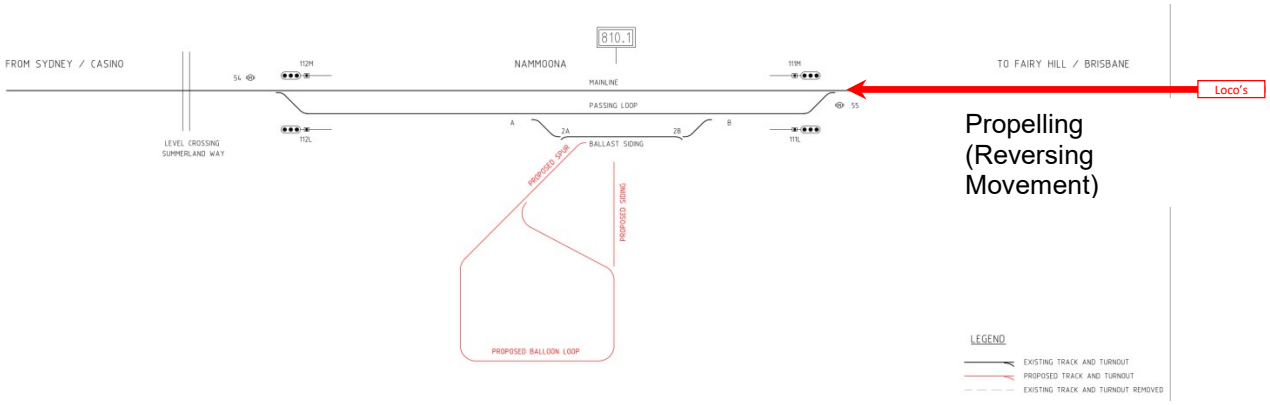

Figure 6 - DN Train into the Intermodal Hub, Movement 2

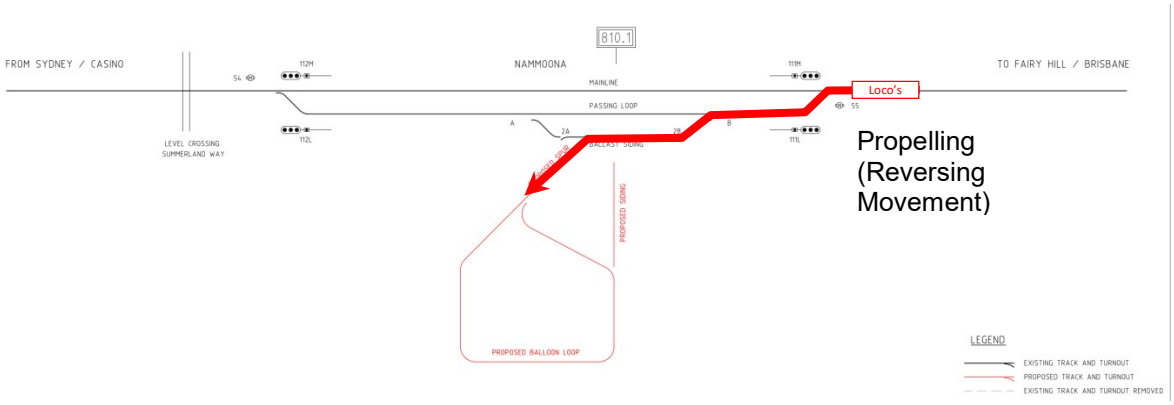

Figure 7 - DN Train into the Intermodal Hub, Movement 3

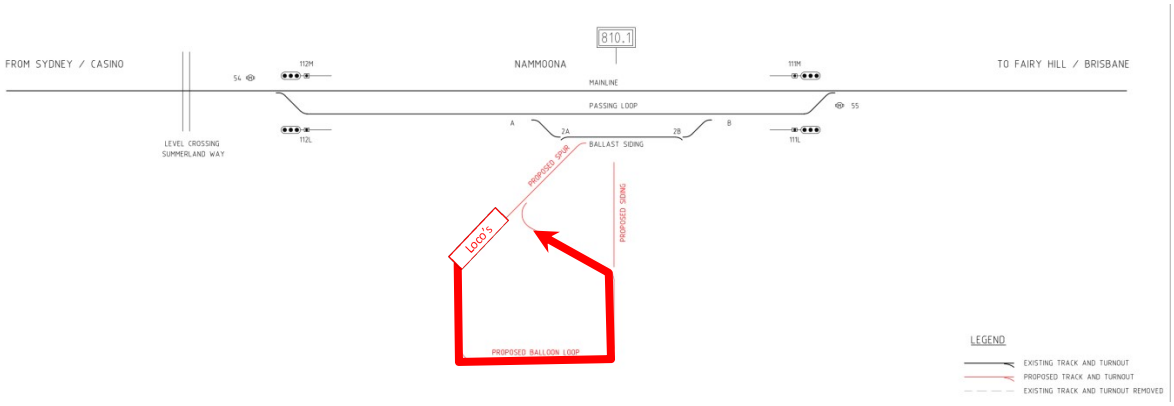

Figure 8 - DN Train into the Intermodal Hub into the Terminal

3.4 UP Train (to Sydney) Exiting the Facility

Trains exiting the terminal towards Sydney will Propel out of the terminal onto the mainline utilising the internal turnout to orientate the consist to allow for travel in the UP direction.

The required movements to depart the Terminal and head in the Up Direction, South towards Sydney are illustrated in Figure 9, Figure 10 and Figure 11.

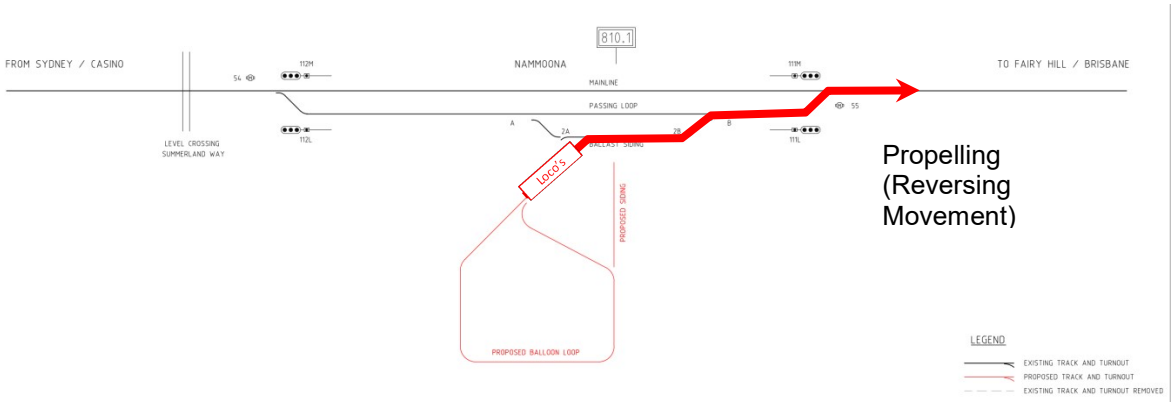

Figure 9 - UP Train leaving the Intermodal Hub, Movement 1

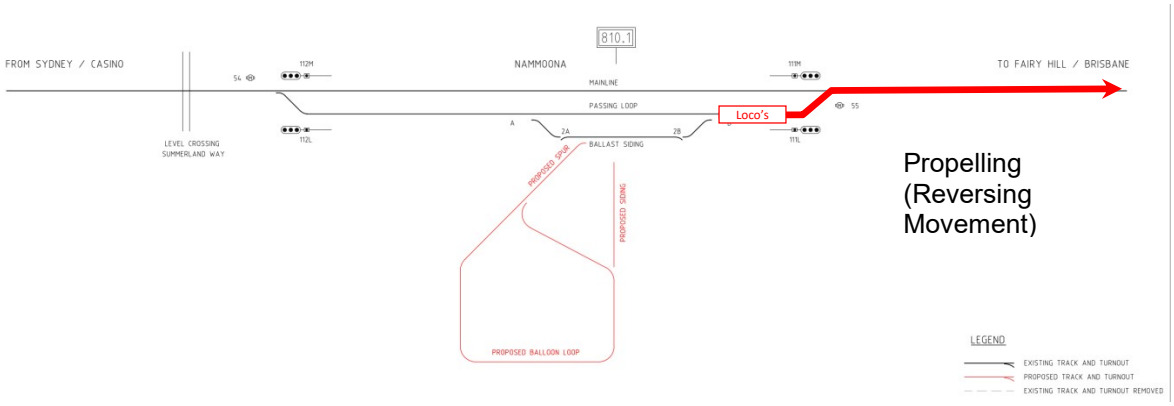

Figure 10 - UP Train leaving the Intermodal Hub, Movement 2

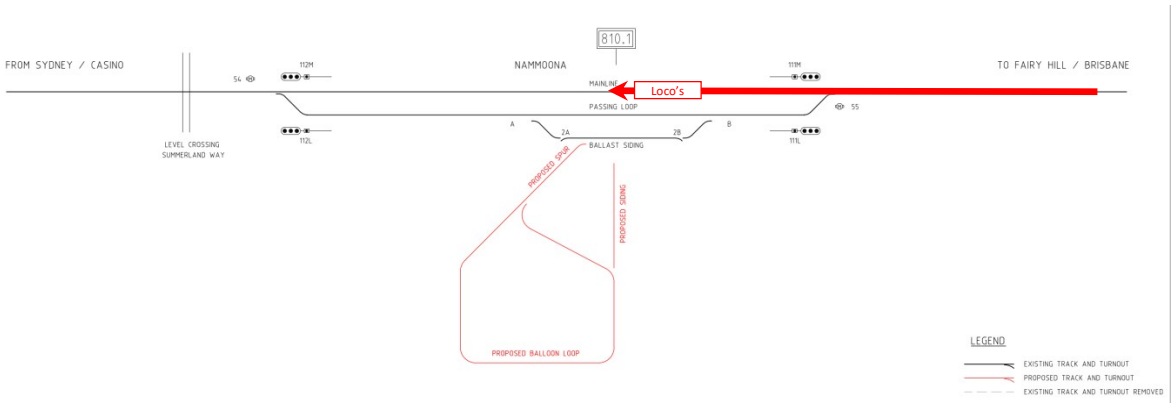

Figure 11 - UP Train leaving the Intermodal Hub, Movement 3

4.0 SUMMARY

Based on the proposed operational summary, it is considered the impact to the mainline operations is minimal due to the functionality and train management facility that is provided allows trains to enter and exit with minimal shunt movements. Access to and from the facility will require the loop and siding to be vacant. Considering the traffic profiles this is considered to be manageable with the intermodal operations.