



Aurizon Network System Rules

Capricornia Coal Chain

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Preamble

The System Rules for the Capricornia Coal Systems are a subsidiary document to the Access Undertaking. These System Rules provide accompanying detail to Schedule G of the Access Undertaking, describing the planning, scheduling and path allocation processes and control of the operation of Train Services in each of the Capricornia Coal Systems. They also give greater detail on how Aurizon Network will demonstrate capacity in the Capricornia Coal Systems.

The System Rules aim to provide transparency around the planning and scheduling decision making process, and provide a framework for Aurizon Network to show capacity available for operating Train Services. Their primary goal is to create certainty in respect to access entitlements for Access Holders, ensuring Aurizon Network's compliance with regulatory and contractual obligations. Their secondary goal is to provide a means of integrating and coordinating various operating parameters within contractual boundaries, accommodating various operating modes to maximise supply chain throughput.

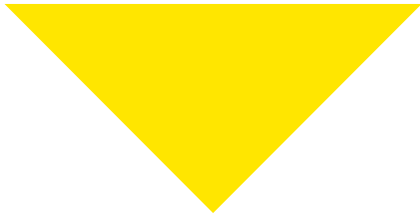
The System Rules have been developed through a process of consultation with Supply Chain Stakeholders and other industry bodies. Along with Schedule G of the Access Undertaking, the System Rules provide Access Seekers with confidence that Aurizon Network will treat all Access Holders in a fair and consistent manner.

These System Rules will be reviewed and updated in due course when Aurizon Network's draft access undertaking (UT4) currently lodged with the QCA has been approved by the QCA.

Considerations

The following points should be taken into consideration where relevant:

- All timeframes listed in this document are subject to change. Consultation will be undertaken with Access Holders prior to the implementation of any timeframe changes.
- Where there are public holidays that impede on any timeframes outlined in this document, Aurizon Network will discuss the required alteration to the timeframes with the Access Holders in advance.
- The sole purpose of TSE Consumption determination, as defined within this document, is to ensure equitable pathing distribution, within the Weekly Period, whereby a path has been requested by more than one Access Holder.



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1. Introduction

1.1 Context

These System Rules for the Capricornia Coal Systems have been prepared in accordance with the Access Undertaking. The purpose of System Rules is to provide a transparent planning and scheduling process which is clearly understood by all stakeholders, and provide a framework for Aurizon Network to demonstrate available capacity. System Rules provide flexibility within the scheduling environment, whilst ensuring sufficient certainty for Access Holders in respect to their Access Rights.

The System Rules provide consistency to the planning and scheduling environment of the Capricornia Coal Systems. They relate directly to the following environments and decision making processes:

- Master Train Planning Process
- Intermediate Train Planning Process
- Daily Train Planning Process
- Plan Implementation / Operation
- Performance Measurement

This document outlines the System Rules as they apply to the Capricornia Coal Systems. The following map (Figure 1) provides a representation of the core rail network of Capricornia Coal Systems.

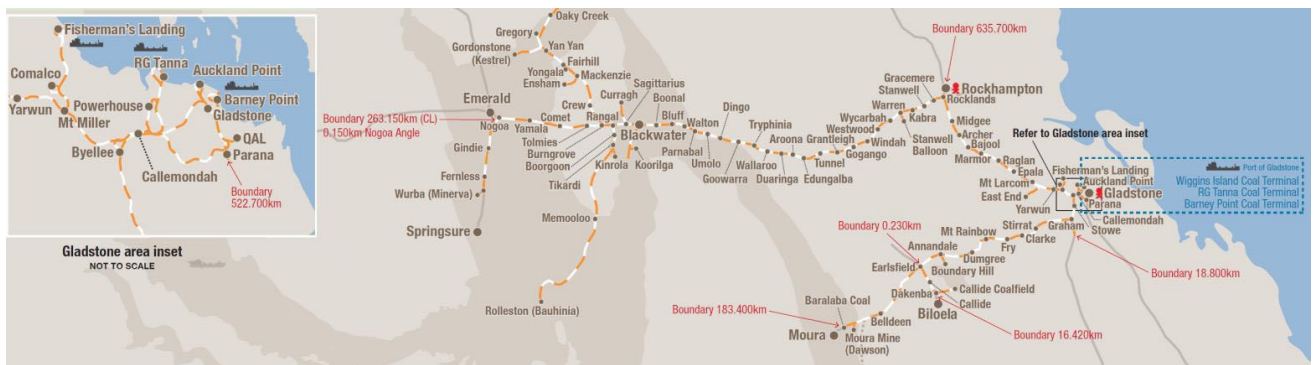


Figure 1: Capricornia Coal Systems

1.2 Governance Framework

These System Rules are created under and governed by the Access Undertaking. Aurizon Network is responsible for the development, maintenance and implementation of the System Rules. From their approval by the QCA, the System Rules apply to all Access Holders.

The Access Undertaking sets out the process by which Aurizon Network will create or modify System Rules. The following diagram (Figure 2) provides an overview of the process in Appendix 1, Schedule G of the Access Undertaking by which Aurizon Network may modify System Rules.

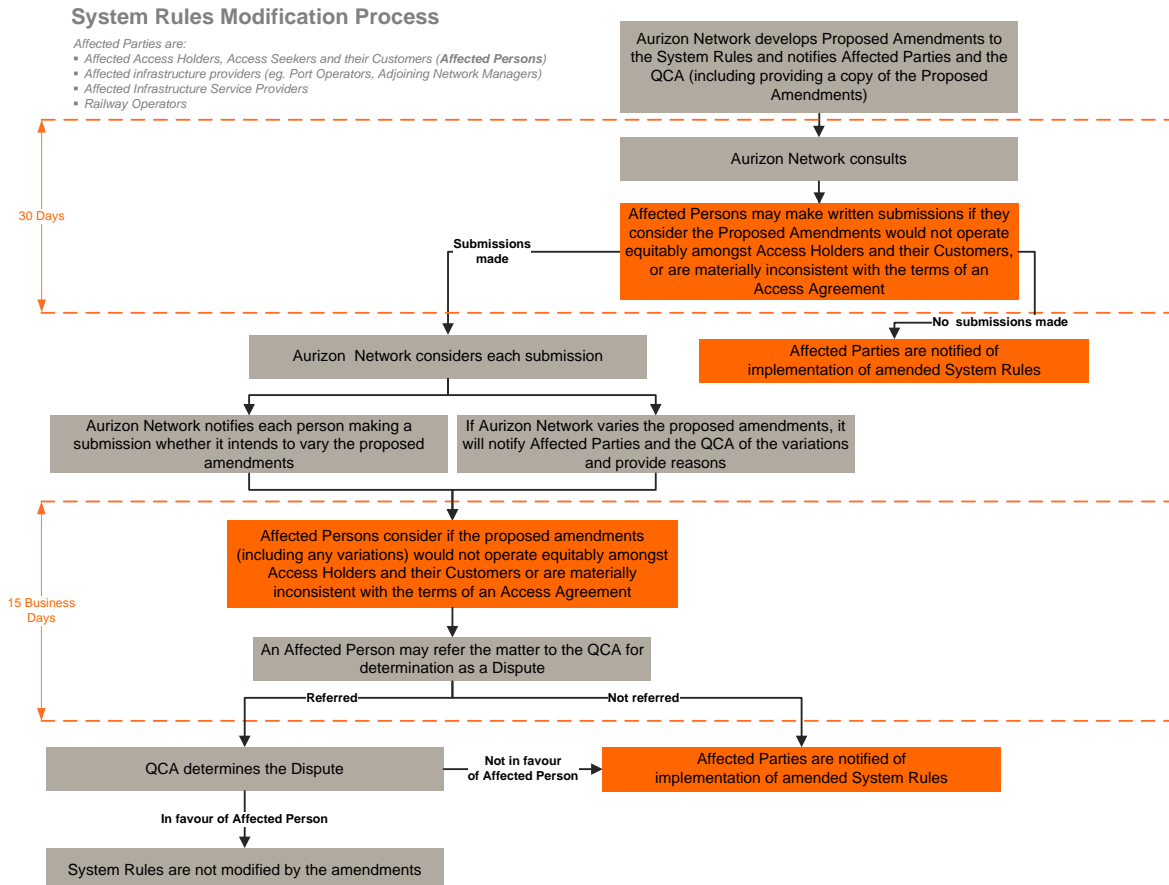


Figure 2: System Rules Modification Process

1.2.1 Review Schedule

These System Rules are intended to be a living document, continuously improving and aligning with supply chain requirements. These System Rules will be closely monitored over the first year of implementation to ensure suitability to the operations of the supply chain. Aurizon Network will perform a review of these System Rules after the first year, and following this, will perform subsequent annual reviews. Any Supply Chain Stakeholders may request additional reviews at any time where required and Aurizon Network will consider any such requests. All reviews of these System Rules conducted by Aurizon Network will include consultation with the relevant Supply Chain Stakeholders.

1.2.2 Application

The System Rules set out in this document apply in relation to the Capricornia Coal Systems. For clarity, where the destination for a Cross System Train Service is in the Capricornia Coal Systems, then that Cross

System Train Service will be subject to these System Rules. Cross System Train Services that do not have a destination in the Capricornia Coal Systems are not subject to these System Rules.

1.2.3 Transition

Following the approval of these System Rules for the Capricornia Coal Systems by the QCA, Aurizon Network will put in place a change management process and proposed timeframes for implementation. Supply Chain Stakeholders will be given a summary of their responsibilities under the System Rules via email. These System Rules will apply to all Train Services operating in the Capricornia Coal Systems.

The approved System Rules (as amended from time to time) for the Capricornia Coal Systems will be published at: www.aurizon.com.au

1.3 Key Interfaces

The following table outlines key interfaces for Aurizon Network.

Position Title	Responsibility
Manager Network Operations South	To manage the operational, planning and production environments for the Capricornia Coal Systems
Network Planning Manager South	To manage the long term planning horizons
Operations Planning Supervisor	To manage the operational planning horizons
Control Centre Manager	To manage network production including Aurizon Network's Train Control centres and yard management
Business Manager	To manage the Train Movements throughout the Individual Coal Systems

2. Defining System Paths

2.1 System Paths

The Access Undertaking defines a System Path as “a path that can be taken by a Train Service within an Individual Coal System from a specific origin to a Nominated Unloading Facility”.

Practically, a System Path includes a Mainline Path that is aligned with a Mine Loading Slot and Port Unloading Slot, plus Dwells. This alignment of rail and Port capacity facilitates the optimal use of supply chain resources and optimises supply chain throughput.

Mainline Paths

Mainline Paths in the Blackwater System are determined based on the run between Callemondah and Bluff, and have a dispatch interval of 30 minutes (i.e. 48/day; 336/week). Mainline Paths for the Moura System are based on the run between Callemondah and Dumgree, and have a dispatch interval of 90 minutes (i.e. 16/day; 112/week).

Aurizon Network will provide information on how it calculates dispatch intervals to Access Holders and Access Seekers requesting such information.

Port Unloading Slots

The unloading slots at a Port for a Train Service are a Dwell and will be agreed in the relevant Access Agreement. The Dwell for an unloading slot at a Port is inclusive of port unloading time and time taken for pre and post unload activities.

Port Unloading Slots are determined by each of the Port Operators, and are based on the sustainable capability of each Port. Refer to Appendix F for an example of Port Unloading Slots for the Port of Gladstone (RG Tanna Coal Terminal and Barney Point).

Aurizon Network schedules Train Services from Callemondah to align with these Port Unloading Slots. Travel to and from Callemondah to the Ports is also included as part of a System Path.

Mine Loading Slots

Arrival slots at a mine for a Train Service are based on the recharge capability of the loadout for the mine, and the number of Train Services that can be loaded per day. This information will be provided for in the mine capability statements, supplied by the Access Holders annually, or as updated.

Aurizon Network will schedule Train Services to align with these Mine Loading Slots from the Mainline Path to the relevant mine loadout. Travel from the Mainline Path to the mine loadout is included as part of the System Path.

Dwells

The Dwells for a Train Service are taken into account and included in the cycle time for that Train Service and consequently in the scheduling process. The Dwell may include provisioning activities and crew changes. Specific Dwells are identified in the Access Agreement, and Operating Plan, for the Train Service.

Reference Train Service

Aurizon Network’s assumptions for pathing arrangements rely on, among other things, the characteristics of the Reference Train Services as specified in Schedule F of the Access Undertaking in relation to the Blackwater System (for example, see clause 5.2, Part B, Schedule F of the Access Undertaking) and Moura System (for example, see clause 7.2, Part B, Schedule F of the Access Undertaking).

3. Master Train Planning Process

3.1 Overview

Aurizon Network seeks to coordinate the alignment of known Possessions and other confirmed maintenance and construction activities across the Capricornia Coal Systems for scheduling purposes. This process involves actively seeking input from Supply Chain Stakeholders to seek to ensure maintenance activities involving Rail Infrastructure, Ports and Mines are aligned as far as practicable to minimise disruption in the Capricornia Coal Systems.

The following process chart (Figure 3) provides an overview of key scheduling activities for the Capricornia Coal Systems:

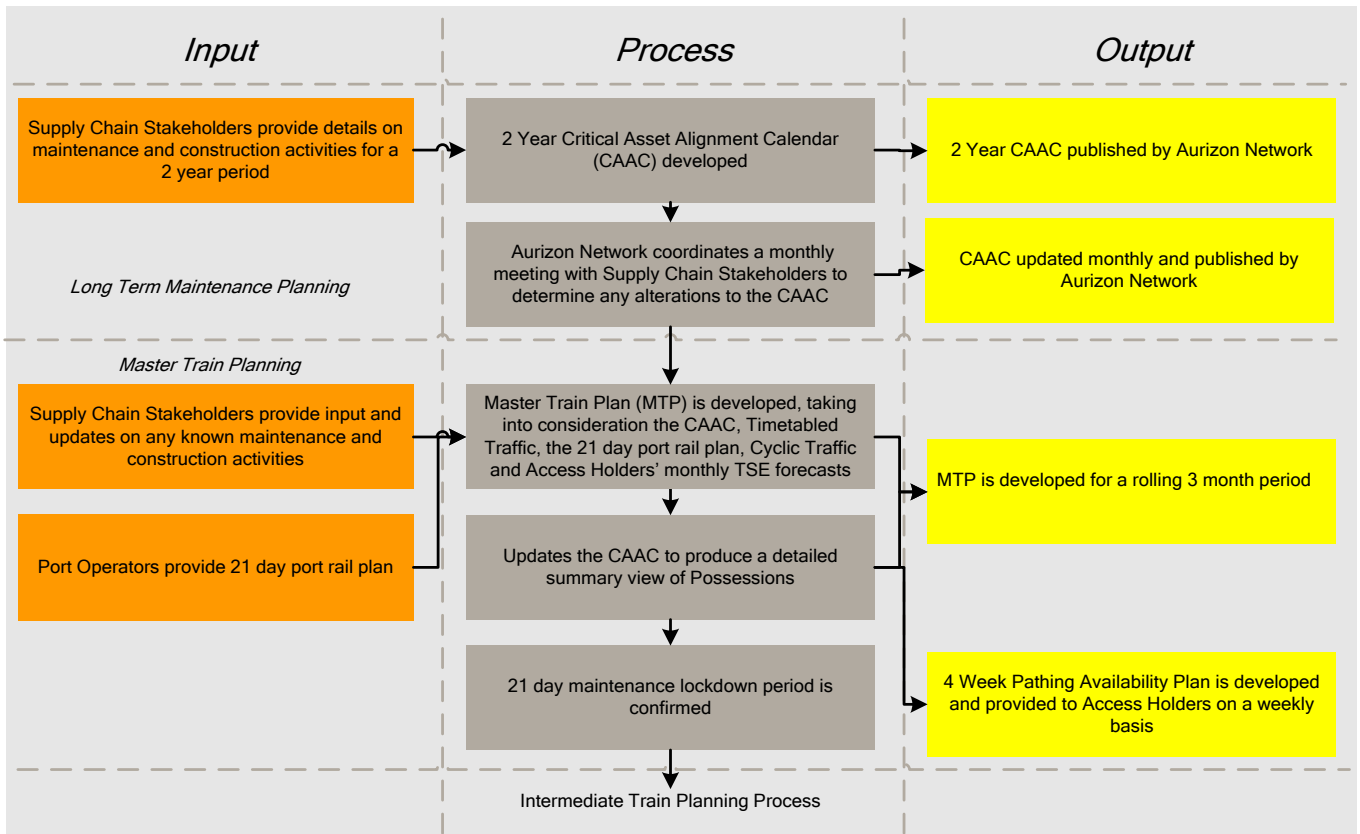


Figure 3: Key scheduling activities in the Capricornia Coal Systems

3.2 Asset Activity Planning

3.2.1 Critical Asset Alignment Calendar (CAAC)

The Critical Asset Alignment Calendar (CAAC) is a tool used to assist in long term (2 year) planning and alignment of known maintenance activities. It provides an overview of all known Possessions and sets the foundations for strategic alignment across the Capricornia Coal Systems.

Aurizon Network develops the CAAC based on the following inputs:

- known Possessions
- long term Port maintenance activities confirmed by the relevant Supply Chain Stakeholders
- long term mine maintenance activities confirmed by the relevant Supply Chain Stakeholders

Aurizon Network coordinates monthly meetings with Supply Chain Stakeholders, to ensure the information in the CAAC is kept up to date and is aligned, where practical, with known supply chain demand.

The CAAC will be updated on a monthly basis and will be made available on the Capricornia Coal Chain Portal. For access to the portal, please contact Aurizon Network via email to Access.Services@aurizon.com.au.

3.3 Master Train Plan (MTP)

Aurizon Network will develop a Master Train Plan (MTP)¹ in accordance with Schedule G of the Access Undertaking.

The MTP will:

- be produced in the form of a series of train diagrams, for Train Paths from origin to destination (that is, including both the Mainline Paths and Branchline Paths of the Capricornia Coal Systems) (see Appendix A);
- overlay Cyclic Traffic Train Paths for Access Holders' TSEs on the Train Paths not allocated to TSEs for Timetabled Traffic or Planned Possessions;
- demonstrate Aurizon Network's ability to deliver Access Holders' TSEs;
- show the spare capacity that may be available for operating services; and
- cover a one-month period.

Subject to Aurizon Network not being obliged to disclose any information which would result in Aurizon Network being in breach of obligations relating to confidentiality.

Aurizon Network will develop an MTP on a rolling one month period. In developing the MTP, Aurizon Network will take into consideration the following:

1.The CAAC

The CAAC details known Possessions. Aurizon Network develops a closure program to perform Possessions. Whilst Possessions are not confirmed until 21 days prior to their execution, Aurizon Network will develop the MTP on the basis of known Possessions as detailed in the CAAC.

2.Timetabled Traffic

There may be instances where a number of contracted freight and passenger Train Services have pre-allocated paths in the MTP. This traffic consists of Timetabled Traffic, typically comprised of through-running Trains operating over the Capricornia Coal Systems to and/or from adjoining Rail Infrastructure. Timetabled Traffics feature predetermined paths (for example, with contracted arrival and departure windows) and schedules that are automatically generated based on that contracted entitlement on a week to week basis. There is no requirement to provide a weekly Train Order for these traffics.

3.21 day port rail plan

Each Port Operator may develop a minimum 21 day port rail plan detailing their raiing requirements. This 21 day port rail plan may specify a level of priority for Train Services required to build or complete cargos. The Port Operator may provide a copy of this demand profile to Railway Operators and Aurizon Network on a weekly basis, to assist in the Train Ordering and scheduling process.

4.Cyclic Traffic

Coal Trains operating in the Capricornia Coal Systems are Cyclic Traffics. The monthly TSE for a Cyclic Traffic is set out in the relevant Access Agreement. For Cyclic Traffic there are no

¹ See Appendix A for an example of an MTP.

predetermined paths as with Timetabled Traffic and therefore, Cyclic Traffic features a degree of variation on a week by week basis depending on a variety of factors. Where possible, Aurizon Network will develop the MTP to provide each Access Holder's TSEs with allocated Train Paths based on Aurizon Network's TSE obligation (as calculated in section 3.4).

5. Access Holder monthly TSE forecast for Cyclic Traffic

Access Holders may submit a monthly TSE forecast for Cyclic Traffic to Aurizon Network via email, indicating how the Access Holder anticipates it will seek to use its TSEs over a month compared to its allocation in the MTP for that month. This may involve over and under raiing on a weekly basis to account for various factors – for example, operator resources constraints, mine production variation or ship berthing sequence, or other customer requests. The monthly TSE forecast will be used for informational purposes only. As outlined in section 4, Aurizon Network will develop an Intermediate Train Plan and the risk of varying from contractual entitlements shall sit with the Access Holder.

Aurizon Network will provide each Access Holder with a copy of the MTP on a monthly basis via email.

3.3.1 4 Week Pathing Availability Plan

Using the MTP as well as any requirements for additional known Possessions, a 4 Week Pathing Availability Plan will be produced for a rolling monthly period, and distributed to Access Holders on a weekly basis via email (at 14:00 hours each Monday).

The 4 Week Pathing Availability Plan will indicate the known Possessions for the next four Weekly Periods with only the Possessions for the first 3 of those Weekly Periods being "locked down" (referred to as the "21 day maintenance lock down period"). The Possessions for the last of the four Weekly Periods of a 4 Week Pathing Availability Plan are an indicative forecast only and subject to change until they are "locked down" in a future 4 Week Pathing Availability Plan (at 21 days prior to operation). Aurizon Network will make evident in the 4 Week Pathing Availability Plan any variations for Possessions that have occurred within the 21 day maintenance lock down. Any variations from the MTP for Possessions will be made in accordance with the Access Undertaking.

Aurizon Network seeks to coordinate Possessions with the Adjoining Network Manager to ensure minimal disruption for Train Services running from and to the adjoining rail network.

Specifically, the 4 Week Pathing Availability Plan will detail the:

- number of Mainline Paths
- number of potential available Branchline Paths each day, and the number of Branchline Paths not available due to Possessions each day.
- indicative System Paths
- details on locations, dates and times of known Possessions
- reasons for any changes to the 21 day maintenance lock down period
- maintenance multiplier figure to be applied in determining Aurizon Network's TSE Obligation (as calculated in section 3.4)

Access Holders can use the 4 Week Pathing Availability Plan to determine their Train Ordering requirements across the relevant month.

3.4 Determination of Aurizon Network's TSE obligation

Indicative Weekly TSE

Whilst Access Agreements for Cyclic Traffic refer to an annual TSE for the purpose of annual Take or Pay calculations, TSEs are a monthly entitlement, contracted on an origin – destination basis. Unless otherwise contracted, all TSEs for Cyclic Traffic are on an even railings basis. Any weekly TSEs set out in an Access Agreement are indicative only and used as a basis for an even distribution of entitlements and to assist in developing the MTP.

Prior to contracting Access Rights, Aurizon Network will assess Available Capacity, taking into account a level of system variability. Aurizon Network will provide details to Access Holder on any system variability allowances used to align Access Holders' TSEs with available system capacity, and demonstrate Aurizon Network is applying these allowances equitably across Access Holders.

Adjustments for Planned Maintenance

Where Planned Possessions are scheduled to occur in a month, Aurizon Network adjusts the paths that may be offered to each Access Holder across that month to seek to ensure each Access Holder has the ability to request and schedule its total monthly TSEs, despite the Planned Possessions in that month. Practically, for scheduling purposes, this means each Access Holder's entitlement to submit Train Orders for a Weekly Period will be adjusted upwards when no Planned Possessions are occurring to offset downwards adjustments when Planned Possessions are occurring.

Aurizon Network will apply the following steps where Planned Possessions in a month will result in the weekly TSEs for relevant Access Holders for that month not being provided on an even railings basis. For clarity, the below calculations (Steps 1 to 6) are undertaken for each Weekly Period (or partial Weekly Period) in the relevant month.

In doing so, Aurizon Network will inform the relevant Access Holder where the Maintenance Multiplier and Maintenance Reduction Factor have been applied in respect of Planned Possessions on the relevant Mainline Path or Branchline Path. For avoidance of doubt, Access Holders that are not affected by Planned Possessions in that month will not have a Maintenance Multiplier or Maintenance Reduction Factor applied to their weekly TSEs.

Step 1: Calculating a Maintenance Multiplier

A Maintenance Multiplier is calculated using the following formula:

$$\text{Maintenance Multiplier} = \text{Total Paths} / (\text{Total Paths} - \text{PP Paths})$$

where:

Total Paths is the total paths available for the relevant month as if there were no Planned Possessions.

PP Paths is the total paths not available for the relevant month due to Planned Possessions.

Step 2: Applying the Maintenance Multiplier

The Maintenance Multiplier is then applied in respect of each relevant Access Holder for the relevant Weekly Period (or partial Weekly Period), upwardly adjusting the paths that the Access Holder may request based on the days in the relevant Weekly Period (or partial Weekly Period) on which there are no Planned Possessions. This is applied using the following formula:

$$\text{Upwardly Adjusted Paths} = (\text{Monthly Paths} / \text{Days}) \times \text{MM} \times \text{PPFree Days}$$

where:

Monthly Paths is the paths the relevant Access Holder is entitled to order in accordance with the Access Holder's monthly TSE for the relevant month as contracted in their Access Agreement. An example of how these are calculated when contracting is as follows:

$$\text{Monthly Paths} = (\text{annual net tonnes} / \text{nominal payload}^2) / 360 \text{ Days} \times 30 \text{ Days} \times 2$$

(rounding up any fraction of a path ≥ 0.3 and rounding down where fraction < 0.3).

Days is the number of days in the relevant month.

MM is the Maintenance Multiplier for the relevant month.

² Annual net tonnes and nominal payload are based on the Access Application and subsequent negotiating the Access Agreement.

PPFree Days is the number of days in the relevant Weekly Period (or partial Weekly Period) on which no Planned Possessions are scheduled.

Step 3: Calculating the Maintenance Reduction Factor

For the days on which there are Planned Possessions scheduled during the relevant Weekly Period (or partial Weekly Period), a Maintenance Reduction Factor is calculated. This calculation provides for a fair downwards adjustment of the paths each Access Holder may request for the relevant Weekly Period (or partial Weekly Period). The Maintenance Reduction Factor for a relevant Weekly Period (or partial Weekly Period) is calculated using the following formula:

$$\text{Maintenance Reduction Factor} = \text{Actual Day Paths} / \text{Total Day Paths}$$

where:

Actual Day Paths is the Total Day Paths less the sum of the paths not available in the relevant Weekly Period (or partial Weekly Period) due to Planned Possessions.

Total Day Paths is the sum of the paths available on all days on which Planned Possessions are scheduled in the relevant Weekly Period (or partial Weekly Period) as if there were no Planned Possessions.

Step 4: Applying the Maintenance Reduction Factor

The Maintenance Reduction Factor for the relevant Weekly Period (or partial Weekly Period) is applied in respect of each Access Holder, downwardly adjusting the paths that the Access Holder may request based on the days in the relevant Weekly Period (or partial Weekly Period) on which there are Planned Possessions. This is applied using the following formula:

$$\text{Downwardly Adjusted Paths} = (\text{Monthly Paths} / \text{Days}) \times \text{MRF} \times \text{PPDays}$$

where:

Monthly Paths is the paths the relevant Access Holder is entitled to order in accordance with the Access Holder's monthly TSE for the relevant month.

Days is the number of days in the relevant month.

MRF is the Maintenance Reduction Factor for the relevant Weekly Period (or partial Weekly Period).

PPDays is the number of days in the relevant Weekly Period (or partial Weekly Period) on which Planned Possessions are scheduled.

Step 5: Calculating the Adjusted Weekly Entitlement

Subject to Step 6 below, each Access Holder's entitlement to order paths for a Weekly Period (or partial Weekly Period) in the relevant month is then calculated as follows:

$$\text{Adjusted Weekly Entitlement} = \text{UAP} + \text{DAP}$$

where:

UAP is the Upwardly Adjusted Paths for the relevant Weekly Period (or partial Weekly Period).

DAP is the Downwardly Adjusted Paths for the relevant Weekly Period (or partial Weekly Period),

provided that if the amount so calculated includes an amount that is a fraction of a path, the amount is rounded to a whole number by rounding any fraction of a path equal to or greater than 0.3 upwards and otherwise rounding downwards.

Step 6: Application of additional provisos

Despite the above calculations:

- the sum of each of the relevant Adjusted Weekly Entitlements for the relevant month for an Access Holder must not be more than that Access Holder's monthly TSE for that month;
- Aurizon Network will use reasonable endeavours to ensure that any Upwardly Adjusted Paths::
 - In relation to a destination or an origin, do not exceed the unloading or loading capability at the destination or origin, as applicable (based on the unloading or loading capability reasonably known to Aurizon Network); and
 - Aurizon Network will have regard for the Access Holder's above rail scheduling constraints, including (but not limited to) crewing and rollingstock availability reasonably known to Aurizon Network.
 - Otherwise do not exceed the extent to which the relevant Supply Chain Stakeholders can reasonably accommodate the change, as reasonably known to Aurizon Network; and

Aurizon Network will make whatever adjustments (if any) it considers are reasonably necessary to comply with the provisos in this Step 6.

The relevant Maintenance Multiplier and Maintenance Reduction Factors will be communicated to Access Holders for each month through the 4 Week Pathing Availability Plan.

4. Intermediate Train Planning Process

As specified in Schedule G of the Access Undertaking, an Intermediate Train Plan (ITP) is to be produced by Aurizon Network in consultation with Access Holders. The ITP is the process by which Access Holders submit Train Orders, and Aurizon Network allocates paths, with the final schedule (the Daily Train Plan) to be handed over to Aurizon Network’s Train Control centre to be implemented. Within the Capricornia Coal Systems, the ITP process occurs on a Weekly Period.

The following flow chart (Figure 4) provides an overview of the Intermediate Train Planning Process.

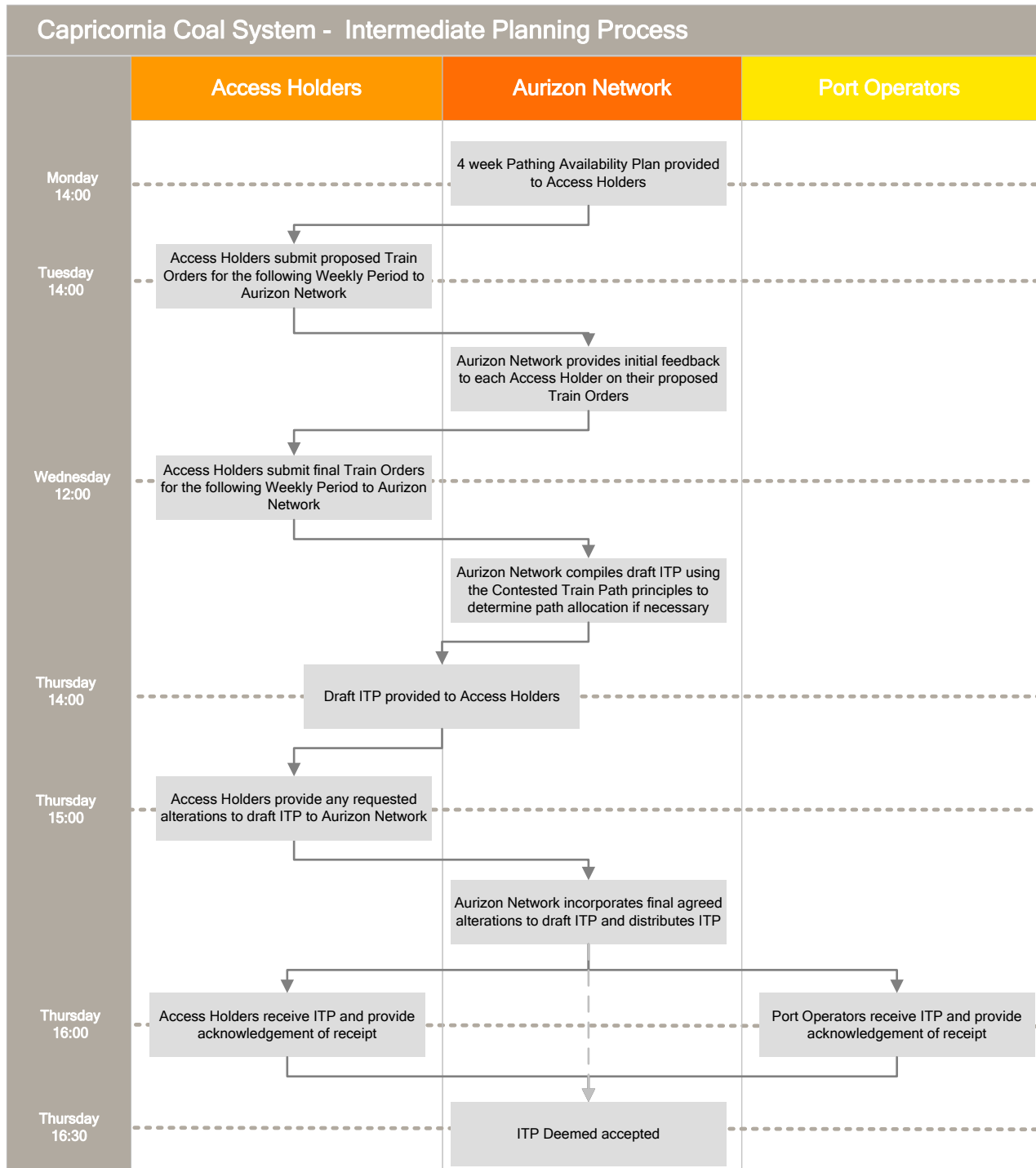


Figure 4: Intermediate Train Planning Process for the Capricornia Coal Systems

4.1 Train Orders

4.1.1 Ordering Process

It is the responsibility of the Access Holder to coordinate Train Orders with their Customers (if any). All Train Orders for a Weekly Period are to be consistent with the Access Holder's TSEs and Adjusted Weekly Entitlement for that Weekly Period. For clarity, additional Train Orders consistent with an Access Holder's TSEs but above the Access Holder's Adjusted Weekly Entitlement may also be submitted by the Access Holder to Aurizon Network, and these will be handled in accordance with the scheduling process detailed in section 4.2.

Access Holders are to submit a copy of their proposed Train Orders for the Weekly Period (in the form contained in Appendix B) to Aurizon Network via email to NetworkAccess.BLMoura@aurizon.com.au by 14:00 hours on the Tuesday prior to the Weekly Period of operation. Should an Access Holder request Stowage for a Train, a Stow Location Request Form (in the form contained in Appendix C) must be submitted with their proposed Train Orders for the relevant Weekly Period. Aurizon Network will review the proposed Train Orders and provide feedback to the relevant Access Holders via email.

Following Aurizon Network's feedback regarding their initial Train Order submission, Access Holders then complete their final Train Orders for the Weekly Period in the form contained in Appendix B and submit a copy to Aurizon Network via email to NetworkAccess.BLMoura@aurizon.com.au prior to 12:00 hours on the Wednesday prior to the Weekly Period of operation. The final Train Orders for the Weekly period must include the following details where applicable:

- Train numbers listed by origin – destination combination per day
- preferred departure times from depots
- number and type of Train consist and the time at which each will become available for schedule allocation
- any anticipated variations from operating parameters within the relevant Access Holder's Access Agreement (e.g. longer unloading times, loading times, Dwell times, sticky coal etc)
- any other Access Holder specified requests including planned Dwell locations and durations
- any nominated reallocation ('pooling') of entitlements (if applicable)³

For changes to Train Orders, or requests for additional Train Services after 12:00 hours on the Wednesday prior to the Weekly Period of operation, Aurizon Network will schedule these on a best endeavours basis only. This means that additional Train Services or changes will be scheduled around those Train Services that have already been ordered and allocated a path.

4.1.2 Order Classification

For allocation of System Paths in the ITP, Access Holders' requested Train Orders for Cyclic Traffic are assessed and divided into three categories:

- Contracted TSE Orders;
- Additional Requested Contracted Orders; and
- Ad Hoc Orders.

Aurizon Network will provide feedback to the Access Holders as to how their Train Orders have been classified.

Contracted TSE Orders

All Train Orders received for Cyclic Traffic up to the Adjusted Weekly Entitlement for the Weekly Period (as calculated in accordance with section 3.4) for the Access Holder will be treated as "Contracted TSE Orders".

³ Refer to Contracted TSE Orders below in section 4.1.2 and example Appendix B.

An Access Holder may choose to reallocate Contracted TSE Orders amongst multiple TSEs by ordering less than the Adjusted Weekly Entitlement for the Weekly Period for one (the original) Train Service (origin – destination TSE), and ordering more than the Adjusted Weekly Entitlement for the Weekly Period for another Train Service (origin – destination TSE), provided that the total combined Adjusted Weekly Entitlements are not exceeded, and Available Capacity exists to do so without adversely affecting Aurizon Network’s ability to meet any other Access Holder’s TSEs and Adjusted Weekly Entitlements for that Weekly Period.

Additional Requested Contracted Orders

Unless outlined above, any Train Orders for Cyclic Traffic in excess of the Adjusted Weekly Entitlement will be treated as “Additional Requested Contracted Orders”. This includes Train Orders by an Access Holder in excess of its Adjusted Weekly Entitlement for the Weekly Period for the purpose of catching up Train Services that the Access Holder was entitled to operate in accordance with an Adjusted Weekly Entitlement for a previous Weekly Period in the same Year and which did not operate due to Aurizon Network Cause.

Ad Hoc Orders

Train Orders for Ad Hoc Train Services will be treated as “Ad Hoc Orders”.

For clarity, Ad Hoc Orders can include any passenger, freight livestock, or coal Train Service for which an Access Agreement:

- exists but that Access Agreement does not have a specified TSE and therefore has no Adjusted Weekly Entitlement; and
- does not exist.

4.2 Intermediate Train Plan (ITP)

4.2.1 Scheduling Considerations – Supply Chain Objectives

Scheduling considerations have been devised to assist Aurizon Network in supporting the efficient operation of the supply chain when it develops the ITP. These considerations are as follows:

- As a principal objective, Aurizon Network will aim to ensure delivery of Access Holders’ contracted TSEs.
- Aurizon Network’s secondary objective will be to maximise system available pathing.

In achieving these objectives, Aurizon Network will aim to:

- Maximise system throughput taking into consideration TSEs.
- Minimise parcel build times, by using, where relevant, the 21 day port rail plan from each Port Operator as a basis for ITP development and allocating paths.

In developing the ITP, Timetabled Traffic will be scheduled before Cyclic Traffic. Notwithstanding the above objectives, Aurizon Network may prioritise Cyclic Traffic for which the unloading destination is a domestic power station over other Cyclic Traffic if required to do so under any Law or lawfully directed or required to do so by an Authority.

4.2.2 Allocating TSEs to Paths – Contested Train Path Principles

In developing the ITP, in the first instance, Aurizon Network will assess whether all Train Orders can be allocated paths. This includes the allocation of paths to an Access Holder who has requested additional Train Orders to catch up on TSEs not provided in a previous planning period in the same Year due to Aurizon Network Cause., Aurizon Network will use its best endeavours to allocate paths in accordance with each Access Holder’s Train Orders. This means that additional Train Services to catch up on TSEs will be scheduled around those Train Services ordered in accordance with TSEs and allocated paths.

Where this is not possible, Aurizon Network will allocate the available paths by applying the Contested Train Path Decision-making Process in Appendix 2, Schedule G of the Access Undertaking (as also reflected in the Access Agreements).

For paragraph (c)(i) of Appendix 2, Schedule G of the Access Undertaking

For the purposes of applying that Contested Train Path Decision-making process in respect of paragraph (c)(i) of Appendix 2, Schedule G of the Access Undertaking (and equivalent provisions in Access Agreements), priority will be given to the Access Holder(s) for whom the Contested Train Path in the following order of precedence:

1. the Access Holder/s whose Train Order/s is/are Contracted TSE Orders
2. if no Access Holder has priority under paragraph 1, the Access Holder/s whose Train Order/s is/are Additional Requested Contracted Orders
3. if no Access Holder has priority under paragraphs 1 or 2, the Access Holder/s whose Train Order/s is/are Ad Hoc Orders

For paragraphs (c)(iii) and (iv) of Appendix 2, Schedule G of the Access Undertaking

For the purposes of applying that Contested Train Path Decision-making process in respect of paragraphs (c)(iii) and (iv) of Appendix 2, Schedule G of the Access Undertaking (and equivalent provisions in Access Agreements), Aurizon Network will apply those principles taking into account the contract year to date TSE Consumption for each of the relevant Access Holders. An example can be found below in Figure 5:

TSE Origin / Destination		Weekly Contact	Adj. TSE (YTD)	Actual TSE Operated	YTD Provided ⁴	YTD Azn Net. Cause	Contract Provided (Inc. Azn Net. Cause)	Contract YTD behind due to Azn. Net. Cause		FY Provided	FY TSE
Access Holder X	Mine A / Port A	2	2	0	2	0	2				48
	Mine B / Port A	24	46	64	64	19	45				1200
		26	48	64	66	19	47	-1	1.6%	128.1%	1248
Access Holder Y	Mine C / Port A	24	46	56	56	20	36				1200
	Mine D / Port A	8	16	12	16	6	10				408
		32	62	68	72	26	46	-20	32.3%	109.7%	1608
Access Holder Z	Mine E / Port A	2	2	0	2	0	2				48
	Mine F / Port A	8	16	12	16	0	16				108
		10	18	12	18	0	18	0	0.0%	100%	156

Figure 5: Contested Train Path principles – example of the application of paragraphs (c)(iii) and (iv) of Appendix 2, Schedule G of the Access Undertaking

For the purpose of paragraph (c) (iii) of Appendix 2, Schedule G of the Access Undertaking, Aurizon Network will carry forward the number of TSEs not provided in the relevant month due to Aurizon Network Cause, to subsequent months in the same Year. This is achieved by calculating the number of TSEs not provided due to Aurizon Network Cause on a ‘Year to date’ basis (less any TSEs which have been made up).

For paragraphs (d) of Appendix 2, Schedule G of the Access Undertaking

For the purposes of applying that Contested Train Path Decision-making process in respect of paragraph (d) of Appendix 2, Schedule G of the Access Undertaking (and equivalent provisions in Access

⁴ YTD Provided = Actual TSE Operated inclusive of TSEs consumed in accordance with the TSE Consumption Rules detailed in section 7.4.

Agreements), Aurizon Network will take into consideration various factors when allocating any Contested Train Paths unilaterally, including:

- requested operations of the Ports and domestic unloading requirements
- the impact on the ITP
- the ability of an Access Holder's Train Services to load and unload

If an Access Holder requests that Aurizon Network explain why it has not been allocated a Contested train Path, Aurizon Network will inform that Access Holder which step in the Contested Train Path Decision Making Process was applied to make the allocation and how it was applied. Aurizon Network is not obliged to disclose any information which would result in Aurizon Network being in breach of obligations relating to confidentiality.

4.2.3 Cross System Traffic

Aurizon Network's Capricornia planning team will consult with its Northern Bowen Basin planning team when scheduling Cross System Train Services that relate to an Individual Coal System outside the Capricornia Coal Systems. In the event that the ITP planning process identifies that there is congestion at a specific mine loadout as a result of a requested Cross System Train Service(s), with reference to requirements of the mine, the Contested Train Path Principles in section 4.2.2 will be used to determine path allocation.

4.2.4 Equal Treatment Once Scheduled

In developing the ITP, Aurizon Network will communicate to Access Holders whether it considers Train Orders to be Contracted TSE Orders, Additional Requested Contracted Orders or Ad Hoc Orders. This will be communicated in the draft ITP.

Once a Train Service has been scheduled to a Train Path in the ITP, it is treated on equal terms with other schedule Train Services for scheduling purposes. For clarity, this does not affect any day of operation rights or requirements such as the application of Traffic Management Decision Making Matrix in Appendix 3, Schedule G of the Access Undertaking.

4.2.5 Draft Development and Review

The ITP will be developed in accordance with appropriate Safety Standards and Safeworking Procedures. The ITP will be communicated to Access Holders via email for review and comment by 14:00 hours on the Thursday prior to the Weekly Period of operation. Access Holders are to provide Aurizon Network with comments on the ITP via email to NetworkAccess.BLKMoura@aurizon.com.au. Any requested alterations are to be provided by Access Holders via email to Aurizon Network between 14:00 hours and 15:00 hours on the same Thursday. These requested alterations will be negotiated on a case by case basis, in accordance with the Schedule Alteration Rules detailed in section 7.2. All requested changes will be finalised prior to 16:00 hours on the same Thursday.

4.2.6 ITP Acknowledgement and Acceptance

The ITP is to be communicated to Access Holders and Port Operators via email by 16:00 hours on the Thursday prior to the Weekly Period of operation. Access Holders will receive a filtered format of the ITP, containing their respective planned Train Services only.

The ITP will specify:

- Train Service numbers for each origin – destination TSE
- indicative departure and arrival times for planned Train Services at depots, loading and unloading facilities
- planned Dwells
- indicative Port sequencing
- known Possessions

The Access Holder must provide written acknowledgment of receipt and acceptance of the ITP by 16:30 hours on the same Thursday to Aurizon Network via email to NetworkAccess.BLKMoura@aurizon.com.au. Once confirmation is received by Aurizon Network, the ITP forms the basis for the DTP. Where documented

acknowledgement of receipt and acceptance does not occur by 16:30 hours on that Thursday, the relevant Access Holder is deemed to have accepted the ITP, and Aurizon Network will schedule Train Services for that Access Holder in accordance with the ITP.

5. The Scheduling Process

Upon finalisation of the ITP, Aurizon Network will develop schedules for the Capricornia Coal Systems. The schedules are predominately based on the ITP, however, variations may occur on a daily basis. Access Holders may request to alter their Train Orders for the relevant Weekly Period from those Train Services which have been scheduled in the ITP. The schedule will take into account any requested Train Order alterations, in accordance with the Schedule Alteration Rules outlined in section 7.2.

The following diagram (Figure 6) provides an overview of the scheduling process:

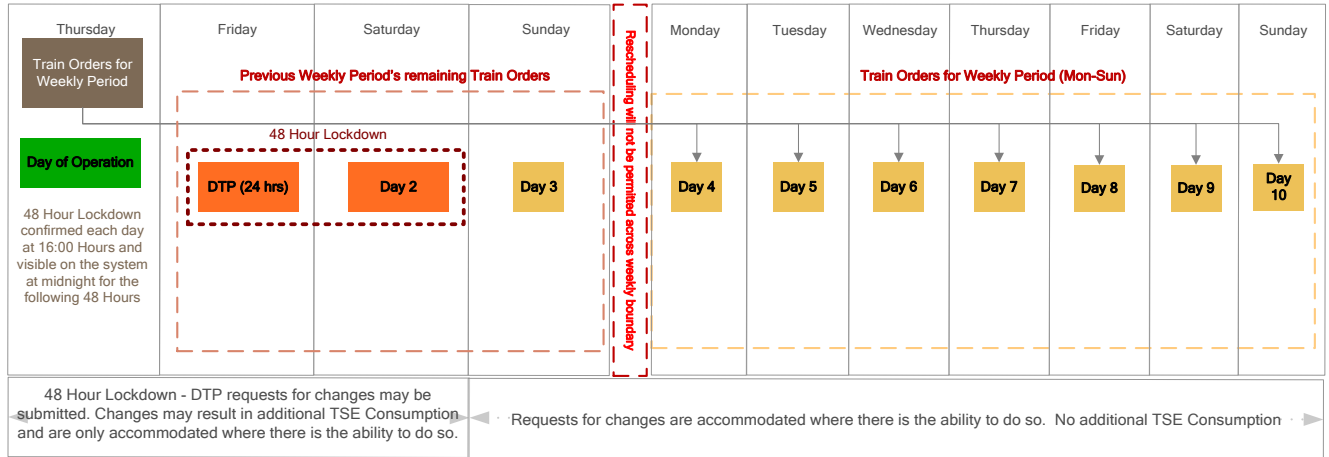


Figure 6: Scheduling Process for the Capricornia Coal Systems

5.1 48 Hour Lockdown

Aurizon Network will confirm and lock down the next 48 hours' worth of pathing daily at 16:00 hours⁵. This is referred to as the 48 Hour Lockdown. Confirmed pathing for the following 48 hours will then become visible on Aurizon Network's scheduling system (NOPP) each day at midnight. To request access to the NOPP, please email access.services@aurizon.com.au. These confirmed paths will include all Train Services that are due to depart their respective depots in the next 48 hour period (beginning at 00:00 hours on the next day).

The 48 Hour Lockdown sets the baseline for TSE Consumption. Should an Access Holder request alterations less than 48 hours prior to the day of operation, additional TSE Consumption may result. Refer to section 7.4 for TSE Consumption Rules.

⁵ Aurizon Network acknowledges the lock-down period is actually 56 hours, given the cut-off time is 16:00 hours and the 48 hour period starts from 00:00 on the next day.

6. Daily Planning Process

The ITP, together with agreed amendments, will form the basis for the Daily Train Plan (DTP). The DTP will specify:

- departure and arrival times for planned Train Services at depots, stations, loading facilities and unloading facilities
- planned Dwells
- mine loading schedule
- Port unloading schedule

The finalisation and handover of the DTP to Aurizon Network's Train Control centre will occur at 14:00 hours on the business day prior to the actual day of operation.

At the earliest opportunity after finalising the DTP Aurizon Network will provide Access Holders, and Port Operators with edited formats of the DTP, available on Aurizon Network's scheduling System (NOPP) as detailed below:

- Access Holders will receive a version containing their respective planned Train Services. The edited formats of the DTP for an Access Holder will contain passing and crossing times of other Access Holders' Train Services (but Aurizon Network will not disclose the identity of these other Access Holders).
- Port Operators will receive a version of the DTP containing port arrival information only.

The DTP Development Flow Chart below (Figure 7) outlines the process:



Figure 7: Daily Train Plan Development Flow Chart

7. Schedule Alterations

A reference to “Schedule” in section 7 refers to the ITP or DTP, as applicable.

7.1 Types of Requests to Alter Train Services

Requests by Access Holders to alter their Train Orders from those Train Services which have been scheduled in the Schedule will be considered by Aurizon Network if submitted via email to Network.Access.BLKMoura@aurizon.com.au. Any submitted requests to alter a Train Service will be assessed in accordance with the Schedule Alteration Rules in section 7.2.

The types of alterations that can be requested are as follows:

Additional Train Services – An Access Holder may request to add a Train Service to the Schedule.

Cancelled Train Services – An Access Holder may choose to cancel a Train Service. Aurizon Network will remove that Train Service from the Schedule upon request by the Access Holder. Cancelled paths return to the pool of paths available to all Access Holders. Access Holders can access this information on Aurizon Network’s scheduling system (NOPP).

Rescheduled Train Services – An Access Holder or Aurizon Network may request to reschedule the date or time of a scheduled Train Service to another date or time within the Weekly Period. Where a request to reschedule a Train Service cannot be accommodated or is not accepted by the Access Holder or Aurizon Network, the Access Holder must either cancel the Train Service, or keep the originally scheduled path. If the request to reschedule a Train Service can be accommodated, the Schedule will be amended and this Schedule will be the one against which the Train Service is measured as being an ‘on time’ Train Service.

Diverted Train Services – An Access Holder may request to divert a Train Service from its original origin – destination to a new origin or destination that it has an entitlement to operate to/from under their Access Agreement. Where a request to divert a Train Service cannot be accommodated, the Access Holder must either cancel the Train Service, or keep the original scheduled Train Service. In the instance when a requested change to the origin of a scheduled Train Service that is able to be accommodated utilises the same Mainline Path, the diversion will not be an additional TSE Consumption for the relevant Access Holder.

EU Access Holder variation to Operators – Where an EU Access Holder holds Access Rights under an EU Access Agreement, they are entitled to vary or withdraw their nominations of an Operator operating their Train Services in accordance with their EU Access Agreement. Accordingly, where an EU Access Holder notifies Aurizon Network that it wishes to change the Operator of a scheduled Train Service, Aurizon Network will assess whether the change can be accommodated within the Schedule (e.g. changes to Operating Plans may affect performance of the Schedule). In this paragraph, “Operator” has the meaning given under the relevant EU Access Agreement.

7.2 Schedule Alteration Rules

The Schedule Alteration Rules detailed below provide governance to how Aurizon Network considers each requested Train Order alteration submitted by Access Holders.

1. Access Holders must phone the appropriate Aurizon Network personnel (see Rule 2) to discuss any alterations prior to submitting request for a schedule alteration (**Change Request**). Aurizon Network will assess the contractual requirements of the proposed alteration, and provide initial verbal assessment of the capacity requirements for the proposed alteration.
2. Change Requests can be submitted to Aurizon Network at any time for consideration. Each Change Request must be submitted via email to Network.Access.BLKMoura@aurizon.com.au and will be

assessed in order of the time stamp noting receipt attached to each email. The Aurizon Network will assess alteration requests received for the DTP each day. For all other scheduling alterations, Aurizon Network will assess during business hours or within the agreed planning and scheduling timeframes.

3. Aurizon Network will determine the availability of a Port Unloading Slot as part of the process of reviewing a submitted Change Request.
4. For each submitted Change Request, Aurizon Network will alter the Schedule where the requested alteration:
 - a. does not result in any other Access Holder's scheduled Train Services not being met, or the only adversely affected Train Services are for the same Access Holder and that Access Holder consents to those Train Services being adversely affected;
 - b. can be accommodated within the current Schedule; and
 - c. does not impact on Aurizon Network's ability to provide TSEs in accordance with Aurizon Network's obligations under existing Access Agreements.
5. In the event that a requested alteration by an Access Holder conflicts with a Planned Possession, the request will not be met and, where possible, Aurizon Network may offer an alternative path if available.
6. In the event of an Emergency Possession by Aurizon Network, Aurizon Network will notify affected Access Holders. Where possible, Aurizon Network may endeavour to offer an alternate path to reschedule affected Train Services. Where this is not possible, the Access Holder will be required to cancel the affected Train Service.
7. In the event of a relevant Port Operator or operator of a loading facility requesting emergency alterations to the Schedule, they may notify Aurizon Network via email as per Rule 2 above. Where possible, Aurizon Network may endeavour to offer an alternative path to reschedule affected Train Services. Where this is not possible, the Access Holder will be required to cancel the affected Train Service.
8. Aurizon Network will keep records of all decisions made in regard to submitted Change Requests.

7.3 Schedule Alterations for Possessions

There may be situations where Aurizon Network requires an alteration to the DTP due to Possessions, including for:

- the modification of an existing Planned Possession;
- the creation of an Urgent Possession; or
- any other Operational Constraint affecting the DTP.

Where any of the above alterations result in any Access Holder's Train Services not being met, the change will only be made following consultation with, and the agreement of, those affected Access Holders. Where any of the above alterations affect a Planned Possession, Infrastructure Service Providers will also be consulted.

Where Aurizon Network requires an alteration to the DTP to accommodate an Emergency Possession, Aurizon Network will follow the procedure set out in Rule 6 of the Schedule Alteration Rules in section 7.2.

Any consultation with Access Holders required as a result of DTP alterations due to Possessions will occur at the 4 hourly phone hook-up meeting held between Access Holders, Port Operators and Aurizon Network. Aurizon Network will provide advice as to how Possessions are progressing against the DTP, and an indicative time of when the network will become available.

Aurizon Network will provide information to Access Holders as soon as it is available on any expected delay to the scheduled end of a Possession. Aurizon Network will cooperate with Access Holders' efforts to mitigate

the associated disruptions, subject to the Access Undertaking, any relevant Access Agreement any applicable Law and this document.

7.4 TSE Consumption Rules

Aurizon Network employs a 48 Hour Lockdown in progressing the ITP to the DTP. This means that within this time horizon of 48 hours, additional TSE Consumptions may apply for specific alterations to the Schedule. The intention of the following TSE Consumption Rules is to enable a disciplined Schedule to be realised. Any TSE Consumptions under the following TSE Consumption Rules will be taken into consideration in allocating paths for each Access Holder over the future planning periods only, and will not impact Take or Pay calculations.

The TSE Consumption Rules are as follows, and apply once the 48 Hour Lockdown has been confirmed at 16:00 hours each day:

1. Where a Train Service is scheduled and confirmed within the 48 Hour Lockdown, and operates to schedule, 1 TSE is consumed for each journey from the loading to unloading locations (and vice versa).
2. Where an additional Train Service has been scheduled after confirmation of the 48 Hour Lockdown, TSEs are consumed in accordance with Rule 1.
3. Where a request to reschedule a Train Service can be accommodated within the Weekly Period but outside the 48 Hour Lockdown, TSEs are consumed in accordance with Rule 1.
4. Where a request to reschedule a Train Service is received for a Train Service within the 48 Hour Lockdown, TSEs are consumed as if the service was cancelled, and an additional Train Service was scheduled.
5. Where a request to cancel a Train Service has been made (other than for Aurizon Network Cause), TSEs are consumed in accordance with Rule 1 for the Train Services that would have ran but for the cancellation.
6. Where Aurizon Network requires an Access Holder to cancel a Train Service due to Aurizon Network Cause, no TSEs are consumed.
7. Where an Access Holder requests to divert a Train Service to a different origin or destination, and the diverted Train Services can utilise the originally scheduled Mainline Path, TSEs are consumed in accordance with Rule 1 for the diverted-to Train Service.
8. Where an Access Holder requests to divert a Train Service to a different origin or destination, and the diverted service will require a new Mainline Path, TSEs are consumed for the originally scheduled Train Service, and the diverted-to Train Service.
9. Where an Access Holder cancels its System Path within the 48 Hour Lockdown, but it finds another Access Holder who wishes to use the Mainline Path associated with that cancelled System Path, and that other Access Holder is allocated the Mainline Path by Aurizon Network in accordance with the Schedule Alteration Rules listed in section 7.2, and Schedule G of the Access Undertaking, no TSEs are recorded as consumed by the Access Holder that has cancelled its System Path. The following matrix (Figure 8) provides examples of the implementation of the above TSE Consumption Rules:

Alteration	Original Train Service	TSE Consumption	Altered Train Service	Additional TSE Consumption	Total TSE Consumption
Additional Train Service	Nil	Nil	Mine A Port A	2	2
Reschedule Train Service within Weekly Period	Mine A Port A	2	Mine A Port A	0	2
Reschedule Train Service within 48 Hour Lockdown	Mine A Port A	2	Mine A Port A	2	4
Cancel Train Service (Access	Mine A	2	Nil	0	2

Holder)	Port A				
Cancel Train Service (Aurizon Network)	Mine A Port A	2	Nil	-2	0
Diversion (able to use same Mainline Path)	Mine A Port A	2	Mine B Port A	0	2
Diversion (unable to use same Mainline Path)	Mine A Port A	2	Mine B Port A	2	4

Figure 8: TSE Consumption Matrix

8. Plan Implementation

8.1 Train Control Operations

All Train Control Services, including but not limited to Train running, crossings and Dwells, are managed by Aurizon Network's Train Control Centre. In providing these Train Control Services, Aurizon Network will comply with Appendix 3, Traffic Management Decision Making Matrix of Schedule G of the Access Undertaking to the extent applicable.

8.2 Departure Procedures

A Railway Operator is required to contact Aurizon Network's Train Control centre 15 minutes prior to the scheduled departure time for the Train Service to confirm that the Train will be ready to depart as scheduled, or to confer as to the consequences of any delay. The Railway Operator (specified under the relevant Access Agreement) is required to provide the Train Controller with the required information as specified in Part 2 of schedule 10 of their Access Agreements. As a minimum, this information includes:

- number of the Train
- Rollingstock Authority (e.g. authority to travel or train route authority)
- Train crew names and depot
- length of the Train in metres – including locomotives
- gross trailing load of the Train in tonnes
- any known defects (e.g. brakes cut out)

In the event that the Railway Operator has reason to believe its Train will not be ready to depart as scheduled, the Railway Operator may request an alternative departure time and the Railway Operator and Aurizon Network's Train Control Centre will consult in relation to an alternative departure time.

8.3 Performance Measurement

8.3.1 Train Service Entitlement Performance

For the purpose of contesting a Train Path⁶, performance will be measured by comparing an Access Holder's Contracted TSEs against its TSE Consumption (as determined in accordance with the TSE Consumption Rules in section 7.4).

Aurizon Network will provide each Access Holder with a TSE Consumption Report via email. Distributed on a weekly basis, the report will detail current TSE Consumption levels for the relevant Access Holder, and the Access Holder's TSE for the relevant month, and a comparison of ordered, scheduled and actual Train Services. An example report can be found in Appendix D.

8.3.2 Train Service Performance

Train Service performance on a particular day, including on-time running and delays, will be measured against the original DTP published for that day unless such changes have been agreed between Aurizon Network and the relevant Access Holder(s).

8.3.3 Delay Cause Identification

For a delay to a Train Service that has occurred in exception to the DTP, Aurizon Network will identify and consult with the relevant Supply Chain Stakeholders to determine the cause of the delay by conducting a root

⁶ See section 4.2.1 in relation to Contested Train Path principles.

cause analysis. Consultation will occur at the 4 hourly phone hook-up meeting between Access Holders, the Port Operators and Aurizon Network.

For a Train Service that is Cyclic Traffic, the review process will be limited to reviewing possible causal incidents that occurred within a 48 hour time period prior to the delay. For a Train Service that is Timetabled Traffic, this process will be limited to reviewing possible causal incidents that occurred on or after the commencement of that Train Service. A delay cause will be classified to one of the following:

- Aurizon Network
- Adjoining Network Manager
- Port
- Mine
- Operator A- Z
- Other

Where no decision can be reached collectively, Aurizon Network will determine the cause for the delay. Where a dispute arises with the determined cause, affected Access Holders can escalate the dispute through the dispute resolution mechanisms of their relevant Access Agreement.

8.3.4 Cancellation Cause Identification

For the cancellation of a Train Service from the DTP, Aurizon Network will identify and consult with relevant Supply Chain Stakeholders to determine the cause of the cancellation by conducting a root cause analysis. Consultation will occur at the 4 hourly phone hook-up meeting between Access Holders, Port Operators and Aurizon Network.

For a Train Service that is a Cyclic Traffic, the review process will be limited to reviewing possible causal incidents that occurred within a 48 hour time period prior to the cancellation. For a Train Service that is a Timetabled Traffic, this process will be limited to reviewing possible causal incidents that occurred on or after the commencement of the relevant Train Service. A cancellation cause will be classified to one of the following:

- Aurizon Network
- Adjoining Network Manager
- Port
- Mine
- Operator A- Z
- Other

Where no decision can be reached collectively, Aurizon Network will determine the cause for the cancellation. Where a dispute arises with the determined cause, affected Access Holders can escalate the dispute by submitting a “Contested Cancellation Request Form”. The determination will be accordance with the Cancellation Resolution Process in Appendix E.

9. Definitions and Interpretation

Unless otherwise specified:

- a term that is defined in the Access Undertaking has the same meaning in this document; and
- the interpretation provisions of the Access Undertaking⁷ apply to this document.

A reference to an Access Holder in this document:

- includes a reference to a Nominated Railway Operator; or
- where the Access Holder is an EU Access Holder, is a reference to the Access Holder's "Operator" (as that term is defined under the relevant EU Access Agreement),

(where applicable).

If this document is inconsistent with the Access Undertaking or an Access Agreement, then the Access Undertaking or Access Agreement (as applicable) prevails to the extent of that inconsistency.

Other definitions specific to this document include:

Access Undertaking	The access undertaking prepared by Aurizon Network and approved by the QCA pursuant to the Act in force and as amended, from time to time.
Adjoining Network Manager	A Railway Manager in relation to a railway (including proposed railway) connecting to any Individual Coal System.
Aurizon Network	Aurizon Network Pty Ltd ACN 132 181 116
Aurizon Network Cause	Has the same meaning as "QR Network Cause" under the Access Undertaking.
Blackwater System	The Rail Infrastructure comprising the rail corridor from the port of Gladstone (including domestic coal terminals in the vicinity of Gladstone) to Gregory, Minerva and Rolleston mines, and all branch lines directly connecting coal mine loading facilities to those corridors with the exception of the corridor to Oaky Creek (and beyond) and the corridor to Moura mine (and beyond).
Branchline Path	That part of the Train Path that is not the Mainline Path.
CAAC	The Critical Asset Alignment Calendar as described in section 3.2.1.
Capricornia Coal Systems	The Blackwater System and the Moura System.
Mainline Path	That part of any Train Path (in relation to a Capricornia Coal System) that is between: (a) Callemondah and Bluff (in the Blackwater System); or (b) Callemondah and Dumgree (in the Moura System), as applicable.

⁷ As at the date of this document, see clause 12.2 of the Access Undertaking.

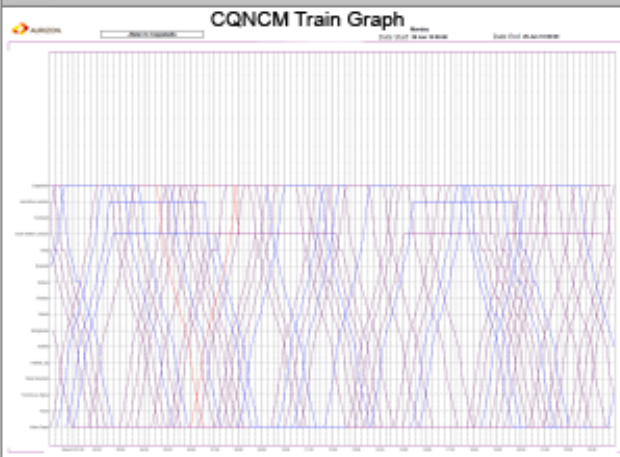
Moura System	The Rail Infrastructure comprising of the rail corridor from the port of Gladstone (including domestic coal terminals in the vicinity of Gladstone) to Moura mine and the loading facility for Baralaba mine in the vicinity of Moura mine , and all branch lines directly connecting coal mine loading facilities to that corridor but excluding the corridor to Blackwater (and beyond).
Port	Any port or unloading facility serviced by the Capricornia Coal Systems.
Port Operator	A person who operates a Port.
Possession	The temporary closure and/or occupation by Aurizon Network on part of the Rail Infrastructure (including closure of Track or isolation of any electrical overhead traction system) for the purposes of carrying out: <ul style="list-style-type: none"> a) Planned Possessions, Urgent Possessions or Emergency Possessions; b) Infrastructure Enhancements; c) maintenance work; or d) other work on or in the proximity of the Rail Infrastructure which may affect the safety of any person or property.
Supply Chain Stakeholders	Access Holders and Access Seekers (and their Customers, if any), Railway Operators, Port Operators, Adjoining Network Managers and Infrastructure Service Providers, relevant to any of the Capricornia Coal Systems.
TSE	Train Service Entitlement
TSE Consumption	For an Access Holder's Train Services scheduled in the 48 Hour Schedule, the Train Paths scheduled in the 48 Hour Schedule for those Train Services ⁸ plus any additional Train Paths (referred to as additional TSE Consumption) taken to be consumed as determined by applying the principles set out in section 7.4.
Weekly Period	A period commencing at 00:00 hours on a Monday and ending immediately prior to 00:00 hours on the next Monday.

⁸ A Train Service scheduled in the 48 Hour Schedule for an origin to destination will have two Train Paths scheduled – one of which will be a return Train Path originating at that destination and ending at that origin.

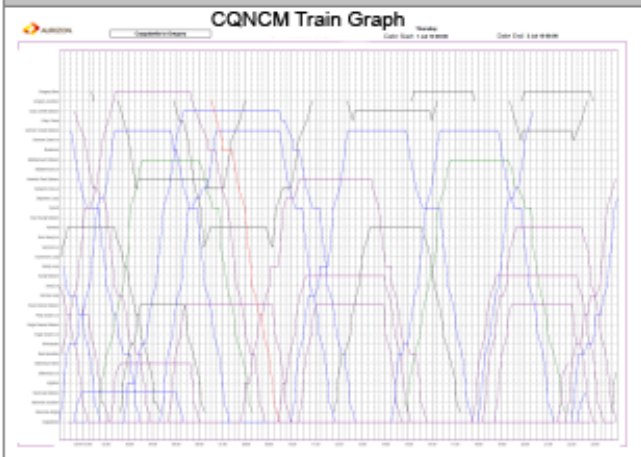
Appendices

Appendix A: Example MTP

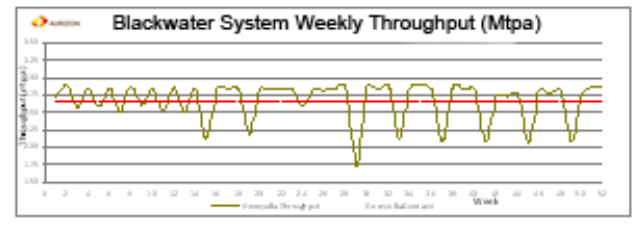
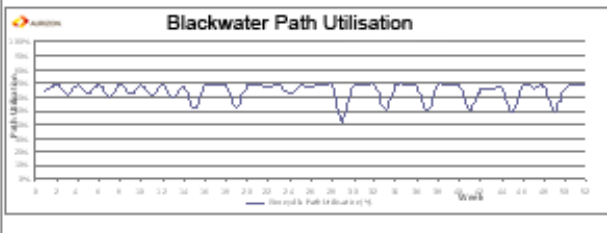
Planimate ML MTP Example



Planimate Branchline MTP Example



Planimate MTP Path Utilisation and Throughput assessment Example



Appendix B: Example Weekly Train Orders

Weekly Train Orders Template

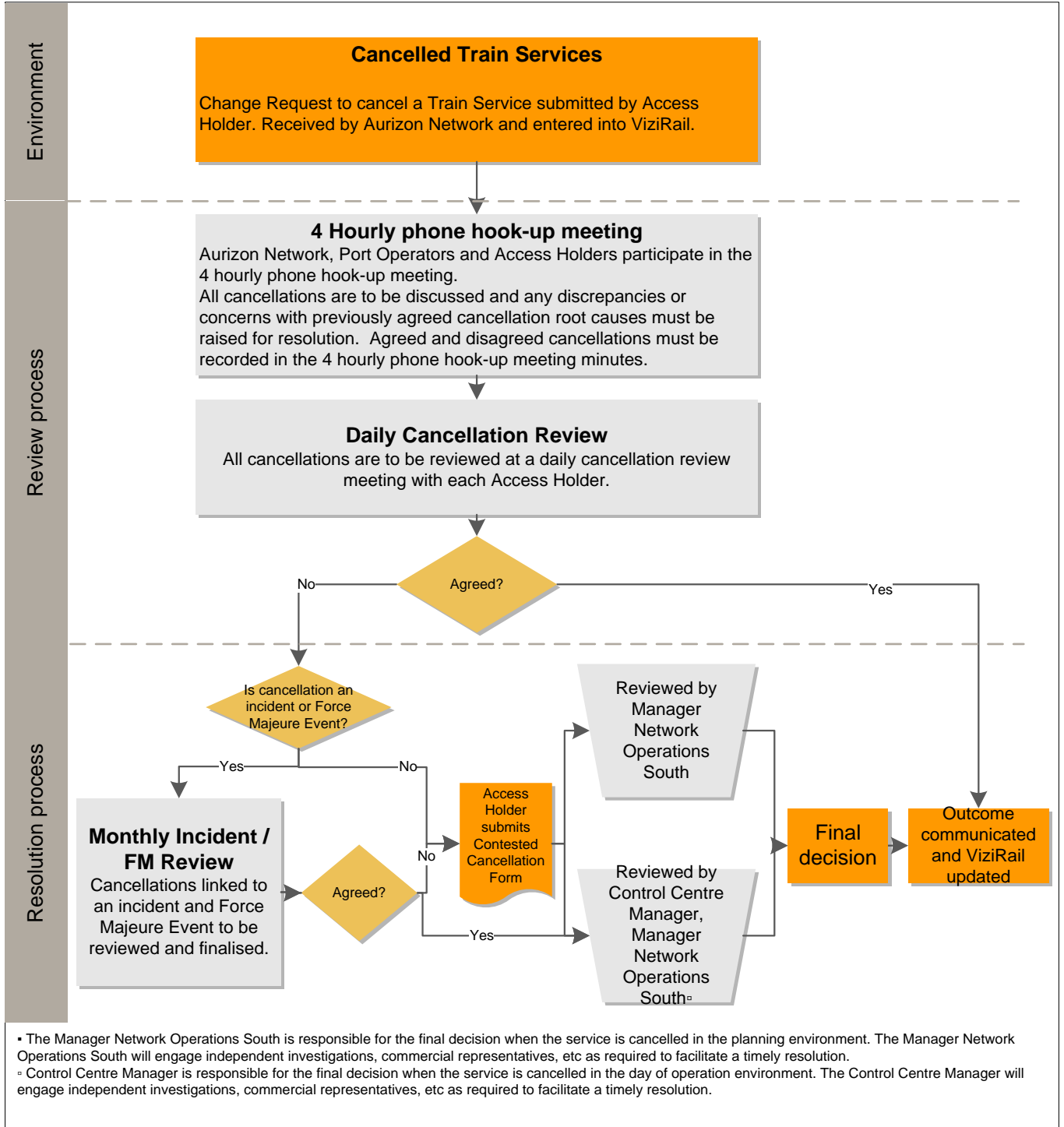
Access Holder _____

Date _____

Week Commencing _____

Train ID	Due Depart	Depot	Mine Arrive	Origin	Mine Depart	Destination	Port Arrive	Pit	Pooled allocation	Additional Requirements
X666	25/11/2012 01:40	CAH	25/11/2012 10:30	Ensham	25/11/2012 13:10	RGTCT	25/11/2012 22:10	1	No	Additional crew change at XX
Z563	26/11/2012 10:15	CAH	26/11/2012 22:05	Gregory	27/11/2012 01:55	RGTCT	27/11/2012 12:40	2	Yes. Using TSE allocation from TSE X	No

Appendix E: Cancellation Resolution Process



Appendix F: Example of Port Unloading Slots

RG Tanna Port Slots Timestamps - 1' 55" hrs Unload						
15 minutes between Train 1 complete unload and Train 2 commence unload.						
Primary Pit	Primary Route	Depart CAH - Pass CH22, CH26, CH16	Arrive GLD - Clear 207, 209, 281A/B Points	Commence Unload	Complete Unload/Depart GLD - Pass CH21	Arrive CAH - Clear 235, 271A/B Points
Pit 1	G	23:25	23:40	0:15	2:10	2:20
Pit 1	G	1:45	2:00	2:25	4:20	4:30
Pit 1	G	3:55	4:10	4:35	6:30	6:40
Pit 1	G	6:05	6:20	6:45	8:40	8:50
Pit 1	G	8:15	8:30	8:55	10:50	11:00
Pit 1	G	10:25	10:40	11:05	13:00	13:10
Pit 1	G	12:35	12:50	13:15	15:10	15:20
Pit 1	G	14:45	15:00	15:25	17:20	17:30
Pit 1	G	16:55	17:10	17:35	19:30	19:40
Pit 1	G	19:05	19:20	19:45	21:40	21:50
Pit 1	G	21:15	21:30	21:55	23:50	0:00
Pit 2	B	0:05	0:20	0:55	2:50	3:00
Pit 2	B	2:25	2:40	3:05	5:00	5:10
Pit 2	B	4:35	4:50	5:15	7:10	7:20
Pit 2	A	6:45	7:00	7:25	9:20	9:30
Pit 2	B	8:55	9:10	9:35	11:30	11:40
Pit 2	A	11:05	11:20	11:45	13:40	13:50
Pit 2	A	13:15	13:30	13:55	15:50	16:00
Pit 2	B	15:25	15:40	16:05	18:00	18:10
Pit 2	B	17:35	17:50	18:15	20:10	20:20
Pit 2	B	19:45	20:00	20:25	22:20	22:30
Pit 2	B	21:55	22:10	22:35	0:30	0:40
Pit 3	E	0:50	1:05	1:40	3:35	3:45
Pit 3	E	3:10	3:25	3:50	5:45	5:55
Pit 3	J	5:20	5:35	6:00	7:55	8:05
Pit 3	E	7:30	7:45	8:10	10:05	10:15
Pit 3	E	9:40	9:55	10:20	12:15	12:25
Pit 3	E	11:50	12:05	12:30	14:25	14:35
Pit 3	E	14:00	14:15	14:40	16:35	16:45
Pit 3	J	16:10	16:25	16:50	18:45	18:55
Pit 3	J	18:20	18:35	19:00	20:55	21:05
Pit 3	E	20:30	20:45	21:10	23:05	23:15
Pit 3	E	22:40	22:55	23:20	1:15	1:25
Primary Pit	Primary Route	Depart CAH - Pass CH22, CH26, CH16	Arrive GLD - Clear 207, 209, 281A/B Points	Commence Unload	Complete Unload/Depart GLD - Pass CH21	Arrive CAH - Clear 235, 271A/B Points

