

Schedule A

Preliminary, Additional and Capacity Information

1 Preliminary Information

The following preliminary information will be made available on the Website for Access Seekers:

- (a) **(Introduction)** The criteria for the use of data and the purpose of the preliminary information.
- (b) **(Civil Infrastructure)** A description of the railway and Track and any operational constraints, e.g. grades and curves.
- (c) **(Telecommunications)** A description of the communication system used ~~and, where applicable, requirements for changes to the communication system.~~
- (d) **(Electric Traction)** A general system description.
- (e) **(Interface Requirements)** Information on track gauge, axle loads, train speeds, Rollingstock gauge and noise limits.
- (f) **(Locality Information)** Terrain information and climatic conditions and resultant system disruptions.
- (g) **(Committed Corridor Upgrades)** Identification of any relevant committed corridor upgrades.
- (h) **(Maps and Drawings)** Corridor maps and Line Diagrams including plans specifying Track Segments and Mainline Paths.
- (i) **(Level Crossings)** The number of public and occupational level crossings and the type of protection used.
- (j) **(Train Operations)** Sectional running times (calculated based on the projected average sectional running times), maximum Train lengths incident recovery times, crew change locations and facilities forming part of the Rail Infrastructure⁹ and stowage infrastructure locations.
- (k) **(Systems)** A description of operational, safeworking and signalling systems.
- (l) **(Rollingstock Interface Standards)** A copy of the relevant Rollingstock Interface Standards.
- (m) **(Description of entitlements)** Information relating to the description of, and calculations in respect of, Train Service Entitlements and Capacity.

⁹ For example, safety matting next to Track to help people safely walk on the ballast.

- (n) **(Commercial Information)** The applicable Reference Tariffs and Standard Access Agreement and System Rules ~~(if any)~~ together with a sample IRMP listing Interface Risks and Environmental Risks that should, at a minimum, be addressed during an Interface Risk Assessment, along with suggested control measures that are industry standard or otherwise recommended by a relevant government authority.

However, the sample IRMP is not exhaustive of the matters that should be considered as part of an Interface Risk Assessment. An IRMP may set out additional or different matters depending on the circumstances as long as those additional matters are industry standard or otherwise recommended by a relevant government authority.

2 Additional Information

For the purpose of **clause 4.10.2(a)(ii)** of this Undertaking, Aurizon Network is required to provide the following information to an Access Seeker:

<p>Access to rail corridor</p>	<p>Where Aurizon Network does not have authority to authorise the Access Seeker to access land on which Rail Infrastructure on a route nominated by the Access Seeker is situated, the following information in relation to access to that land:</p> <p>(a) the name, address and contact details of the person that the Access Seeker needs approval from to access that land, where:</p> <p>(v) — this information is reasonably available to <u>Aurizon Network without breaching its confidentiality obligations under this Undertaking or an Access Agreement; and</u></p> <p>(vi) — Aurizon Network can disclose this information without breaching any confidentiality obligations;</p> <p>(b) advice as to the nature and extent of the rights, if any, that Aurizon Network holds in relation to the relevant land <u>without breaching its confidentiality obligations under this Undertaking or an Access Agreement</u> (to the extent that Aurizon Network can disclose this information without breaching any confidentiality obligations); and</p> <p>(c) a notice that may be provided to that person indicating that Aurizon Network has no objection to the Access Seeker negotiating for access to that land.</p> <p>[Anglo American note: we believe that Aurizon Network reasonably requires some level of</p>
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	protection here, although extending that to absolutely any confidentiality obligation is inappropriate]
Compliance information	Subject to the Access Seeker having entered into an applicable confidentiality agreement with Aurizon Network, The protocols, standards and procedures an Access Holder is required to comply with under the terms of the relevant Standard Access Agreement.
Other information	(a) Information required under section 101(2) of the Act, to the extent not already provided. (b) Other information that is reasonably required by the Access Seeker in accordance with Aurizon Network's obligation under section 101(1) of the Act, provided such information cannot reasonably be obtained from another source.

3 Capacity Information

- (a) This **clause 3** only applies in respect of information which can be provided by Aurizon Network without breaching either Aurizon Network's obligations under **Part 3** of this Undertaking or, an Access Agreement ~~or any relevant confidentiality agreement~~.
- (b) The following information will be provided to an Access Seeker by Aurizon Network on request by that Access Seeker:
- (i) in addition to the Preliminary Information, the Master Train Plan; and
 - (ii) in addition to the Additional Information, the Daily Train Plan (as assessed under **clause 3(c)3(b)**) for the relevant part of the Rail Infrastructure,
- subject to:
- (iii) the identity of other Access Holders not being detailed; and
 - (iv) the terms of other Access Holders' Train Service Entitlements not being detailed.

In addition, the Master Train Plan and the Daily Train Plan may not show all parts of the Rail Infrastructure, and as such may not show all Train Services that may impact on the Existing Capacity detailed. However, Aurizon Network will note those other parts of the Rail Infrastructure where interaction with other Train Services is most likely to impact on the Existing Capacity detailed, including the possible impacts from Cross System Train Services.

- (c) The relevant current Daily Train Plan will be assessed as, for an Access Application in respect of:
 - (i) a Timetabled Traffic, the current Daily Train Plan for the relevant day (or days) of the week; or
 - (ii) a Cyclic Traffic, the current Daily Train Plans for a week, unless ~~Aurizon Network reasonably believes that~~ provision of Daily Train Plans for a longer period of time is required in order that the Daily Train Plans show a use of Existing Capacity that is representative of current utilisation.
- (d) Aurizon Network will also provide access to Network Control Services diagrams, indicating actual running of Train Services against the relevant Daily Train Plan, for those days for which the Daily Train Plan has been provided under **clause ~~3(b)(ii)3(a)(ii)~~**.