



Aurizon Network System Rules

Northern Bowen Basin Coal Systems

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Preamble

The System Rules for the NBB Coal Systems are a subsidiary document to Aurizon Network's 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 NBB Coal Systems.

These System Rules aim to provide transparency around the planning and scheduling decision making process. 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 and the Supply Chain Operating Assumptions, so that operating modes such as cargo assembly operations can be accommodated with the purpose of maximising 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.

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 Undertaking¹ apply to this document.

A reference to an Access Holder in this document includes a reference to a Nominated Railway Operator (where applicable).

Other definitions specific to this document include:

48 Hour Schedule	The Intermediate Train Plan when it is finalised each day at midnight in accordance with section 6.3 of this document.
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
CAAC	The Critical Asset Alignment Calendar as described in section 4.2.1.
CACS	The Four Week Critical Asset Constraint Summary as described in section 4.2.2.
Goonyella Newlands Connection	The Rail Infrastructure between the North Goonyella mine junction and the Newlands mine junction.
Goonyella System	The Rail Infrastructure comprising the rail corridor from the ports at Hay Point and Dalrymple Bay to Hail Creek mine, Blair Athol mine, North Goonyella mine and the junction with the Gregory mine branch line and all branch lines directly connecting coal mine loading facilities to those corridors, with the exception of: <ul style="list-style-type: none">(a) the branch line to Gregory mine; and(b) the corridor beyond North Goonyella mine to Newlands mine (and beyond).
Goonyella to Abbot Point System	The Rail Infrastructure comprising: <ul style="list-style-type: none">(a) the Goonyella Newlands Connection; and(b) that part of any other Individual Coal System which is used by a Train Service that also uses or connects to any part of the Goonyella Newlands Connection, except where that Train Service originates or terminates south of Gregory.
Mainline Path	That part of any Train Path (in relation to an NBB Coal System) that is between: <ul style="list-style-type: none">(a) Coppabella and Jilalan (in the Goonyella System); or(b) Collinsville and Pring (in the Newlands System), as applicable.

¹ As at the date of this document, see clause 12.2 of the Access Undertaking.

NBB Coal Systems	The Northern Bowen Basin coal systems, including the Goonyella System, the Newlands System and the Goonyella to Abbot Point System.
Newlands System	The Rail Infrastructure comprising the rail corridor from the port of Abbot Point to Newlands mine, and all branch lines directly connecting coal mine loading facilities to that corridor, with the exception of the corridor between the Newlands mine and the North Goonyella mine (and beyond).
Port	Any port or unloading facility serviced by the NBB Coal Systems.
Port Operator	A person who operates a Port.
Possession	<p>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:</p> <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 NBB Coal Systems.
Train Movement	The operation of a Train on the Rail Infrastructure.
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 ² 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 10.1.1 below.
Weekly Period	A period commencing at 00:00 hours on a Monday and ending immediately prior to 00:00 hours on the next Monday.

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.

Nothing in this document constitutes a waiver by Aurizon Network of any rights, or any compliance with obligations or requirements, under the Access Undertaking or any Access Agreement.

² 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.

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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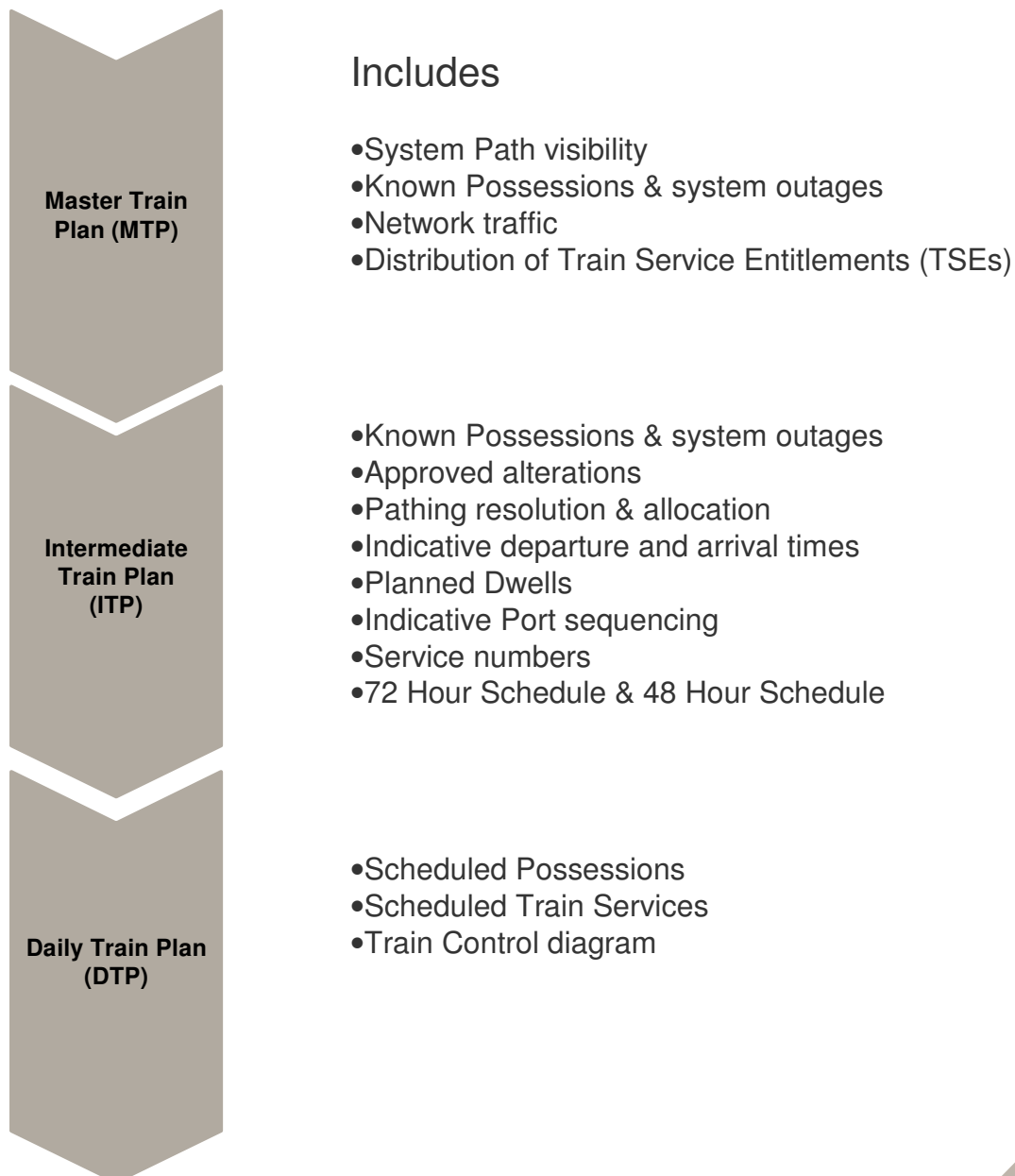
1 Introduction

1.1 Context

These System Rules for the NBB 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. System Rules provide flexibility within the scheduling environment, whilst ensuring sufficient certainty for Access Holders in respect to their Access Rights.

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

- (i) Master Train Planning Process
- (ii) Intermediate Train Planning Process
- (iii) Daily Train Planning Process
- (iv) Plan Implementation
- (v) Performance Measurement



This document outlines the System Rules as they apply to NBB Coal Systems. The following map provides a representation of the mainline of the NBB Coal Systems, and the surrounding rail networks.



Figure 1: NBB 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 provides an overview of the process in Appendix 1, Schedule G of the Access Undertaking by which Aurizon Network may modify System Rules.

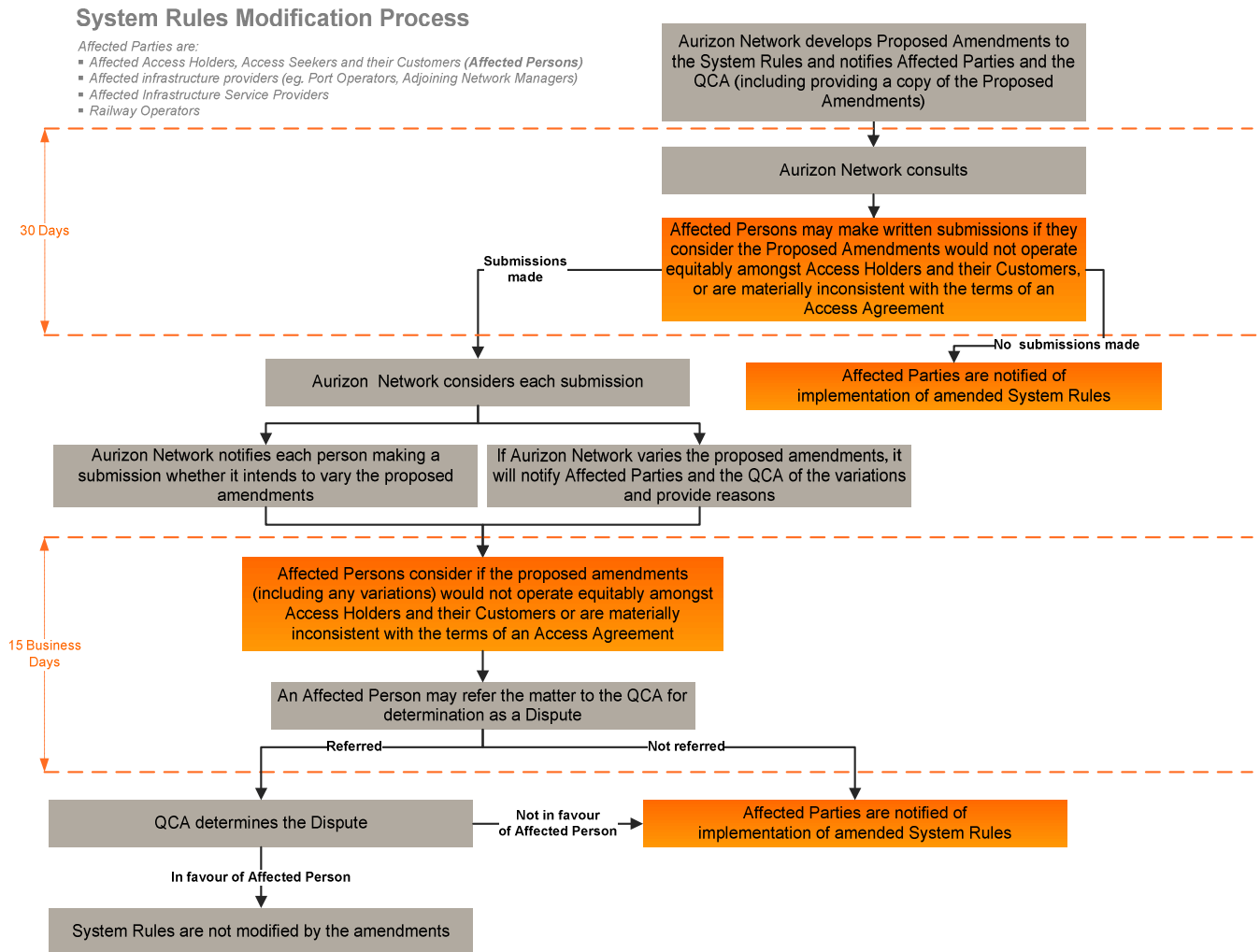


Figure 2: System Rules Modification Process

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 NBB Coal Systems. For clarity, where the destination for a Cross System Train Service is in a NBB Coal System (for example, a Nominated Unloading Facility for an NBB Coal System), then that Cross System Train Service will be subject to these System Rules. Cross System Train Services that do not have a destination in a NBB Coal System are not subject to these System Rules.

1.2.3 Transition

Following the approval of these System Rules for the NBB 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 NBB Coal Systems.

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

1.3 Associated Documents

The following documents have been identified as relevant to this document:

Document Title	Document Section	Relevance	Document Location
Access Undertaking (2010)	Schedule G, Part A – Scheduling Principles	Details scheduling principles by which Aurizon Network will schedule trains	Available at: www.aurizon.com.au
	Schedule G, Part B – Train Control Principles	Details Train Control principles by which Aurizon Network will abide	
	Schedule G, Appendix 1 – System Rules	Overview of the purpose of System Rules, and details the governance structure	
	Schedule G, Appendix 2 – Contested Train Path Decision-making Process	Provides decision making rules for Contested Train Paths	
	Schedule G, Appendix 3 – Traffic Management Decision Making Matrix	Provides decision making rules for traffic management	
Standard Access Agreements		Sets out the standard contractual arrangements by which the Access Holder contracts for Access Rights	QCA approved Standard Access Agreements are available at: www.aurizon.com.au

1.4 Key Interfaces

The following table outlines key interfaces for Aurizon Network.

Position Title	Responsibility
Manager Network Operations	To manage the operational, planning and production environments for the NBB Coal Systems
Network Planning Manager	To manage the long term planning horizons
Integrated Planning Manager	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 coal systems

2 Common concepts

The following is a list of common concepts that may arise in the context of planning, scheduling and implementing System Rules. These common concepts have been included here to facilitate a common understanding of these concepts and their usage.

System Path

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”*.

Mainline Constraints

On each of the branch lines in the NBB Coal Systems there are varying levels of surge capacity available based on the Existing Capacity and Committed Capacity of the branch line. However, the total number of Train Paths available on a branch line will typically be constrained by the Existing Capacity and Committed Capacity of the mainline

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 the time taken for pre and post unload activities.

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.

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.

3 Overview of the Planning Process

Figure 3 below provides a diagrammatical representation of the steps taken in planning process, and the progression from developing the MTP through to developing the DTP.

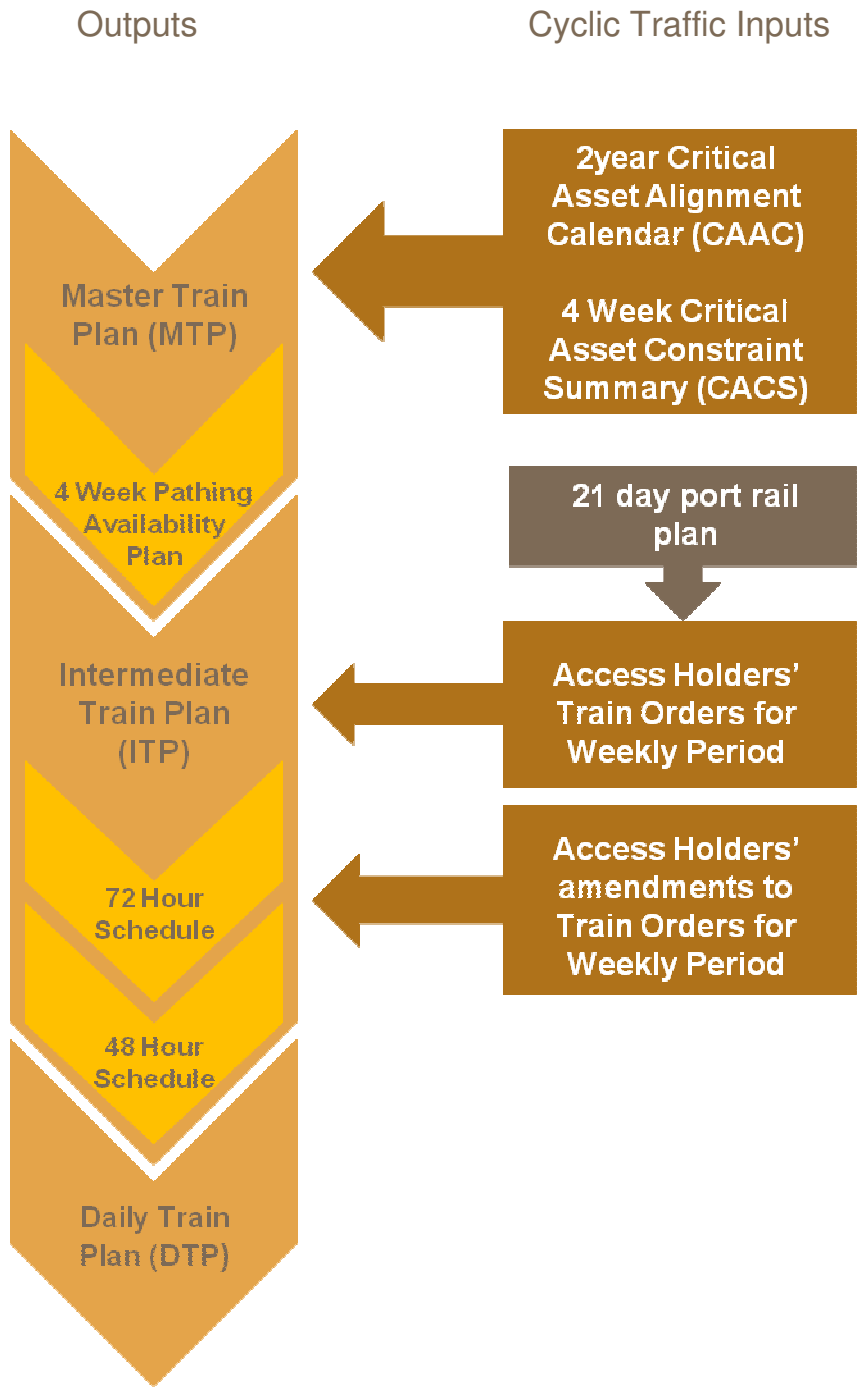


Figure 3: Planning process

4 Master Train Planning Process

4.1 Master Train Plan (MTP)

Aurizon Network will develop a Master Train Plan (MTP)³ in accordance with Schedule G of the Access Undertaking.

The MTP will be produced in the form of a series of train diagrams (see Appendix B). It will demonstrate Aurizon Network's ability to deliver Access Holders' TSEs.

In developing the MTP, Aurizon Network will take the following into consideration:

- Timetabled Traffic
- known Possessions
- applicable Cyclical Traffic

4.2 Asset Activity Planning

4.2.1 Critical Asset Alignment Calendar (CAAC)

The MTP is developed for a 2 year period, taking into account all known Possessions as documented in Aurizon Network's Critical Asset Alignment Calendar. 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.

4.2.2 Critical Asset Constraint Summary (CACS)

Aurizon Network collates more specific details on Possessions closer to the dates when they are to occur, and refines the MTP, producing Aurizon Network's Four Week Critical Asset Constraint Summary (CACS), which is distributed to Supply Chain Stakeholders on a weekly basis via email. Supply Chain Stakeholders should advise Aurizon Network of any revisions to their plans as they occur via email to NetworkAccess.Goonyella&Newlands@aurizon.com.au.

4.2.3 Four Week Pathing Availability Plan

Using the CACS as well as any requirements for additional Possessions, a Four Week Pathing Availability Plan will be produced and provided to Access Holders on a weekly basis via email. The Four Week Pathing Availability Plan will indicate the Possessions for the next four Weekly Periods with only the Possessions for the first 3 of those Weekly Periods being "locked down". The Possessions for the last of the four Weekly Periods of a Four Week Pathing Availability Plan are an indicative forecast only and subject to change until they are "locked down" in a future Four Week Pathing Availability Plan.

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.

³ Appendix B – Example of Master Train Plan

4.3 Master Train Planning Process Flow Chart

Figure 4 below is a diagrammatic representation of key aspects of the master train planning process, including the refinement of the MTP in the lead up to developing an ITP.

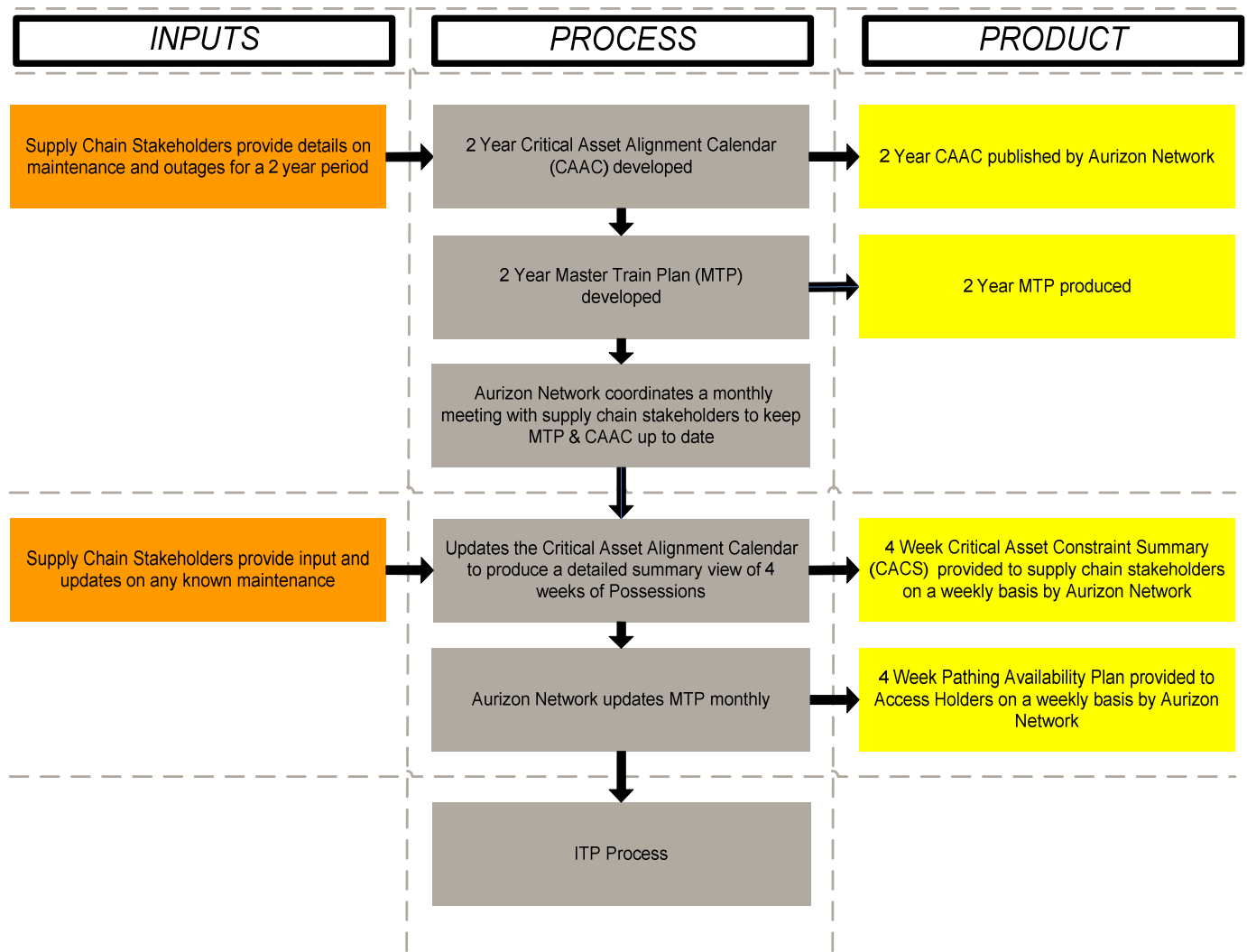


Figure 4: Aurizon Network Master Train Planning Process

4.4 Network Traffic

4.4.1 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 NBB 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.

4.4.2 Cyclic Traffic

Coal Trains operating in the NBB Coal Systems are Cyclic Traffics. The annual TSE for a Cyclic Traffic is set out in the relevant Access Agreement and that TSE is generally also expressed on a monthly and weekly basis. However, for Cyclic Traffic there are no 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. The TSE for Cyclic Traffic is also typically contracted on an even railings basis – that is, on the basis that Train Services are to be operated evenly throughout each yearly, monthly and weekly period (as applicable).

Access Holders may submit a monthly TSE forecast 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 railing 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 5*, Aurizon Network will develop an Intermediate Train Plan and the risk of varying from contractual entitlements shall sit with the Access Holder.

4.5 Port Shipping Demand Profile

In the NBB Coal Systems, demand is driven by both coal availability and the shipping stem managed by the Port Operators. The Port Operators have therefore implemented specific operating parameters to match demand for access to their Port with the infrastructure capabilities of their Port. Train Orders for an Access Holder may not always be consistent with the even utilisation of that Access Holder's TSEs. In order to maximise the supply chain throughput, a Port Operator may act as an agent for an Access Holder (or that Access Holder's Customer) to coordinate that Access Holder's Train Orders to align with shipping demand, coal availability and the capabilities of the relevant Port.

Each Port Operator is to develop a minimum 21 day port rail plan detailing their railing 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 provides 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. A visual representation of the planning process can be found in Figure 3.

4.6 Determination of Aurizon Network TSE obligation

Whilst Access Agreements for Cyclic Traffics refer to an annual TSE for the purpose of annual Take or Pay calculations, the TSEs are actually a monthly entitlement. Any weekly TSEs are indicative only and used as a basis for an even distribution of entitlements and to assist in developing the MTP.

The indicative weekly TSE is based on the following rounding assumptions;

Indicative weekly TSE = Annual net tonnage / 360 days/ nominal payload x 7 days x 2 (Rounded up)

5 Intermediate Train Plan (ITP)

5.1 Overview

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 Aurizon Network and the Supply Chain Stakeholders refine the MTP, with the final schedule (the Daily Train Plan) to be handed over to Aurizon Network's Train Control centre to be implemented.

5.2 Scheduling Hierarchy

In order of precedence, the scheduling hierarchy outlined below will be followed by Aurizon Network for the purpose of scheduling Train Services in the NBB Coal Systems:

1. All known Possessions for the following Weekly Period (as per the CACS)
2. Timetabled Traffic (other than Ad Hoc Train Services)
3. Cyclic Traffic (other than Ad Hoc Train Services)
4. Ad Hoc Train Services

5.3 Schedule Development

Taking into account the above scheduling hierarchy, this section 5.3 details the intermediate steps taken in developing the ITP.

5.3.1 4 Week Pathing Availability Plan

The first Weekly Period of the 4 Week Pathing Availability Plan will detail:

- Timetabled Traffic that has been allocated a Train Path in the MTP⁴;
- the TSEs allocated to each Access Holder and will show the remaining capacity available for scheduling Train Services in the ITP; and
- the 4 Week Pathing Availability Plan will detail the daily number of System Paths available for each of the NBB Coal Systems, based on known Possessions as detailed in the CACS.

Both the 4 Week Pathing Availability Plan and the CACS will be distributed to Access Holders via email 7 days prior to the Weekly Period of operation at 14:00 hours on the preceding Monday.

5.3.2 Train Orders

It is the responsibility of the Access Holder to coordinate Train Orders with their Customers (if any). All Train Orders are to be consistent with the Access Holder's TSEs. For clarity, additional Train Orders consistent with an Access Holder's TSEs but above the MTP TSE allocation for the Weekly Period may also be submitted by the Access Holder to Aurizon Network, and these will be handled in accordance with the scheduling process in section 5.3.3. Train Orders are to be submitted in accordance with the Port Operator's shipping demand, and should not be submitted in excess of pathing availability, the relevant loadout's capability or the relevant contracted time at mine.

Access Holders are to submit a copy of their proposed Train Orders for the Weekly Period (in the form contained in Appendix A) to Aurizon Network via email to NetworkAccess.Goonyella&Newlands@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 E) must be submitted with their 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.

⁴ Where Planned Possessions are scheduled in conflict with Timetabled Traffic, these services may be offered an alternative Train Path. Where possible, through running Train Services will be offered Train Paths with minimal delays enroute. The Adjoining Network Manager will be consulted for any proposed changes to the MTP.

In the NBB Coal Systems, the ITP is developed for the Weekly Period. An example of an ITP is provided below.

Aurizon Coal Planned Orders
W/C: 27 August

Mine	Port	Operator	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Total
BLAIR ATHOL MINE	DALRYMPLE BAY	ANC		2	1	1	2			6
HAIL CREEK BALLOON	DALRYMPLE BAY	ANC	1	1	1	1	1	1	1	7
NORTH GOONYELLA MINE	DALRYMPLE BAY	ANC			2		2		2	6
GOONYELLA BALLOON	HAY POINT	ANC			1	1		1	1	4
PEAK DOWNS BALLOON	HAY POINT	ANC	4	2	3	1			3	13
SARAJI BALLOON	HAY POINT	ANC	2	2		2	1	2		9
			7	7	8	6	6	4	7	45

Figure 5: ITP example

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 A and submit a copy to Aurizon Network via email to NetworkAccess.Goonyella&Newlands@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:

- (i) Train numbers listed by origin - destination combination per day
- (ii) Preferred departure times from depots
- (iii) Number and type of Train consist and the time at which each will become available for schedule allocation
- (iv) 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.)
- (v) Any other Access Holder specified requests including planned Dwell locations and durations.
- (vi) Any nominated entitlement transfer / reallocations (if applicable)⁵

Each proposed Train Order requires an Access Agreement, Operating Plan, Interface Risk Assessment and Rollingstock Authorisation⁶ to be performed prior to operating any Train Services.

Contracted TSE Orders

- All Train Orders received for Cyclic Traffic up to the MTP TSE allocation for the Weekly Period of the Access Holder will be treated as Contracted TSE Orders.
- An Access Holder may choose to reallocate Contracted TSE Orders amongst multiple TSEs by ordering less than the MTP TSE allocation for the Weekly Period for one (the original) Train Service (origin – destination TSE), and ordering more than the MTP TSE allocation for the Weekly Period for another Train Service (origin – destination TSE), provided that the total combined MTP weekly allocations are not exceeded, and Available Capacity exists to do so without adversely affecting Aurizon Network’s ability to meet any other Access Holder’s TSE for that Weekly Period. The Access Holder choosing to reallocate Contracted TSE Orders must specify any reallocation in the “Comments” section of their submitted Train Orders for the Weekly Period in the for contained in Appendix A.

5.3.3 Allocating Train Service Entitlement to Paths

In scheduling Train Services, Aurizon Network’s primary responsibility is to maximise the system available pathing for the equitable distribution of TSEs. In order to achieve this, in developing the ITP, Aurizon

⁵ Refer to see Contracted TSE Orders below in this section 5.3.2 and example Appendix A.

⁶ Refer to clause 8.1.6 of the Access Undertaking.

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 Access Agreements).

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

For the purpose of applying that Contested Train Path Decision-making Process in respect of paragraph (c)(i), 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 is within the scope of their allocation under the relevant MTP for the relevant Weekly Period.

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

For the purpose of applying that Contested Train Path Decision-making Process in respect of paragraphs (c)(iii) and (iv), 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 6.

Example of the application of (c)(iii) and (iv) of Appendix 2, Schedule G of the Access Undertaking

W/C 3 of 52	TSE Orig/Dest	Weekly Contract	YTD MTP TSE Allocation	TSE Consumed Services	YTD Provided*	YTD Aurizon Cause	Contract Provided (incl Aurizon Cause)	(iii)		(iv)	FY TSE Entitlement
								No. of Train Services behind due to Aurizon Cause	Most Behind due to Aurizon Cause	FY Provided	
Access Holder "X"											
	MineA/PortA	2	2	0	2	0	2				48
	MineB/PortA	24	46	64	64	19	45				1200
	MineC/PortA	8	16	12	16	0	16				408
		34	64	76	82	19	63	-1	-1.6%	128.1%	1656
Access Holder "Y"											
	MineD/PortA	2	2	0	20	6	14				48
	MineE/PortA	24	46	56	56	20	36				1200
	MineF/PortA	8	16	12	16	6	10				408
		34	64	68	92	32	60	-4	-6.3%	143.8%	1656
Access Holder "Z"											
	MineG/PortA	2	2	0	2	0	2				48
	MineH/PortA	24	46	64	64	18	46				1200
	MineI/PortA	8	16	12	16	0	16				408
		34	64	76	82	18	64	0	0.0%	128.1%	1656

* YTD Provided = The greater of The YTD MTP TSE Allocation or the TSE Consumed Services

Figure 6: Contested Train Path Decision-making Process example workings

5.3.4 Cross System Traffic

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), Trains will be planned and scheduled into the mine loadout based on order of arrival. Aurizon Network’s Northern planning team will consult with its Southern planning team when scheduling Cross System Train Services that relate to an Individual Coal System outside the NBB Coal Systems.

5.3.5 Equal Treatment once Scheduled

It should be noted that once a Train Service has been scheduled to a Train Path in the ITP (that is, in the 48 Hour Schedule – see section 6.3 below) it is treated on equal terms with other scheduled 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.

5.3.6 Draft Development and Distribution

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 11:00 hours on the Thursday prior to the Weekly Period of operation. Access Holders are to provide Aurizon Network's Integrated Planning Manager with comments on the ITP via email to NetworkAccess.Goonyella&Newlands@aurizon.com.au. Any requested alterations are to be provided by Access Holders via email to Aurizon Network prior to 12:00 hours on the same Thursday. These requested alterations will be negotiated on a case by case basis, in accordance with the Plan Alteration Rules in section 8.1 below. All requested changes will be finalised by 14:00 hours on the same Thursday.

Aurizon Network will provide a documented response to the Access Holder on the outcome of any requested alterations via email.

5.3.7 Intermediate Train Plan Acknowledgment and Acceptance

The ITP is to be communicated to Access Holders and Port Operators via email by 14:00 hours on the Thursday prior to the Weekly Period of operation. Access Holders will receive a filtered format of the Intermediate Train Plan, containing their respective planned Train Services only.

The Intermediate Train Plan will specify:

- (i) Train Service numbers for each origin - destination TSE
- (ii) Indicative departure and arrival times for planned Train Services at depots, loading and unloading facilities
- (iii) Planned Dwells
- (iv) Indicative Port sequencing
- (v) Known Possessions

The Access Holder must provide written acknowledgment of receipt and acceptance of the Intermediate Train Plan by 16:00 hours on the same Thursday to Aurizon Network's Integrated Planning Manager via email to NetworkAccess.Goonyella&Newlands@aurizon.com.au. Once that 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 that time, 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.

5.3.8 Intermediate Train Planning Process Flow Chart

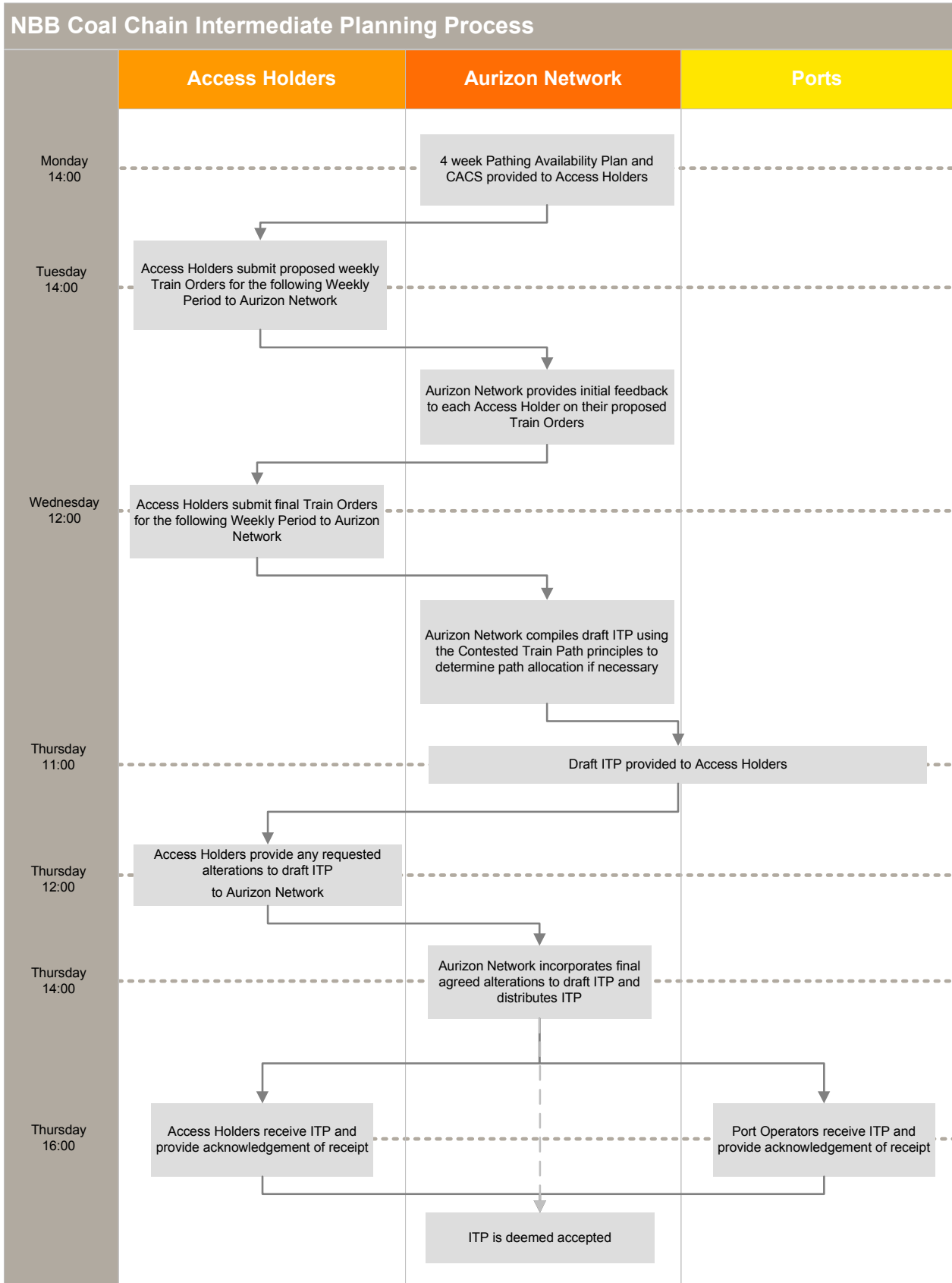


Figure 7: Intermediate Train Process Flow Chart

6 The scheduling process

Upon finalisation of the Intermediate Train Plan, a defined schedule will be developed. Due to the level of variation that occurs in the NBB Coal Systems, the Intermediate Train Plan is not scheduled in its entirety immediately upon acceptance of the weekly Train Orders each Thursday. Aurizon Network develops a rolling schedule, at a minimum, three days in advance of day of operation. Requests by Access Holders to alter their Train Orders for the Weekly Period, including cancellations, additional services, diversions and rescheduling will be considered by Aurizon Network, and may be submitted at any time via email to NetworkAccess.Gooniyella&Newlands@aurizon.com.au. The ITP will take into account any requested daily Train Order changes, in accordance with the Plan Alteration Rules outlined in section 8.1 below of this document.

6.1 Types of Requests to Alter Train Services

1. Additional requested Train Services - Where all additional requested Train Services can be accommodated without impacting another Access Holder's scheduled or planned Train Services, or Possessions (as detailed in the CACS), Aurizon Network will schedule these Train Services.
2. Cancelled Train Services - An Access Holder may chose 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. Aurizon Network will email Access Holders this information daily.
3. Rescheduling 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 a Train Service reschedule is requested and can be allocated, the schedule will be amended and will be the one against which the rescheduled Train Service it is measured as being an 'On time' Train Service.
4. Diverted Train Services – An Access Holder may request to divert a Train Service from its original origin-destination. 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 Service⁷. 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 count against the relevant Access Holder's TSEs.

6.2 72 Hour Schedule

Aurizon Network develops the schedule, at a minimum, three days in advance of the day of operation. This is referred to as the 72 Hour Schedule. The 72 Hour Schedule includes 48 hours of locked pathing (48 Hour Schedule) for the following two days and a pathing plan for the Train Services departing on the third day.

The 72Hour Schedule will be communicated to Access Holders and Port Operators via email daily at 16:00 hours. Access Holders are to provide written acknowledgement of receipt and acceptance of the 72 Hour Schedule each day by 17:00 hours by email to NetworkAccess.Gooniyella&Newlands@aurizon.com.au. Once that confirmation is received, the 72 Hour Train Schedule will be finalised at 18:00 hours. Where written acknowledgement of receipt and acceptance does not occur by that time, the relevant Access Holder is deemed to have accepted the 72 Hour Schedule, and Aurizon Network will schedule Train Services for that Access Holder. Any changes to the 72 Hour Schedule outside of the 48 Hour Schedule will not result in TSE Consumption.

The 72 Hour Train Schedule will specify:

- (i) Departure and arrival times for planned Train Services at depots, loading facilities and unloading facilities; and
- (ii) Port unloading schedule.

6.3 48 Hour Schedule

Aurizon Network will confirm and lock down the next 48 hours worth of pathing daily at 16:00 hours. This is referred to as the 48 Hour Schedule. The 48 Hour Schedule will then become visible on Aurizon Network’s scheduling system each day at midnight. These confirmed paths will include all Train Services that are due to depart their respective depot in the next 48 hour period (beginning at 00:00 hours on the next day). The 48 Hour Schedule sets the baseline for TSE Consumption. The 48 Hour Schedule will be reported to Access Holders daily via email.

Service due to depart origin 30/08 11:51 will be confirmed and promoted to the 48 Hour Schedule at 28/08 00:00(30/08 00:00 – 28/08 00:00 = 48 hours)

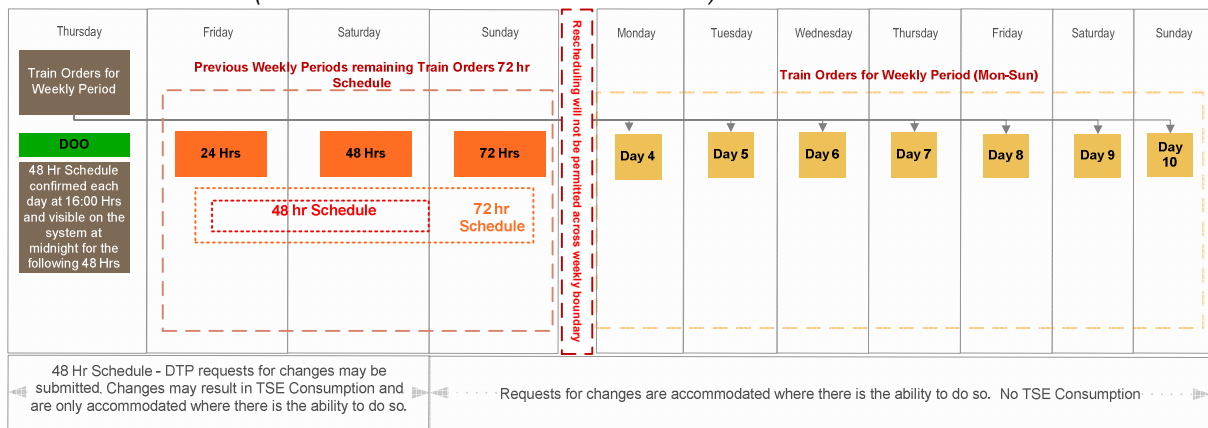


Figure 8: Northern Bowen Basin Intermediate Train Plan

Should an Access Holder request changes to the 48 Hour Schedule, additional TSE Consumption may result⁸. The process detailed above for the allocation of additional Train Services, rescheduling, cancellation or diversion of Train Services will be followed when assessing whether proposed changes can be accommodated.

7 Daily Planning Process

7.1 Daily Train Plan (DTP)

The 48 Hour Schedule, together with agreed amendments will form the basis for the Daily Train Plan (DTP). The DTP will specify:

- (i) departure and arrival times for planned Train Services at depots, loading facilities and unloading facilities; and
- (ii) Port unloading schedule.

Requested changes to the DTP will be considered by Aurizon Network in accordance with the Plan Alteration Rules outlined in section 8.1 below.

⁸ Refer to section 10.1.1 TSE Consumption Matrix.

The finalisation and handover of the DTP to Aurizon Network's Train Control centre will occur daily at 14:00 hours on the day prior to the actual day of operation. The DTP Development Flow Chart in Figure 9 outlines the process.

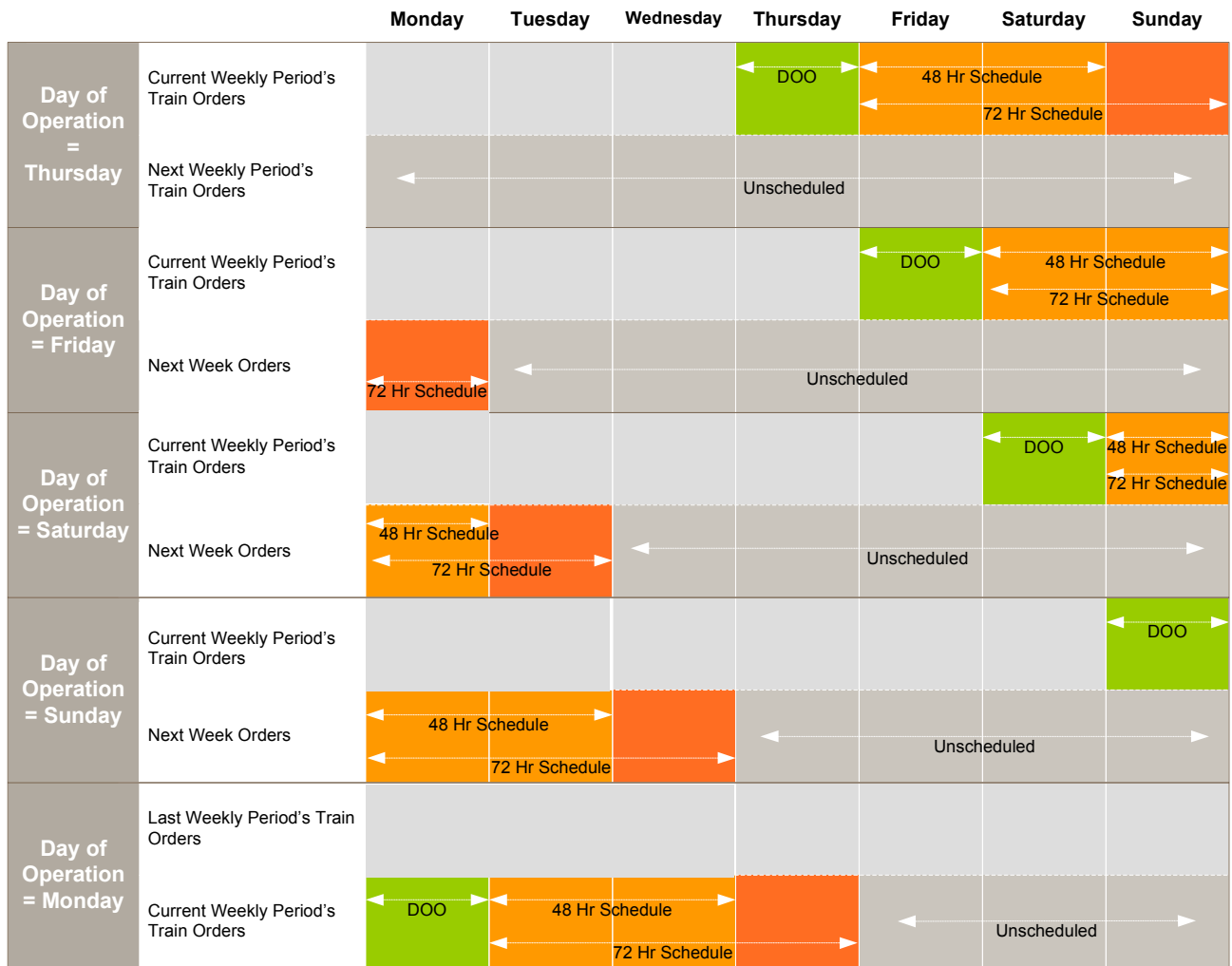


Figure 9: Daily Train Plan Development Flow Chart

7.1.1 Schedule progression and distribution

An electronic version of the DTP will be distributed to the Access Holders, Infrastructure Service Providers and Port Operators on the day prior to the actual day of operation, via an electronic transfer. Access Holders will receive an edited format of the DTP, containing their respective planned Train Services.

Once Aurizon Network has communicated the DTP to Access Holders and Infrastructure Service Providers, the DTP is progressed into a Train Control diagram. That Train Control diagram is printed at 14:00 hours on the day prior to the day of operation, and transferred to Aurizon Network's Train Control centre.

8 Plan Alterations

8.1 Plan Alteration Rules

Requests by Access Holders to alter their Train Orders, including cancellations, diversions, additional Train Services and reschedules will be considered by Aurizon Network. The Alteration Decision Making Process outlined below is a set of rules which govern requested schedule alterations for the DTP as established in clause 4(d) of Schedule G of the Access Undertaking, as applicable.

Alteration Decision Making Process

1. Access Holders must phone the appropriate Aurizon Network personnel (see Plan Alteration Rule 2) to discuss any changes prior to submitting a DTP Change Request Form. Aurizon Network will assess the contractual requirements of the proposed change, and provide an initial verbal assessment of the capacity requirements for the proposed change.
2. DTP change requests can be submitted to Aurizon Network at any time for consideration. Each alteration must be submitted on a DTP Change Request Form via email to either BusinessManagersRton@aurizon.com.au (for changes occurring in the day of operation of the Train Service), or NetworkAccess.Goonyella&Newlands@aurizon.com.au (for all other times), and will be assessed in order of the time stamp noting receipt attached to each email. The Network Service Designers (NSDs) will assess change requests received for the DTP schedule each day. For all other scheduling changes, the NSDs will assess during business hours or within the agreed planning and scheduling timeframes.
3. Aurizon Network will determine the availability of a Port slot as part of the process of reviewing a submitted DTP Change Request.
4. For each submitted DTP Change Request Form, Aurizon Network will alter the DTP where the requested alteration:
 - (i) does not result in any other Access Holder's scheduled Train Services not being met;
 - (ii) can be accommodated within the current DTP; and
 - (iii) 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 of a requested alteration by an Access Holder that conflicts with a Planned Possession, the request will not be met and an alternate path may be offered if available.
6. In the event of an Emergency Possession by Aurizon Network, Aurizon Network may endeavour to offer an alternate route, where paths are available.
7. In the event of a relevant Port Operator or operator of a loading facility requesting emergency alterations to the DTP, Aurizon Network will attempt to accommodate affected Train Services of Access Holders and may endeavour to offer an alternate path, where paths are available.
8. For the purpose of scheduling an Access Holder's Train Orders, any requested diversions that can be accommodated will be counted as the path being provided for the "diverted to" origin – destination TSE, and a diversion for the "diverted from" origin – destination TSE. 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, that diversion will not be an additional count against the Access Holders TSEs.
9. Aurizon Network will keep written records of all decisions made in regard to submitted DTP Change Request Forms.

9 Plan Implementation

9.1 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.

9.1.1 Departure Procedures

A Railway Operator is required to contact Aurizon Network's Train Control centre one (1) hour prior to the scheduled departure of its Train Service, for the purpose of advising whether the Train will be ready to depart as scheduled.

A Railway Operator must contact Aurizon Network's Train Control centre 15 minutes prior to the scheduled departure time (or if the scheduled time has been modified due to previous agreement with Aurizon Network's Train Control centre, then 15 minutes prior to amended 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
- 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.

9.1.2 Delays

In the event of a Railway Operator, an infrastructure provider (for infrastructure forming part of the relevant supply chain including a Port Operator) or Aurizon Network, causing a delay to Train Services, Aurizon Network will use reasonable endeavours to provide the best recovery solution for the supply chain. This will include consultation with the relevant Port Operator and Access Holders.

10 Measuring Performance

10.1 Train Service Entitlement Performance

For the purpose of contesting a Train Path⁹, performance will be measured by comparing an Access Holder's TSEs (subject to section 4.5) against its TSE Consumption. The TSE Consumption Matrix in Figure 10 shows how alterations to the 48 Hour Schedule will be recorded in respect of TSE Consumption.

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 C.

⁹ See section 5.3.3 in relation to Contested Train Path principles.

10.1.1 TSE Consumption Matrix

Alteration Type	QR Network Cause	48 Hour Schedule				TOTAL
		Mine/Port Combination	TSE Consumption	Altered Mine/Port Combination	Additional TSE Consumption	
Diversion (unable to return on the same Mainline Path)	No	Mine A Port A	2	Mine B Port A	2	4
	No	Mine A Port A	2	Mine A Port B	2	4
	No	Mine A Port A	2	Mine B Port B	2	4
Diversion (able to return on the same Mainline Path)	No	Mine A Port A	2	Mine B Port A	0	2
	No	Mine A Port A	2	Mine A Port B	0	2
	No	Mine A Port A	2	Mine B Port B	0	2
Additional Train Service	NA	NA	0	Mine A Port B	2	2
Reschedule	No	Mine A Port A	2	Mine/Port Combination Unaltered	0	2
Cancellation	No	Mine A Port A	2	Mine/Port Combination Unaltered	0	2
Cancellation of additional Train Service	No	NA	0	Mine A Port B	2	2
Diversion	Yes	Mine A Port A	2	Mine B Port A	0	2
	Yes	Mine A Port A	2	Mine A Port B	0	2
	Yes	Mine A Port A	2	Mine B Port B	0	2
Reschedule	Yes	Mine A Port A	2	Mine/Port Combination Unaltered	0	2
Cancellation	Yes	Mine A Port A	0	Mine/Port Combination Unaltered	0	0
Cancellation of additional Train Service	Yes	Unaltered	0	Mine A Port B	0	0

Note: Further changes to mine/port combinations incur additional TSE Consumption

Figure 10: TSE Consumption Matrix

10.2 Schedule Performance

10.2.1 Train Performance

Train 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).

10.2.2 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 relevant Supply Chain Stakeholders in determining the cause of the delay by conducting a root cause analysis. For a Train Service that is a Cyclic Traffic, the process will be limited to reviewing possible causal incidents that occurred on or after the commencement of the last train cycle. 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 Train Service. Consultation will occur on a daily basis as necessary, at the 10:00 hours morning phone hook-up. Causes will be classified to one of the following:

- (i) Aurizon Network
- (ii) Adjoining Network Manager
- (iii) Port
- (iv) Mine
- (v) Operator A – Z
- (vi) Other

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

10.2.3 Cancellation cause identification

For a cancellation of a Train Service from the DTP, Aurizon Network will identify and consult with relevant Supply Chain Stakeholders in determining the cause of the cancellation by conducting a root cause analysis. For a Train Service that is a Cyclic Traffic, this process will be limited to reviewing possible causal incidents that occurred on or after the commencement of the previous train cycle. For a Train Service that is a Timetabled Traffic, this process will be limited to reviewing possible causal incidents that occurred no later than 24 hours prior to planned commencement of the Timetabled Traffic. Consultation will occur on a daily basis the 10:00 hours morning phone hook-up. Causes will be classified to one of the following:

- (i) Aurizon Network
- (ii) Adjoining Network Manager
- (iii) Port
- (iv) Mine
- (v) Operator A – Z
- (vi) Other

Where no decision can be reached collectively, Aurizon Network will determine the cause of 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 in accordance with the Cancellation Resolution Process in Appendix D.

Appendices

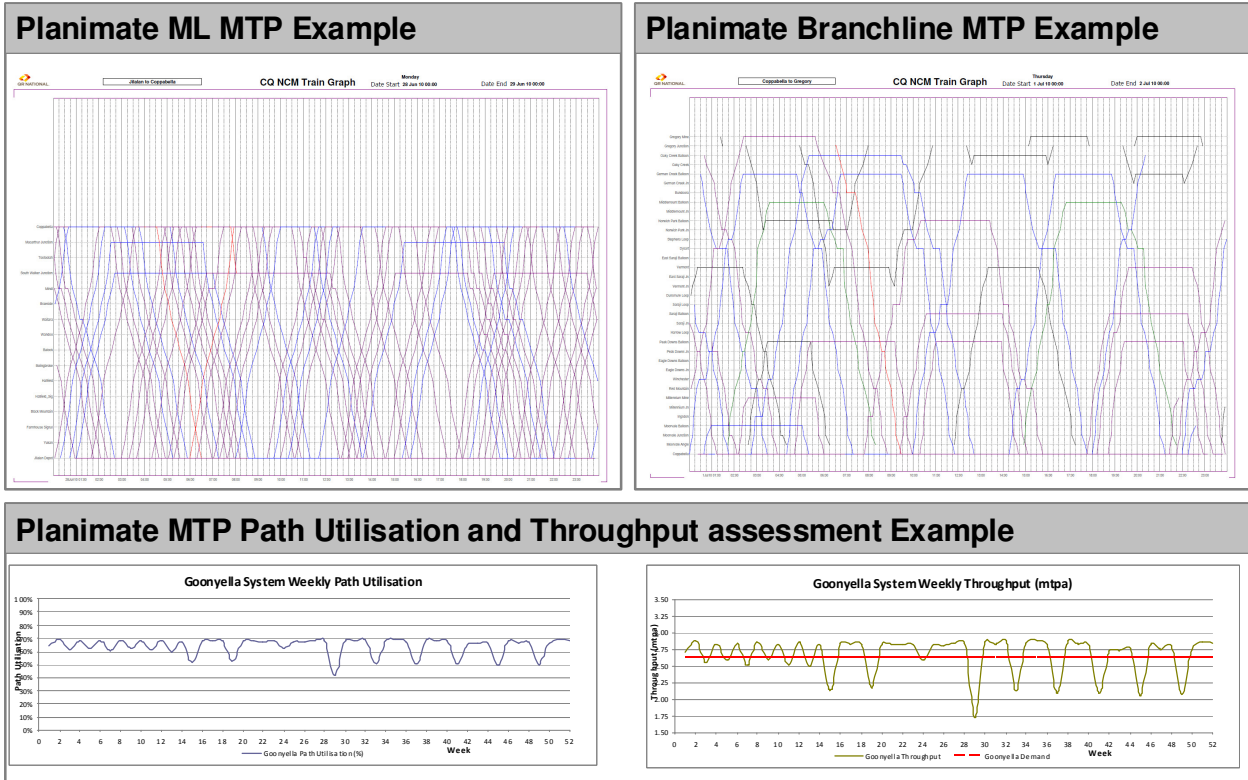
Appendix A: Example Weekly Train Order

Weekly Train Plan Template

Operator _____
 Date _____
 Week Commencing _____

Train Id	Due Depart	Depot	Mine Arrive	Destination	Mine Depart	Origin	Port Arrive	Port	Pit	Comments
Example X666	25/11/2012 1:40	JIL	25/11/2012 9:52	OCB	25/11/2012 12:52	OCB	25/11/2012 18:09	DAL		1 TSE Reallocation from PDB

Appendix B: Example MTP



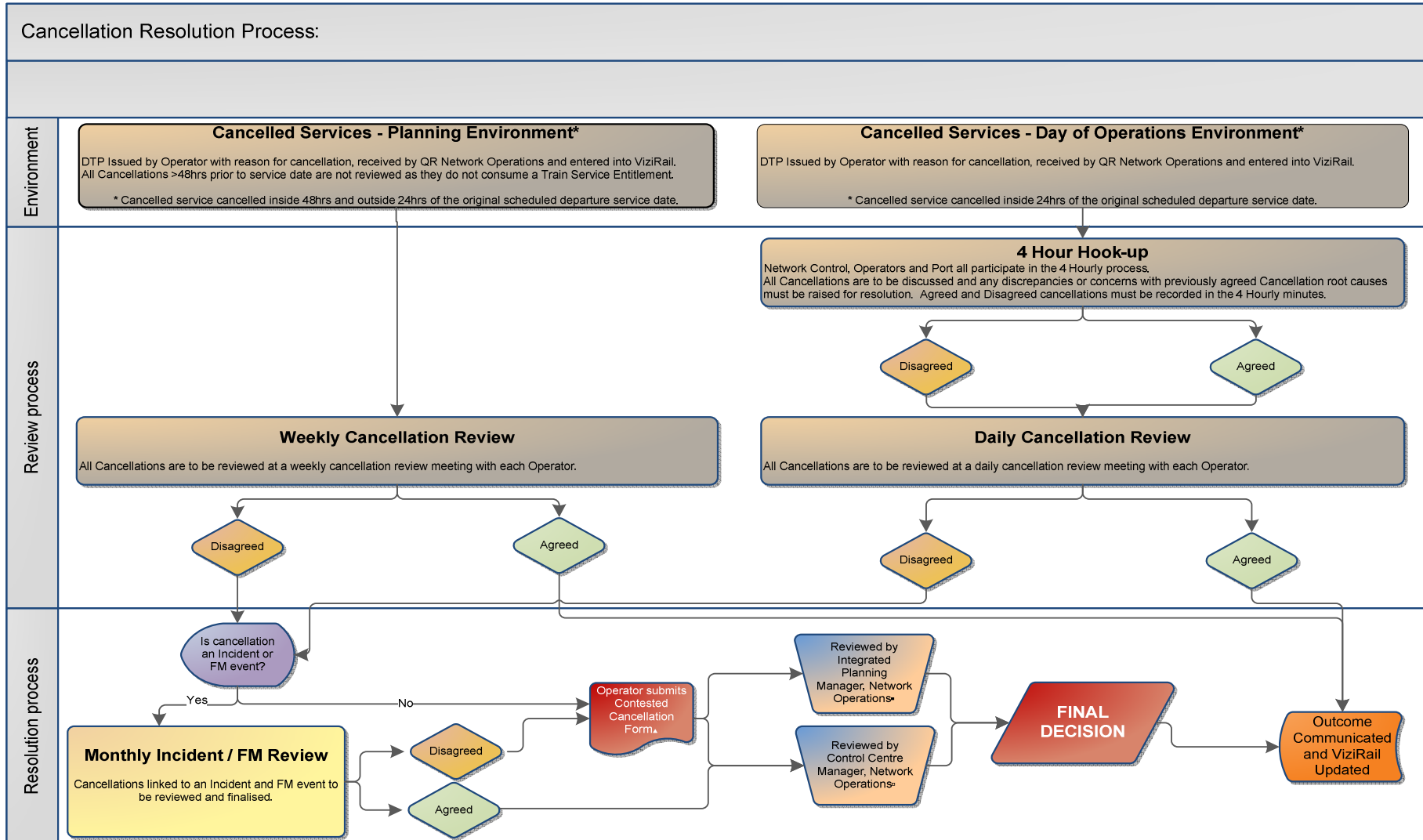
Appendix C: TSE Consumption Report Example



Access Holder TSE Consumption Report - Goonyella System

W/C 22nd July 2013																						(iii)	(iv)			
												GOONYELLA SYSTEM														
Operator / Access Holder	Destination	Origin	Mine Owner	Weekly Contract	MTD Below Rail Canc	MTD Above Rail Canc	MTD Port Canc	MTD Mine Direct Canc	MTD Mine Indirect Canc	MTD Actual Arrived Trains	MTD TSE Consumed	YTD Below Rail Canc	YTD Above Rail Canc	YTD Port Canc	YTD Mine Direct Canc	YTD Mine Indirect Canc	YTD Actual Arrived Trains	YTD TSE Consumed	YTD Provided	YTD Provided (incl Aurizon Cause)	YTD Contract	Most Behind Aurizon Cause	Billing FY Contract	Remain FY Contract	YTD Most Behind due to Aurizon Cause	FY Provided
ZZZ	DAL	A	X	2							0						0	2	2	2	2		48	46		
		B	X	24		1		1	1	16	19	20	5	1			57	63	63	43	46		1,200	1137		
		C	X	8	3	1					5	6			1		11	12	16	16	16		408	392		
	HAY	A	X	6		1					20	21					40	41	41	41	10		264	223		
		D	X	12	1		1				2	3		1	1		5	7	20	20	20		528	508		
		F	X	16							11	11	1	1		1		33	35	35	34	29		750	715	
	Total				68	4	3	1	1	1	54	60	21	7	4	1	0	146	158	177	156	123	0	3198	3021	0.00%
												NEWLANDS SYSTEM														
ZZZ	ABT	G	X	6			1			2	3			1			11	12	12	12	12		300	288		
		H	X	4	1						2	2	4	1	1		3	5	6	2	6		158	152		
		A	X	26		1					30	31				1		49	51	51	51	50		1264	1213	
	Total				36	1	1	1	0	0	34	36	4	2	2	1	0	63	68	69	65	68	-3	1722	1653	-4.41%

Appendix D: Cancellation Resolution Process



• The Integrated Planning Manager is responsible for the final decision when the service is cancelled in the Planning environment. The Integrated Planning Manager will engage independent investigations, commercial representatives, etc as required to facilitate a timely resolution.

• Control Centre Manager is responsible for the final decision when the service is cancelled in the Day of Operation environment. The Control Centre Manager will engage independent investigations, commercial representatives, etc as required to facilitate a timely resolution.

▲ Contested cancellation Form, please refer to document

