

TRACKING

MAY 2014



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FROM THE CEO Damien White



There has certainly been a lot happening at, and around, TasRail during the first quarter of 2014, such as our Tour de Tassie with a new locomotive, through to the state election.

This year will also see the successful conclusion of several critical projects, as TasRail switches its primary focus from their initial delivery to maximising efficiency and productivity gains they provide right across the business.

The two projects our customers most frequently enquire about are the new fleet of wagons and 17 new TR-Class Locomotives and what it means for their business.

At the most basic level, it will see the streamlining of our services due to the interoperability of our new rolling stock, which are all identical below the deck, as opposed to an existing fleet almost devoid of uniformity.

Other significant gains include maintenance, both in terms of the simplification of spare parts associated with the new uniform rolling stock, through to longer servicing rotations, which means the wagons are able to spend more time on track working for our customers.

Contrast this with the present situation for one of our operations, where the existing wagon fleet is essentially life expired, requiring almost daily maintenance and frequently fails to fill or empty properly,

which means some of the customer's bulk product remains on-board and is returned to their depot.

Such occurrences have also historically impacted upon our fuel costs and the tonnages of bulk freight we actually move from pit to port.

This is but one area identified as critical for streamlining TasRail's business.

TasRail staff, along with the Board, are probably sick of me saying this, but I'm genuinely excited at the gains our new TRs will provide the business.

Whilst the assets on their own are merely machines, it is the change in culture and the desire to embrace improvements across the business as a whole that will deliver the full benefit of these new assets.

They represent a game changer for us in terms of efficiency and productivity gains for the services we provide.

However, these projects and their associated benefits don't occur in a vacuum.

Whilst the assets on their own are merely machines, it is the change in culture and the desire to embrace improvements across the business as a whole that will deliver the full benefit of these new assets.

In order to maximise gains from the investment, they need to be integrated successfully into other upgrades we've made to the network as we continually strive for operational excellence.

This includes the concrete sleeper project that will see improvements in transit times, reduced maintenance requirements, along with decreases in track and rolling wear and a reduction in derailments attributable to the failure of track infrastructure.

Freighting via rail is now no longer a week-to-week proposition, with the majority of our customers demonstrating their confidence in a reinvigorated rail network via negotiating long-term haulage contracts.

We are also seeing growth in our bulk commodities tonnages, along with intermodal, as existing customers move more of their freight onto rail and new customers select us as their preferred method of movement.

TasRail's future is as bright as the livery on our new locos and wagons. The company now stands ready to offer reliable, and competitive, freight and logistics solutions for new and existing industries of all sizes as we continue to help drive the Tasmanian economy.

PROJECTS UNVEILED

As far as new projects are concerned, 2014 is the most exciting year for TasRail to date.

From new locos to a new train control system, TasRail is bringing the state's rail network into the future this year, offering customers a service never before possible.

Projects already completed include:

- The Blythe, Leven and Don bridge upgrades
- Road crossings
- Steel re-sleepering
- Minor bridge works

- Re-railing
- Tamping
- Ballast wagons upgrades
- High-rail vehicles upgrades

Projects to be completed this year include:

- Intermodal yard upgrade
- Concrete sleeper replacements
- Transit time reductions from Burnie to Hobart
- Drainage programs
- Shunt paths
- Yard lighting
- Burnie terminal demolition and optimisation

Many more projects are underway or are soon to be started.

As part of TasRail's commitment to keeping taxpayer stakeholders, the government and any interested members of the public up to date with these projects, the business will now be completing close-out reports on each of these projects as they are completed to go on the public record.

Contact TasRail for more information: www.tasrail.com.au

ENVIRONMENTAL MANAGEMENT SYSTEM

TasRail commences comprehensive Environmental Management System update.

In response to new activities with mining customers on the Melba line, the Burnie Port optimisation and increased ship loading, TasRail has commenced a comprehensive update of its Environmental Management System (EMS) across the entire network. The project is being led by Sinclair Knight Metz (SKM), with principal consultants who have significant experience in working with rail operators, and are across some of the unique challenges of undertaking an EMS and implementing the resulting Environmental Management Plans (EMP) within the rail corridor, terminals and port environment.

Being good custodians of the land and sea is an increasing part of the corporate social responsibility of organisations, and a state-owned enterprise like TasRail is equally if not more responsible for

fulfilling this obligation. The rail corridor in Tasmania covers more than 843km of operational and non-operational track, passing through wilderness, heritage areas, active farming operations, urban and suburban precincts and bush. Part of the EMS is to map out the areas of greatest sensitivity along the network and create EMPs to ensure that any of the impact of network maintenance, the transit of trains or loading and unloading of product and freight is minimised and/or mitigated.

Given the size of the network, a preliminary audit of the areas of greatest activity, such as Burnie Port and its shiploader; those which are critically environmentally sensitive or protected; or adjacent to endangered species such as the Central North Burrowing Crayfish will be mapped and appropriate EMPs established where such documentation does not already exist in a staged approach.

Stage two of the EMS program will be to begin implementation of risk mitigations and recommendations, and to commence the process of working toward ISO14001 accreditation eligibility. ISO14001 is the globally recognised framework for measurement of an EMS, and provides assurance to company management and employees as well as external stakeholders that environmental impact is being meaningfully measured and improved. Aside from environmental protection, the EMS is useful for any organisation to improve resource efficiency, reduce waste and drive down costs. As TasRail strives to embed operational excellence as one of its key corporate planks in 2014, the EMS is another lever to assist TasRail achieve that goal, while ensuring that Tasmania's vulnerable flora and fauna, and the health and safety of TasRail's people and communities are defended and protected.

YEARS OF SERVICE MILESTONES 2014

| Name | Position | Commencement Date | Years of Service | Work Location |
|------------------|--------------------------------------|-------------------|------------------|---------------|
| Nigel Foden | Locomotive Driver | 28/01/1974 | 40 | East Tamar |
| Peter Morice | Locomotive Driver | 30/01/1974 | 40 | East Tamar |
| Chris Edwards | Asset Management Maintenance Planner | 31/01/1974 | 40 | Techno Park |
| Nathan Arnold | Signal Electrician | 31/01/1989 | 25 | East Tamar |
| Scott Mills | Locomotive Driver | 11/02/1974 | 40 | Brighton |
| Eric Downward | Gang Leader – Track Maintenance | 01/03/1969 | 45 | Devonport |
| Michelle Quinn | Purchasing Officer | 10/03/2004 | 10 | Techno Park |
| Peter Warren | Rolling Stock Senior Maintainer | 21/03/1974 | 40 | East Tamar |
| Jamie Harris | Bulk Handler | 04/05/1999 | 15 | Burnie |
| Ashley Townsend | Bulk Handler | 12/05/1999 | 15 | Burnie |
| Howard Smith | Locomotive Driver | 13/05/1974 | 40 | Conara |
| Scott James | Locomotive Driver | 14/05/1999 | 15 | East Tamar |
| Justin Maney | Gang Leader – Track Maintenance | 06/06/2009 | 5 | Burnie |
| Deon Bath | Rolling Stock Senior Technician | 09/06/2004 | 10 | Burnie |
| Douglas Deverell | Infrastructure Track Maintainer | 12/06/1974 | 40 | Devonport |
| Peter O'Neal | Rolling Stock Technician | 29/06/2009 | 5 | East Tamar |
| Scott Parkinson | Rolling Stock Senior Maintainer | 29/06/2009 | 5 | East Tamar |
| Henry Van Dongen | Rolling Stock Technician | 29/06/2009 | 5 | East Tamar |

WAGONS UP AND RUNNING

TasRail now has a new fleet of 120 intermodal, 17 coal, 18 cement, and 54 ore wagons in Tasmania.

And Senior Project Manager Craig Schulte and the rest of the Project Team have racked up the miles going back and forth to China to ensure the wagons design and build quality is right.

“The whole idea was to test them, to let everyone play with the pilot wagons and see what they wanted to change or alter. From those reviews there was a list of change items generated and that was implemented back into the mass production manufacturing process.”

The wagons have already gone through a complete commissioning and testing process and will soon be operationally running on the Network.

They are currently in what we call the in-service testing phase where we work

out what issues we’ve got with them. This allows us to tip them and put them through the various loaders and unloaders. We revisited the sealing of the cement wagons so no water could get in, and it all worked out as planned.

“The old wagons were well past their prime. Most of them were more than 40 years old. The cement wagons had fatigue cracking problems and the maintenance on them was getting out of hand. When they were originally built they were to last for 10 years, so they did a good job for us.”

All wagons will be in operation early this month.

TasRail had a team stationed in China for several months overseeing the challenging manufacturing process for four types of wagons, and equally challenging living/working conditions.

However, all personnel have now arrived home safe and well after a freezing winter in China with average daily highs of -18°C.

In a nutshell, the new wagons offer a greater carrying capacity, maintenance is vastly reduced and they are safer on the track. They also look better. They have been built using proven computer models and simulation software.

The Tasmanian Government investment in the new rolling stock fleet will see TasRail’s haulage capacity improved to a whole new level, along with the ability to meet our customers’ current and future needs.

The majority of old wagons will be sold off or scrapped, except for some that will be retained by TasRail for specific new work such as future ore traffic or to supplement the intermodal fleet.

NEW LOCOS UPDATE

The majority of TasRail’s new locomotives are in Tasmania and going through the stages of pre-commissioning testing.

The locomotive manufacturer Progress Rail and Downer staff have been in Tasmania doing the commissioning and training work alongside the TasRail Project team.

It’s not a speedy job. The locos have to go through a rigorous process of on track dynamic performance tests including noise testing, with the good news that the two units that arrived late last year are passing final stages with flying colours.

“We’ve done a few haulage tests from Brighton to East Tamar with the log train, as well as a run on the Melba line,” Senior Project Manager Craig Schulte said.

“They’re pretty good. Performance-wise they are what we’d hoped. There are always a few glitches and that’s to be expected. Some of the locomotives on the mainland have taken quite some time to be commissioned into service and ready to go, and we’re trying our hardest to get ours in a six-month turn around.”

Six locomotives are already here, with shipments arriving in April and early

May. July will see the last of the new fleet delivered to Tasmanian shores.

“From what I’ve seen on social media and from talking to people, the response to the new locos is very promising – the reaction has been fantastic,” Craig said.

“There was a lot of negative talk before they got here, but once they arrived that all turned around.

“People ask ‘why does your loco look like that, what’s their capacity, why that engine?’ but once they got here people started to see a good machine. All parts are proven products. There’s nothing new, so to speak; everything is tried and tested.

“It’s about best practice locomotive building. The traction motors are well proven and the bogies have been around for years. We determined what we wanted put in to meet our Network and Operational requirements and from there Progress Rail designed the locos. It’s their design and they’ve got to make it work. We need to ensure it meets all our criteria.”

People still ask why the new cab looks like it does and why the locos do not have the smooth bullet train-style

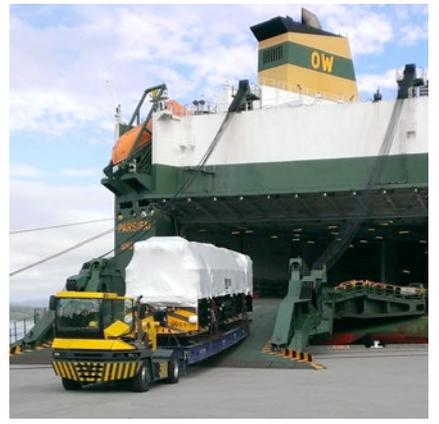
nose. The answer is simple. Australian standards govern what we can do, which includes crashworthiness standards.

“You’ve got to have the visibility and the protection for our drivers. Standards, and/or network restrictions such as loco length/width, determine what we can and can’t do,” Craig explained.

Feedback from a driver’s perspective has been positive. The new locos are easy to drive and comfortable too. Everything is where it should be and the inclusion of a toilet has been very well received. Fridge and microwave are sure to prove equally pleasing.

It’s undoubtedly exciting for drivers, many of whom have been around for decades, to be operating these new machines. Prior to the Driver Training Sessions rolling out, some of the drivers were a bit daunted by the new technology; however, they now have a different outlook and confidence.

The new dynamic brake is a fantastic safety inclusion well received by the drivers, and all up the \$68 million investment in new generation locomotives is guaranteed to prove worthwhile.





TAKE A LOOK AT

THE BIG PICTURE.

bigpicturetas.com.au

You may know these people, or you may know someone who knows them. They are proud to work for some of Tasmania's largest employers, producing products that may surprise you. Big industries are important to Tasmania. They employ a lot of people, use a lot of local contractors and suppliers, and put a lot back into the community.

Take a look at the big picture. Visit this website for more: bigpicturetas.com.au

 Or visit us on Facebook: facebook.com/BigPictureTas



TAKE A LOOK AT THE BIG PICTURE

In November 2013 Tasmanian industries Nyrstar, Norske Skog, Bell Bay Aluminium and Grange Resources united in the Big Picture Tasmania campaign to share their stories of pride and innovation and a long history of providing employment to Tasmanians, buoying the Tasmanian economy and taking a whole lot of hard work to local and international markets.

Collectively, Nyrstar, Bell Bay Aluminium, Norske Skog and Grange Resources are worth more than \$2 billion to the state's economy.

These industries also account for 49 per cent of the state's export revenue and more than 50 per cent of the state's energy consumption.

These industries help to keep prices down for Tasmanian businesses and families by providing a stable base load demand to the state's electricity system.

An integral part of Tasmania's economic framework for many decades, most of these industries came to Tasmania in an age when hydro power was used as a strategic tool to attract new business and support economic development. While some of these major industries are almost 100 years old, their advanced technologies have enabled them to continue to innovate and add value with downstream processing providing raw material for some of the world's most exciting products. They jointly form a solid base for the state to leverage off to attract new business opportunities.

Since November last year, Tasmanians have been taking a look at the Big Picture through a strategic multi-media campaign. Tasmanians have become aware of the significant role industry plays in the state, from strengthening the economy to providing a diverse range of job and career opportunities.

This is the story for all Tasmanians. It is the story of how major industries provide a window to the international economy, bringing new money to Tasmania. It is the story of how these industries support and help grow local businesses and suppliers. It is the story of how increasing the wealth generating sector of Tasmania's economy bolsters local services – education, small business, tourism, hospitality and health while also inspiring investment

through property and building and niche manufacturing – everyone benefits.

Tasmania relies heavily on all aspects of its economy functioning well, and sustainable industry plays a key role in ensuring the economic wheel keeps turning. With just under 10 per cent of Tasmanian households generating actual wealth, major industry is vital for Tasmanian prosperity.

Take a Look at The Big Picture features employees from across the four industries

sharing their proud and passionate stories. The multi media campaign is supported by a range of industry, business and community groups. TasRail works closely with many of Tasmania's key employers and is a proud supporter of the Big Picture campaign.

Everyone is part of the Big Picture, and you are invited to stand alongside Tasmania's Big Picture industries.

For more information, visit: www.bigpicturetas.com.au



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Our future on track

EXEC PROFILE ON ROSS DAWSON/FREIGHT TERMINAL UPGRADES



Name:

Ross Dawson

Position:

TasRail Freight Terminal Manager

Goals:

To maximise TasRail's ability to give the customer what they want, ensure our equipment is used to its best advantage, and that the terminal designs complement this.

Philosophy:

'Where are we going to be tomorrow?'

West Australian born and bred Ross Dawson was head-hunted by TasRail to develop Brighton, Burnie and Bell Bay as the company's new intermodal terminals.

The highly experienced manager known for his enthusiasm also oversees the customer service centre via his base at Launceston's Techno Park and handles all complaints and related issues facing the company.

The reasoning for putting all these areas under the one manager was to allow each sector to become a single unit under the guardianship of one person. That's Ross. He's in charge of making the product move and making sure people are happy about it.

"I'm accountable for making sure the freight's there on time and to do that you've got to control the movement from terminal to terminal," he says.

It's an area of great importance and focus for the business, being one that has in the past proved challenging for TasRail.

"In the past you had no one who had total accountability. Now on a monthly basis myself and the relevant supervisor meet with the customer to discuss operational performance," Ross says.

Ross deals with four of TasRail's main customers – Toll Shipping and Toll Tasmania, Norske Skog, and Forestry Tasmania.

He's been on board since 28 October last year and will be here "as long as it takes to complete the task, which I would suggest will be 18 months-plus.

"I haven't come over from my previous job with Aurizon (Australia's largest rail freight operator based in Queensland) to walk in and walk out.

"I'm here to teach and to train someone to take my place and to make sure the performance and systems in place are optimal when I do go."

Ross's background story begins in 1962 at the operational grassroots level. He progressed to a management role in Western Australia, then shifted to customer service and the marketing division of West Rail starting as a sales supervisor and ended up running the company's sales. He also spent time with National Rail and finished his working life there as National Terminals Manager – designing terminal capacity, getting efficiency out of

terminals and introducing the freight management system that Pacific National still operates today. He then worked in transport logistics designing logistics solutions for companies in Australia and developed train plans for New South Wales and Victoria.

"I bring with me the ability to understand what happens on the ground and at the business level," he says.

TasRail's Chief Executive Damien White had worked closely with Ross over the years and knew he was the person for this job. "That's why I'm so committed to doing this at this stage in my career."

He was looking after six operational freight terminals in Queensland, but in Tasmania the three under his guardianship are progressing on a different level.

Ross has a highly positive approach to change.

"Damien's brought me into the job to bring people along for the journey."

How is he finding the response?

"Good. Part of my job is targeting young people and training them to take that journey so that once Damien and I have decided my work here is done there will be others ready and willing to step up to the mark and ascend."

When he leaves TasRail he plans to retire after a long and fruitful career with railways across the country. He has worked in every state and territory and now lives in Tasmania with his partner.

"My plan was to be part of Tasmania while I was doing this job – it's not a 9 to 5 job, and there's a lot of work.

"The biggest challenge from here is to make sure we are doing the maximum we can with the new equipment we have.

"We have to maximise our ability to give the customer what they want, ensure the equipment is used properly and the terminal design complements all of that. It's about asking 'where are we going to be tomorrow?'

"I don't see any boundary big enough to stop me. The investment is in the multi-millions and I want to make sure we're efficient and not spending extra money."

The tracks at Bell Bay and Burnie will be modified to maximise how the terminals are used. Burnie will be the biggest terminal as the entry and exit level for the freight.

WE'VE SIMPLIFIED YOUR STOCK CROSSINGS



- 1 Dial train control prior to entering the rail corridor - **6335 2556**
- 2 Tell us your location using the KP marker information on the signpost at your crossing - if it's safe you can cross your stock **immediately**
- 3 Call us back once you've crossed to tell us you are clear of the line

Full details <http://www.tasrail.com.au/blog/2014/02/24/new-livestock-crossing-procedures>

Lose a minute. Not your life.



TASRAIL WORKING WITH FARMERS TO IMPROVE SAFETY

After continuing community engagement with Tasmanian farmers, TasRail has announced a revised livestock crossing procedure.

The move comes in the wake of critics calling the previous policy too restrictive due to the fact TasRail required a track 'blocking warrant' be placed prior to permission being granted from train control to cross the railway – a process that could see farmers waiting up to 45 minutes before being allowed to cross.

TasRail Chief Executive Damien White said balancing the requirements of the Office of the National Rail Safety Regulator (ONRSR) with the company's workflows and the needs of farmers was no easy task.

"Our aim is to strike a balance between creating a zero harm environment for all

stakeholders while providing for a more flexible notification process," Damien said.

Under the new policy, landowners are required to contact TasRail train control on (03) 6335 2556 and give their contact details and location via reference to the yellow livestock crossing sign at the crossing or by providing a detailed description of the area in the absence of a sign.

Train control will then provide the caller with details of planned and projected rail movements on that section of track for the next three hours, noting that scope exists for trains to run ahead or behind schedule.

Provided a sufficient window exists to safely cross the track, callers are then free to cross.

TasRail will also notify the relevant train driver to expect livestock in the vicinity.

"The really critical thing here is for the farmer to call us back and let us know they have safely crossed the tracks," Damien said.

"Otherwise effectively we'll be operating in the dark."

Affected livestock managers have been notified by letter and on-site visits by TasRail staff have been conducted to reaffirm the policy and seek individual stakeholder feedback. TasRail will have a stall at AgFest for the first time this year to continue to build relationships with the Tasmanian farming community and better understand their needs.

Anyone who believes they use a stock crossing not presently registered with TasRail can call Train Control on (03) 6335 2556 to register your location.

CUSTOMER PROFILE MMG

Several years ago, MMG Rosebery set the ambitious goal of becoming Australia's safest underground mine.

General Manager of the operation Aaron Brannigan is proud to say that while it hasn't been easy and the journey is ongoing, it has achieved that lofty goal.

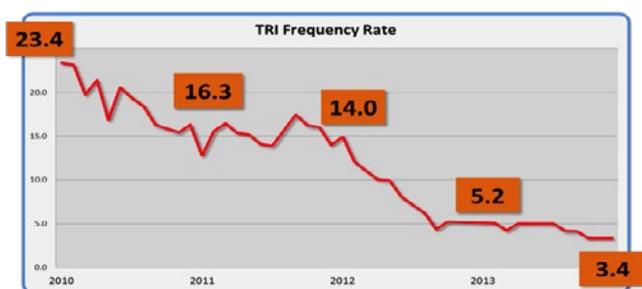
"I am very proud of the industry best practice benchmark that this operation has achieved in a relatively short period, but we can never allow complacency to set in and we need to continue to improve until we are able to send every single person in this operation home in the same condition as when they arrived at the start of their shift – and maintain that standard," Aaron said.

In 2010 the site's safety record was at unacceptable levels and a line was drawn in the sand by management and all employees. A universal site commitment was made to aim high and continuously improve when it came to the organisations number one value – safety.

Since that time, Rosebery has worked tirelessly at improving the site's safety culture, in conjunction with developing a robust and entrenched safety system in order to reduce recurring hazard exposure and frequency of incidents. Further to that, it has tried to ingrain that the ongoing expectation is that each and every employee, contractor or visitor are accountable for safety in the work place – not only the safety of themselves, but that of their mates too.

The results have been telling, with Rosebery's safety record showing a remarkable improvement over the past two years.

In 2012, Rosebery had a 65 per cent year-on-year improvement on their Total Recordable Injury Frequency Rate (TRIFR), reaching levels not seen at the site for a long time. While many felt further improvement would take time, the following year the site had an additional 53 per cent improvement.



The Rosebery workforce accomplished another milestone recently, achieving 500 Days Lost Time Injury (LTI) Free on 26 February 2014. The site's longest period of being LTI free prior to that was 469 days.

This is a significant milestone in the journey to becoming and remaining Australia's safest underground mine, and is another proud achievement of Aaron's.

Aaron said that achieving a long period of LTI free was a significant milestone in the journey to becoming and remaining Australia's safest underground mine and achieving an injury and incident free operation.

"Five hundred LTI free days is a remarkable achievement by anyone's standard, but it is even more remarkable that it was achieved on a 78-year-old, 1500m-deep underground mine," he said.

"What this means in real terms is that for a period of 500 days every single person who has passed through our gates has been able to leave in a state that didn't prevent them from being able to return on their next shift.

"It means we have had approximately 300 people on site every day for 500 days (equating to approximately 1.5 million work hours) exposed to various risks and hazards that we manage within our operation, and we have all been able to return for our next shift.

"However, most importantly, it means that all of our staff get the opportunity to go home and spend quality time with family and friends away from work. For me, that's the most important element of this milestone."

MMG Rosebery

Rosebery is an underground polymetallic base metal mine located in the township of Rosebery, on Tasmania's west coast, Australia.

The mine is approximately 300km north-west of Hobart and 125km south of Burnie. It comprises an underground mine and surface processing operation.

Rosebery mine is an important part of the regional economy and social fabric of Tasmania's north-west coast. It has operated continuously since 1936 and currently has a mine life that extends to 2024.

The mine has the capacity to produce approximately 900,000 tonnes of ore a year, which is then processed into zinc concentrate, lead concentrate, and gold and silver doré. It also produces a small amount of copper concentrate.

TASRAIL AND THE LAW



The year to date has seen TasRail presented with a number of significant challenges in relation to the protection of TasRail assets and, in broader terms, the protection of Tasmania's people.

This comes as a direct result of two main categories of concern: vandalism and trespassing.

These are issues that plague rail and indeed transport companies worldwide. It is how we deal with them that remains a high-level action item on TasRail's safety agenda.

TasRail has chosen to publicise dangerous behaviour such as trespassing in rail corridors and failure to give way at level crossings via mainstream media and through the use of attention-grabbing social media channels including Facebook and Twitter.

Arguably the most common infraction concerning TasRail is unauthorised entry into the rail corridor. Many citizens have no idea that the rail corridor is off limits, or of the dangers of being in the corridor.

This issue falls within the broad definition of the offence of trespass as laid out under S14B of the *Police Offences Act 1935*.

For someone to be guilty of a trespass they either need to enter or remain on land belonging to another.

It's important to note there is no legislative requirement that people are aware they are trespassing, however prior warning would strengthen prosecution.

The Act also deals with issues arising from a trespass, such as the refusal to provide personal details to an authorised agent of TasRail.

Employees are allowed to request the personal details of anyone found on TasRail property and in some circumstances failure to provide these details also constitutes an offence.

The other issue closely related to trespass, as it usually requires entry to TasRail property, is graffiti.

All of the offences mentioned, upon conviction, carry a penalty of between two to 20 penalty units or \$260 to \$2600.

TasRail's Corporate Relations Division has compiled a document addressing legal issues relating to TasRail's safe public operation entitled 'An Overview of Criminal Offences Pertaining to TasRail', available upon request.

TasRail has also sought to educate the public and our keen trainspotting enthusiasts on the personal protective equipment requirements for entering any TasRail property via the media and social media sites. We hope that the law is a last resort and safety first guides behaviour not punishment.

For more information on legal issues, please contact TasRail Corporate Relations team on (03) 6227 5215.

Laying Down the Law

An Overview of Criminal Offences Pertaining to TasRail:

One penalty point = \$120

- Unlawful entry on land = from up to 10 penalty units to imprisonment of up to six months
- Names and addresses of offenders required = up to two penalty units
- Graffiti and possessing graffiti equipment = fine of up to 20 penalty units
- Injury to property and offences relating to property = from up to 10 penalty units to imprisonment not exceeding 12 months
- Intentionally endangering persons on railways = up to 21 years' imprisonment
- Wantonly endangering persons on a railway = up to 21 years' imprisonment
- Unlawfully setting fire to crops, moorland, forest, peat etc. = up to 21 years' imprisonment
- Unlawfully interfering with railways = up to 21 years' imprisonment
- Crossing a level crossing = a fine of up to five penalty units
- Entering a level crossing when a train is approaching = fines of up to 15 penalty points

It's hoped this information provides stakeholders and members of the public with a helpful overview of some of the charges that pertain to acts or omissions that endanger either the public or TasRail employees.

The selection of what charge best suits an individual event would usually be made by either Tasmania Police or the Director of Public Prosecutions depending on the factual matrix of the event. TasRail is frequently asked to provide guidance to Tasmania Police as to what charge(s) should be laid.

TOUR DE TASSIE

February saw TasRail successfully undertake its most ambitious community awareness campaign to date, with more than 3500 people participating in a locomotive tour during the three-day event to introduce the new TR-Class locos to the Tasmanian people.

Countless others approached TasRail ambassadors for information, showbags and general train-related interactions.

The 'Tour de Tassie' marked the first time the state-owned company has been able to allow broad-scale public access to one of its new TR-Class Locomotives during the whistle stop tour of Tasmania.

Organisers were overwhelmed with the huge outpouring of public support at each of the events.

The first four-hour public viewing of TR06 took place at one of the most scenic locations available – amid perfect weather conditions – at the Burnie Foreshore on 8 February from 10am to 1pm.

Hundreds of train buffs, tourists and curious locals stood for an average of 45 minutes to get on board and see the driver's cabin firsthand.

TasRail drivers provided a priceless commentary on their job in addition to an overview of the TR-Class to each tour group.

Opposition Leader Bryan Green, former Infrastructure Minister David O'Byrne, Leonie Hiscutt MLC, along with Liberal MP Roger Jaensch attended with all major Tasmanian media outlets covering the event.

Day two saw TasRail's Western Junction site near Launceston Airport opened up to the public. Despite the hot, windy weather, again several hundred eager visitors took advantage of the rare opportunity to get on board a working Tasmanian freight locomotive.

After giving out hundreds of showbags and TasRail caps to adults and children alike, TasRail's ambassadors packed up and headed south, as did TR06, which spent the night at the Brighton Transport Hub before arriving at the very centre of Hobart Regatta Day celebrations on the Monday southern public holiday.

Regatta day organisers later deemed the TR06 and associated merchandise and publicity the riverside festival's number one attraction for the day.

Tasmanians told TasRail's onsite ambassadors they were excited to see what the taxpayer dollars had produced and overall opinions expressed to TasRail staff over the long weekend demonstrated a highly positive public perception of the company and its goal of becoming a world-class vertically integrated short haul railway.



SAYING GOODBYE TO THE OLD LOCOS

Rolling stock transition plan.

TasRail is upgrading while simultaneously downsizing its locomotive rolling stock, progressing from a fleet of 36 'old girls' to 30 smooth operators.

Of the fleet, 17 will be of the brand new TR-Class with TasRail keeping nine DQs and four 2050s.

The new TRs are expected to be running by 15 July with the first two going into service on 4 April.

A train plan has been completed by the operations team allocating each loco to the job it best suits, and the business used selection criteria to narrow down which locos of the old fleet would be kept and which would go.

At this stage management is deciding the future of the unwanted rolling stock looking at options including sale disposal and scrapping.

TasRail will go to public tender for the sales, and this is currently a work in progress.

Then there are the wagons.

There is an introduction plan for the new wagons and the consequential

decommissioning of the old wagons – and a lot of them are very old.

Of the intermodal fleet a number of classes of wagons will be decommissioned and subject to scrapping or sale. The QC-Class and a number of other classes – 128 in total – will go.

TasRail has purchased 120 new intermodal wagons. In the intermodal fleet 34 wagons will be kept and the ore fleet will be replaced with 54 new wagons.

The old fleet of 58 wagons has been set aside for Venture Minerals ore traffic.

They are being put aside until works get underway.

There are 17 new coal wagons, which effectively means 33 of the old coal wagons can be parked up.

The new wagons effectively have twice the capacity of the old wagons.

There are 18 new cement wagons, 16 of the old wagons can be scrapped. This will most likely go out to a public tender process.

People buy old wagons for a variety of reasons. Farmers have been known to use them as bridges and there are all kinds of uses – anyone out there looking for something special should keep their eyes out for public notices advertising tenders in the coming weeks.

Nineteen existing log wagons will be kept and a number of ballast wagons will stay in the fleet for track work. Twenty-nine QL-Class intermodal wagons will be kept as back-up reserves.

All remaining ancient spare parts at East Tamar Junction and other TasRail sites are no longer needed and will also be sold for scrap, clearing the way for a cleaner, renewed and revitalised operation all round.

TasRail Locomotive Data Sheet Summary

| Class | 2000 | 2020 | 2050 | 2100 | 2130 | 2110 | 2114 | 2120 | 2150 |
|----------------------------|---|--------------------------------|---------------------------------|--|--|---------------------------|---------------------------|---------------------------|--------------------------------------|
| Number in service | 12 | 2 | 4 | 2 | 6 | 4 | 1 | 3 | 2 |
| Alternate class | DQ | D | ex 2150 Class QR | ZR | MKA | Z | ZA | ZB | Y |
| Road numbers | 2001-2012 | 2020-2021 | 2051-2054 | 2100-2101 | 2131-2134, 2137, 2138 | 2110-2113 | 2114-2118 | 2122-2123 & 2128 | 2150 & 2151 |
| Year of manufacture | 1964 (1460/1502 Class) Rebuilt Hutt NZ 2000 | 1971 - Rebuilt Hutt NZ 2001 | 1973 - Rebuilt 2001 Redbank | 1973 - Rebuilt 1997 Pt Augusta & Tasrail | 1968 - Rebuilt 1997/2012 Morisen Knudsen & Tasrail | 1972 - Rocklea Brisbane | 1973 - Rocklea Brisbane | 1973 - Rocklea Brisbane | 1968 - Tasmanian Government Railways |
| Engine | EMD 12/645E | EMD 16/645E | EMD 16/645E | Ruston Paxman 12 CSVT Mk3 | Ruston Paxman 12 CSVT Mk2 | Ruston Paxman 12 CSVT Mk2 | Ruston Paxman 12 CSVT Mk3 | Ruston Paxman 12 CSVT Mk3 | Ruston Paxman 6 CSVT |
| Aspiration | Roots | Roots | Roots | Turbo | Turbo | Turbo | Turbo | Turbo | Turbo |
| Power (gross/traction) | 1230kW/1119kW | 1641kW/1492kW | 1641kW/1492kW | 1641kW/1492kW | 1490kW/1380kW | 1490kW/1380kW | 1490kW/1380kW | 1490kW/1380kW | |
| Continuous tractive effort | 232kN at 14km/hr | 245kN at 18km/hr | 226kN at 19km/hr | 260kN at 23.5km/hr | 224kN at 17.4km/hr | 240kN at 21.7km/hr | 240kN at 21.7km/hr | 240kN at 21.7km/hr | |
| Continuous adhesion | 25% | 25% | | 25% | 25% | 25% | 25% | 25% | 25% |
| Main gen/alt | EMD D32 | EMD D32 (D14 companion) | EMD AR10 (D14 companion) | Toyo Denki WD10314A-10A | EE 822 | EE 822 | Toyo Denki WD10314A-10A | Toyo Denki WD10314A-10A | EE Gen |
| Traction motors | EMD D29 | EMD D31 | EMD D29 | EE 548 | EE 548 | EE 558 | EE 558 | EE 548 | EE 537 |
| Gear ratio | 63:14 | 63:14 | 63:14 | 72:15 | 72:15 | 72:15 | 72:15 | 72:15 | 72:15 |
| Control system | ZTR BOA | ZTR BOA | Dash 2 | Woodward CLC | ZTR BOA | Bridged relay | Bridged relay | Bridged relay | Bridged relay |
| Brake system | 26L | 26L | 26L | 26L | 30CDW | M9A | M9A | M9A | M9A |
| Wheel diameter | 1016 | 1016 | 1016 | 952 | 952 | 952 | 952 | 952 | |
| Weight (nominal) | 91.5 | 107.8 | 107.8 | 97.5 | 94 | 100 | 97.5 | 92 | |
| Weight (measured - min) | 101.6 | 116.6 | 116.6 | 107.8 | 96.6 | 111 | 109.6 | 92 | |
| Sand capacity | 0.28m3 | 1.4m3 | 1.4m3 | 0.68m3 | 0.4m3 | 0.45m3 | 0.68m3 | 0.68m3 | |

BURNIE BULK HANDLING AND MELBA FLATS PROJECT

Recent upgrade work by TasRail to two of the state's most important loading facilities has resulted in excellent outcomes achieved on time and under-budget.

The first part of the project, stage 2 of the Burnie Bulk Handling Facility upgrade, saw the facility undergo much-needed maintenance work including structural and electrical works, upgrading of emergency lighting and the recladding of the facility's roof.

Pulleys, the conveyancing system and guarding was also subject to upgrade work carried out between February and September last year.

TasRail is the owner of the state's only public shiploading facility, which is integral to Tasmanian mining operations.

"Each of the mines on the West Coast brings their product to Burnie where it's stored in our shed on the wharf," Project Manager Anne Simpson said.

TasRail then operates the shiploader to load customer-arranged ships, with an average of 40 to 50 ships passing through the port each year, peak times being in December and June.

The shiploader is now 40 years old and needed the maintenance undertaken by TasRail that has resulted in a significant improvement in its operation. Close to 1.5 million tonnes of concentrate is put through the shiploader annually, which is set to increase with new mining projects coming online in 2014.

Once work was completed on the bulk handling facility, the project team moved to Melba Flats, 8km from Tullah and 161km south of Burnie.

Melba Flats houses a train-loading facility that operates via a series of wagons loaded each day with copper collected from Copper Mines of Tasmania. The wagons are pulled by locomotive from Melba Flats to Burnie, departing at 2am each morning.

"This facility was in very poor condition and has been significantly upgraded," Anne said.

Works at the Melba Flats facility were undertaken to ensure compliance with current environmental standards for a facility of this nature.

The Burnie Bulk Handling Facility and Melba Flats project was allocated 20 weeks for completion but was delivered in just 12 weeks and under budget – a credit to the TasRail project team consisting of Anne, Peter Phillips and Dale Sinfield. TasRail also thanks Coastal Engineering and Belting and RJ and NJ Construction for their extraordinary contribution.

BURNIE PORT OPTIMISATION PROJECT

The Burnie Port Optimisation Project is a tri-partite project between TasRail, TasPorts and Toll utilising \$8 million provided by all three organisations and the Tasmanian State Government.

The planning process for the project was undertaken over two years and its objectives from TasRail's perspective are to improve the efficiency of transport and the transport/public interface.

The entire Burnie Port is being remodelled and the upgraded road will run directly from the railyard to the port.

"The additional benefits for TasRail will be a much better rail unloading facility integrated with road, rail and port processes – and a holistically better port-rail interface," project manager Anne Simpson said.

"We're also removing the interface between the public and TasRail, which has significant gains for safety."

TasRail will be terminating its trains in the rail facility.

"All train movement will now be confined to TasRail's Burnie yard and taken off Toll's berth."

Currently TasRail cannot unload in the railyard and instead unloads on the wharf next to the ship.

"This project is quite simply about optimising the process with a purpose-built, integrated terminal for road and rail."

TasPorts is managing the project, and TasRail and Toll are stakeholders.

The benefits to the community will include significantly less train noise on the foreshore with freight trains no longer parked along this central scenic area.

The project is scheduled to commence in April and the new railyard will be operational in December this year.

TasRail's Burnie station is also being demolished and its offices relocated with new offices constructed by mid-next year.

TAMPER AND BALLAST REGULATOR

FORTH BRIDGE



TasRail's brand new tamper and ballast regulator are in the final stages of the commissioning process.

For those unfamiliar with these machines, the Harsco Mark VI split head tamper was built in Georgia, US, and is designed to lift the rail and sleepers and pack the ballast, forcing it tightly under the sleeper.

The Harsco BE-KR ballast regulator precedes or follows the tamper and ploughs and redistributes the ballast surrounding the track. Both machines work in tandem. The new tamper is worth \$2 million and the ballast regulator \$1.3 million.

"Our two old tampers are 30-plus years old and they've had very hard lives," Project Manager Karl Tivan said.

One of the old tampers could do up to 500m of rail a day and the second up to 700m.

The new tamper can tamp 500m an hour – a huge improvement on TasRail's previous track maintenance capability.

"A machine that is 30 years old is extremely high maintenance because everything's wearing out at a really rapid rate," Karl said.

"These machines have a 25-year design life."

Keeping the shiny yellow high-tech pieces of machinery looking as good as they did on arrival is a tough job.

The commissioning process is due to be completed by April.

"They're doing really dirty work, and they're doing an excellent job," Karl said.



Under construction

The new Forth River Rail bridge was tied into the network on 31 March 2014.

It was the fourth and final major bridge structure to be completed as part of the \$24 million four North West Bridges Project. The rail tie-in works were completed over a 14-hour continuous rail possession starting on the evening of 30 March.

The new concrete structure is 135m long on a new upstream alignment that also provides for improved rail geometry. The bridge deck is fully ballasted, including new concrete sleepers, 47kg rail and full length walkway.

The project was able to run to time despite a large delay caused by abnormally high river levels last spring. Our construction partner VEC Civil Engineering has played a significant role in ensuring the project has remained within the contract time allowed.

With the completion of the new bridge, the old rail bridge will be decommissioned but not demolished due to its heritage status and the real possibility it may yet be converted into a shared pathway.

The Central Coast Council and local community groups are actively seeking funding assistance to see this repurposing come to be a reality.



After completion



TRAIN YOUR BRAIN TO STOP!

Representatives of TasRail participated in the recent national Level Crossing Safety Forum in Melbourne that brought together people from the rail, road, state and Australian governments and council sectors to discuss innovative approaches to improving safety at level crossings.

Many approaches were considered over the two day forum, from technical and enforcement, to awareness and education. What came out strongly from many of the participants was the ongoing lack of understanding from drivers about how to interface with a level crossing.

Makes sense when you think about it. Most people take their licence test in their late teens. Level crossing questions make up a pretty small part of the overall test and for many drivers, particularly in Tasmania, stopping for trains isn't an everyday driving event.

So, to help you out, here is a quick refresh of the key questions so you can train your brain to stop!

1. What is a level crossing?

- a) an area where a road and a railway meet at substantially the same level, whether or not there is a level crossing sign on the road at all or any of the entrances to the area
- b) an area where a road and railway tracks meet at substantially the same level and that has a level crossing sign on the road at each entrance to the area
- c) A crossing where the ground is flat

2. What is an active level crossing?

- a) An intersection between road and railway tracks with a current gym membership
- b) An area where road and railway meet with flashing lights and bells to indicate a train is approaching
- c) An area where road and railway meet that has a boom gate that comes down when a train is approaching

3. What should you do if the lights start flashing at a level crossing as you approach?

- a) Stop and wait until the lights stop flashing before you cross
- b) Accelerate and get across the crossing before the train comes because you are busy and can't wait
- c) Get out of your car and take photos from inside the rail corridor while you are waiting

4. The penalty in Tasmania for going through an active level crossing is

- a) \$350 fine
- b) Three demerit points
- c) Horrific injury or death
- d) All of the above

Answers: 1. A and B, 2. B and C, 3. A, 4. D

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