

Rural Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates May 2011

Infrastructure and Transport

Question no.: 100

Program: n/a

Division/Agency: (ARTC) Australian Rail Track Corporation

Topic: Speed restrictions on the Melbourne to Sydney Line

Proof Hansard Page/s: 8 (26/05/2011)

Senator Joyce asked:

Senator JOYCE: It is a very interesting management process: 'We don't have something that works, so we just take the speed down.' Ultimately, people can walk faster than trains, if we are going to take them down too low. Can you give me the details of exactly where that event occurred, where the airbrakes went off on that XPT train?

Mr Fullerton: I cannot recall the date. All I do know is that the problems were—

Senator JOYCE: Whereabouts was it?

Mr Fullerton: It was on the Melbourne to Sydney line.

Senator JOYCE: Whereabouts?

Mr Fullerton: I do not know where.

Mr Mrdak: We will take that on notice and get you the details of that incident.

Answer:

Refer to 63.

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Infrastructure and Transport

Question no.: 101

Program: n/a

Division/Agency: (ARTC) Australian Rail Track Corporation

Topic: Speed restrictions on the Melbourne to Sydney Line

Proof Hansard Page/s: 8-9 (26/05/2011)

Senator Joyce asked:

Senator JOYCE: I withdraw the comment. What were the surrounding circumstances, for instance? Was there a breach of the speed restrictions, was something affecting the performance of the track, or some other factor involved in this incident? It is going to be hard for you to answer that question if you do not know where it happened, when it happened or how it happened.

Mr Mrdak: It is best if I take that on notice. We will get you the full details of that incident that you are referring to and provide that to you on notice.

Answer:

Refer to 63.

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ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates May 2011

Infrastructure and Transport

Question no.: 102

Program: n/a

Division/Agency: (ARTC) Australian Rail Track Corporation

Topic: Performance information on the Melbourne to Sydney Line

Proof Hansard Page/s: 12-13 (26/05/2011)

Senator Xenophon asked:

Senator XENOPHON: You are eminently qualified; there is no question about your eminent qualifications in relation to running the ARTC. I want to get that on the record about your level of expertise. Further to Senator Joyce's line of questioning, what are the statistics in terms of comparative average speeds for the rail lines on the Melbourne to Sydney corridor prior to the insertion of the concrete sleepers and subsequent to their insertion? I am happy for you to take that on notice.

Mr Fullerton: We can. I would like to respond by saying that we are doing other works on that corridor that are affecting transit time. We are building passing lanes, crossing loops that allow train timetables to be improved. When you are doing concrete resleeper work, you are also doing other works to improve transit times. With the old track, with the timber sleepers and the condition of the sleepers, there were blanket speed restrictions applied of 80 kilometres an hour on many sections of that track during the summer. You really have to take a 12-month average on that.

Answer:

The attached graphs show trends for a range of measures that are used to monitor track performance. The graphs include average delays per train due to speed restrictions, track quality index and train partings due to rough track.

There are also statistics on derailments.

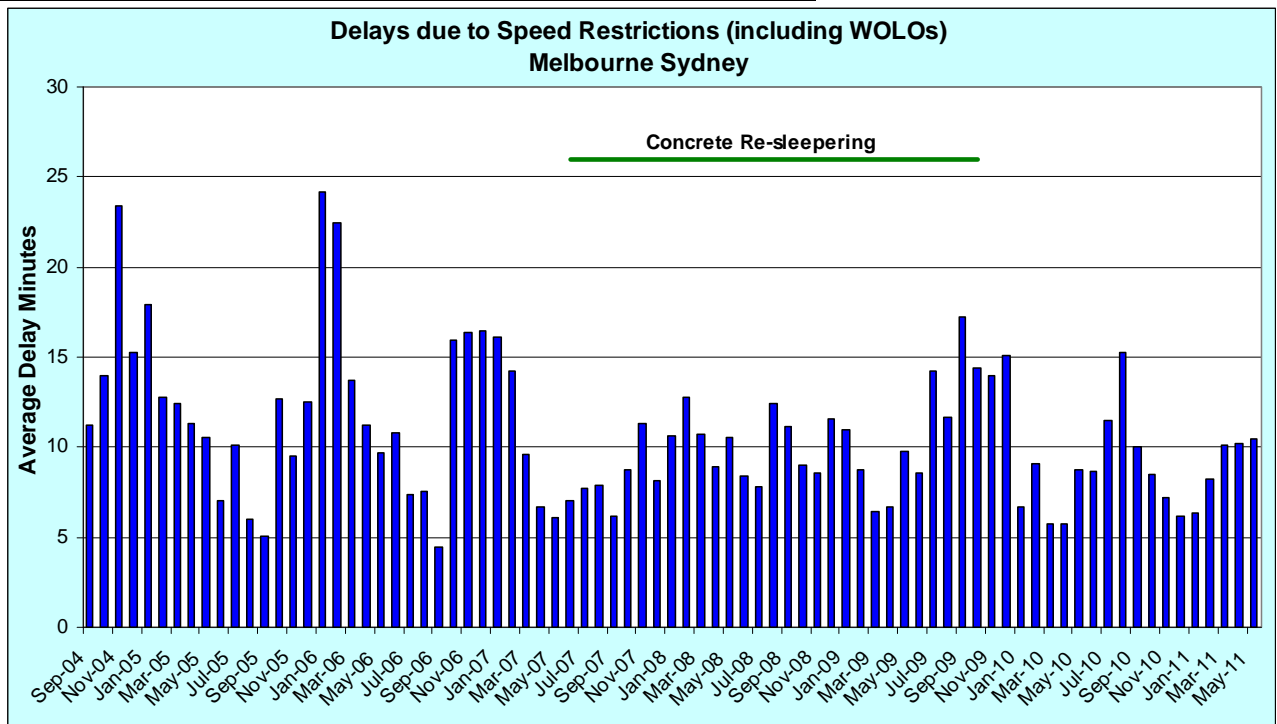
The information also highlights when the concrete sleepers were installed.

102 – Attachment A

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Sydney to Melbourne Rail Corridor
Performance and Derailment Statistics

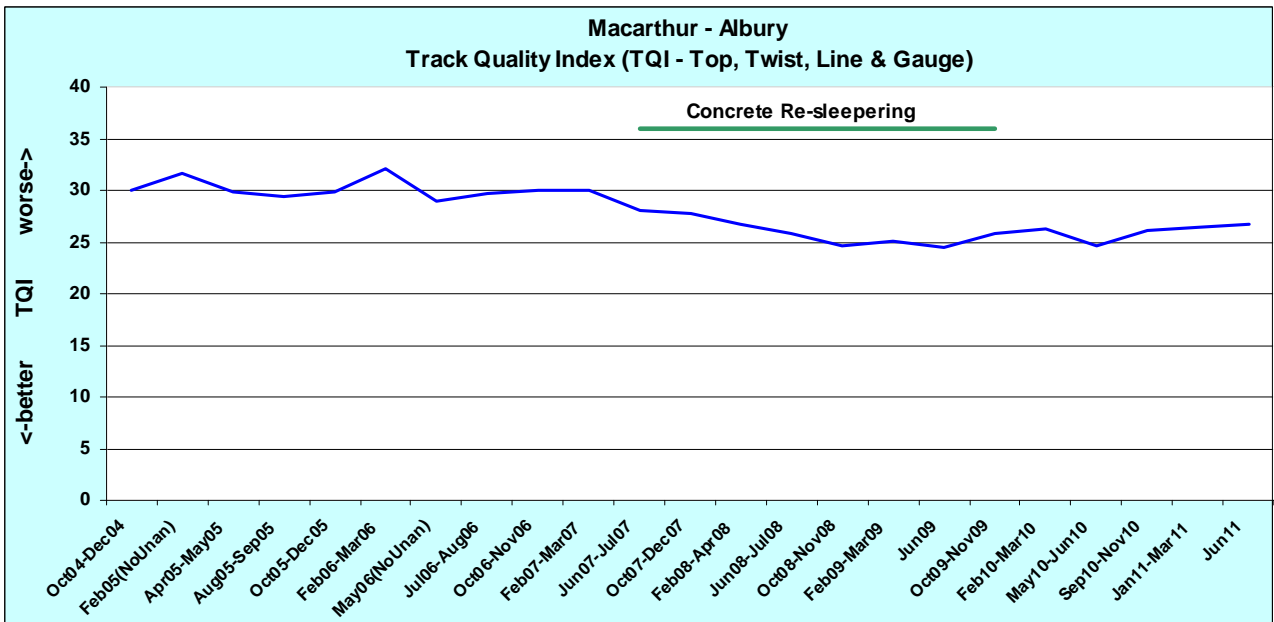
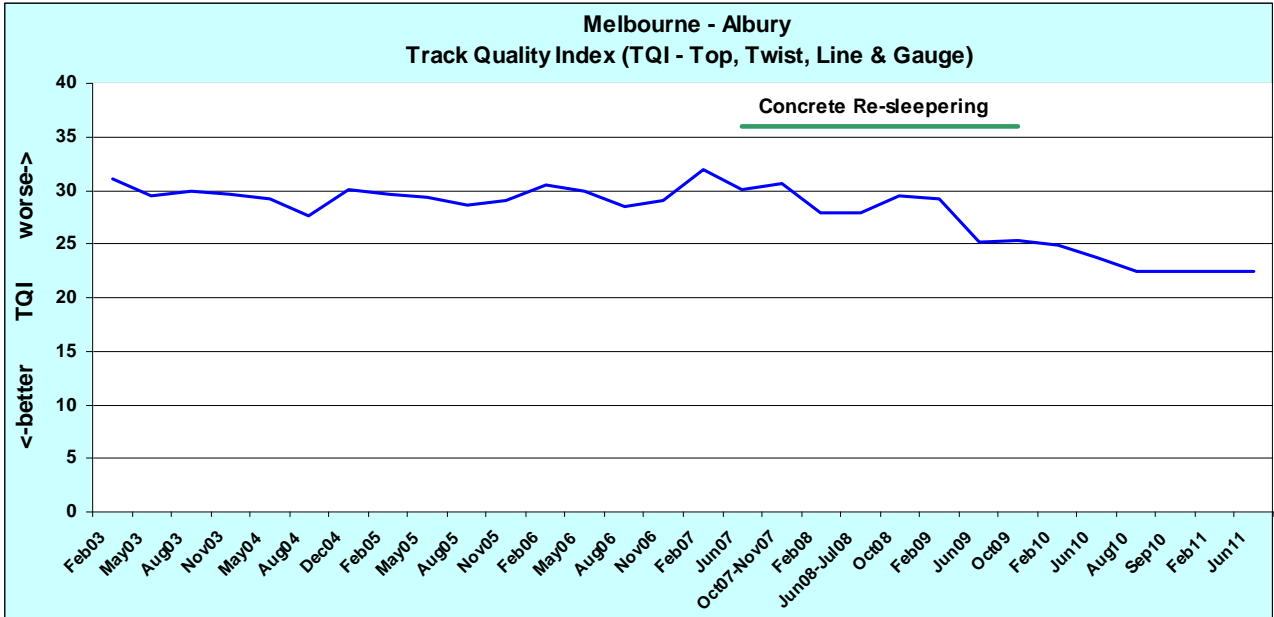
Average delays per delayed train due to speed restrictions



Track Quality Index (TQI) (lower the figure better the track)

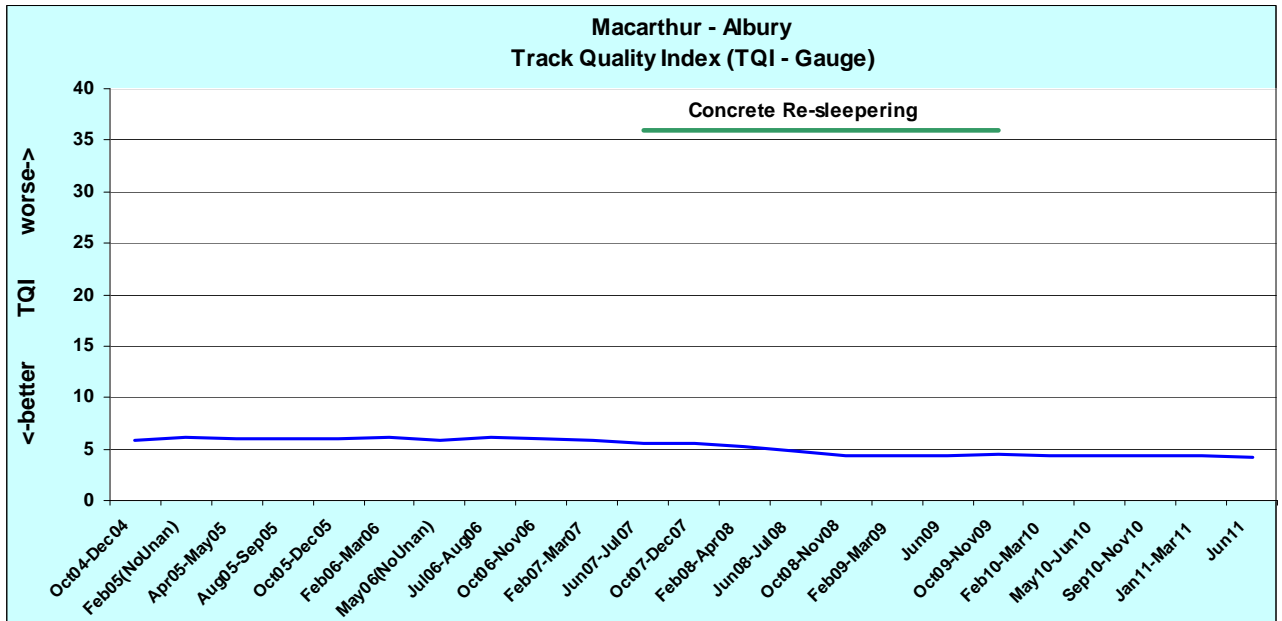
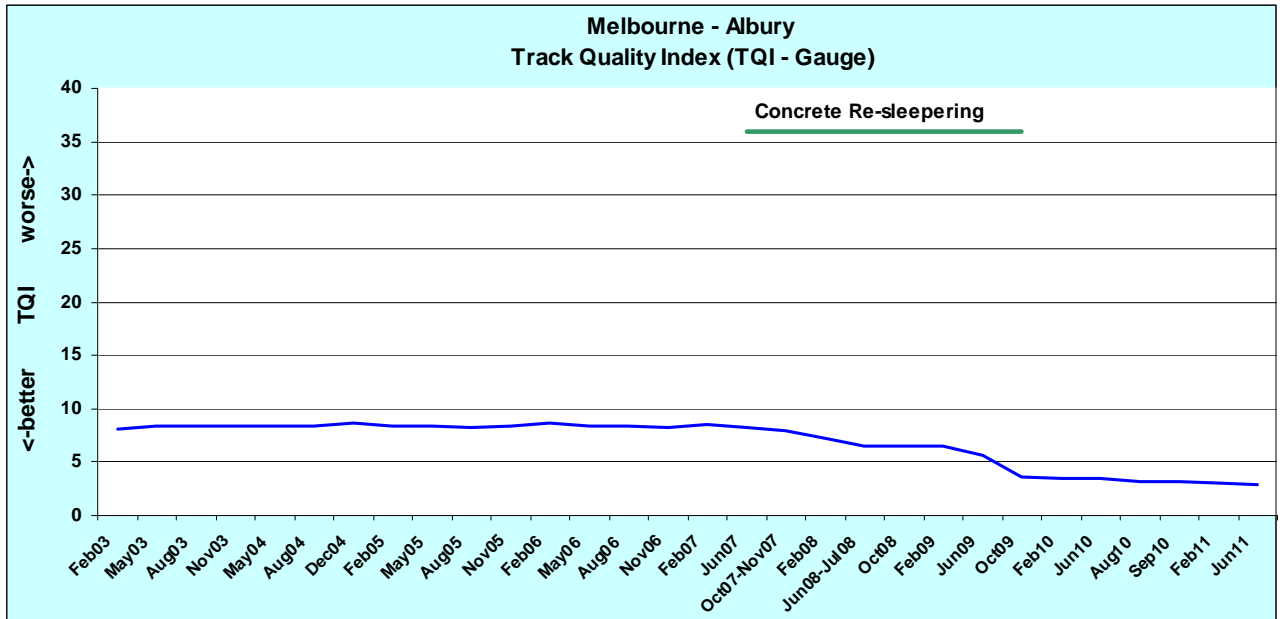
TQI (Top, Twist, Line and Gauge)

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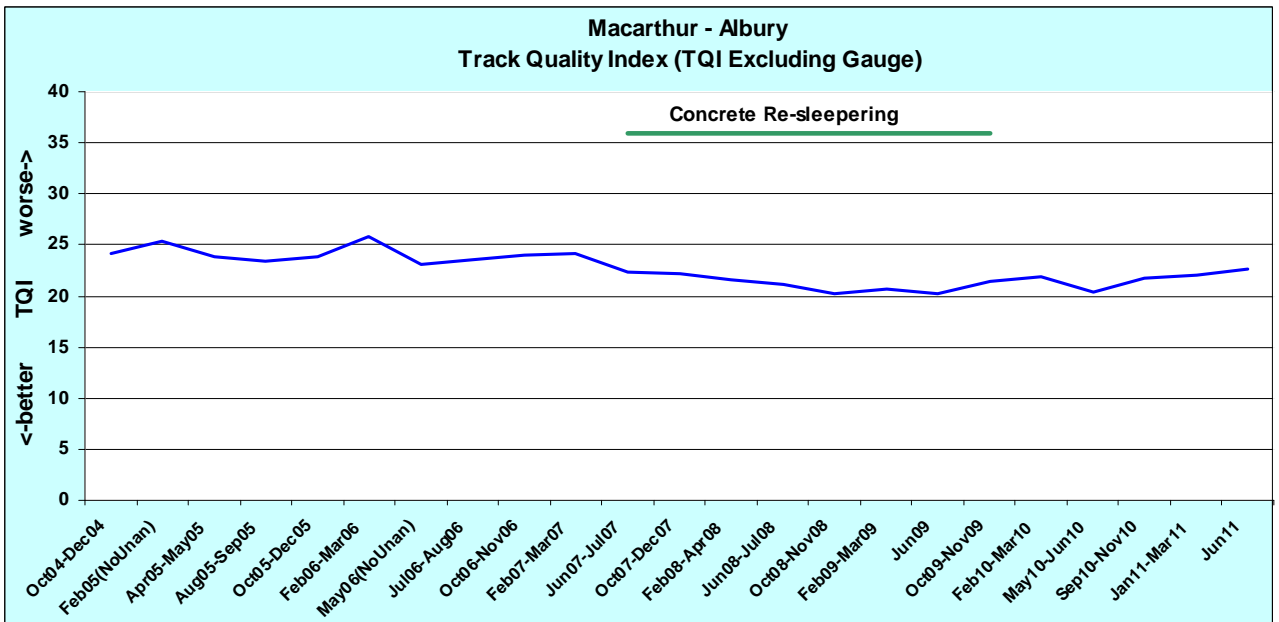
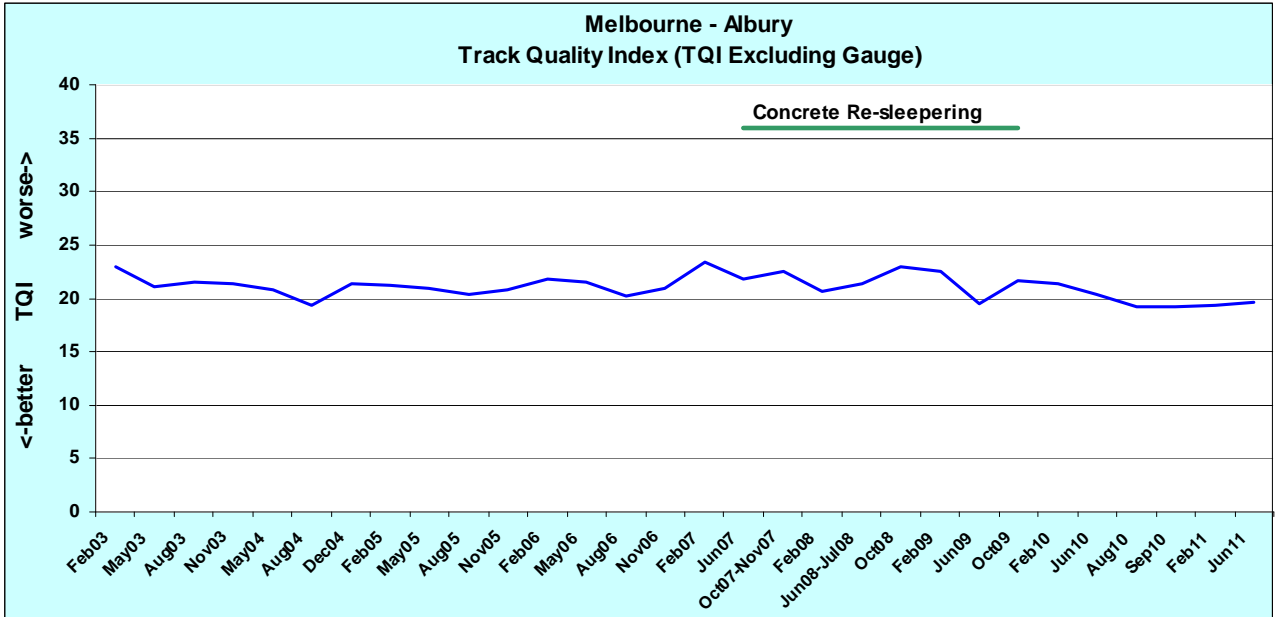
TQI for Gauge

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TQI Excluding Gauge

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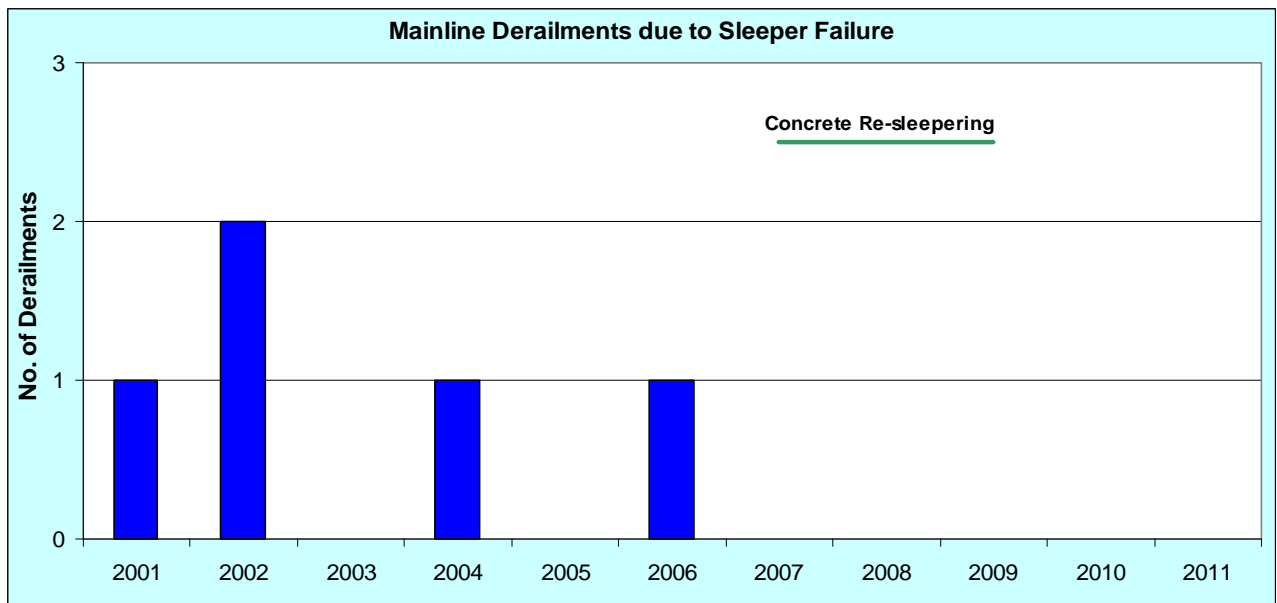
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Melbourne Sydney Derailment History since 2000

Date	Train	Track	Km	Location	Cause
25-4-2001	XPT - 8622	Melbourne to Wodonga Single Main	301.1086	Wodonga	Track fastening failure (poor timber sleepers)
7-11-2002	Freight 4YN2	Sydney to Albury Up Main	377.960	Rocky Ponds	Misalignment on timber sleepers (heat buckle)
19-11-2002	Freight G9821	Sydney to Albury Down Main	305.650	Jerrawa	Misalignment on timber sleepers (heat buckle)
22-12-2004	Freight 4VM9	Sydney to Albury Down Main	454.000	Bethungra	Misalignment on timber sleepers (heat buckle)
4-1-2006	Freight 3AB6	Sydney to Albury Single Main	564.477	Yerong Creek	Misalignment on timber sleepers (heat buckle)



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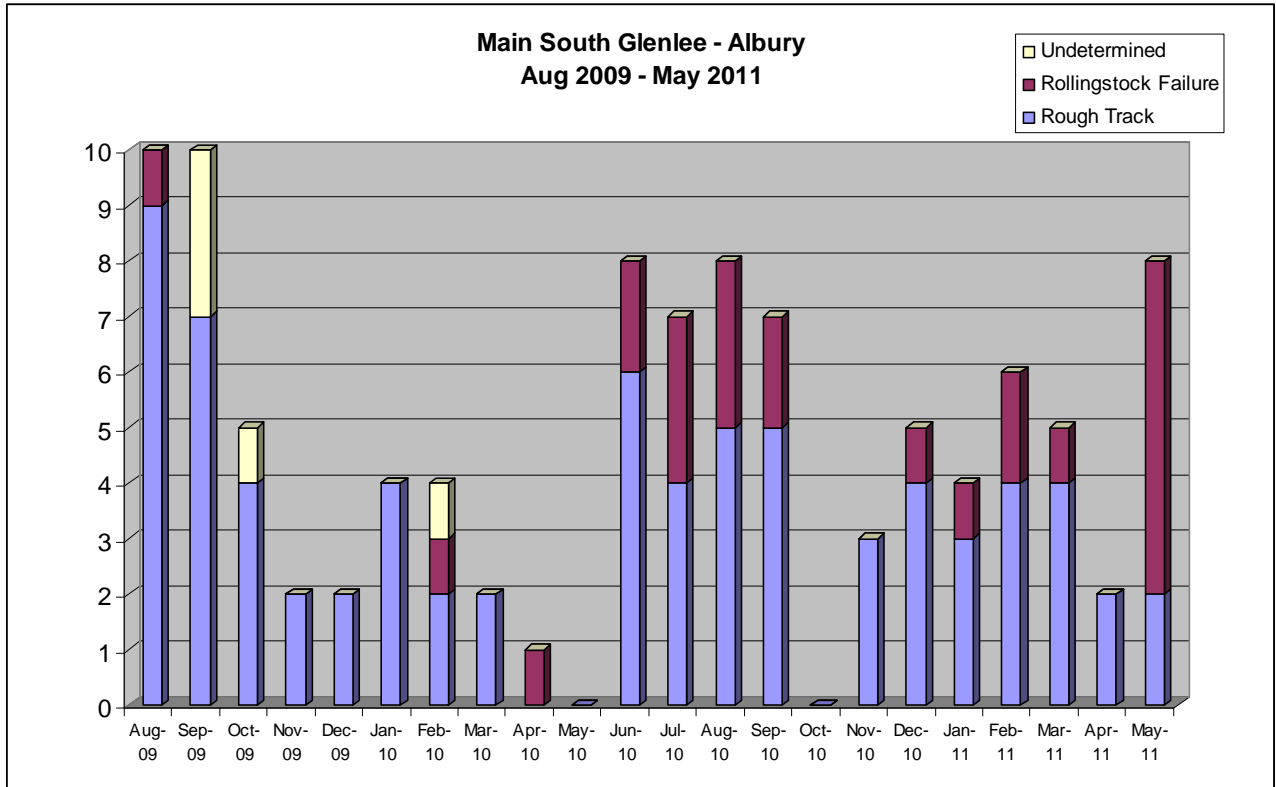
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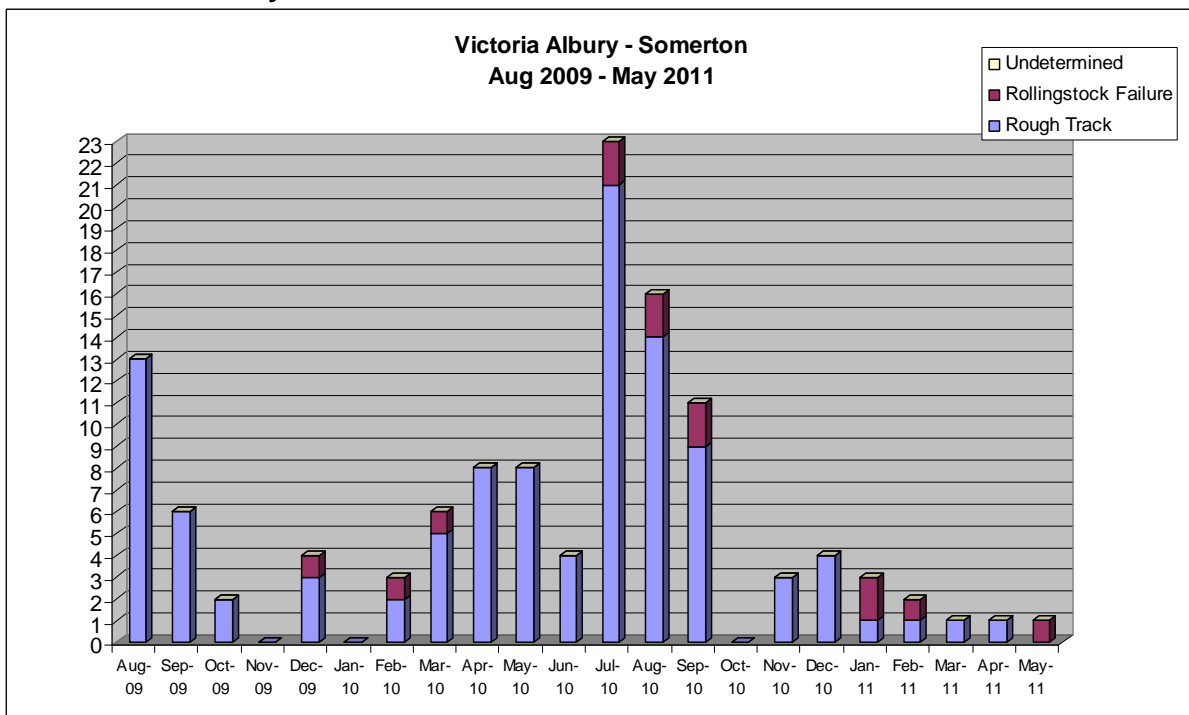
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Melbourne to Sydney Train Partings

Macarthur to Albury



Melbourne to Albury



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Question no.: 103

Program: n/a

Division/Agency: (ARTC) Australian Rail Track Corporation

Topic: ARTC consultancy arrangements with Mr Cantrell

Proof Hansard Page/s: 13 (26/05/2011)

Senator Xenophon asked:

Senator XENOPHON: How many years has the ARTC been using Mr Cantrell for advice?

Mr Fullerton: I think Mr Cantrell was used for some advice probably about three years ago.

Senator XENOPHON: Not before that?

Mr Fullerton: Not that I recall.

Senator XENOPHON: Could you take that on notice?

Mr Fullerton: Yes.

Answer:

Mr Cantrell was first engaged by ARTC in June 2002.

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ANSWERS TO QUESTIONS ON NOTICE

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Infrastructure and Transport

Question no.: 104

Program: n/a

Division/Agency: (ARTC) Australian Rail Track Corporation

Topic: Decision to apply the sleeper side insertion method

Proof Hansard Page/s: 13-14 (26/05/2011)

Senator Xenophon asked:

Senator XENOPHON: Was Mr Cantrell involved in giving the advice for the side insertion method in the first place?

Mr Fullerton: No, that was a decision taken by the ARTC.

Senator XENOPHON: Did Mr Cantrell have any input whatsoever in relation to that decision?

Mr Fullerton: I would have to check that. He was part of a review of the methods that we should deploy, but I do not believe so.

Senator XENOPHON: He was part of a review of the methods that should be deployed; so, as part of that review, he was part of the advice process that led to the decision of the ARTC for a side insertion method?

Mr Fullerton: I need to take that on notice...

Answer:

No.

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ANSWERS TO QUESTIONS ON NOTICE

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Question no.: 105

Program: n/a

Division/Agency: (ARTC) Australian Rail Track Corporation

Topic: Mr Cantrell's commercial relationships or financial connections with manufacturers or providers of equipment for sleeper side insertion

Proof Hansard Page/s: 15 (26/05/2011)

Senator Xenophon asked:

Senator XENOPHON: This is not a question that I know the answer to but it would be remiss of me not to ask this: has the ARTC checked as to whether Mr Cantrell, given his long history involved in rail, has any commercial relationship or any financial connection with those that provide equipment for side insertion and with any of the equipment used by the ARTC on its track maintenance?

Mr Mrdak: I think we best take that on notice, if you do not mind.

Senator XENOPHON: Yes, but I want to know were checks done to see if there are any commercial links? I am not saying there is, but it is a legitimate question to ask whether Mr Cantrell has any commercial or financial arrangements, any consultancy with any entities that are involved in providing equipment for side insertion or organisations or entities that provide that.

Mr Mrdak: We will take that on notice and give you some details.

Answer:

No.

Mr Cantrell has advised that he has not done any consultancy work for manufacturers of equipment that can be used in side insertion.

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ANSWERS TO QUESTIONS ON NOTICE

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Question no.: 106

Program: n/a

Division/Agency: (ARTC) Australian Rail Track Corporation

Topic: Sleeper replacement methods used in Europe

Proof Hansard Page/s: 16 (26/05/2011)

Senator Xenophon asked:

Senator XENOPHON: Can you take on notice whether Europe is using side insertion methods. My understanding is that it is something that is being dismissed by the Europeans in their train tracks.

Mr Fullerton: Yes.

Answer:

Side insertion is a method used for the cyclic replacement of timber sleepers and for on the spot replacement of concrete or steel sleepers on rail networks around the world, including in Europe.