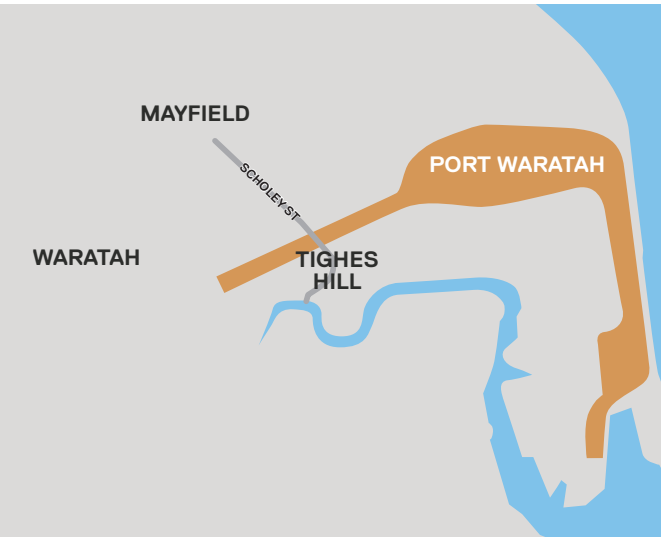
AT A GLANCE

PORT WARATAH TERMINAL FACTSHEET

PORT WARATAH FAST FACTS

- Steel commodities
  - Around 600 – 800 train services per month
  - Around 20 million tonnes of coal exported through Port Waratah Terminal each year
- Rail freight moved through Port Waratah Terminal includes:
  - Grain
  - Mineral concentrates and other mineral products
  - Cement
  - Container freight



WHAT OPERATIONS TAKE PLACE?

Port Waratah is one of the busiest terminals on the ARTC network, and plays a vital role in freight operations. Operations at Port Waratah include:

- Unloading of coal, wheat and other commodities
- Crew changes
- Provisioning of locomotives with fuel, oil and sand
- Attaching or detaching defective wagons or locomotives
- Marshalling wagons into a full-length train
- Wagon and locomotive maintenance
- Routine wagon inspections

LAYOUT

The Port Waratah Terminal site has been an operational rail terminal since the 1970s and is in a constrained site adjacent to the port. The topography of the area means that on occasions, a train may have sections going uphill and downhill concurrently. This can at times generate unavoidable 'bunching and stretching' noise (where wagons either touch from coming together or make a noise when they stretch and pull apart).

Coal trains utilising Port Waratah are a maximum of 1543m, or 92 wagons long. Other train lengths vary, ranging from 750m to 1500m.

Trains that exceed 800m in length are required to be shunted into two separate roads within the terminal, to meet operational safety standards. This requires trains to be shunted in both forward and reverse directions along the rail corridor adjacent to Scholey Street. This generally requires two shunt movements; however this number can alter subject to the operator's requirement.

ARTC

NOISE MANAGEMENT AT PORT WARATAH TERMINAL

WHAT RAIL NOISE MIGHT I HEAR?

Rail noise at Port Waratah Terminal is a result of the freight moved in and around the port. ARTC and rail freight operators try to keep noise to a minimum, but unfortunately some noise is unavoidable. Some sources of noise generated from the terminal are:

- Train horn use
- Wheel or brake squeal
- Banging of wagons, caused by bunching and stretching
- Idling locomotive noise, either between the terminal and Scholey Street or in the Terminal itself
- Essential rail maintenance activities, including heavy equipment use

WHAT IS ARTC DOING TO HELP?

ARTC have been working closely with the train operators to improve the noise environment in and around the Port Waratah Terminal through:

- Working with train drivers and terminal staff to keep noise to a minimum where possible by adjusting driving practices
- Communicating with terminal staff on the importance of reducing avoidable noise disturbance at the site, including signage to act as a reminder upon entry and exit
- Identifying areas within both ARTC and train operator's operations that can be improved

Since 2007 ARTC has managed a voluntary reduction in train movements on the Port Waratah / Bullock Island loop section of the terminal, between the hours of 10pm - 6am daily, when operations allow.

ARTC terminal coordinators currently investigate alternate routes and options before utilising the loop.

To offset expected train movement increases, ARTC and rail operators will also change the planning process, to reduce the need for a train to stop midway around the loop, as this can cause wagons to bunch.

HOW IS INDUSTRY HELPING?

The major users of the Port Waratah terminal maintain trains at Tighes Hill. which constitutes approximately 60% of rail traffic using the terminal. Industry has:

- Invested in the newer 120 tonne wagons, which consitutue more than 80% of the fleet
- Trains fitted with Electronic Controlled Pneumatic (ECP) brakes now make up more than 30% of operational units in the Hunter Valley. ECP braking allows for uniform and instantaneous braking, resulting in better train control, a decrease in stopping distances, and reduction in the general likelihood of wagon bunching noise.
- Pacific National's new $110m Greta Train Provisioning Facility has reduced:
  - Routine wagon inspections (requiring train split and shunting) at Port Waratah by 40%
  - Provisioning (the requirement for trains being split and shunting) at Port Waratah by 15%
  - An overall reduction of 200 – 300 train services per month in Port Waratah
- In 2015, Aurizon commissioned a new train support facility at Hexham, which will allow for a greater amount of maintenance to occur outside of the Port precinct. This includes Aurizon's rail activities associated with shunting and provisioning trains in and around Carrington and Kooragang Island.

MORE INFORMATION:

More information on rail activities or specific feedback on noise or other environmental issues can be directed to ARTC's Enviroline on 1300550402 or by email to: enviroline@artc.com.au.