**Route Access Condition Notice**

18-00005

<table>
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<th>Distributed To:</th>
<th>ARTC Website</th>
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<td>Distribution Date:</td>
<td>16/04/18</td>
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<td>Requested By:</td>
<td>ARTC</td>
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<tr>
<td>Subject:</td>
<td>On Train Communication</td>
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<tr>
<td>Effective Period:</td>
<td>Until Published</td>
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<tr>
<td>Amendment Type:</td>
<td>Permanent (to be added to RAS)</td>
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**Note:** Permanent Route Access Condition Notices (RACN) are periodically updated in the ARTC Route Access Standard (RAS), at which time the relevant RACN is withdrawn.

**RAS Reference:**

| Section: | General Information 4.10 | Version No. | 1.7 | Page/s: | 38 |

**ARTC Network Location:**

**Line Sections & Kms:** ARTC network

**Details:** Changes to On Train Communication Requirements
### 4.10 On Train Communication

#### Table 4.10.1 On Train Communication Requirements for ARTC Network Areas

<table>
<thead>
<tr>
<th>ARTC Network Area</th>
<th>On-Train Communication Requirement</th>
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| NSW                 | *NTCS / ICE radio to provide the primary means of voice communications between the Train [Crew driver](#) and Network Controller.  
Working backup communications, which may include mobile or satellite phone, to be used in the event of a failure of the primary voice radio system.    
[Local Train Radio (LTR) (UHF 450.050 MHz)](#) for local communications with other Train [Crews](#) drivers, track workers and wayside equipment.  
[ICAPS capable radio for the remote operation of points by the Train Crew from the locomotive between Goobang Junction and Broken Hill.](#) |
| Victoria            | *NTCS / ICE radio to provide the primary means of voice communications between the Train [Crew driver](#) and Network Controller.  
Working backup communications, which may include mobile or satellite phone, to be used in the event of a failure of the primary voice radio system.    
[Local Train Radio (LTR) (UHF 450.050 MHz)](#) for local communications with other Train [Crews](#) drivers, track workers and wayside equipment.  |
| SA/WA               | *NTCS / ICE radio to provide the primary means of voice communications between the Train [Crew driver](#) and Network Controller.  
UHF radio can be used to provide the primary means of voice communications between the train driver and Network Controller.   
Working backup communications, which may include mobile or satellite phone, to be used in the event of a failure of the primary voice radio system.    
[Local Train Radio (LTR) (UHF 418.425 MHz)](#) for local communications with other Train [Crews](#) drivers, track workers and wayside equipment.  
[ICAPS capable radio for the remote operation of points by the Train Crew from the locomotive between Tent Hill and Parkeston.](#) |
| GHERINGHAP - MAROONA (VIC) | *NTCS / ICE radio to provide the primary means of voice communications between the train driver and Network Controller.  
UHF radio for receiving data transmitted authorities from the Network Controller. |
| TENT HILL - PARKESTON (SA/WA) | *NTCS / ICE radio to provide the primary means of voice communications between the train driver and Network Controller.  
ICAPS capable radio for the remote operation of points by the train driver from the locomotive. |

*Note: 1. Train crews’ must ensure that ICE radio units in all trailing locomotives are turned off when NOT in use  
2. For more details refer to CoP Addendum section 17 Communications*