

## Route Access Condition Notice

### 19-0011

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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Notices (RACN) are periodically updated in the ARTC Route Access Standard (RAS), at which time the relevant RACN is withdrawn.*

<b><u>RAS Reference:</u></b>			
<b>Section:</b>	4.10 GI On train communication	<b>Version No.:</b>	2.1
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<b><u>Information:</u></b>			
Cross check RAS to Standing Train Notice 2443			

National Train Communication System (NTCS) and alteration to Communication Device Status for all Network Operation communications.

From 1st December 2014, prior to commencing journeys on the ARTC controlled Victorian network, Operators must contact the Network Controller to confirm that their NTCS In-cabin Equipment (ICE) unit equipment is functioning correctly, that their Train number is registered and that voice communications can be established with the Network Controller. Contact with the Network Controller must be established via the mandatory ICE unit.

**Details:**

This process of contacting the Network Controller prior to entering the network is often referred to as "Logging on" and confirms that required mandatory communications are in place prior to a train's journey commencing.

The ICE units are capable of self-testing functions and the also allows operators to enter train numbers via the Human Machine Interface (HMI) display, however these functions do not replace the requirement to contact the Network Controller and confirm that the required communications are in place.

ICE equipped trains which enter the ARTC Victorian and New South Wales Networks after "logging on" in an adjacent network area will have the train registration automatically transferred to the ARTC Network Controllers Train Radio system and contact with the ARTC Network Controller is not required at the Network boundary.

In the event that registration of Train radios fail during a journey or are known to have problems, reregistration must be attempted and if unsuccessful alternative communications established.

Operators whose ICE unit fails during a journey will be permitted to complete their current journey once effective alternate communications are established. Trains that cannot be registered on the ICE unit will not be permitted to commence new journeys to enter the ARTC network.

Completion of the "log on" procedure with the Network Controller from the leading cab is required to ensure compliance with Rail Safety Act and confirm that the required communications between Operators and Network Controllers are functioning correctly. Only the lead and manned Train Radios on a train should be powered on. National Train Communication System (NTCS) and alteration to Communication Device Status for all Network Operation communications.

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## 4.10 On Train Communication

The Operator is responsible for the provision of locomotive based communication equipment required for network operations and safeworking. The Operator shall ensure that locomotive communications equipment is maintained and is compatible with the equipment used by ARTC Network Control.

Accredited Operators may request radio frequencies directly from ARTC.

Table 4.10.1 – On Train Communication Requirements for ARTC Network Areas

ARTC Network Area	On-Train Communication Requirement
NSW	<p>*NTCS / ICE radio to provide the primary means of voice communications between the Train Crew and Network Controller.</p> <p>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.</p> <p>Local Train Radio (LTR) (UHF 450.050 MHz) for local communications with other Train Crews, track workers and wayside equipment.</p> <p>ICAPS capable radio for the remote operation of points by the Train Crew from the locomotive between Goobang Junction and Broken Hill.</p>
VIC	<p>*NTCS / ICE radio to provide the primary means of voice communications between the Train Crew and Network Controller.</p> <p>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.</p> <p>Local Train Radio (LTR) (UHF 450.050 MHz) for local communications with other Train Crews, track workers and wayside equipment.</p>
SAWA	<p>*NTCS / ICE radio to provide the primary means of voice communications between the Train Crew and Network Controller.</p> <p>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.</p> <p>Local Train Radio (LTR) (UHF 418.425 MHz) for local communications with other Train Crews, track workers and wayside equipment.</p> <p>ICAPS capable radio for the remote operation of points by the Train Crew from the locomotive between Tent Hill and Parkeston.</p>

*\*Note: Train crews' must ensure that ICE radio units in all trailing locomotives are turned off when NOT in use*

Issued By:

*Richard Potts*

Australian Rail Track Corporation