

Route Access Condition Notice 19-0012

Distributed To:	ARTC Website
Distribution Date:	26/06/19
Requested By:	ARTC
Subject:	NEW UHF Train to Train Frequency
Effective Period:	Until Published
Amendment Type:	Permanent (to be added to RAS)

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Notices (RACN) are periodically updated in the ARTC Route Access Standard (RAS), at which time the relevant RACN is withdrawn.

<u>RAS Reference:</u>			
Section:	4.10 GI On train communication	Version No.:	2.1
		Page/s:	N/A
<u>Information:</u>			
Cross check RAS to Standing Train Notice 2387			

Notification of change to the current Local UHF communications (Driver to Driver and Driver to Track side) frequency from 469.700 MHz to 450.050 MHz.

As part of the ARTC National Train Communications System (NTCS) and the Australian Communications and Media Authority (ACMA) 400MHz UHF review, the current PTC1 (469.700Mhz) will be replaced with the National Local Train Radio (LTR) channel for Driver to Driver and Driver to Track side communications (450.050Mhz). This change affects all operators on the ARTC Defined Interstate Rail Network between Albury and Wolseley, and the change will be co-ordinated to occur in conjunction with VLine & Melbourne Metro LTR change.

Details: 1st December 2014 the driver-driver communications on the ARTC Victorian portion of the Defined Interstate Rail Network between Albury and Wolseley corridor will officially cut over from UHF 469.700 MHz to 450.050 MHz.

Details as follows:

Implementation Date: 1st December 2014, 0400 hrs. Eastern daylight saving time

Affected Area: This change affects all operators on the ARTC Defined Interstate Rail Network between Albury and Wolseley, Benalla to Oaklands, Ararat to Portland.

Frequency Details:

Frequency: 450.050 MHz (UHF),
 Bandwidth: 12.5KHz,
 EIRP: 25W (remote/low density areas), 8.3W (medium & high density areas)
 Tx CTCSS: 173.8 Hz
 Rx CTCSS: 173.8 Hz
 Selcall: disabled.

The co-ordinated change between Vline, Melbourne Metro & ARTC, will reduce the confusion and risk of local train communication of adjacent or parallel track, and bring Victoria in line with ACMA 400 MHz requirements

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:

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Australian Rail Track Corporation