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Annual Rolling Stock Performance Report (EPL 21624)

Watco Rail WA Pty Ltd

Annual Report (1 Jan 2023 – 31 Dec 2023)



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1 – Introduction

Watco WA Rail Pty Ltd (Watco) undertake rollingstock operations within the rail network located at Port Kembla, New South Wales (NSW), in accordance the requirements and conditions of an environmental Protection Licence (EPL). EPL 21624 was last amended 30 November 2021 (EPL 21624).

In accordance with Condition R4.2 of EPL 21624, Watco (the licensee) is required to complete and supply to the New South Wales (NSW) Environmental Protection Authority (EPA) an Annual Rolling Stock Performance Report for the previous calendar year (1 January to 31 December) (herein referred to as the Reporting Period).

In accordance with Condition R4.3, the licensee must prepare a report, in a form nominated by the EPA, that summarises the information required under Conditions R4.2 (b), R4.2(c) and R4.2(d) and must make the report publicly available on the licensee’s website no later than 28 February of each year.

Consistent with correspondence received from the EPA, the form nominated by the EPA is a report. Accordingly, this report seeks to satisfy Condition R4.3 of EPL 21624, in providing the Annual Rolling Stock Performance Report for the period 1 January 2023 to 31 December 2023 (the previous calendar year).

2 – Annual Rolling Stock Report

The requirements of Condition R4.2 of EPL 21624 are summarised within Table 1 below, with cross references to where the requirement has been met within this Annual Rolling Stock Performance Report



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Table 1 Cross Reference Table - Condition R4.2 of EPL 21624: Annual Rolling Stock Report

Condition Number	Condition	Location in Report
R4.2 a)	The number of the licensee's locomotives that underwent a Major Engine Overhaul in the calendar year and, of each locomotive:	SECTION 3
	i) The unique identification number of the locomotive;	Table 2
	ii) Details of the class, type/model, the engine manufacturer and engine model; and	
	iii) The date of the Major Engine Overhaul.	
R4.2 b)	Details of all locomotives identified under Condition M5.3(e) and a summary of the noise mitigation measures in the plan of management required by Condition M5.3(e) that were undertaken and completed during the calendar year, if any.	SECTION 4
R4.2 c)	Details of any unacceptable Angle of Attack event identified for a freight wagon of a priority wagon class within the meaning of this licence during the calendar year of the purposes of Condition M5.2. These details must include:	SECTION 5
	i) The unique identification number of each freight wagon involved and the time and date of any unacceptable Angle of Attack event at a Wayside System location;	
	ii) Whether the freight wagon identified under Condition R4.2(C)(i) has been rectified in accordance with Condition U5 of this licence, or when rectification is scheduled to occur for the identified freight wagon; and	
	iii) Where a freight wagon of a priority wagon class that has been subject to rectification under Condition U5 has recorded an unacceptable Angle of Attack, the additional measures the ensure the wagon has an acceptable Angle of Attach and timeframes for implementation of those measures.	
R4.2 d)	The number of freight wagons of a priority wagon class that underwent rectification under condition U5 during the reporting period and for each freight wagon	SECTION 6
	i) The unique identification number of the freight wagon;	
	ii) Details of the class of the freight wagon; and	
	iii) A summary of the corrective measures undertaken to rectify the freight wagon, including the date of freight wagon rectification.	



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3 – Major Engine Overhaul

Major Engine Overhauls are defined under EPL 21624 as:

A scheduled maintenance procedure that either replaces, or inspects and qualifies each and every power assembly of the locomotive engine. A major engine overhaul will not include unscheduled maintenance to replace these components due to unforeseen failure of engine component(s) prior to scheduled maintenance;

OR

Installation of a remanufactured or freshly manufactured engine into an existing locomotive.

Within the Reporting Period no locomotives owned, managed by and/or leased from Watco underwent major engine overhauls within the reporting period. Details are provided in Table 2 below.

Table 2 Watco Port Kembla Locomotives Major Engine Overhaul within reporting period

Locomotive ID	Locomotive Class	Engine Manufacturer	Engine Model	Date of last Overhaul ¹	Noise Testing completed (y/n)
EPA 2GS16B-AU 7 Type Approved					
PB1	PB Class	2GS16B-AU	Cummins	QSK19C	NIL
PB2	PB Class	2GS16B-AU	Cummins	QSK19C	NIL
PB3	PB Class	2GS16B-AU	Cummins	QSK19C	NIL
PB4	PB Class	2GS16B-AU	Cummins	QSK19C	NIL
PB5	PB Class	2GS16B-AU	Cummins	QSK19C	NIL
PB6	PB Class	2GS16B-AU	Cummins	QSK19C	NIL
PB7	PB Class	2GS16B-AU	Cummins	QSK19C	NIL



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Locomotive ID	Locomotive Class	Engine Manufacturer	Engine Model	Date of last Overhaul ¹	Noise Testing completed (y/n)
Legacy Locomotives					
D27	D Class	English Electric	8SRKT	NIL	N/A
D40	D Class	English Electric	6CSRKT	NIL	N/A
T373	T Class	EMD	EMD 8-567C	NIL	N/A

4 – Locomotive Noise Testing

Condition M5.3(a) of EPL 21624 requires noise performance testing to be undertaken for each locomotive operating on a Licenced Rail Network (excluding locomotives listed in the Locomotive Class Register as ‘Legacy Locomotive Class’) after each Major Engine Overhaul.

Condition M5.3(e) requires that where the noise measurements obtained under Condition M5.3(a) exceed the limits in Condition L3.5 by more than 5dB and/or exhibit tonality in accordance with Condition L3.6, the licensee must prepare a plan of management.

As outlined in Table 2, Watco has not conducted any Locomotive major engine overhauls during period reporting period and therefore no performance testing was required.

Locomotives operated by Watco are of Class PB, T and D. Consistent with the NSW EPA Locomotive Class Register (EPA, 2023), Class PB is listed as EPA 2GS16B-AU 7 Type approved and therefore do not require noise performance testing. Furthermore, Classes T and D are both listed as Legacy locomotive class – introduced prior to approval process, and are therefore exempt from requiring noise performance testing.

Accordingly, no noise performance testing has been undertaken by Watco within this Reporting Period, and as such no exceedances requiring preparation of a plan of management were recorded.



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5 – Angle of Attack Exceedances and Rectification

Consistent with Condition R4.2(c), the following section provides details for any identified unacceptable Angle of Attack, from a priority wagon class.

A priority wagon class is defined as:

A class of freight wagons, as identified to the licensee by Transport for NSW, requiring rectification in accordance with Transport for NSW's standard titled T HR RS 00400 ST RSU 400 Series – Minimum Operating Standards for Rolling Stock – Freight Vehicle Specific Interface Requirements Version 2.0 Issued date: 24 August 2018, and being one of the following priority wagon classes: RKWY, EQCY, VQCY, RKFX, RRY, CQWY, RKMY, RKKY, RKBY, RRY, RKCK, RKHF, VQTY, RQTY, PBGY, ABSY, CQJY, CQGY, CQYY, CQEY, CQPY.

Watco has not received any reports of Angle of Attack events on any rollingstock operated under their licence.

6 – Wagon Rectification

No rectifications for priority class wagons were required under EPL condition U5 on rollingstock operated under their licence.

7 – Closing

Should you require clarification, please contact the undersigned on 0400 887 237 or by email david.rankine@watco.com.

Yours Sincerely

A handwritten signature in blue ink, appearing to read 'D. Rankine'.

David Rankine
National Safety Manager
Watco Rail WA Pty Ltd

Reviewed/ Approved by

A handwritten signature in black ink, appearing to read 'Jakson Pavlovich'.

Jakson Pavlovich
General Manager NSW
Watco Rail WA Pty Ltd



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8 – References

EPA, 2023. *Locomotive Class Register*, Sydney: Environmental Protection Authority.