

N.B. PER EPL CONDITION R4.3 THIS REPORT WILL BE PUBLICLY AVAILABLE ON WEBSITE WWW.SSR.COM.AU (EMBARGOED UNTIL 28 FEBRUARY 2024)

ANNUAL ROLLING STOCK PERFORMANCE REPORT (EPL CONDITION R4.2) AS AT 31 DECEMBER 2023

Locomotive Class	Locomotive Identification Number	Type/Model	Engine Manufacturer	Engine Model	Date of Major Engine Overhaul	In Service locomotive noise testing (Excludes Legacy Locomotives) 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, provide details of the management plan below:			
						Proposed feasible and reasonable noise mitigation measures to reduce noise emissions from the locomotive to comply with Conditions L3.5 and L3.6.	Timeframe to implement noise mitigation measures	Date Mgmt Plan submitted for EPA Approval	Date plan approved by the EPA.
CONDITION R4.2(a) - LOCOMOTIVES TO REPORT TO EPA:-									
<p>a) the number of the licensee's locomotives that underwent a Major Engine Overhaul in the calendar year and, for each locomotive: i) the unique identification number of the locomotive; ii) details of the class, type/model, the engine manufacturer and engine model; and iii) the date of the Major Engine Overhaul.</p>									
B CLASS	B61	ML-2	EMD	16-567	24-Feb-23	N/A - LEGACY CLASS LOCOMOTIVE	N/A - LEGACY CLASS LOCOMOTIVE	N/A - LEGACY CLASS LOCOMOTIVE	N/A - LEGACY CLASS LOCOMOTIVE
C CLASS	C504	GT26	EMD	16-645	30-Nov-23	N/A - LEGACY CLASS LOCOMOTIVE	N/A - LEGACY CLASS LOCOMOTIVE	N/A - LEGACY CLASS LOCOMOTIVE	N/A - LEGACY CLASS LOCOMOTIVE
CONDITION R4.2(b) - LOCOMOTIVES TO REPORT TO EPA:-									
<p>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. (CONTENTS OF CONDITION M5.3 NOTED BELOW) M5.3 a) The licensee must undertake noise testing in accordance with this condition for each locomotive operating on a Licensed Rail Network (excluding locomotives listed in the Locomotive Class Register as 'Legacy Locomotive Class') after each Major Engine Overhaul. b) The noise testing locations must be the central 15 metre point on either side of the locomotive in accordance with AS2377 for each notch setting under self-load. For clarity, this requires one measurement point on either side of the locomotive, mid-way along the locomotive's length and at 15 metre offset from the track centreline. c) Where a locomotive is not capable of operating under self-load as required by Condition M5.3 b), alternative methods must be approved by the EPA. d) The licensee must compare the noise measurements to the limits in Condition L3.5 and Condition L3.6. e) 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 that:</p>									
NIL LOCOMOTIVES TO REPORT TO EPA FOR THIS CONDITION									
CONDITION R4.2(c) - ROLLINGSTOCK TO REPORT TO EPA:-									
<p>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 for the purposes of Condition M5.2. These details must include: 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 Monitoring 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 to ensure the wagon has an acceptable Angle of Attack and timeframes for implementation of those measures.</p>									
Priority wagon class	Wagon ID	Date and Time of Angle of Attack event exceeding 15 mrad	Location of Measurement	Wagon Rectified In Accordance with Condition U5 of Licence at 31 Dec 2022?	If Not Rectified to Meet Condition U5, By When?				
NIL EVENTS OF PRIORITY CLASS ROLLINGSTOCK TO REPORT IN THIS SECTION									
CONDITION R4.2(d) - ROLLINGSTOCK TO REPORT TO EPA:-									
<p>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: 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.</p>									
NIL ROLLINGSTOCK OWNED BY HOLDCO HOLDINGS OF A 'PRIORITY CLASS'.									
3RD PARTY OWNED ROLLINGSTOCK OPERATED BY HOLDCO HOLDINGS THAT PARTY UNDERWENT MODIFICATION DURING REPORTING PERIOD:-									
Priority wagon class	Wagon ID	Wagon Owner	Summary of Corrective Measures and Date of Modification						
			<p>SSR OWNS NO PRIORITY CLASS WAGONS.</p> <p>ADVICE FROM RAIL FIRST EQUIPMENT OWNER FOR PRIORITY CLASS WAGONS LEASED BY SSR CUSTOMER 'SWIFT' IN LATE 2023:- 30 X CQGY Wagons leased, with 13 completed with the AOA modification. 6 X CQNV Wagons leased, with 6 completed with the AOA modification. 4 X CQPY Wagons leased, with 4 completed with the AOA modification. The priority wagon classes are all to be made compliant by the 5th of May 2025.</p>						