

# Aurizon EPL 21379 Condition R4.2 – Annual Rolling Stock Performance Report (2025)

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3 February 2026





## Plan Approval Table

| Position                      | Name       | Signature  | Date     |
|-------------------------------|------------|--|----------|
| Principal Adviser Environment | Harry Egan |  | 03/02/26 |

## Revision History

| Rev | Date     | Author     | Comments |
|-----|----------|------------|----------|
| 1   | 03/02/26 | Harry Egan | Nil      |

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# 1.0 Introduction

## 1.1 Purpose

Aurizon Operations Limited (**Aurizon**) was issued Environment Protection Licence (**EPL**) 21379 by the New South Wales (**NSW**) Environment Protection Authority (**EPA**) on the 05 August 2020 under the *Protection of the Environment Operations Act 1997* (**the POEO Act**). The EPL permits the scheduled activity 'Railway activities – rolling stock operations' on a licenced rail network.

Condition R4.2 – Annual Rolling Stock Performance Report of EPL 21379 requires Aurizon to develop an Annual Rolling Stock Performance Report for the previous calendar year and submit it to the NSW EPA by the 28 February of each year. This rolling stock performance report considers the period from the 01 January 2025 – 31 December 2025.

## 1.2 Objective

The objective of the Report is to satisfy the following EPL conditions:

*R4.2 - The licensee must submit to the EPA no later than 28 February of each year an Annual Rolling Stock Performance report for the previous calendar year (1 January to 31 December).*

*The report must include:*

- 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.*
- 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.*
- 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 U1 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 U1 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.*
- d) *the number of freight wagons of a priority wagon class that underwent rectification under Condition U1 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.*

### 1.3 Scope

The Report considers Aurizon wagons and locomotives that operated or were scheduled to operate over licenced NSW rail networks during the reporting period.

## 2.0 Rolling Stock Compliance and Maintenance Summary

### 2.1 Major Engine Overhauls

A summary of Aurizon locomotives that underwent a major engine overhaul, inclusive of locomotives identified under Condition M5.3(e) which require mitigation measures to address noise level or tonal non-compliances are listed in **Table 1**. Where reasonable and feasible mitigation measures have been proposed and submitted to the EPA for approval as part of a rectification management plan this has also been included.

As per the Condition E.1.1 of the EPL a major engine overhaul is defined as either:

*“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...”*

### 2.2 Wagon Angle of Attack

During the reporting period and in consultation with TfNSW, Aurizon undertook a review of its operational fleet and recorded Angle of Attack (**AoA**) alarms respectively. Following this review, Aurizon confirms that it is currently not operating any freight wagons of a priority class that have recorded a non-compliant AoA.

As no priority wagons with an unacceptable AoA or having recorded an AoA event were identified no rectifications measures were required for wagons of a priority wagon class during the reporting period.

**Table 1 – Major Engine Overhauls**