

Environment Protection Licence

Licence - 12208

Licence Details

Number:	12208
Anniversary Date:	01-July

Licensee

SYDNEY TRAINS
 36-46 GEORGE ST
 BURWOOD NSW 2134

Premises

SYDNEY TRAINS
 HAYMARKET NSW 1238

Scheduled Activity

Railway activities - rolling stock operations
 Railway activities - railway infrastructure operations

Fee Based Activity

Scale

Railway infrastructure operations	Any annual capacity
Rolling stock operations	Any annual capacity

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Information about this licence

Dictionary

A definition of terms used in the licence can be found in the dictionary at the end of this licence.

Responsibilities of licensee

Separate to the requirements of this licence, general obligations of licensees are set out in the Protection of the Environment Operations Act 1997 ("the Act") and the Regulations made under the Act. These include obligations to:

- ensure persons associated with you comply with this licence, as set out in section 64 of the Act;
- control the pollution of waters and the pollution of air (see for example sections 120 - 132 of the Act);
- report incidents causing or threatening material environmental harm to the environment, as set out in Part 5.7 of the Act.

Variation of licence conditions

The licence holder can apply to vary the conditions of this licence. An application form for this purpose is available from the EPA.

The EPA may also vary the conditions of the licence at any time by written notice without an application being made.

Where a licence has been granted in relation to development which was assessed under the Environmental Planning and Assessment Act 1979 in accordance with the procedures applying to integrated development, the EPA may not impose conditions which are inconsistent with the development consent conditions until the licence is first reviewed under Part 3.6 of the Act.

Duration of licence

This licence will remain in force until the licence is surrendered by the licence holder or until it is suspended or revoked by the EPA or the Minister. A licence may only be surrendered with the written approval of the EPA.

Licence review

The Act requires that the EPA review your licence at least every 5 years after the issue of the licence, as set out in Part 3.6 and Schedule 5 of the Act. You will receive advance notice of the licence review.

Fees and annual return to be sent to the EPA

For each licence fee period you must pay:

- an administrative fee; and
- a load-based fee (if applicable).



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The EPA publication “A Guide to Licensing” contains information about how to calculate your licence fees. The licence requires that an Annual Return, comprising a Statement of Compliance and a summary of any monitoring required by the licence (including the recording of complaints), be submitted to the EPA. The Annual Return must be submitted within 60 days after the end of each reporting period. See condition R1 regarding the Annual Return reporting requirements.

Usually the licence fee period is the same as the reporting period.

Transfer of licence

The licence holder can apply to transfer the licence to another person. An application form for this purpose is available from the EPA.

Public register and access to monitoring data

Part 9.5 of the Act requires the EPA to keep a public register of details and decisions of the EPA in relation to, for example:

- licence applications;
- licence conditions and variations;
- statements of compliance;
- load based licensing information; and
- load reduction agreements.

Under s320 of the Act application can be made to the EPA for access to monitoring data which has been submitted to the EPA by licensees.

This licence is issued to:

SYDNEY TRAINS
36-46 GEORGE ST
BURWOOD NSW 2134

subject to the conditions which follow.



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1 Administrative Conditions

A1 What the licence authorises and regulates

A1.1 This licence authorises the carrying out of the scheduled activities listed below at the premises specified in A2. The activities are listed according to their scheduled activity classification, fee-based activity classification and the scale of the operation.

Unless otherwise further restricted by a condition of this licence, the scale at which the activity is carried out must not exceed the maximum scale specified in this condition.

Scheduled Activity	Fee Based Activity	Scale
Railway activities - railway infrastructure operations	Railway infrastructure operations	Any annual capacity
Railway activities - rolling stock operations	Rolling stock operations	Any annual capacity

Objectives of this licence

A1.2 It is an objective of this licence to control and progressively reduce noise and air quality impacts from the operation of rolling stock and management of rail infrastructure.

A2 Premises or plant to which this licence applies

A2.1 The licence applies to the following premises:

Premises Details
SYDNEY TRAINS
HAYMARKET
NSW 1238

A2.2 The premises to which this licence applies comprises:

- a) In respect of railway infrastructure operations, the Sydney Trains Network that is defined by the following rail network diagram(s) (the Sydney Trains Network):
 - i. Rail network diagram version 3.8 issued 18 October 2024
 Note: The rail network diagram(s) are contained in EPA file EF13/5356 and at the weblinks: <https://transportnsw.info/sydney-trains-network-map.pdf>; and <https://transportnsw.info/document/intercity-train-network-map.pdf>
- b) In respect of rolling stock operations: Rolling stock, including diesel multiple units, operated on a licensed rail network that are under the management or control of the licensee, including rolling stock owned or leased by the licensee; and
- c) In this licence, premises means both a and b taken together.

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A3 Information supplied to the EPA

- A3.1 Works and activities must be carried out in accordance with the proposal contained in the licence application, except as expressly provided by a condition of this licence.

In this condition the reference to "the licence application" includes a reference to:

- a) the applications for any licences (including former pollution control approvals) which this licence replaces under the Protection of the Environment Operations (Savings and Transitional) Regulation 1998; and
- b) the licence information form provided by the licensee to the EPA to assist the EPA in connection with the issuing of this licence.

2 Limit Conditions

L1 Pollution of waters

- L1.1 Except as may be expressly provided in any other condition of this licence, the licensee must comply with section 120 of the Protection of the Environment Operations Act 1997.

L2 Locomotive class register

- L2.1 The licensee must only operate DMUs on a Licensed Rail Network that are in a class of DMU listed on the Locomotive Class Register on the EPA's website, unless otherwise provided for in this licence.

L3 Noise limits

Approval for new classes of DMU (noise)

- L3.1
- a) If the licensee intends to operate a New DMU Class on a Licensed Rail Network, the licensee must obtain written approval from the EPA in accordance with Condition L3.2 prior to operating a DMU of that class, unless otherwise provided for in this licence.
 - b) Where the class designation of DMUs of an Existing DMU Class has changed (e.g. transfer of ownership), those DMUs are not considered to be a New DMU Class and approval for that DMU class is not required under Condition L3.1(a).
 - c) If the licensee intends to operate DMUs of an Existing DMU Class pursuant to Condition L3.1(b), the licensee must, at least seven days before operating the DMU, advise the EPA of the new class designation of the DMUs.

Note: The terms "DMU Class" and "Existing DMU Class" are further defined in the Special Dictionary at the end of this Licence.

Process for approval of new DMU classes (noise type testing)

- L3.2 An application for the approval of a new class of DMU must be made in writing to the EPA and be accompanied by: a) a written report which, in accordance with the relevant requirements of section 11 of

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AS2377-2002 for reporting, must include:

- i) the results of the noise type testing carried out in accordance with Condition L3.7, and
 - ii) an assessment of compliance with Conditions L3.5 and L3.6; and
- b) an electronic spreadsheet of the results of the noise type testing in a form nominated by the EPA.

Alternate approval for new classes of DMU (noise)

- L3.3 a) If the DMU the subject of the approval sought under Condition L3.1 does not meet the limits in Conditions L3.5 and L3.6, the licensee must obtain written approval from the EPA in accordance with Condition L3.2 prior to operating that class of DMU on a Licensed Rail Network.
- b) The application for approval must demonstrate that:
- i) all measures for minimising any non-compliance with the prescribed limits in Conditions L3.5 and L3.6 have been investigated and those that are identified as feasible and reasonable have been implemented; and
 - ii) any non-compliance with the prescribed limits in Conditions L3.5 and L3.6 will not result in unacceptable environmental impacts.

Noise type testing limits for DMU class approvals

- L3.4 To obtain approval under Conditions L3.1 and L3.3, the licensee must undertake noise type testing in accordance with Conditions L3.5, L3.6 and L3.7.
- L3.5 Limits for noise

Operating Condition	Location of Measurement	Noise Limit
Low idle with air compressor, all cooling fans and air conditioning operating at maximum load occurring at low idle	Stationary 15 metre contour, except end positions (front and rear)	70 dB LAFMax, 30 seconds 85 dB LZFMMax, 30 seconds (Microphone Height: 1.5 Metres Above)
All other throttle settings under self load with air compressor, all cooling fans and air conditioning operating	Stationary 15 metre contour, except end positions (front and rear)	87 dB LAFMax, 30 seconds 95 dB LZFMMax, 30 seconds (Microphone Height: 1.5 Metres Above)

Limits for tonality

- L3.6 For the purposes of testing the noise limits in Condition L3.5, all external noise must be non-tonal. For the purpose of this condition, external noise is non-tonal if the Leq 30s sound pressure level in each Z - weighted one-third octave band does not exceed the level of the adjacent bands on both sides by:
- a) 5 dB if the centre frequency of the band containing the tone is above 400 Hz; and
 - b) 8 dB if the centre frequency of the band containing the tone is between 160 and 400 Hz, inclusively; and
 - c) 15 dB if the centre frequency of the band containing the tone is below 160 Hz.

Noise type testing methods

- L3.7 a) Noise type testing must be carried out in accordance with AS2377-2002 except as otherwise specified in this licence or approved by the EPA.
- b) Persons performing the noise type testing must be Competent Acoustic Practitioners.
- c) The noise type testing must provide all necessary measurement parameters for measuring compliance with

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the limits in Conditions L3.5 and L3.6.

d) Where the measurement parameters required in Conditions L3.5 and L3.6 differ from those identified in AS2377-2002, the test procedures, measurement equipment and environmental conditions applied in noise type testing in support of an application to the EPA for approval under Conditions L3.1 and L3.3 must yield all parameters identified in Conditions L3.5 and L3.6 but are otherwise to be applied in a manner that is consistent with the requirements of AS2377-2002.

e) The 15 metre contour specified in Condition L3.5 is to be represented by the 10 measurement points shown in AS2377-2002, Figure 1.

L3.8 Conditions L3.1, L3.2 and L3.3 do not apply to the operation of a DMU solely for the purposes of facilitating noise type testing.

L4 Air emission limits

Air emission limit for new classes of DMU

- L4.1
- From the date of issue of this licence, any New DMU Class that is to be operated on a Licensed Rail Network must comply with the US EPA Tier 2 line-haul cycle weighted average exhaust emission limit for particulate matter (PM) of 0.27 g/kWh.
 - The licensee must provide written confirmation of compliance with Condition L4.1(a) in a form nominated by the EPA fourteen days prior to operating any new class of DMU.
 - Where the class designation of DMUs of an Existing DMU Class has changed (e.g. transfer of ownership), those DMUs are not considered to be a New DMU Class and Condition L4.1(a) does not apply to that DMU class.
 - If the licensee intends to operate DMUs of an Existing DMU Class pursuant to Condition L4.1(c), the licensee must, at least seven days before operating the DMUs, advise the EPA of the new class designation of the DMUs.

L4.2 Compliance with the air emission limit specified in Condition L4.1(a) must be supported by air emissions type testing of the class of DMU or engine in accordance with Condition L4.3.

Air emissions type testing methods

- L4.3
- Air emissions type testing for the purposes of Condition L4.2 must be carried out using equipment and procedures in accordance with either United States Code of Federal Regulations Title 40 part 1033 (CFR 1033), ISO 8178 or EC Regulation 595. The calculation of the cycle-weighted average PM emissions must be undertaken using the weightings in the US EPA line haul duty cycle specified in US CFR 1033.
 - Type testing of the DMU or engine may be satisfied by evidence provided by the DMU engine original equipment manufacturer or the supplier of an engine emission upgrade kit.
 - Where type testing of one engine DMU class indicates compliance with Condition L4.1(a), such testing will be accepted as evidence of compliance with Condition L4.1(a) of all DMUs fitted with an identically configured engine upon submission to the EPA of evidence of that compliance in a form nominated by the EPA.

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3 Operating Conditions

O1 Activities must be carried out in a competent manner

O1.1 Licensed activities must be carried out in a competent manner.

This includes:

- a) the processing, handling, movement and storage of materials and substances used to carry out the activity; and
- b) the treatment, storage, processing, reprocessing, transport and disposal of waste generated by the activity.

O2 Maintenance of plant and equipment

O2.1 All plant and equipment installed at the premises or used in connection with the licensed activity:

- a) must be maintained in a proper and efficient condition; and
- b) must be operated in a proper and efficient manner.

O3 Locomotive noise monitoring

O3.1 The licensee must install, operate, and maintain a rail noise monitoring system (Rail Noise Monitoring System) on the Sydney Trains Network in accordance with the Locomotive Wayside Noise Monitoring – Specification for Noise Monitoring System dated 8 July 2022 (the Specification) and Conditions O3.2 to O3.6 of this licence to quantify the noise levels of individual locomotives, subject to any deviation(s) that have been approved in writing by the EPA prior to deployment

O3.2 The licensee must prepare a progress report on the testing and commissioning of the rail noise monitoring system, including the results of any monitoring data that has been collected as part of the testing and commissioning phase. The report must be provided to the EPA by 1 July 2025.

O3.3 From 1 January 2026 to 31 December 2028, the licensee must use the Rail Noise Monitoring System to conduct noise monitoring in accordance with section 5 of the Specification for two noise monitoring periods (each a Monitoring Period) per calendar year as follows:

- a) Each Monitoring Period must run for a minimum of four consecutive weeks.
- b) The Monitoring Periods must be undertaken at a new location each calendar year, unless otherwise approved in writing by the EPA.
- c) The time between the conclusion of a Monitoring Period and the commencement of the next Monitoring Period must be at least 90 calendar days, unless otherwise approved in writing by the EPA.

O3.4 The licensee must:

- a) Choose locations for the installation of the Rail Noise Monitoring System for each Monitoring Period in accordance with the location guidance in section 4.11 of the Specification. The locations chosen must also capture a broad cross section of locomotive types and Rolling Stock Operators.
- b) Provide written justification to the EPA at least 30 calendar days prior to the commencement of each Monitoring Period outlining how the location proposed for that Monitoring Period complies with Condition O3.4(a).
- c) Obtain written approval from the EPA for each location before installation and deployment of the Rail Noise Monitoring System at that location.

O3.5 The licensee must make the following records for each Monitoring Period:

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- a) Broadband noise results files, in accordance with section 6.1 of the Specification.
- b) 1/3 octave noise results files, in accordance with section 6.2 of the Specification.
- c) Axle and wind speed files, in accordance with section 6.3 of the Specification.
- d) Audio files, in accordance with section 6.4 of the Specification.
- e) Processed data in the Microsoft Excel module provided as part of the Specification, using the post-processing system outlined in section 8 of the Specification, unless otherwise approved by the EPA in writing.

O3.6 The records made under Condition O3.5 must be provided to:

- a) The EPA by email to info@epa.nsw.gov.au within eight weeks, unless otherwise approved by the EPA in writing, of the completion of each Monitoring Period; and
- b) The relevant Rolling Stock Operator where the records relate to locomotives within their management or control within eight weeks, unless otherwise approved by the EPA in writing, of the completion of each Monitoring Period.

O4 Wayside Monitoring System(s) – Angle of attack from freight wagons

- O4.1 The licensee must operate and maintain the permanent Wayside Monitoring System (Angle of Attack) installed on the Sydney Trains Network at Beecroft:
- a) to continuously monitor Angle of Attack of the wheelsets of freight wagons that operate on the Sydney Trains Network, and
 - b) to record and identify any freight wagon resulting in an Unacceptable Angle of Attack as it passes the Wayside Monitoring System.
- O4.2 The permanent Wayside Monitoring System (Angle of Attack) installed on the Sydney Trains Network at Beecroft must:
- a) allow for all freight wagons that operate on the Sydney Trains Network to be identified, and
 - b) record the following information:
 - i) the time and date of each Unacceptable Angle of Attack pass-by of a freight wagon.
 - ii) the unique identification number of the freight wagon with an Unacceptable Angle of Attack (or whether the freight wagon was not identified by the Wayside Monitoring System (Angle of Attack) (e.g. due to missing, faulty or non-working identification tag)); and
 - iii) the angle of attack recorded for the wagon and/or bogie involved in the Unacceptable Angle of Attack.
- O4.3
- a) The information outlined in Condition O4.2(b) must be provided or made accessible to Rolling Stock Operators for all freight wagons and/or bogies in their management or control that recorded the Unacceptable Angle of Attack.
 - b) The preceding condition does not apply until 3 months from 5 August 2020.

O5 Identification of rolling stock

- O5.1 All rolling stock operated by the licensee on a Licensed Rail Network must be equipped with automatic equipment identification enabling unique identification information of individual rolling stock to be recorded when passing a Wayside Monitoring System.
- O5.2 Automatic equipment identification must comply with the Assets Standard Authority THR 00880 ST or the Australian Rail Track Corporation Engineering standard WOS 01.400, as applicable.

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O6 Dust

O6.1 The premises must be operated and managed to minimise the generation of dust.

O7 Refuelling

O7.1 Refuelling of rolling stock must be undertaken such that any spillage or loss of fuel is minimised.

O8 Ongoing track maintenance

O8.1 The Sydney Trains Network must be maintained to minimise noise impacts on noise sensitive receivers where safe and practicable to do so.

Note: The objectives of this condition is to minimise noise impacts from railway infrastructure operations, recognising that operational safety and other factors constrain when these activities can be carried out on the Sydney Trains Network.

O9 Idling

O9.1 The licensee must minimise noise and air emissions and impacts on sensitive receivers from locomotive or DMU idling on the Sydney Trains Network.

O9.2 The licensee must minimise noise and air emissions and impacts on sensitive receivers from Sydney Trains DMU idling on any Licensed Rail Network.

O10 Horn use

O10.1 The licensee must minimise noise impacts on noise sensitive receivers from the use of horns by all Rolling Stock Operators, including the licensee, operating on the Sydney Trains Network.

O10.2 The licensee must minimise noise impacts on noise sensitive receivers from DMU horn usage on any Licensed Rail Network.

O10.3 All DMUs that may be used as a lead DMU must be fitted with both a low noise level horn (town horn) and high noise level horn (country horn) in accordance with Assets Standard Authority RSU 350 for locomotives.

O10.4 For the purposes of Condition O10.3, the requirement to fit a low noise level horn (town horn) does not apply to low usage locomotives or DMUs.

O11 Braking, bunching and stretching

O11.1 The licensee must minimise noise impacts on noise sensitive receivers from the braking, bunching and

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stretching of freight wagons on the Sydney Trains Network.

O12 Environmental awareness

O12.1 All staff, including contractors and subcontractors, involved in the carrying out of the activities authorised by this licence must be aware of their environmental responsibilities relating to the activities regulated by this licence.

O13 Waste management

O13.1 The licensee must assess, classify and manage any waste generated at the Sydney Trains Network in accordance with the Waste Classification Guidelines Part 1: Classifying Waste, November 2014 prior to transporting the waste offsite.

O13.2 The licensee must not cause, permit or allow any waste generated:

(a) outside the Sydney Trains Network to be received at the Sydney Trains Network, except for recycled materials from Sydney Trains' recycling facility (EPL7515) or materials that meet the EPA's Resource Recovery Exemptions for engineered fill purposes.

(b) at the Sydney Trains Network to be disposed of at the Sydney Trains Network, except as permitted by another condition of this licence.

O13.3 Excavated material suitable for lawful re-use within the Sydney Trains Network, may be transported to the Sydney Trains Network from another part of the Sydney Trains Network or from the Sydney Trains recycling facility (EPL7515) by road in accordance with Condition O13.4.

O13.4 The licensee must ensure that:

(a) the body of any vehicle or trailer, used to transport waste or excavated material from the Sydney Trains Network, is covered before leaving the Sydney Trains Network to minimise any spill or escape of any dust, waste, or spoil from the vehicle or trailer; and

(b) mud, splatter, dust and other material likely to fall from or be cast off the wheels, underside or body of any vehicle, trailer or motorised plant leaving the Sydney Trains Network, is removed to the greatest extent practicable before the vehicle, trailer or motorised plant leaves the Sydney Trains Network; and

(c) the surfaces of access roads connecting the Sydney Trains Network to public roads are effectively cleaned of any tracked material.

O14 Other operating conditions

Railway maintenance activities

Note: The objectives of these conditions are to minimise noise impacts from railway maintenance activities, recognising that operational safety and other factors constrain when these activities can be carried out on the Sydney Trains Network. These factors include avoiding disruptions during peak periods for passenger services and ensuring that programmed track closures facilitate the efficient completion of maintenance activities. Night-time and weekend work will be required for some activities.

Standard railway maintenance hours

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O14.1 Maintenance activities must be undertaken:

- a) between the hours of 7:00am and 6:00pm Monday to Friday
 - b) between the hours of 8:00am and 1:00pm Saturday; and
 - c) not on Sunday or public holidays,
- unless an exception in condition O14.2 or condition O14.3 applies.

Exception to standard railway maintenance hours

O14.2 The licensee may undertake maintenance activities outside of the hours specified in Condition O14.1:

- a) to provide safe and reliable train services or a safe working environment; or
- b) for emergency works; or
- c) for the delivery of oversized plant or structures that require special arrangements or authorisation to be lawfully transported along public roads.

Exception to standard railway maintenance hours for low noise impact generating works

O14.3 (a) The licensee may undertake maintenance activities outside of the hours specified in Condition O14.1, if the activities do not exceed:

- i. 5dBA (LAeq, 15min) above the relevant rating background levels at day, evening and night, as determined at the nearest noise sensitive receiver as assessed by acoustic investigation, and
 - ii. 15dBA (LA1, 1min or LAm_{ax}) above the relevant rating background level at night, as determined at the nearest noise sensitive receiver as assessed by acoustic investigation.
- b) The results of any acoustic investigation undertaken in relation to Conditions O14.3(a)(i) and O14.3(a)(ii) must be provided by the licensee when requested by an authorised officer of the EPA.
- c) An acoustic investigation referred to in Conditions O14.3(a)(i) and O14.3(a)(ii) is not required if there are no noise sensitive receivers impacted by the activities.

Management of noise impacts from railway maintenance

O14.4 Where maintenance activities are undertaken, including outside of the hours specified in Condition O14.1, noise impacts must be managed in accordance with the recommendations in the Interim Construction Noise Guideline (DECCW, 2009), as updated from time to time. The licensee is required to:

- a) identify noise sensitive receivers that may be affected;
- b) identify hours of work for the proposed activities;
- c) identify noise impacts at noise sensitive receivers;
- d) select and apply reasonable and feasible work practices to minimise noise impacts; and
- e) notify the identified noise sensitive receivers at least 5 days prior to the commencement of maintenance activities undertaken outside of the hours specified in Condition O14.1, except where the licensee first becomes aware of the need to undertake those maintenance activities less than 5 days prior to the proposed commencement date, in which case the notification must be provided as soon as practicable after becoming aware of the need to undertake the maintenance activities.

O14.5 When requested by an authorised officer of the EPA, the licensee must provide the following information regarding any proposed maintenance activities on the Sydney Trains Network:

- a) dates and times of the proposed maintenance activity;
- b) location of the proposed maintenance activity;
- c) type(s) of work to be performed in conducting the proposed maintenance activity;
- d) plant and equipment to be used; and
- e) contact name and telephone number of a person who will be on site during the activity and who is

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authorised by the licensee to take action, including the cessation of the activity or any part of it, if so directed by the EPA. A contact person must be contactable 24 hours a day via the supplied telephone number(s) during the whole of the period that the activity takes place outside the hours specified in Condition O14.1.

O14.6 When requested by an authorised officer of the EPA, the licensee must provide written reasons that demonstrate that maintenance activities undertaken outside of the hours specified in Condition O14.1 comply with the licence.

Erosion and sediment control

O14.7 The licensee must, before and during maintenance activities, implement all feasible and reasonable erosion and sediment controls to minimise sediment leaving the Sydney Trains Network.

O14.8 Erosion and sediment controls must be designed, constructed, operated and maintained in accordance with "Managing Urban Stormwater: Soils and Construction, Volume 1, 4th Edition" (Landcom, 2004) to be read and used in conjunction with the relevant DECC Managing Urban Stormwater – Soils and Construction volume.

4 Monitoring and Recording Conditions

M1 Monitoring records

M1.1 The results of any monitoring required to be conducted by this licence or a load calculation protocol must be recorded and retained as set out in this condition.

M1.2 All records required to be kept by this licence must be:

- a) in a legible form, or in a form that can readily be reduced to a legible form;
- b) kept for at least 4 years after the monitoring or event to which they relate took place; and
- c) produced in a legible form to any authorised officer of the EPA who asks to see them.

M1.3 The following records must be kept in respect of any samples required to be collected for the purposes of this licence:

- a) the date(s) on which the sample was taken;
- b) the time(s) at which the sample was collected;
- c) the point at which the sample was taken; and
- d) the name of the person who collected the sample.

M2 Recording of pollution complaints

M2.1 The licensee must keep a legible record of all complaints made to the licensee or any employee or agent of the licensee in relation to pollution arising from any activity to which this licence applies.

M2.2 The record must include details of the following:

- a) the date and time of the complaint;
- b) the method by which the complaint was made;
- c) any personal details of the complainant which were provided by the complainant or, if no such details were provided, a note to that effect;

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- d) the nature of the complaint;
- e) the action taken by the licensee in relation to the complaint, including any follow-up contact with the complainant; and
- f) if no action was taken by the licensee, the reasons why no action was taken.

M2.3 The record of a complaint must be kept for at least 4 years after the complaint was made.

M2.4 The record must be produced to any authorised officer of the EPA who asks to see them.

M3 Telephone complaints line

M3.1 The licensee must operate during its operating hours a telephone complaints line for the purpose of receiving any complaints from members of the public in relation to activities conducted at the premises or by the vehicle or mobile plant, unless otherwise specified in the licence.

M3.2 The licensee must notify the public of the complaints line telephone number and the fact that it is a complaints line so that the impacted community knows how to make a complaint.

M3.3 The preceding two conditions do not apply until 3 months after: the date of the issue of this licence.

M4 Other avenues for complaints

M4.1 The licensee must have an avenue for complaints, such as an email address, accessible from its website, for the purpose of receiving any complaints from members of the public in relation to activities carried out under this licence.

M5 Other monitoring and recording conditions

Register of rolling stock

M5.1 The licensee must maintain a list of the rolling stock it operates on the Licensed Rail Network, including the unique identification number of each item of rolling stock.

M5.2 The Wayside Monitoring System (Noise) at Beecroft must comprise:

- a) noise monitoring equipment conforming to AS IEC 61672.1-2013 (Class 1 or 2 sound level meter) that allows direct measurement or extrapolation, and recording, of the LAFmax dB(A) sound pressure level of rolling stock at 15 meters from track centre line;
- b) systems, such as automatic equipment identification tag readers, that allow instantaneous LAFmax dB(A) level to be correlated with items of rolling stock;
- c) equipment that allows audio recordings using audio files or equivalent to be recorded for each pass-by event; and
- d) equipment that is calibrated by a National Association of Testing Authorities accredited facility at intervals not exceeding two (2) years to confirm its performance against AS IEC 61672.1-2013; and
- e) a charge injection calibration (CIC) system, or equivalent, to confirm and record daily (24hr) acceptable

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performance of the sound measurement instrument against the manufacturers CIC Reference Ratio or equivalent calibration reference.

In service diesel multiple unit noise testing

- M5.3 a) The licensee must undertake annual noise testing in accordance with this condition for each class of DMU operating on a Licensed Rail Network.
- b) For each class of DMU operated by the licensee, the licence must test 10% of the Power Cars, that were not tested in the previous year.
- c) The noise testing locations must be the central 15 metre point on either side of the Power Car in accordance with AS2377 for each notch setting under self-load. For clarity, this requires one measurement point on either side of the Power Car, mid-way along the power car length and at 15 metres offset from the track centreline.
- d) Where a Power Car is not capable of operating under self-load as required by Condition 5.4c), alternative methods must be approved by the EPA.
- e) The licensee must compare the noise measurements to the limits in Condition L3.5 and Condition L3.6.
- f) Where the noise measurements obtained under condition M5.3 a) exceed the limits of 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:
- i) proposes feasible and reasonable noise mitigation measures to reduce noise emissions from the DMU to comply with Condition L3.5 and L3.6;
 - ii) includes timeframes to implement identified noise mitigation measures; and
 - iii) must be submitted to the EPA for approval within 6 months of undertaking the noise testing in Condition M5.3 a).

5 Reporting Conditions

R1 Annual return documents

R1.1 The licensee must complete and supply to the EPA an Annual Return in the approved form comprising:

1. a Statement of Compliance,
2. a Monitoring and Complaints Summary,
3. a Statement of Compliance - Licence Conditions,
4. a Statement of Compliance - Load based Fee,
5. a Statement of Compliance - Requirement to Prepare Pollution Incident Response Management Plan,
6. a Statement of Compliance - Requirement to Publish Pollution Monitoring Data; and
7. a Statement of Compliance - Environmental Management Systems and Practices.

At the end of each reporting period, the EPA will provide to the licensee notification that the Annual Return is due.

R1.2 An Annual Return must be prepared in respect of each reporting period, except as provided below.

Note: The term "reporting period" is defined in the dictionary at the end of this licence. Do not complete the Annual Return until after the end of the reporting period.

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R1.3 Where this licence is transferred from the licensee to a new licensee:

- a) the transferring licensee must prepare an Annual Return for the period commencing on the first day of the reporting period and ending on the date the application for the transfer of the licence to the new licensee is granted; and
- b) the new licensee must prepare an Annual Return for the period commencing on the date the application for the transfer of the licence is granted and ending on the last day of the reporting period.

Note: An application to transfer a licence must be made in the approved form for this purpose.

R1.4 Where this licence is surrendered by the licensee or revoked by the EPA or Minister, the licensee must prepare an Annual Return in respect of the period commencing on the first day of the reporting period and ending on:

- a) in relation to the surrender of a licence - the date when notice in writing of approval of the surrender is given; or
- b) in relation to the revocation of the licence - the date from which notice revoking the licence operates.

R1.5 The Annual Return for the reporting period must be supplied to the EPA via eConnect *EPA* or by registered post not later than 60 days after the end of each reporting period or in the case of a transferring licence not later than 60 days after the date the transfer was granted (the 'due date').

R1.6 The licensee must retain a copy of the Annual Return supplied to the EPA for a period of at least 4 years after the Annual Return was due to be supplied to the EPA.

R1.7 Within the Annual Return, the Statements of Compliance must be certified and the Monitoring and Complaints Summary must be signed by:

- a) the licence holder; or
- b) by a person approved in writing by the EPA to sign on behalf of the licence holder.

R2 Notification of environmental harm

R2.1 Notifications must be made by telephoning the Environment Line service on 131 555.

R2.2 The licensee must provide written details of the notification to the EPA within 7 days of the date on which they became aware of the incident.

Note: The licensee or its employees must notify all relevant authorities of incidents causing or threatening material harm to the environment immediately after the person becomes aware of the incident in accordance with the requirements of Part 5.7 of the Act.

R3 Written report

R3.1 Where an authorised officer of the EPA suspects on reasonable grounds that:

- a) where this licence applies to premises, an event has occurred at the premises; or
- b) where this licence applies to vehicles or mobile plant, an event has occurred in connection with the carrying out of the activities authorised by this licence, and the event has caused, is causing or is likely to cause material harm to the environment (whether the harm occurs on or off premises to which the licence applies), the authorised officer may request a written report of the event.

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- R3.2 The licensee must make all reasonable inquiries in relation to the event and supply the report to the EPA within such time as may be specified in the request.
- R3.3 The request may require a report which includes any or all of the following information:
- the cause, time and duration of the event;
 - the type, volume and concentration of every pollutant discharged as a result of the event;
 - the name, address and business hours telephone number of employees or agents of the licensee, or a specified class of them, who witnessed the event;
 - the name, address and business hours telephone number of every other person (of whom the licensee is aware) who witnessed the event, unless the licensee has been unable to obtain that information after making reasonable effort;
 - action taken by the licensee in relation to the event, including any follow-up contact with any complainants;
 - details of any measure taken or proposed to be taken to prevent or mitigate against a recurrence of such an event; and
 - any other relevant matters.
- R3.4 The EPA may make a written request for further details in relation to any of the above matters if it is not satisfied with the report provided by the licensee. The licensee must provide such further details to the EPA within the time specified in the request.

R4 Other reporting conditions

Identification of rolling stock on the premises in response to complaints

- R4.1 a) At the request of an EPA authorised officer, the licensee must make all reasonable inquiries to identify the Rolling Stock Operator which is the subject of a complaint reported to the EPA and to supply those details to the EPA within such time as may be specified in the request.
- b) Where the licensee receives a pollution complaint, including noise and vibration complaints, through the telephone complaints line (Condition M3) or other avenues (Condition M4), which relates to rolling stock operating on the Sydney Trains Network, the licensee must make all reasonable inquiries to identify the Rolling Stock Operator which is the subject of the complaint, unless the complaint arises because of the actions or instructions of the Railway Infrastructure Operator where it will assist in resolving the complaint. The details of the complaint must then be provided to the relevant Rolling Stock Operator as soon as is reasonably practicable.

Complaints register reporting

- R4.2 a) Within 10 business days of the end of each calendar month, the licensee must submit a report to the EPA, in a form nominated by the EPA, that provides details of all pollution complaints, including noise and vibration complaints, received on the telephone complaints line (Condition M3) or through other avenues (Condition M4) or otherwise referred to the licensee in regards to the activities authorised or controlled by this licence. The report must include:
- a unique identifier number for each complaint;
 - the details required by Condition M2.2
 - the unique identification number of the rolling stock which is the subject of the complaint, if known;
 - the Rolling Stock Operator which is the subject of the complaint, where relevant; and
 - the date and time that the complaint was reported to any identified Rolling Stock Operator which is the

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subject of the complaint.

b) The licensee is not required to submit a report for any calendar month during which no complaints were received by or referred to the licensee.

c) The preceding conditions do not apply until 3 months from 5 August 2020.

Annual Rolling Stock Performance Report

- R4.3 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 DMUs that underwent in-service noise testing in the calendar year, the percentage of the Power Cars of each class tested in the calendar year and, for each DMU tested:
 - i) the unique identification number of the DMU;
 - ii) details of the class, type/model, the engine manufacturer and engine model; and
 - iii) the date of the in-service noise testing.
 - b) details of all DMUs identified under Condition M5.3(f) and a summary of the noise mitigation measures in the plan of management required by Condition M5.3(f) that were undertaken and completed during the calendar year, if any.
- R4.4 The licensee must prepare a report, in a form nominated by the EPA, that summarises the information required under Conditions R4.3 (b) and must make the report publicly available on the licensee's website no later than 28 February of each year.

6 General Conditions

G1 Copy of licence kept at the premises or plant

- G1.1 A copy of this licence must be kept at the premises to which the licence applies.
- G1.2 The licence must be produced to any authorised officer of the EPA who asks to see it.
- G1.3 The licence must be available for inspection by any employee or agent of the licensee working at the premises.
- G1.4 For the purpose of Condition G1.1 the premises is defined as the principal office of the licensee.
- G1.5 For the purpose of G1.3 "available for inspection" includes inspection via electronic means.

G2 Contact number for incidents and responsible employees

- G2.1 The licensee must provide the EPA with up to date contact details to enable the EPA:
- a) to contact either the licensee or a representative of the licensee who can respond at all times to incidents relating to the premises, and
 - b) to contact the licensee's senior employees or agents authorised at all times to:

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- i) speak on behalf of the licensee, and
- ii) provide any information or document required under the licence.

G2.2 The contact details required by Condition G2.1 above must include:

- a) the full name and title of the authorised representatives and the scope of their respective authorisations; and
- b) the direct telephone number, mobile number, email address and postal address for contacting each authorised representative.

7 Special Conditions

E1 Special Dictionary

Sydney Trains Railway Activities Licence Dictionary

E1.1 In this licence, unless the contrary is indicated, the terms below have the following meanings:

Term	Defintion
angle of attack (AoA)	the rolling stock wheelset alignment relative to the rail and is measured in milliradians.
acceptable angle of attack	is defined as being less than a value given by the following equation: $ AoA = 2.5 \times Bwb/R$ Where AoA = angle of attack (radians) Bwb = bogie wheel base (m) R = radius of track curvature (m) is the absolute value operator Note: The Acceptable Angle of Attack at Beecroft Wayside Monitoring System (AoA) is equivalent to 15 milliradians.
AS IEC 61672.1-2013	refers to the AS IEC 61672.1-2013 Electroacoustics – Sound level meters - Part 1: Specifications
AS2377-2002	Australian Standard AS2377-2002 Acoustics – Methods for the measurement of railbound vehicle noise.
Assets Standard Authority THR 00880 ST	Transport for NSW, (T HR RS 00880 ST) – Standard – RSU Appendix H – Automatic Equipment Identification, Version 1.0. Issue Date: 19/12/2014. Reconfirmed: 9/7/2019.
Assets Standard Authority RSU 350	Assets Standard Authority RSU 350 Transport Assets Standards Authority (T HR RS 00300 ST) – Standard – RSU 300 Series – Minimum Operating Standards for Rolling Stock – Locomotive Specific Interface Requirements. Version 2.0. Issue Date: 10 April 2019.
Australian Rail Track Corporation Engineering standard WOS 01.400	Australian Rail Track Corporation Engineering Standard –NSW Rolling Stock Freight Vehicle Specific Interface Requirements WOS 01.400.

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Beecroft	Refers to the location of the Beecroft Wayside Monitoring System that monitors noise from rolling stock and angle of attack from freight wagons. [Google map/GIS coordinates 33.751801, 151.066577, 19z]
bogie	a structure incorporating suspension elements and fitted with wheels and axles, used to support rail vehicles at or near the ends and capable of rotation in the horizontal plane. It may have one, two or more wheel sets, and may be the common support of adjacent units of an articulated vehicle.
competent acoustic practitioner	<p>a competent acoustic practitioner must satisfy one or more of the following:</p> <ul style="list-style-type: none"> • have qualifications and/or experience sufficient to fulfil the requirements of 'member' grade of the Australian Acoustical Society • undertake the duties of an acoustics consultant on behalf of a consultancy firm that is a member of the Association of Australasian Acoustical Consultants • have a recognised tertiary qualification in a discipline pertinent to acoustics • demonstrate competence through professional experience and/or technical expertise to the satisfaction of the EPA.
day	the period from 0700 to 1800 h (Monday to Saturday) and 0800 to 1800 h (Sundays and Public Holidays).
Diesel Multiple Unit	a multiple-unit train powered by on-board diesel engines. A DMU requires no separate locomotive, as the engines are incorporated into one or more of the carriages. Diesel-powered single-unit railcars are also generally classed as DMU's. Diesel-powered units may be further classified by their transmission type: diesel-mechanical (DMMU), diesel-hydraulic (DHMU), or diesel-electric (DEMU).
Diesel Multiple Unit class	a group of Diesel Multiple Units manufactured to a common specification, including being fitted with the same model engine (an 'Identically configured engine') and the same design of cooling system, exhaust system and noise attenuation components and any other components that may materially impact on noise and air/exhaust emissions so as to practically have identical noise and air/exhaust emission characteristics / performance.
emergency works	<p>means unforeseen works:</p> <p>(a) to avoid harm to persons (loss of life and personal injury) or damage to property or to prevent environmental harm; or</p> <p>(b) to restore safe and reliable railway passenger and freight services or to prevent imminent interruptions to those services.</p>
evening	the period from 1800 to 2200 h.
Existing DMU Class	means for the purposes of noise limits in Condition L3.1 and air emission limits in Condition L4.1 a class of DMU that has operated on a Licensed Rail Network and listed on the EPA's Locomotive Class Register before the date of the issue of this licence.

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freight wagon	a railway vehicle that is used or intended to be used to transport freight for reward, but does not include a locomotive.
g/kWh	grams per kilowatt hour.
high noise level horn	a high noise level horn or "Country Horn" as defined in Section 10.9 of Assets Standard Authority RSU 350 for locomotives.
identically configured engine	an identically configured engine is one in which the components that impact on the emissions performance of the engine have the same part numbers as an engine that has previously been demonstrated to be compliant with Condition L4.1(a) of this licence. These components are listed in the Emissions Parts List in the New Locomotive Class worksheet
	of the EPA's "Locomotive Air Emissions Compliance Reporting Workbook", and include all components comprising a Power Assembly as defined in the U.S. Code of Federal Regulations Title 40 Part 1033 section 1033.901, and engine electronic control unit (ECU) and ECU firmware version, and other significant components listed as defining an engine to belong to a specific engine family as listed in U.S. Code of Federal Regulations Title 40 Part 1033 section 1033.230 (b).
in service	any locomotive or DMU that will be operating on a licensed rail network.
LAFMax	means A-weighted maximum noise level, fast weighting.
Leq 30s	represents the average noise energy during the measurement period which is equivalent to the fluctuating sound level actually occurring over a 30 second period.
Licensed Rail Network	a continuous or connected length of track greater than 30 kilometres that is operated by the same person in New South Wales.
Legacy DMU Class	comprising DMUs that were introduced to Licensed Rail Networks prior to the EPA's noise approval process and that have not undergone a noise approval process.
locomotive	a vehicle powered by an internal combustion engine that is primarily intended for hauling freight and/or passenger rolling stock.
Locomotive Class Register	the register of classes of locomotive and DMU maintained by the EPA available at the EPA's website, as amended from time to time.
low noise level horn	a low noise level horn or "Town Horn" as defined in Section 10.9 of Assets Standard Authority RSU 350 for locomotives.
low usage DMUs	means those DMUs that have a maximum level of annual usage up to but not greater than 50,000 km/annum.
LZFMMax	means Z-weighted maximum noise level, fast weighting.
maintenance activities	means repair, servicing, upgrading or alteration of rolling stock.
night	the period from 2200 to 0700 h (Monday to Saturday) and 2200 to 0800 h (Sundays and Public Holidays).

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New DMU Class	means for the purposes of noise limits in Condition L3.1 and air emission limits in Condition L4.1 any class of DMU that has not operated on a Licensed Rail Network before the date of the issue of this licence.
noise sensitive receivers	receiver types and land-uses identified in Table 1, 2 and 3 of the Rail Infrastructure Noise Guideline (EPA, 2013).
noise type testing	a test that determines whether a process, product, or service complies with the requirements of a noise specification, technical standard, contract, or regulation.
pass-by	the passing of an item of rolling stock by a fixed point on the rail network.
power car	a carriage housing the internal combustion engine in a diesel multiple unit.
railway infrastructure operations	means the scheduled activity in clause 33A of Schedule 1 to the Act.
railway infrastructure operator	means a person authorised by an environment protection licence to carry out the scheduled activity of Railway Infrastructure Operations under clause 33A of Schedule 1 to the Act.
rating background level (RBL)	is the overall single-figure background noise level measured in each relevant assessment period. Determination of the rating background level is by the method described in the NSW Noise Policy for Industry (EPA, 2017) and relates to maintenance and construction noise assessment.
rolling stock	has the same meaning as in Clause 33B of Schedule 1 of the Act.
rolling stock operations	means the scheduled activity in Clause 33B of Schedule 1 to the Act.
rolling stock operator	means a person authorised by an environment protection licence to carry out the scheduled activity of Rolling Stock Operations under Clause 33B of Schedule 1 to the Act.
sensitive receiver	a location where people are likely to work or reside; this includes residential dwellings, schools, hospitals, offices or public recreational areas.
unacceptable angle of attack	an angle of attack exceeding the acceptable angle of attack.
Wayside Monitoring System (Angle of Attack)	means the systems installed, operated and maintained by the Railway Infrastructure Operators to measure the angle of attack of wheelsets of freight wagons.
Wayside Monitoring System(Noise)	means the systems installed, operated and maintained by the Railway Infrastructure Operators to detect pass-by noise levels of rolling stock.
wheelset	means an assembly consisting of axle, wheels, bearings and, where applicable associated components including but not limited to brake discs, traction gears, traction motor support bearings and gearbox.

E2 Completed pollution studies and reduction programs

E2.1 The following pollution studies and reduction programs have been completed by the licensee

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PRP/Pollution Study Title	Description	Completion Date
1. PRP U1.1 Noise management on the five priority lines priority lines	<p>Help mitigate noise level on five priority lines:</p> <ul style="list-style-type: none"> • Inner West (Lidcombe Junction to Redfern) • North Strathfield to Hornsby • Auburn and Merrylands to Penrith • Erskineville Junction to Waterfall • North Shore 	March 2002
2. PRP U1.2 Monitoring and reporting for noise management on the five priority lines	To report to EPA the progress of the implementation of PRP No.1 above.	July 2006
3. PRP U1.3 Whole of network strategies	To review the noise mitigation measures undertaken in PRP No.1 above and develop network wide strategies.	December 2003
4. PRP U1.1 Mitigation of impacts of wheel squeal: Angle of attack monitoring	<p>Help manage locomotive noise from the NSW rail network by undertaking angle of attack monitoring to identify locomotives or wagons having the potential to cause wheel squeal. Monitoring data was made available to freight operators so that locomotives having anomalies with the potential to cause wheel squeal were able to be identified and appropriately actioned.</p>	20 May 2010
5. PRP U1.2 Mitigation of impacts of wheel squeal: Top of rail friction modifier applicators	To refine top of rail friction modifier applicator technology and implement refinements at specified locations.	21 February 2012
6. PRP U2.1 Audit of the noise performance of locomotives	Help manage locomotive noise from the NSW rail network by monitoring the noise performance of locomotives on the metropolitan rail network and providing noise monitoring data to locomotive operators and the EPA.	21 May 2010
7. PRP U2.2 Audit of the air performance of locomotives	Help manage exhaust emissions from the NSW rail network by monitoring the exhaust emission performance of XPT passenger locomotives and investigating options for undertaking exhaust emission monitoring on the remainder of RailCorp's passenger locomotive fleet.	7 September 2010
8. PRP U3 Review of safety related procedures that cause a noise nuisance	<p>Help manage noise associated with safety related practices, including horn testing and sounding horns coming in and out of tunnels and road crossings. As a result of this PRP RailCorp removed the requirement to sound a train horn when leaving a station.</p>	19 October 2010

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9. PRP U1 - Mitigation of wheel squeal: Angle of attack monitoring and reporting program	Implement and maintain a program to monitor and record the angle of attack of rolling stock on the RailCorp network at the Beecroft monitoring station. This included the development and implementation of a reporting procedure to advise rolling stock operators of the results and the EPA of the results of the angle of attack monitoring and any remedial actions taken by the operators in response to data.	26 April 2020
10. PRP U2 - Investigation of the Causes of Wheel Squeal in the Waverton and Wollstonecraft Area	Undertake a program of investigative works to identify the occurrence and cause of curve noise from wheel-rail interaction in the Waverton and Wollstonecraft area to allow the application of appropriate mitigation measures.	29 August 2016
11. PRP U3 - Implementation and Assessment of Curve Noise Mitigation Measures in the Waverton and Wollstonecraft Area	Implement and assess the performance of a range of the potential mitigation measures identified in PRP U2 – Investigation of the Causes of Wheel Squeal in the Waverton and Wollstonecraft area.	22 December 2017
12. PRP U4 - Trial installation and assessment of rail dampers as a form of curve noise mitigation measures in Waverton & Wollstonecraft	Implement and assess the performance of rail dampers as a form of curve noise mitigation.	30 June 2020
13. U1 Pollution Study - Sydney Trains Network Operation Report - Idling	Review operational procedures to minimise idling on the Sydney Trains Network.	5 August 2021
14. U2 Pollution Study - Sydney Trains Network and Rolling Stock Operation Report - Horn Use	Review operational procedures to minimise unnecessary horn use on the Sydney Trains Network.	5 August 2021
15. U3 Pollution Study - Sydney Trains Network Operation Report - Braking, bunching, stretching	Review operational procedures to minimise noise impacts that occur from breaking, bunching and stretching of rolling stock.	5 August 2021

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Dictionary

General Dictionary

3DGM [in relation to a concentration limit]	Means the three day geometric mean, which is calculated by multiplying the results of the analysis of three samples collected on consecutive days and then taking the cubed root of that amount. Where one or more of the samples is zero or below the detection limit for the analysis, then 1 or the detection limit respectively should be used in place of those samples
Act	Means the Protection of the Environment Operations Act 1997
activity	Means a scheduled or non-scheduled activity within the meaning of the Protection of the Environment Operations Act 1997
actual load	Has the same meaning as in the Protection of the Environment Operations (General) Regulation 2009
AM	Together with a number, means an ambient air monitoring method of that number prescribed by the <i>Approved Methods for the Sampling and Analysis of Air Pollutants in New South Wales</i> .
AMG	Australian Map Grid
anniversary date	The anniversary date is the anniversary each year of the date of issue of the licence. In the case of a licence continued in force by the Protection of the Environment Operations Act 1997, the date of issue of the licence is the first anniversary of the date of issue or last renewal of the licence following the commencement of the Act.
annual return	Is defined in R1.1
Approved Methods Publication	Has the same meaning as in the Protection of the Environment Operations (General) Regulation 2009
assessable pollutants	Has the same meaning as in the Protection of the Environment Operations (General) Regulation 2009
BOD	Means biochemical oxygen demand
CEM	Together with a number, means a continuous emission monitoring method of that number prescribed by the <i>Approved Methods for the Sampling and Analysis of Air Pollutants in New South Wales</i> .
COD	Means chemical oxygen demand
composite sample	Unless otherwise specifically approved in writing by the EPA, a sample consisting of 24 individual samples collected at hourly intervals and each having an equivalent volume.
cond.	Means conductivity
environment	Has the same meaning as in the Protection of the Environment Operations Act 1997
environment protection legislation	Has the same meaning as in the Protection of the Environment Administration Act 1991
EPA	Means Environment Protection Authority of New South Wales.
fee-based activity classification	Means the numbered short descriptions in Schedule 1 of the Protection of the Environment Operations (General) Regulation 2009.
general solid waste (non-putrescible)	Has the same meaning as in Part 3 of Schedule 1 of the Protection of the Environment Operations Act 1997

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flow weighted composite sample	Means a sample whose composites are sized in proportion to the flow at each composites time of collection.
general solid waste (putrescible)	Has the same meaning as in Part 3 of Schedule 1 of the Protection of the Environment Operations Act 1997
grab sample	Means a single sample taken at a point at a single time
hazardous waste	Has the same meaning as in Part 3 of Schedule 1 of the Protection of the Environment Operations Act 1997
licensee	Means the licence holder described at the front of this licence
load calculation protocol	Has the same meaning as in the Protection of the Environment Operations (General) Regulation 2009
local authority	Has the same meaning as in the Protection of the Environment Operations Act 1997
material harm	Has the same meaning as in section 147 Protection of the Environment Operations Act 1997
MBAS	Means methylene blue active substances
Minister	Means the Minister administering the Protection of the Environment Operations Act 1997
mobile plant	Has the same meaning as in Part 3 of Schedule 1 of the Protection of the Environment Operations Act 1997
motor vehicle	Has the same meaning as in the Protection of the Environment Operations Act 1997
O&G	Means oil and grease
percentile [in relation to a concentration limit of a sample]	Means that percentage [eg.50%] of the number of samples taken that must meet the concentration limit specified in the licence for that pollutant over a specified period of time. In this licence, the specified period of time is the Reporting Period unless otherwise stated in this licence.
plant	Includes all plant within the meaning of the Protection of the Environment Operations Act 1997 as well as motor vehicles.
pollution of waters [or water pollution]	Has the same meaning as in the Protection of the Environment Operations Act 1997
premises	Means the premises described in condition A2.1
public authority	Has the same meaning as in the Protection of the Environment Operations Act 1997
regional office	Means the relevant EPA office referred to in the Contacting the EPA document accompanying this licence
reporting period	For the purposes of this licence, the reporting period means the period of 12 months after the issue of the licence, and each subsequent period of 12 months. In the case of a licence continued in force by the Protection of the Environment Operations Act 1997, the date of issue of the licence is the first anniversary of the date of issue or last renewal of the licence following the commencement of the Act.
restricted solid waste	Has the same meaning as in Part 3 of Schedule 1 of the Protection of the Environment Operations Act 1997
scheduled activity	Means an activity listed in Schedule 1 of the Protection of the Environment Operations Act 1997
special waste	Has the same meaning as in Part 3 of Schedule 1 of the Protection of the Environment Operations Act 1997
TM	Together with a number, means a test method of that number prescribed by the <i>Approved Methods for the Sampling and Analysis of Air Pollutants in New South Wales</i> .

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TSP	Means total suspended particles
TSS	Means total suspended solids
Type 1 substance	Means the elements antimony, arsenic, cadmium, lead or mercury or any compound containing one or more of those elements
Type 2 substance	Means the elements beryllium, chromium, cobalt, manganese, nickel, selenium, tin or vanadium or any compound containing one or more of those elements
utilisation area	Means any area shown as a utilisation area on a map submitted with the application for this licence
waste	Has the same meaning as in the Protection of the Environment Operations Act 1997
waste type	Means liquid, restricted solid waste, general solid waste (putrescible), general solid waste (non-putrescible), special waste or hazardous waste
Wellhead	Has the same meaning as in Schedule 1 to the Protection of the Environment Operations (General) Regulation 2021.

Mr David Featherston

Environment Protection Authority

(By Delegation)

Date of this edition: 17-December-2004

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End Notes

- 1 Licence fee period changed by notice 1043177 on 17-Dec-2004.
- 2 Licence varied by notice 1044735, issued on 21-Apr-2005, which came into effect on 22-Apr-2005.
- 3 Licence varied by notice 1048848, issued on 27-Jun-2005, which came into effect on 27-Jun-2005.
- 4 Licence varied by notice 1058748, issued on 28-Aug-2006, which came into effect on 28-Aug-2006.
- 5 Licence varied by notice 1077085, issued on 22-Aug-2007, which came into effect on 22-Aug-2007.
- 6 Licence varied by notice 1082393, issued on 12-Feb-2008, which came into effect on 12-Feb-2008.
- 7 Condition A1.3 Not applicable varied by notice issued on <issue date> which came into effect on <effective date>
- 8 Licence varied by notice 1507145 issued on 06-Jul-2012
- 9 Licence varied by notice 1510586 issued on 21-Mar-2013
- 10 Licence varied by notice 1514864 issued on 13-Jun-2013
- 11 Licence fee period changed by notice 1515160 on 24-Jun-2013
- 12 Licence transferred through application 1515298 approved on 30-Jun-2013 , which came into effect on 01-Jul-2013
- 13 Licence varied by notice 1517239 issued on 29-Oct-2013
- 14 Licence varied by notice 1519322 issued on 10-Jan-2014
- 15 Licence varied by notice 1519943 issued on 10-Feb-2014
- 16 Licence format updated on 26-Feb-2014
- 17 Licence varied by notice 1522517 issued on 04-Jun-2014
- 18 Licence varied by notice 1524149 issued on 15-Aug-2014
- 19 Licence varied by notice 1525455 issued on 08-Oct-2014
- 20 Licence varied by notice 1526648 issued on 26-Nov-2014
- 21 Licence varied by notice 1528187 issued on 11-Feb-2015
- 22 Licence varied by notice 1529616 issued on 02-Apr-2015
- 23 Licence varied by notice 1530626 issued on 21-May-2015
- 24 Licence varied by notice 1535588 issued on 13-Nov-2015

Environment Protection Licence

Licence - 12208

25	Licence varied by notice	1540967 issued on 27-May-2016
26	Licence varied by notice	1548840 issued on 27-Jan-2017
27	Licence varied by notice	1556804 issued on 15-Sep-2017
28	Licence varied by notice	1558082 issued on 27-Oct-2017
29	Licence varied by notice	1559550 issued on 08-Dec-2017
30	Licence varied by notice	1560607 issued on 12-Jan-2018
31	Licence varied by notice	1569595 issued on 26-Oct-2018
32	Licence varied by notice	1574492 issued on 10-Jan-2019
33	Licence varied by notice	1577644 issued on 11-Apr-2019
34	Licence varied by notice	1580010 issued on 06-Jun-2019
35	Licence varied by notice	1585800 issued on 02-Oct-2019
36	Licence varied by notice	1589397 issued on 13-Dec-2019
37	Licence varied by notice	1597773 issued on 05-Aug-2020
38	Licence varied by notice	1640433 issued on 27-Jun-2024
39	Licence varied by notice	1644225 issued on 18-Oct-2024
40	Licence varied by notice	1645637 issued on 12-Dec-2024