SCT Logistics Annual Rollingstock Performance Report (2025)

EPA NSW License Number 21401

Feb 206

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R4.2 a) Major Engine Overhaul

Between 1st January 2025 and 31st December 2025 SCT Conducted 14 Major Engine Overhauls

Loco	Date Engine replaced	Date Noise Test Due	Reason	Completed?	Date Completed	Pass?	Max Value (dBA)	WO Raised	Comments
CSR024	2/15/2025	8/15/2025	Midlife	Y	8/9/2025			Y	New Designed Muffler fitted from CRRC
CSR017	4/7/2025	10/7/2025	TBO	Y	6/28/2025			Y	
CSR021	5/3/2025	11/3/2025	TBO	Y				Y	
SCT001	5/21/2025	11/21/2025	ICC	N				Y	
CSR008	5/22/2025	11/22/2025	Midlife	Y	6/23/2025			Y	
CSR019	6/10/2025	12/10/2025	TBO	Y	9/29/2025		91.5dB	Y	Unable to test as engine failure. TBO engine installed. Deadline changed.
SCT008	6/25/2025	12/25/2025	ICC	N				Y	
CSR001	7/10/2025	1/10/2026	Midlife	N				Y	
CSR013	8/4/2025	2/4/2026	TBO	N				Y	
CSR023	9/18/2025	3/18/2026	TBO	N				Y	
CSR014	11/6/2025	6/05/2026	TBO	N					
CSR024	11/14/2025	14/05/2026	TBO	N					
CSR011	11/25/2025	5/25/2026	Midlife	N				Y	Missed original noise test, unavailable due to scored liners
CSR020	1/19/2026	19/07/2026	TBO	N					

R4.2 b)

SCT has completed noise testing under the condition M5.3 (a) and noise values have exceeded the limits stated in L3.5.

The following action plan has been developed with some actions completed and others currently in the planning stages for the CSR Locomotives:

- Muffler replacements have been found to not reduce the noise levels to below the requirements of L3.5
- CRRC Have reviewed noise test results and provided feedback. This information is being fed into a detailed noise study using the results of the CSR Class noise tests to help more closely identify noise sources and potential mitigations.

The following action plan is being executed for the SCT Class Locomotive:

- A detailed noise study of the SCT Class locomotive has been completed with a number of recommendations made to bring the locomotive closer to compliance (Report SCT-LNT-015 Rev A)
- These recommendations are being reviewed

R4.2 c)

The following are details of SCT's train performance with regards to AoA exceedances reported from the Sydney Trains monitoring station at Beecroft. Also included are SCT's initiatives for reducing AoA exceedances and hence noise levels during the Calander year 2025.

The raw AoA data was analysed for the period between January to December 2025 with the following findings:

1. The total number of exceedances for year 2025 was higher than 2024, but lower than previous years:
    - 2021: 2,200 individual axle exceedances were reported
    - 2022: 1,600 individual axle exceedances were reported
    - 2023: 1,027 individual axle exceedances were reported
    - 2024: 234 individual axle exceedances were reported
    - 2025: 308* individual axle exceedances were reported

This represents a 30% increase in the overall exceedances from calendar year 2024.

** Excludes leased rolling stock*

R4.2 c)

2. A total of 130 unique wagons have exceeded AoA for the calendar year 2025, out of which 78 belong to priority class

3. A review of the wagons by class determined the following:

   As noted previously the principle SCT wagons that trigger AoA exceedance levels are the older wagons in the SCT fleet – the PBGY Wagons

   These wagons account for approximately 55% of all exceedances,

   This is an increase of 29 unique PBGY Wagons over the 2024 recorded exceedances on the PBGY Wagons.

   There was also an increase in the raw numbers of PBSY, PQQY and PQKY wagons reporting angle of attack issues.

Wagon Class	AOA Exceedances Unique Wagons
PBSY	17
*PBGY	72
*ABSY	4
PQQY	15
PQKY	5
PQDY	5
*CQGY	1
ARBY	5
FQAY	2
PQIY	3
*CQYY	1
TOTAL	**130**

Wagon Class	Percentage Unique Wagons
PBSY	13%
PBGY	55%
ABSY	3%
PQQY	12%
PQKY	4%
PQDY	4%
CQGY	1%
ARBY	4%
FQAY	2%
PQIY	2%
CQYY	1%
TOTAL	**100%**

Findings to Date

The Polymer Liner replacement project has been completed on all PBGY Wagons.

There are currently 20 remaining ABSY Wagons (out of 116) that require polymer liner replacements.

Reviewing the data for the PBGY Wagons AOA exceedances, there is no evidence of a problem wagon, with the number of exceedances spread fairly evenly across the 72 unique wagons. A review of the condition of the polymer liners on the PBGY Wagons that have been identified by the AoA wayside system will be conducted to determine if any issues exist.

The wagons that observed an increase in exceedances (PQQY, PQKY and PBSY) were originally procured by SCT Logistics between 2013 and 2016. These wagons have now been running in service for between 10 to 13 years. A review of the condition of these bogies will be undertaken to determine if bogie overhauls are required.

Thank You

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