

Notice type	National Notice
Title	NCCS/NCCN - Commissioning of TMACS Electronic Authorities (EA)

AFFECTED AREA

Network Control	Control Centre NCCS (Juneec) Boards TOCO Control Centre NCCN (Broadmeadow) Boards Hunter Valley West (TMACS), Hunter Valley North West (TMACS)
Network Area	All areas within the defined Network Control Centre(s) and Board(s)

EFFECTIVE PERIOD

Date and time	From/at Mon, 21 Sep 2026 12:30 AEST	To Sat, 20 Mar 2027 13:30 AEDT
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REFERENCE DOCUMENTS

Other notices	Empty
Train Alteration Advice	Empty
Route Access Standards	Empty
NIBs	OGW-30-01, OGW-30-23, OGW-30-24

OPERATING CONDITIONS (GENERAL DETAILS)

Between the times specified above, or until the works are completed, ARTC will undertake system upgrades to the Train Management and Control System (TMACS) used on the NSW Train Order Working Network Control Boards.

The commissioning of these upgrades will be implemented progressively in accordance with the following schedule:

1. NCCS Juneec – **from 1230 hours on 21 September 2026**
2. NCCN Broadmeadow – **from 1600 hours on 21 September 2026**

The upgrade will transition Train Order Working from the current process, whereby Network Control issues Train Orders by voice and the Rail Traffic Crew records the authority on a paper-based form, to the use of **Electronic Authorities (EA) transmitted directly from TMACS to the locomotive via the In-Cab Equipment (ICE) Radio System.**

Regardless of whether a Train Order is issued using the existing voice and paper-based process or as an EA, this upgrade will also enable out-of-authority alarms to be received through the ICE Radio System for affected rail traffic. This functionality will

go live for all Train Order Working Boards at **1100 hours on 21 September 2026**.

SAFEWORKING ARRANGEMENTS

Following implementation of the upgrade, TMACS will support both voice and paper-based authority compilation or Electronic Authorities (EA). Both methods provide the same operational authority and are to be treated equally for the purposes of safeworking. The introduction only provides the additional option of the method by which Train Orders can be transmitted to Rail Traffic Crews, it does not change the operational requirements for the preparation, issue, acknowledgement or compliance to Train Orders. Unless otherwise specified, all existing Network Rules and Procedures remain in force.

Rail Traffic Crews must successfully complete training in the use of EAs prior to being permitted to accept an EA. Before compiling a Train Order, the Network Controller will confirm whether the Rail Traffic Crew is qualified to receive an EA in accordance with the National Notice Assurance Process and will then select either the electronic or voice method within TMACS.

Where an EA is issued, the Rail Traffic Crew must acknowledge receipt via the ICE Radio System and comply with all directions, instructions and limits contained within the EA.

Where a Rail Traffic Crew is not qualified to receive an EA, or where the electronic transmission of authorities is unavailable or unsuccessful, Train Orders will continue to be issued using the existing verbal and paper-based process.

Important Note: No changes to In Cab Equipment (ICE) units will be required as part of these works. However, RSOs are requested to reboot their ICE radios **when safe to do so**, a week or two before the commissioning to ensure the radios have picked up the latest configuration.

ADDITIONAL DETAILS

Further information regarding the operation of TMACS Electronic Authorities is contained within the applicable ARTC Network Rules and Procedures, and associated training material and implementation briefings.

Recipients must ensure this Notice is circulated to and understood by all personnel affected by, or needing to know, its content. This Notice must be issued to all affected Competent Workers. Competent Workers who receive this Notice must follow the requirements.

CONTACTS

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APPROVED BY	Delivery Support Manager South	20/08/2026
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