



Passenger Load Survey Q1-2009

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Executive Summary

The 2009 Passenger Load Survey was undertaken by the Service Planning Unit in the Passenger Operations Division of QR Passenger. The survey was carried out between 3 March and 26 March 2009 to capture the annual seasonal peak passenger demand. The period was chosen to omit activities that influence the survey such as public holidays, school holidays, university exam periods and special events.

The results of the survey show an increase in patronage on Citytrain services, although for the afternoon peak, growth has reduced significantly. The morning peak survey recorded a total of 65,752 passenger boardings for 2009 compared to 62,517 passenger boardings in 2008, representing an increase of approximately 3000 passengers boarding trains in the morning peak – a growth rate of 5.2%.

The afternoon peak survey recorded a total of 57,286 passenger boardings for 2009 compared to 56,272 passenger boardings in 2008. These 1000 passengers represented a growth of 1.8% for the afternoon peak.

The largest growth increase of 24.6% was experienced on the Corinda to Milton segment during the morning peak. Other segments that experienced strong growth greater than 10% in the morning peak were Nambour to Elimbah (16.7%) and Robina to Ormeau (15.0%). In the afternoon peak strong growth was shown in Clayfield to Doomben (23.9%), Ormeau to Robina (19.7%) and Toombul to Northgate (10.1%).

Of the 123 morning peak services 40 (33%) exceed comfort design capacity as outlined in the Train Services Contract (TSC), compared to the 48 services that exceeded comfort design capacity in 2008. A further 15 services are over 90% of their comfort design capacity.

The Brisbane Suburban Area has once again continued to experience growth, with pressure continuing to mount on availability of resources i.e., infrastructure, rollingstock and train crew.

This year the Passenger Load Survey is to be conducted quarterly and time has been set aside in June, September and November for the survey to be undertaken.

It should be noted that between PLS08 and PLS09 the following changes were made:-

- PLS08 was undertaken after introduction of the July 07 timetable and
- Between PLS 08 and 09 there were a number of timetable alterations (March 08, July 08, November 08 and February 09). Significant changes were made to Ferny Grove, Beenleigh, Cleveland and Gold Coast lines.
- Eight extra morning services have allowed QR to carry an additional 6000 people each weekday. QR acted on the results of the 2008 survey, added five new morning peak services to the Ipswich line and three to the Caboolture line.

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Terms and Definitions

| | |
|--------------------------------|---|
| Alightings | People getting off trains |
| AM Peak | Inbound services arriving Central between 0600 and 0900 |
| Boardings | People getting on trains |
| Car (carriage) | A singular railway passenger vehicle |
| Design Load | Train Services Contract agreement for the number of passengers on services for the provision of passenger comfort. No passenger should be standing for greater than 20 mins |
| EMU | Electric Multiple Unit – 3 Car Seats – 245 Maximum design load – 375 |
| ICE | Inter-city Express – 4 car Seats – 180 Maximum design load – 180 Extra trailer provides an additional 48 seats |
| IMU | Inter-urban Multiple Unit – 3 car Seats – 225 Maximum design load – 375 |
| Line | A group of stations aligned consecutively |
| Line Capacity | Ratio of each actual train load to the train design load |
| Line Capacity Report | The number/percentage of peak services which exceed 90% and 100% capacity per line and peak period |
| Maximum Design Capacity | The design capacity for trains as outlined in the Train Services Contract (includes standees) |
| Ons and Offs Report | Collected data for each train counted by station and displays the boardings, alightings and total load for people in wheelchairs, students, all other passengers and all passengers combined. The design load and occupancy percentage are also displayed |
| Passenger Movement | One boarding or alighting by one passenger at a station |

| | |
|----------------------------------|---|
| Passenger Movement Report | Shows the number of passengers boarding and alighting trains at stations |
| Patronage | Number of people utilising the service |
| PM Peak | Outbound services departing Central between 1530 and 1830 |
| Radial Km | Number of kilometres from Brisbane GPO as the crow flies |
| Seating Capacity | The number of seats per service as outlined in the Train Services Contract |
| Segment | A group of stations defined by infrastructure |
| Segment Growth | Patronage variance from year to year by segment |
| Segment Growth Report | Compared services, units and patronage per segment and by station for 2005 and 2006 showing the growth |
| Service | The singular trip by a train from origin to destination AM Peak: Out destination to CBD PM Peak: CBD to out destination |
| SMU | Suburban Multiple Unit – 3 Car Seats – 225 Maximum design load – 375 |
| Students | Any passenger travelling on a service while wearing a school uniform |
| Train Load Profile Report | Graphical portrayal of the number of people boarding/alighting, passenger loading and design loads for each peak direction train. |
| Track Km | Number of track kilometres from Central station |
| Unit | A 3 carriage train |
| W/C | Wheelchairs or persons with Guide Dogs |



Segment Growth

Segment Growth 2005 to 2009

Boardings

| | 2005 | 2006 | 2007 | 2008 | 2009 | Growth | | | |
|-----------------------------------|--------------|--------------|--------------|--------------|--------------|-------------|-------------|-------------|-------------|
| | Patronage | Patronage | Patronage | Patronage | Patronage | 05-06 | 06-07 | 07-08 | 08-09 |
| AM In | | | | | | | | | |
| <i>Nambour - Elimbah</i> | 726 | 746 | 804 | 748 | 873 | 2.8% | 7.8% | -7.0% | 16.7% |
| <i>Caboolture - Virginia</i> | 8612 | 9065 | 10287 | 11132 | 11073 | 5.3% | 13.5% | 8.2% | -0.5% |
| <i>Northgate - Toombul</i> | 1890 | 2052 | 2158 | 2325 | 2503 | 8.6% | 5.2% | 7.7% | 7.7% |
| <i>Shorncliffe - Bindha</i> | 2749 | 2805 | 3082 | 3516 | 3561 | 2.0% | 9.9% | 14.1% | 1.3% |
| <i>Eagle Junction - Albion</i> | 2230 | 2526 | 2508 | 3059 | 2905 | 13.3% | -0.7% | 22.0% | -5.0% |
| <i>Doomben - Clayfield</i> | 339 | 369 | 349 | 546 | 417 | 8.8% | -5.4% | 56.4% | -23.6% |
| <i>Ferny Grove - Windsor</i> | 6632 | 7250 | 7772 | 7583 | 8182 | 9.3% | 7.2% | -2.4% | 7.9% |
| <i>Rosewood - Thomas Street</i> | 189 | 210 | 214 | 234 | 246 | 11.1% | 1.9% | 9.3% | 5.1% |
| <i>Ipswich - Oxley</i> | 5939 | 6858 | 7626 | 7936 | 8133 | 15.5% | 11.2% | 4.1% | 2.5% |
| <i>Corinda - Milton</i> | 5104 | 5303 | 5666 | 5772 | 7190 | 3.9% | 6.8% | 1.9% | 24.6% |
| <i>Tennyson - Tennyson</i> | 16 | 14 | 11 | 12 | 12 | -12.5% | -21.4% | 9.1% | 0.0% |
| <i>Robina - Ormeau</i> | 1637 | 2198 | 2333 | 2982 | 3430 | 34.3% | 6.1% | 27.8% | 15.0% |
| <i>Beenleigh - Moorooka</i> | 6025 | 5846 | 6486 | 6304 | 6304 | -3.0% | 10.9% | -2.8% | 0.0% |
| <i>Yeerongpilly - Dutton Park</i> | 1097 | 1149 | 1515 | 1563 | 1528 | 4.7% | 31.9% | 3.2% | -2.2% |
| <i>Cleveland - Buranda</i> | 6972 | 7555 | 8046 | 7970 | 8570 | 8.4% | 6.5% | -0.9% | 7.5% |
| <i>Park Road - South Brisbane</i> | 568 | 626 | 691 | 835 | 825 | 10.2% | 10.4% | 20.8% | -1.2% |
| AM In Total | 50725 | 54572 | 59548 | 62517 | 65752 | 7.6% | 9.1% | 5.0% | 5.2% |

Segment Growth 2005 to 2009

Alightings

| | | 2005 | 2006 | 2007 | 2008 | 2009 | Growth | | | |
|-----------|-----------------------------------|--------------|--------------|--------------|--------------|--------------|-------------|-------------|-------------|-------------|
| | | Patronage | Patronage | Patronage | Patronage | Patronage | 05-06 | 06-07 | 07-08 | 08-09 |
| PM | Out | | | | | | | | | |
| | <i>Elimbah - Nambour</i> | 669 | 659 | 672 | 741 | 792 | -1.5% | 2.0% | 10.3% | 6.9% |
| | <i>Virginia - Caboolture</i> | 7556 | 8223 | 9046 | 9644 | 9657 | 8.8% | 10.0% | 6.6% | 0.1% |
| | <i>Toombul - Northgate</i> | 1944 | 1975 | 2141 | 2223 | 2447 | 1.6% | 8.4% | 3.8% | 10.1% |
| | <i>Bindha - Shorncliffe</i> | 2606 | 2528 | 2633 | 3162 | 2928 | -3.0% | 4.2% | 20.1% | -7.4% |
| | <i>Albion - Eagle Junction</i> | 2232 | 2305 | 2320 | 2568 | 2670 | 3.3% | 0.7% | 10.7% | 4.0% |
| | <i>Clayfield - Doomben</i> | 216 | 224 | 186 | 276 | 342 | 3.7% | -17.0% | 48.4% | 23.9% |
| | <i>Windsor - Ferny Grove</i> | 6646 | 6331 | 7179 | 7644 | 7081 | -4.7% | 13.4% | 6.5% | -7.4% |
| | <i>Thomas Street - Rosewood</i> | 104 | 131 | 106 | 96 | 102 | 26.0% | -19.1% | -9.4% | 6.3% |
| | <i>Oxley - Ipswich</i> | 5414 | 5849 | 6385 | 7014 | 7058 | 8.0% | 9.2% | 9.9% | 0.6% |
| | <i>Milton - Corinda</i> | 5218 | 5483 | 5673 | 5919 | 6194 | 5.1% | 3.5% | 4.3% | 4.6% |
| | <i>Tennyson - Tennyson</i> | 4 | 4 | 3 | 9 | 16 | 0.0% | -25.0% | 200.0% | 77.8% |
| | <i>Ormeau - Robina</i> | 1771 | 2048 | 2158 | 2751 | 3292 | 15.6% | 5.4% | 27.5% | 19.7% |
| | <i>Moorooka - Beenleigh</i> | 4429 | 4724 | 4956 | 5150 | 5475 | 6.7% | 4.9% | 3.9% | 6.3% |
| | <i>Dutton Park - Yeerongpilly</i> | 1172 | 1164 | 1206 | 1335 | 1452 | -0.7% | 3.6% | 10.7% | 8.8% |
| | <i>Buranda - Cleveland</i> | 5988 | 6046 | 6526 | 6688 | 6762 | 1.0% | 7.9% | 2.5% | 1.1% |
| | <i>South Brisbane - Park Road</i> | 815 | 824 | 828 | 1052 | 1018 | 1.1% | 0.5% | 27.1% | -3.2% |
| | PM Out Total | 46784 | 48518 | 52018 | 56272 | 57286 | 3.7% | 7.2% | 8.2% | 1.8% |

Segment Growth 2005 to 2009

AM - Inbound Boardings

| | Km's Radial Track | | 2005 | | | 2006 | | | 2007 | | | 2008 | | | 2009 | | | Growth | | | |
|------------------------------|----------------------|--|--------------------------------|----|----|--------------------------------|----|----|--------------------------------|----|----|--------------------------------|----|----|--------------------------------|----|----|-------------|--------------|--------------|--------------|
| | | | Patronage Services Units | | | Patronage Services Units | | | Patronage Services Units | | | Patronage Services Units | | | Patronage Services Units | | | 05-06 | 06-07 | 07-08 | 08-09 |
| Nambour - Elimbah | | | 726 | | | 746 | | | 804 | | | 748 | | | 873 | | | 2.8% | 7.8% | -7.0% | 16.7% |
| Nambour | 104.09 | | 169 | 5 | 10 | 104 | 5 | 10 | 110 | 5 | 10 | 106 | 5 | 8 | 112 | 5 | 8 | -38.5% | 5.8% | -3.6% | 5.7% |
| Woombye | 99.94 | | 20 | 5 | 10 | 27 | 5 | 10 | 41 | 5 | 10 | 36 | 5 | 8 | 36 | 5 | 8 | 35.0% | 51.9% | -12.2% | 0.0% |
| Palmwoods | 96.52 | | 35 | 5 | 10 | 33 | 5 | 10 | 39 | 5 | 10 | 33 | 5 | 8 | 45 | 5 | 8 | -5.7% | 18.2% | -15.4% | 36.4% |
| Eudlo | 91.93 | | 8 | 5 | 10 | 6 | 5 | 10 | 15 | 5 | 10 | 19 | 5 | 8 | 21 | 5 | 8 | -25.0% | 150.0% | 26.7% | 10.5% |
| Mooloolah | 86.78 | | 35 | 5 | 10 | 39 | 5 | 10 | 45 | 5 | 10 | 46 | 5 | 8 | 44 | 5 | 8 | 11.4% | 15.4% | 2.2% | -4.3% |
| Landsborough | 81.76 | | 277 | 5 | 10 | 317 | 5 | 10 | 331 | 5 | 10 | 282 | 5 | 8 | 381 | 5 | 8 | 14.4% | 4.4% | -14.8% | 35.1% |
| Beerwah | 76.15 | | 63 | 5 | 10 | 76 | 5 | 10 | 82 | 5 | 10 | 76 | 5 | 8 | 83 | 5 | 8 | 20.6% | 7.9% | -7.3% | 9.2% |
| Glass House Mtns | 71.09 | | 72 | 5 | 10 | 88 | 5 | 10 | 93 | 5 | 10 | 70 | 5 | 8 | 84 | 5 | 8 | 22.2% | 5.7% | -24.7% | 20.0% |
| Beerburum | 63.86 | | 11 | 5 | 10 | 12 | 5 | 10 | 10 | 5 | 10 | 20 | 5 | 8 | 12 | 5 | 8 | 9.1% | -16.7% | 100.0% | -40.0% |
| Elimbah | 51 57.74 | | 36 | 5 | 10 | 44 | 5 | 10 | 38 | 5 | 10 | 60 | 5 | 8 | 55 | 5 | 8 | 22.2% | -13.6% | 57.9% | -8.3% |
| Caboolture - Virginia | | | 8612 | | | 9065 | | | 10287 | | | 11132 | | | 11073 | | | 5.3% | 13.5% | 8.2% | -0.5% |
| Caboolture | 43 49.57 | | 927 | 13 | 26 | 1001 | 13 | 26 | 1253 | 13 | 26 | 1290 | 15 | 28 | 1345 | 17 | 32 | 8.0% | 25.2% | 3.0% | 4.3% |
| Morayfield | 40 46.45 | | 471 | 10 | 20 | 547 | 10 | 20 | 546 | 10 | 20 | 613 | 10 | 20 | 651 | 12 | 24 | 16.1% | -0.2% | 12.3% | 6.2% |
| Burpengary | 35 40.46 | | 715 | 10 | 20 | 768 | 10 | 20 | 837 | 10 | 20 | 800 | 10 | 20 | 825 | 12 | 24 | 7.4% | 9.0% | -4.4% | 3.1% |
| Narangba | 30 35.66 | | 524 | 10 | 20 | 554 | 10 | 20 | 616 | 10 | 20 | 748 | 10 | 20 | 762 | 12 | 24 | 5.7% | 11.2% | 21.4% | 1.9% |
| Dakabin | 27 32.17 | | 214 | 10 | 20 | 208 | 10 | 20 | 253 | 10 | 20 | 258 | 10 | 20 | 320 | 12 | 24 | -2.8% | 21.6% | 2.0% | 24.0% |
| Petrie | 23 27.49 | | 1330 | 18 | 35 | 1401 | 18 | 35 | 1602 | 18 | 35 | 1714 | 20 | 38 | 1726 | 23 | 44 | 5.3% | 14.3% | 7.0% | 0.7% |
| Lawnton | 21 25.89 | | 589 | 16 | 31 | 690 | 16 | 31 | 725 | 16 | 31 | 733 | 16 | 32 | 682 | 19 | 38 | 17.1% | 5.1% | 1.1% | -7.0% |
| Bray Park | 19 23.85 | | 795 | 16 | 31 | 770 | 16 | 31 | 789 | 16 | 31 | 881 | 16 | 32 | 880 | 19 | 38 | -3.1% | 2.5% | 11.7% | -0.1% |
| Strathpine | 18 22.47 | | 596 | 16 | 31 | 657 | 16 | 31 | 742 | 16 | 31 | 799 | 16 | 32 | 793 | 19 | 38 | 10.2% | 12.9% | 7.7% | -0.8% |
| Bald Hills | 16 20.02 | | 708 | 14 | 27 | 718 | 14 | 27 | 893 | 14 | 27 | 960 | 14 | 28 | 923 | 17 | 34 | 1.4% | 24.4% | 7.5% | -3.9% |
| Carseldine | 13 16.64 | | 570 | 14 | 27 | 543 | 14 | 27 | 676 | 14 | 27 | 744 | 14 | 28 | 700 | 17 | 34 | -4.7% | 24.5% | 10.1% | -5.9% |
| Zillmere | 12 14.95 | | 591 | 14 | 27 | 621 | 14 | 27 | 681 | 14 | 27 | 802 | 14 | 28 | 760 | 17 | 34 | 5.1% | 9.7% | 17.8% | -5.2% |
| Geebung | 11 13.42 | | 310 | 12 | 23 | 305 | 12 | 23 | 402 | 12 | 23 | 456 | 12 | 24 | 385 | 15 | 30 | -1.6% | 31.8% | 13.4% | -15.6% |
| Sunshine | 11 12.24 | | 132 | 12 | 23 | 137 | 12 | 23 | 146 | 12 | 23 | 166 | 12 | 24 | 152 | 15 | 30 | 3.8% | 6.6% | 13.7% | -8.4% |
| Virginia | 10 11.29 | | 140 | 12 | 23 | 145 | 12 | 23 | 126 | 12 | 23 | 168 | 12 | 24 | 169 | 15 | 30 | 3.6% | -13.1% | 33.3% | 0.6% |

Segment Growth 2005 to 2009

AM - Inbound Boardings

| | Km's Radial Track | | 2005 | | | 2006 | | | 2007 | | | 2008 | | | 2009 | | | Growth | | | |
|--------------------------------|----------------------|-------|--------------------------------|----|----|--------------------------------|----|----|--------------------------------|----|----|--------------------------------|----|----|--------------------------------|----|----|--------------|--------------|--------------|---------------|
| | | | Patronage Services Units | | | Patronage Services Units | | | Patronage Services Units | | | Patronage Services Units | | | Patronage Services Units | | | 05-06 | 06-07 | 07-08 | 08-09 |
| Northgate - Toombul | | | 1890 | | | 2052 | | | 2158 | | | 2325 | | | 2503 | | | 8.6% | 5.2% | 7.7% | 7.7% |
| Northgate | 9 | 9.90 | 956 | 26 | 51 | 1102 | 26 | 51 | 1000 | 26 | 51 | 1090 | 28 | 54 | 1152 | 31 | 60 | 15.3% | -9.3% | 9.0% | 5.7% |
| Nundah | 8 | 8.71 | 478 | 20 | 39 | 515 | 20 | 39 | 616 | 20 | 39 | 688 | 20 | 40 | 757 | 23 | 46 | 7.7% | 19.6% | 11.7% | 10.0% |
| Toombul | 7 | 7.83 | 456 | 20 | 39 | 435 | 20 | 39 | 542 | 20 | 39 | 547 | 20 | 40 | 594 | 23 | 46 | -4.6% | 24.6% | 0.9% | 8.6% |
| Shorncliffe - Bindha | | | 2749 | | | 2805 | | | 3082 | | | 3516 | | | 3561 | | | 2.0% | 9.9% | 14.1% | 1.3% |
| Shorncliffe | 16 | 20.69 | 394 | 8 | 16 | 347 | 8 | 16 | 470 | 8 | 16 | 443 | 8 | 16 | 577 | 8 | 16 | -11.9% | 35.4% | -5.7% | 30.2% |
| Sandgate | 16 | 19.40 | 944 | 8 | 16 | 1031 | 8 | 16 | 1109 | 8 | 16 | 1262 | 8 | 16 | 1099 | 8 | 16 | 9.2% | 7.6% | 13.8% | -12.9% |
| Deagon | 16 | 18.44 | 392 | 8 | 16 | 416 | 8 | 16 | 413 | 8 | 16 | 554 | 8 | 16 | 541 | 8 | 16 | 6.1% | -0.7% | 34.1% | -2.3% |
| North Boondall | 15 | 17.16 | 224 | 8 | 16 | 237 | 8 | 16 | 234 | 8 | 16 | 292 | 8 | 16 | 347 | 8 | 16 | 5.8% | -1.3% | 24.8% | 18.8% |
| Boondall | 14 | 16.03 | 381 | 8 | 16 | 334 | 8 | 16 | 387 | 8 | 16 | 408 | 8 | 16 | 373 | 8 | 16 | -12.3% | 15.9% | 5.4% | -8.6% |
| Nudgee | 13 | 13.21 | 118 | 8 | 16 | 124 | 8 | 16 | 128 | 8 | 16 | 181 | 8 | 16 | 167 | 8 | 16 | 5.1% | 3.2% | 41.4% | -7.7% |
| Banyo | 11 | 12.05 | 267 | 8 | 16 | 300 | 8 | 16 | 325 | 8 | 16 | 352 | 8 | 16 | 448 | 8 | 16 | 12.4% | 8.3% | 8.3% | 27.3% |
| Bindha | 11 | 11.06 | 29 | 8 | 16 | 16 | 8 | 16 | 16 | 8 | 16 | 24 | 8 | 16 | 9 | 8 | 16 | -44.8% | 0.0% | 50.0% | -62.5% |
| Eagle Junction - Albion | | | 2230 | | | 2526 | | | 2508 | | | 3059 | | | 2905 | | | 13.3% | -0.7% | 22.0% | -5.0% |
| Eagle Junction | 6 | 6.52 | 1014 | 38 | 67 | 1065 | 38 | 67 | 1015 | 38 | 67 | 1318 | 38 | 69 | 1264 | 41 | 80 | 5.0% | -4.7% | 29.9% | -4.1% |
| Wooloowin | 6 | 5.63 | 550 | 23 | 42 | 640 | 23 | 42 | 741 | 23 | 42 | 810 | 23 | 43 | 764 | 26 | 50 | 16.4% | 15.8% | 9.3% | -5.7% |
| Albion | 4 | 4.58 | 666 | 23 | 42 | 821 | 23 | 42 | 752 | 23 | 42 | 931 | 23 | 43 | 877 | 26 | 50 | 23.3% | -8.4% | 23.8% | -5.8% |
| Doomben - Clayfield | | | 339 | | | 369 | | | 349 | | | 546 | | | 417 | | | 8.8% | -5.4% | 56.4% | -23.6% |
| Doomben | 6 | 9.92 | 97 | 5 | 7 | 105 | 5 | 7 | 124 | 5 | 7 | 199 | 5 | 7 | 146 | 5 | 8 | 8.2% | 18.1% | 60.5% | -26.6% |
| Ascot | 6 | 8.91 | 65 | 5 | 7 | 49 | 5 | 7 | 44 | 5 | 7 | 65 | 5 | 7 | 26 | 5 | 8 | -24.6% | -10.2% | 47.7% | -60.0% |
| Hendra | 6 | 8.04 | 86 | 5 | 7 | 117 | 5 | 7 | 103 | 5 | 7 | 129 | 5 | 7 | 118 | 5 | 8 | 36.0% | -12.0% | 25.2% | -8.5% |
| Clayfield | 6 | 7.41 | 91 | 5 | 7 | 98 | 5 | 7 | 78 | 5 | 7 | 153 | 5 | 7 | 127 | 5 | 8 | 7.7% | -20.4% | 96.2% | -17.0% |

Segment Growth 2005 to 2009

AM - Inbound Boardings

| | Km's Radial Track | | 2005 | | | 2006 | | | 2007 | | | 2008 | | | 2009 | | | Growth | | | |
|---------------------------------|----------------------|-------|--------------------------------|----|----|--------------------------------|----|----|--------------------------------|----|----|--------------------------------|----|----|--------------------------------|----|----|--------------|-------------|--------------|-------------|
| | | | Patronage Services Units | | | Patronage Services Units | | | Patronage Services Units | | | Patronage Services Units | | | Patronage Services Units | | | 05-06 | 06-07 | 07-08 | 08-09 |
| Ferny Grove - Windsor | | | 6632 | | | 7250 | | | 7772 | | | 7583 | | | 8182 | | | 9.3% | 7.2% | -2.4% | 7.9% |
| Ferny Grove | 12 | 16.08 | 1729 | 9 | 18 | 1848 | 9 | 18 | 2109 | 9 | 18 | 1876 | 9 | 18 | 2163 | 12 | 23 | 6.9% | 14.1% | -11.0% | 15.3% |
| Keperra | 10 | 13.46 | 262 | 9 | 18 | 276 | 9 | 18 | 307 | 9 | 18 | 350 | 9 | 18 | 306 | 12 | 23 | 5.3% | 11.2% | 14.0% | -12.6% |
| Grovely | 10 | 12.67 | 487 | 9 | 18 | 590 | 9 | 18 | 639 | 9 | 18 | 432 | 9 | 18 | 581 | 12 | 23 | 21.1% | 8.3% | -32.4% | 34.5% |
| Oxford Park | 9 | 11.97 | 239 | 9 | 18 | 268 | 9 | 18 | 281 | 9 | 18 | 334 | 9 | 18 | 394 | 12 | 23 | 12.1% | 4.9% | 18.9% | 18.0% |
| Mitchelton | 8 | 10.94 | 1028 | 12 | 23 | 1170 | 12 | 23 | 1347 | 13 | 24 | 1289 | 13 | 24 | 1327 | 15 | 29 | 13.8% | 15.1% | -4.3% | 2.9% |
| Gaythorne | 7 | 9.63 | 514 | 12 | 23 | 537 | 12 | 23 | 530 | 13 | 24 | 624 | 13 | 24 | 544 | 14 | 27 | 4.5% | -1.3% | 17.7% | -12.8% |
| Enoggera | 6 | 8.86 | 617 | 12 | 23 | 666 | 12 | 23 | 713 | 13 | 24 | 722 | 13 | 24 | 626 | 14 | 27 | 7.9% | 7.1% | 1.3% | -13.3% |
| Alderley | 6 | 7.96 | 547 | 9 | 17 | 560 | 9 | 17 | 584 | 10 | 18 | 552 | 10 | 18 | 685 | 13 | 25 | 2.4% | 4.3% | -5.5% | 24.1% |
| Newmarket | 4 | 6.52 | 333 | 9 | 17 | 362 | 9 | 17 | 397 | 10 | 18 | 438 | 10 | 18 | 432 | 13 | 25 | 8.7% | 9.7% | 10.3% | -1.4% |
| Wilston | 4 | 5.50 | 408 | 9 | 17 | 438 | 9 | 17 | 391 | 10 | 18 | 412 | 10 | 18 | 463 | 13 | 25 | 7.4% | -10.7% | 5.4% | 12.4% |
| Windsor | 4 | 4.52 | 468 | 9 | 17 | 535 | 9 | 17 | 474 | 10 | 18 | 554 | 10 | 18 | 661 | 13 | 25 | 14.3% | -11.4% | 16.9% | 19.3% |
| Rosewood - Thomas Street | | | 189 | | | 210 | | | 214 | | | 234 | | | 246 | | | 11.1% | 1.9% | 9.3% | 5.1% |
| Rosewood | 47 | 56.22 | 81 | 4 | 8 | 113 | 4 | 8 | 105 | 4 | 8 | 114 | 4 | 8 | 104 | 4 | 8 | 39.5% | -7.1% | 8.6% | -8.8% |
| Thagoona | 43 | 51.96 | 18 | 4 | 8 | 8 | 4 | 8 | 11 | 4 | 8 | 17 | 4 | 8 | 20 | 4 | 8 | -55.6% | 37.5% | 54.5% | 17.6% |
| Walloon | 39 | 47.75 | 28 | 4 | 8 | 26 | 4 | 8 | 35 | 4 | 8 | 35 | 4 | 8 | 50 | 4 | 8 | -7.1% | 34.6% | 0.0% | 42.9% |
| Karrabin | 35 | 43.14 | 8 | 4 | 8 | 8 | 4 | 8 | 11 | 4 | 8 | 9 | 4 | 8 | 19 | 4 | 8 | 0.0% | 37.5% | -18.2% | 111.1% |
| Wulkuraka | 33 | 40.57 | 22 | 4 | 8 | 31 | 4 | 8 | 24 | 4 | 8 | 30 | 4 | 8 | 19 | 4 | 8 | 40.9% | -22.6% | 25.0% | -36.7% |
| Thomas Street | 32 | 39.34 | 32 | 4 | 8 | 24 | 4 | 8 | 28 | 4 | 8 | 29 | 4 | 8 | 34 | 4 | 8 | -25.0% | 16.7% | 3.6% | 17.2% |

Segment Growth 2005 to 2009

AM - Inbound Boardings

| | Km's Radial Track | | 2005 | | | 2006 | | | 2007 | | | 2008 | | | 2009 | | | Growth | | | |
|----------------------------|----------------------|-------|--------------------------------|----|----|--------------------------------|----|----|--------------------------------|----|----|--------------------------------|----|----|--------------------------------|----|----|---------------|---------------|-------------|--------------|
| | | | Patronage Services Units | | | Patronage Services Units | | | Patronage Services Units | | | Patronage Services Units | | | Patronage Services Units | | | 05-06 | 06-07 | 07-08 | 08-09 |
| Ipswich - Oxley | | | 5939 | | | 6858 | | | 7626 | | | 7936 | | | 8133 | | | 15.5% | 11.2% | 4.1% | 2.5% |
| Ipswich | 31 | 38.64 | 536 | 11 | 22 | 629 | 11 | 22 | 624 | 11 | 22 | 626 | 11 | 22 | 629 | 15 | 30 | 17.4% | -0.8% | 0.3% | 0.5% |
| East Ipswich | 30 | 37.02 | 296 | 11 | 22 | 328 | 11 | 22 | 389 | 11 | 22 | 399 | 11 | 22 | 490 | 15 | 30 | 10.8% | 18.6% | 2.6% | 22.8% |
| Booval | 28 | 35.52 | 423 | 11 | 22 | 480 | 11 | 22 | 544 | 11 | 22 | 561 | 11 | 22 | 581 | 15 | 30 | 13.5% | 13.3% | 3.1% | 3.6% |
| Bundamba | 27 | 34.06 | 154 | 11 | 22 | 181 | 11 | 22 | 177 | 11 | 22 | 188 | 11 | 22 | 193 | 15 | 30 | 17.5% | -2.2% | 6.2% | 2.7% |
| Ebbw Vale | 25 | 32.23 | 119 | 11 | 22 | 152 | 11 | 22 | 183 | 11 | 22 | 201 | 11 | 22 | 188 | 15 | 30 | 27.7% | 20.4% | 9.8% | -6.5% |
| Dinmore | 24 | 30.83 | 389 | 11 | 22 | 453 | 11 | 22 | 460 | 11 | 22 | 557 | 11 | 22 | 559 | 15 | 30 | 16.5% | 1.5% | 21.1% | 0.4% |
| Riverview | 22 | 29.16 | 127 | 11 | 22 | 152 | 11 | 22 | 191 | 11 | 22 | 221 | 11 | 22 | 240 | 15 | 30 | 19.7% | 25.7% | 15.7% | 8.6% |
| Redbank | 21 | 26.84 | 521 | 13 | 26 | 528 | 13 | 26 | 601 | 13 | 26 | 667 | 13 | 26 | 756 | 17 | 34 | 1.3% | 13.8% | 11.0% | 13.3% |
| Goodna | 20 | 23.54 | 634 | 13 | 26 | 796 | 13 | 26 | 929 | 13 | 26 | 999 | 13 | 26 | 1099 | 17 | 34 | 25.6% | 16.7% | 7.5% | 10.0% |
| Gailes | 18 | 21.59 | 71 | 10 | 20 | 107 | 10 | 20 | 97 | 10 | 20 | 87 | 10 | 20 | 93 | 14 | 28 | 50.7% | -9.3% | -10.3% | 6.9% |
| Wacol | 17 | 19.97 | 540 | 10 | 20 | 632 | 10 | 20 | 471 | 10 | 20 | 561 | 10 | 20 | 573 | 14 | 28 | 17.0% | -25.5% | 19.1% | 2.1% |
| Darra | 13 | 16.02 | 1176 | 16 | 31 | 1288 | 16 | 31 | 1452 | 16 | 31 | 1501 | 16 | 31 | 1429 | 20 | 40 | 9.5% | 12.7% | 3.4% | -4.8% |
| Oxley | 11 | 13.28 | 953 | 15 | 29 | 1132 | 15 | 29 | 1508 | 15 | 29 | 1368 | 15 | 29 | 1303 | 19 | 38 | 18.8% | 33.2% | -9.3% | -4.8% |
| Corinda - Milton | | | 5104 | | | 5303 | | | 5666 | | | 5772 | | | 7190 | | | 3.9% | 6.8% | 1.9% | 24.6% |
| Corinda | 9 | 11.58 | 886 | 17 | 31 | 822 | 17 | 31 | 870 | 17 | 32 | 915 | 18 | 34 | 975 | 25 | 50 | -7.2% | 5.8% | 5.2% | 6.6% |
| Sherwood | 8 | 10.69 | 358 | 13 | 24 | 339 | 13 | 24 | 381 | 13 | 24 | 397 | 13 | 25 | 539 | 19 | 38 | -5.3% | 12.4% | 4.2% | 35.8% |
| Graceville | 8 | 9.47 | 527 | 13 | 24 | 529 | 13 | 24 | 631 | 13 | 24 | 607 | 13 | 25 | 732 | 19 | 38 | 0.4% | 19.3% | -3.8% | 20.6% |
| Chelmer | 7 | 8.46 | 309 | 13 | 24 | 261 | 13 | 24 | 351 | 13 | 24 | 361 | 13 | 25 | 333 | 19 | 38 | -15.5% | 34.5% | 2.8% | -7.8% |
| Indooroopilly | 6 | 7.38 | 1116 | 17 | 32 | 1103 | 17 | 32 | 1187 | 17 | 32 | 1173 | 17 | 33 | 1582 | 23 | 46 | -1.2% | 7.6% | -1.2% | 34.9% |
| Taringa | 5 | 5.96 | 536 | 13 | 24 | 625 | 13 | 24 | 614 | 13 | 24 | 697 | 13 | 25 | 809 | 19 | 38 | 16.6% | -1.8% | 13.5% | 16.1% |
| Toowong | 4 | 4.48 | 655 | 14 | 26 | 809 | 14 | 26 | 714 | 14 | 26 | 747 | 14 | 27 | 1069 | 20 | 40 | 23.5% | -11.7% | 4.6% | 43.1% |
| Auchenflower | 3 | 3.46 | 457 | 13 | 24 | 481 | 13 | 24 | 550 | 13 | 24 | 512 | 13 | 25 | 731 | 19 | 38 | 5.3% | 14.3% | -6.9% | 42.8% |
| Milton | 2 | 2.25 | 260 | 16 | 30 | 334 | 16 | 30 | 368 | 16 | 30 | 363 | 16 | 31 | 420 | 22 | 44 | 28.5% | 10.2% | -1.4% | 15.7% |
| Tennyson - Tennyson | | | 16 | | | 14 | | | 11 | | | 12 | | | 12 | | | -12.5% | -21.4% | 9.1% | 0.0% |
| Tennyson | 7 | 10.42 | 16 | 3 | 4 | 14 | 3 | 4 | 11 | 3 | 5 | 12 | 3 | 5 | 12 | 2 | 4 | -12.5% | -21.4% | 9.1% | 0.0% |

Segment Growth 2005 to 2009

AM - Inbound Boardings

| | Km's Radial Track | | 2005 | | | 2006 | | | 2007 | | | 2008 | | | 2009 | | | Growth | | | |
|-----------------------------|----------------------|-------|--------------------------------|----|----|--------------------------------|----|----|--------------------------------|----|----|--------------------------------|----|----|--------------------------------|----|----|--------------|--------------|--------------|--------------|
| | | | Patronage Services Units | | | Patronage Services Units | | | Patronage Services Units | | | Patronage Services Units | | | Patronage Services Units | | | 05-06 | 06-07 | 07-08 | 08-09 |
| Robina - Ormeau | | | 1637 | | | 2198 | | | 2333 | | | 2982 | | | 3430 | | | 34.3% | 6.1% | 27.8% | 15.0% |
| Robina | 85.35 | | 455 | 5 | 9 | 701 | 5 | 9 | 847 | 5 | 9 | 1019 | 6 | 11 | 1084 | 7 | 14 | 54.1% | 20.8% | 20.3% | 6.4% |
| Nerang | 75.89 | | 418 | 5 | 9 | 552 | 5 | 9 | 499 | 5 | 9 | 597 | 6 | 11 | 717 | 7 | 14 | 32.1% | -9.6% | 19.6% | 20.1% |
| Helensvale | 68.26 | | 536 | 5 | 9 | 636 | 5 | 9 | 625 | 5 | 9 | 858 | 6 | 11 | 959 | 7 | 14 | 18.7% | -1.7% | 37.3% | 11.8% |
| Coomera | 59.59 | | 131 | 5 | 9 | 217 | 5 | 9 | 220 | 5 | 9 | 349 | 6 | 11 | 440 | 7 | 14 | 65.6% | 1.4% | 58.6% | 26.1% |
| Ormeau | 44 | 52.72 | 97 | 5 | 9 | 92 | 5 | 9 | 142 | 5 | 9 | 159 | 6 | 11 | 230 | 7 | 14 | -5.2% | 54.3% | 12.0% | 44.7% |
| Beenleigh - Moorooka | | | 6025 | | | 5846 | | | 6486 | | | 6304 | | | 6304 | | | -3.0% | 10.9% | -2.8% | 0.0% |
| Beenleigh | 33 | 40.05 | 734 | 14 | 27 | 763 | 14 | 27 | 822 | 14 | 27 | 820 | 15 | 29 | 972 | 17 | 34 | 4.0% | 7.7% | -0.2% | 18.5% |
| Holmview | 31 | 39.09 | 60 | 9 | 18 | 51 | 9 | 18 | 71 | 9 | 18 | 57 | 9 | 18 | 65 | 10 | 20 | -15.0% | 39.2% | -19.7% | 14.0% |
| Edens Landing | 29 | 36.90 | 107 | 9 | 18 | 149 | 9 | 18 | 171 | 9 | 18 | 165 | 9 | 18 | 120 | 10 | 20 | 39.3% | 14.8% | -3.5% | -27.3% |
| Bethania | 28 | 35.19 | 144 | 9 | 18 | 171 | 9 | 18 | 159 | 9 | 18 | 128 | 9 | 18 | 162 | 10 | 20 | 18.8% | -7.0% | -19.5% | 26.6% |
| Loganlea | 25 | 32.21 | 440 | 10 | 20 | 458 | 10 | 20 | 571 | 10 | 20 | 541 | 10 | 20 | 542 | 11 | 22 | 4.1% | 24.7% | -5.3% | 0.2% |
| Kingston | 23 | 29.53 | 324 | 10 | 20 | 384 | 10 | 20 | 432 | 10 | 20 | 365 | 10 | 20 | 308 | 10 | 20 | 18.5% | 12.5% | -15.5% | -15.6% |
| Woodridge | 20 | 26.79 | 486 | 10 | 20 | 534 | 10 | 20 | 596 | 10 | 20 | 514 | 10 | 20 | 399 | 10 | 20 | 9.9% | 11.6% | -13.8% | -22.4% |
| Trinder Park | 19 | 25.84 | 284 | 10 | 20 | 269 | 10 | 20 | 302 | 10 | 20 | 282 | 10 | 20 | 248 | 10 | 20 | -5.3% | 12.3% | -6.6% | -12.1% |
| Kuraby | 16 | 22.49 | 494 | 13 | 25 | 476 | 13 | 25 | 483 | 13 | 25 | 476 | 13 | 25 | 454 | 14 | 24 | -3.6% | 1.5% | -1.4% | -4.6% |
| Fruitgrove | 17 | 21.19 | 431 | 13 | 25 | 409 | 13 | 25 | 375 | 13 | 25 | 380 | 13 | 25 | 336 | 14 | 24 | -5.1% | -8.3% | 1.3% | -11.6% |
| Runcorn | 14 | 19.79 | 364 | 13 | 25 | 361 | 13 | 25 | 405 | 13 | 25 | 344 | 13 | 25 | 383 | 14 | 24 | -0.8% | 12.2% | -15.1% | 11.3% |
| Altandi | 13 | 18.60 | 456 | 13 | 25 | 389 | 13 | 25 | 381 | 13 | 25 | 352 | 13 | 25 | 381 | 14 | 24 | -14.7% | -2.1% | -7.6% | 8.2% |
| Sunnybank | 13 | 17.57 | 473 | 12 | 23 | 371 | 12 | 23 | 254 | 12 | 23 | 429 | 12 | 23 | 474 | 14 | 24 | -21.6% | -31.5% | 68.9% | 10.5% |
| Banoon | 12 | 16.66 | 361 | 12 | 23 | 300 | 12 | 23 | 431 | 12 | 23 | 325 | 12 | 23 | 293 | 12 | 20 | -16.9% | 43.7% | -24.6% | -9.8% |
| Coopers Plains | 11 | 15.18 | 331 | 12 | 23 | 315 | 12 | 23 | 435 | 12 | 23 | 491 | 12 | 23 | 485 | 14 | 24 | -4.8% | 38.1% | 12.9% | -1.2% |
| Salisbury | 10 | 13.02 | 196 | 11 | 21 | 183 | 11 | 21 | 238 | 11 | 21 | 274 | 11 | 21 | 267 | 12 | 20 | -6.6% | 30.1% | 15.1% | -2.6% |
| Rocklea | 9 | 11.64 | 96 | 12 | 23 | 78 | 12 | 23 | 99 | 12 | 23 | 122 | 12 | 23 | 102 | 12 | 20 | -18.8% | 26.9% | 23.2% | -16.4% |
| Moorooka | 8 | 10.55 | 244 | 12 | 23 | 185 | 12 | 23 | 261 | 12 | 23 | 239 | 12 | 23 | 313 | 12 | 20 | -24.2% | 41.1% | -8.4% | 31.0% |

Segment Growth 2005 to 2009

AM - Inbound Boardings

| | Km's Radial Track | | 2005 | | | 2006 | | | 2007 | | | 2008 | | | 2009 | | | Growth | | | |
|-----------------------------------|----------------------|-------|--------------------------------|----|----|--------------------------------|----|----|--------------------------------|----|----|--------------------------------|----|----|--------------------------------|----|----|-------------|--------------|--------------|--------------|
| | | | Patronage Services Units | | | Patronage Services Units | | | Patronage Services Units | | | Patronage Services Units | | | Patronage Services Units | | | 05-06 | 06-07 | 07-08 | 08-09 |
| Yeerongpilly - Dutton Park | | | 1097 | | | 1149 | | | 1515 | | | 1563 | | | 1528 | | | 4.7% | 31.9% | 3.2% | -2.2% |
| Yeerongpilly | 6 | 9.36 | 248 | 17 | 31 | 296 | 17 | 31 | 386 | 17 | 32 | 398 | 17 | 32 | 384 | 16 | 28 | 19.4% | 30.4% | 3.1% | -3.5% |
| Yeronga | 6 | 8.52 | 390 | 14 | 25 | 415 | 14 | 25 | 551 | 14 | 26 | 521 | 14 | 26 | 505 | 14 | 24 | 6.4% | 32.8% | -5.4% | -3.1% |
| Fairfield | 5 | 7.08 | 325 | 14 | 25 | 298 | 14 | 25 | 413 | 14 | 26 | 494 | 14 | 26 | 477 | 14 | 24 | -8.3% | 38.6% | 19.6% | -3.4% |
| Dutton Park | 3 | 5.93 | 134 | 14 | 25 | 140 | 14 | 25 | 165 | 14 | 26 | 150 | 14 | 26 | 162 | 14 | 24 | 4.5% | 17.9% | -9.1% | 8.0% |
| Cleveland - Buranda | | | 6972 | | | 7555 | | | 8046 | | | 7970 | | | 8570 | | | 8.4% | 6.5% | -0.9% | 7.5% |
| Cleveland | 24 | 37.29 | 719 | 9 | 18 | 777 | 9 | 18 | 783 | 9 | 18 | 772 | 9 | 18 | 748 | 10 | 19 | 8.1% | 0.8% | -1.4% | -3.1% |
| Ormiston | 23 | 35.61 | 282 | 9 | 18 | 304 | 9 | 18 | 397 | 9 | 18 | 385 | 9 | 18 | 417 | 10 | 19 | 7.8% | 30.6% | -3.0% | 8.3% |
| Wellington Point | 21 | 32.88 | 395 | 9 | 18 | 432 | 9 | 18 | 506 | 9 | 18 | 471 | 9 | 18 | 427 | 10 | 19 | 9.4% | 17.1% | -6.9% | -9.3% |
| Birkdale | 19 | 30.55 | 691 | 9 | 18 | 679 | 9 | 18 | 669 | 9 | 18 | 597 | 9 | 18 | 692 | 10 | 19 | -1.7% | -1.5% | -10.8% | 15.9% |
| Thorneside | 16 | 27.76 | 239 | 10 | 20 | 277 | 10 | 20 | 295 | 10 | 20 | 282 | 10 | 20 | 299 | 11 | 21 | 15.9% | 6.5% | -4.4% | 6.0% |
| Lota | 16 | 25.87 | 199 | 10 | 20 | 191 | 10 | 20 | 208 | 10 | 20 | 242 | 10 | 20 | 255 | 13 | 25 | -4.0% | 8.9% | 16.3% | 5.4% |
| Manly | 15 | 24.08 | 767 | 13 | 24 | 808 | 13 | 24 | 813 | 13 | 24 | 784 | 13 | 24 | 755 | 14 | 27 | 5.3% | 0.6% | -3.6% | -3.7% |
| Wynnum Central | 14 | 22.44 | 356 | 11 | 20 | 407 | 11 | 20 | 386 | 11 | 20 | 447 | 11 | 20 | 407 | 12 | 23 | 14.3% | -5.2% | 15.8% | -8.9% |
| Wynnum | 14 | 21.68 | 139 | 11 | 20 | 148 | 11 | 20 | 111 | 11 | 20 | 130 | 11 | 20 | 182 | 12 | 23 | 6.5% | -25.0% | 17.1% | 40.0% |
| Wynnum North | 13 | 20.83 | 341 | 11 | 20 | 351 | 11 | 20 | 425 | 11 | 20 | 381 | 11 | 20 | 423 | 12 | 23 | 2.9% | 21.1% | -10.4% | 11.0% |
| Lindum | 12 | 19.19 | 389 | 11 | 20 | 416 | 11 | 20 | 389 | 11 | 20 | 372 | 11 | 20 | 420 | 12 | 23 | 6.9% | -6.5% | -4.4% | 12.9% |
| Hemmant | 10 | 17.44 | 98 | 10 | 18 | 123 | 10 | 18 | 119 | 10 | 18 | 123 | 10 | 18 | 110 | 12 | 23 | 25.5% | -3.3% | 3.4% | -10.6% |
| Murarrie | 8 | 14.30 | 223 | 11 | 19 | 238 | 11 | 19 | 226 | 11 | 19 | 227 | 12 | 20 | 281 | 13 | 25 | 6.7% | -5.0% | 0.4% | 23.8% |
| Cannon Hill | 6 | 12.61 | 416 | 11 | 19 | 443 | 11 | 19 | 527 | 11 | 19 | 619 | 12 | 20 | 696 | 13 | 25 | 6.5% | 19.0% | 17.5% | 12.4% |
| Morningside | 4 | 10.52 | 602 | 12 | 21 | 738 | 12 | 21 | 872 | 12 | 21 | 885 | 13 | 22 | 984 | 13 | 25 | 22.6% | 18.2% | 1.5% | 11.2% |
| Norman Park | 4 | 9.07 | 398 | 12 | 21 | 414 | 12 | 21 | 550 | 12 | 21 | 479 | 13 | 22 | 596 | 13 | 25 | 4.0% | 32.9% | -12.9% | 24.4% |
| Coorparoo | 4 | 7.87 | 503 | 12 | 21 | 553 | 12 | 21 | 524 | 12 | 21 | 542 | 13 | 22 | 598 | 13 | 25 | 9.9% | -5.2% | 3.4% | 10.3% |
| Buranda | 3 | 6.20 | 215 | 12 | 21 | 256 | 12 | 21 | 246 | 12 | 21 | 232 | 13 | 22 | 280 | 13 | 25 | 19.1% | -3.9% | -5.7% | 20.7% |

Segment Growth 2005 to 2009

AM - Inbound Boardings

| | Km's | | 2005 | | | 2006 | | | 2007 | | | 2008 | | | 2009 | | | Growth | | | |
|-----------------------------------|------|------|--------------------|----|----|--------------------|----|----|--------------------|----|----|--------------------|----|----|--------------------|----|----|--------------|--------------|--------------|--------------|
| | | | Patronage Services | | | Patronage Services | | | Patronage Services | | | Patronage Services | | | Patronage Services | | | 05-06 | 06-07 | 07-08 | 08-09 |
| Radial Track | | | Units | | | Units | | | Units | | | Units | | | Units | | | | | | |
| Park Road - South Brisbane | | | 568 | | | 626 | | | 691 | | | 835 | | | 825 | | | 10.2% | 10.4% | 20.8% | -1.2% |
| Park Road | 3 | 5.05 | 190 | 30 | 54 | 214 | 30 | 54 | 210 | 30 | 55 | 251 | 31 | 56 | 223 | 31 | 57 | 12.6% | -1.9% | 19.5% | -11.2% |
| South Bank | 2 | 3.55 | 242 | 35 | 63 | 274 | 35 | 63 | 331 | 35 | 64 | 334 | 37 | 67 | 350 | 38 | 71 | 13.2% | 20.8% | 0.9% | 4.8% |
| South Brisbane | 1 | 2.63 | 136 | 35 | 63 | 138 | 35 | 63 | 150 | 35 | 64 | 250 | 37 | 67 | 252 | 38 | 71 | 1.5% | 8.7% | 66.7% | 0.8% |
| AM In Total | | | 50725 | | | 54572 | | | 59548 | | | 62517 | | | 65752 | | | 7.6% | 9.1% | 5.0% | 5.2% |

Segment Growth 2005 to 2009

PM - Outbound Alightings

| | Km's Radial Track | | 2005 | | | 2006 | | | 2007 | | | 2008 | | | 2009 | | | Growth | | | |
|------------------------------|----------------------|--------|--------------------------------|----|----|--------------------------------|----|----|--------------------------------|----|----|--------------------------------|----|----|--------------------------------|----|----|--------------|--------------|--------------|-------------|
| | | | Patronage Services Units | | | Patronage Services Units | | | Patronage Services Units | | | Patronage Services Units | | | Patronage Services Units | | | 05-06 | 06-07 | 07-08 | 08-09 |
| Elimbah - Nambour | | | 669 | | | 659 | | | 672 | | | 741 | | | 792 | | | -1.5% | 2.0% | 10.3% | 6.9% |
| Elimbah | 51 | 57.74 | 28 | 5 | 9 | 28 | 5 | 9 | 44 | 5 | 9 | 46 | 5 | 10 | 39 | 5 | 10 | 0.0% | 57.1% | 4.5% | -15.2% |
| Beerburrum | | 63.86 | 9 | 5 | 9 | 13 | 5 | 9 | 9 | 5 | 9 | 9 | 5 | 10 | 11 | 5 | 10 | 44.4% | -30.8% | 0.0% | 22.2% |
| Glass House Mtns | | 71.09 | 62 | 5 | 9 | 56 | 5 | 9 | 62 | 5 | 9 | 61 | 5 | 10 | 78 | 5 | 10 | -9.7% | 10.7% | -1.6% | 27.9% |
| Beerwah | | 76.15 | 62 | 5 | 9 | 68 | 5 | 9 | 86 | 5 | 9 | 90 | 5 | 10 | 76 | 5 | 10 | 9.7% | 26.5% | 4.7% | -15.6% |
| Landsborough | | 81.76 | 263 | 5 | 9 | 270 | 5 | 9 | 279 | 5 | 9 | 308 | 5 | 10 | 320 | 5 | 10 | 2.7% | 3.3% | 10.4% | 3.9% |
| Mooloolah | | 86.78 | 23 | 5 | 9 | 40 | 5 | 9 | 35 | 5 | 9 | 42 | 5 | 10 | 35 | 5 | 10 | 73.9% | -12.5% | 20.0% | -16.7% |
| Eudlo | | 91.93 | 11 | 5 | 9 | 11 | 5 | 9 | 6 | 5 | 9 | 12 | 5 | 10 | 18 | 5 | 10 | 0.0% | -45.5% | 100.0% | 50.0% |
| Palmwoods | | 96.52 | 36 | 5 | 9 | 34 | 5 | 9 | 34 | 5 | 9 | 33 | 5 | 10 | 56 | 5 | 10 | -5.6% | 0.0% | -2.9% | 69.7% |
| Woombye | | 99.94 | 21 | 5 | 9 | 29 | 5 | 9 | 35 | 5 | 9 | 36 | 5 | 10 | 23 | 5 | 10 | 38.1% | 20.7% | 2.9% | -36.1% |
| Nambour | | 104.09 | 154 | 5 | 9 | 110 | 5 | 9 | 82 | 5 | 9 | 104 | 5 | 10 | 136 | 5 | 10 | -28.6% | -25.5% | 26.8% | 30.8% |
| Virginia - Caboolture | | | 7556 | | | 8223 | | | 9046 | | | 9644 | | | 9657 | | | 8.8% | 10.0% | 6.6% | 0.1% |
| Virginia | 10 | 11.29 | 121 | 12 | 23 | 122 | 12 | 23 | 124 | 12 | 23 | 113 | 12 | 23 | 176 | 12 | 24 | 0.8% | 1.6% | -8.9% | 55.8% |
| Sunshine | 11 | 12.24 | 97 | 12 | 23 | 124 | 12 | 23 | 135 | 12 | 23 | 134 | 12 | 23 | 113 | 12 | 24 | 27.8% | 8.9% | -0.7% | -15.7% |
| Geebung | 11 | 13.42 | 290 | 12 | 23 | 300 | 12 | 23 | 285 | 12 | 23 | 368 | 12 | 23 | 263 | 12 | 24 | 3.4% | -5.0% | 29.1% | -28.5% |
| Zillmere | 12 | 14.95 | 498 | 12 | 23 | 509 | 12 | 23 | 580 | 12 | 23 | 619 | 12 | 23 | 617 | 12 | 24 | 2.2% | 13.9% | 6.7% | -0.3% |
| Carseldine | 13 | 16.64 | 459 | 12 | 23 | 503 | 12 | 23 | 622 | 12 | 23 | 643 | 12 | 23 | 574 | 12 | 24 | 9.6% | 23.7% | 3.4% | -10.7% |
| Bald Hills | 16 | 20.02 | 507 | 12 | 23 | 645 | 12 | 23 | 757 | 12 | 23 | 688 | 12 | 23 | 828 | 12 | 24 | 27.2% | 17.4% | -9.1% | 20.3% |
| Strathpine | 18 | 22.47 | 599 | 13 | 25 | 624 | 13 | 25 | 719 | 13 | 25 | 693 | 13 | 25 | 656 | 13 | 26 | 4.2% | 15.2% | -3.6% | -5.3% |
| Bray Park | 19 | 23.85 | 570 | 13 | 25 | 649 | 13 | 25 | 747 | 13 | 25 | 723 | 13 | 25 | 704 | 13 | 26 | 13.9% | 15.1% | -3.2% | -2.6% |
| Lawnton | 21 | 25.89 | 483 | 13 | 25 | 516 | 13 | 25 | 520 | 13 | 25 | 536 | 13 | 25 | 582 | 13 | 26 | 6.8% | 0.8% | 3.1% | 8.6% |
| Petrie | 23 | 27.49 | 1265 | 19 | 36 | 1416 | 19 | 36 | 1381 | 19 | 36 | 1577 | 19 | 37 | 1518 | 19 | 38 | 11.9% | -2.5% | 14.2% | -3.7% |
| Dakabin | 27 | 32.17 | 178 | 11 | 22 | 205 | 12 | 24 | 232 | 12 | 24 | 283 | 12 | 24 | 276 | 12 | 24 | 15.2% | 13.2% | 22.0% | -2.5% |
| Narangba | 30 | 35.66 | 445 | 11 | 22 | 474 | 12 | 24 | 584 | 12 | 24 | 639 | 12 | 24 | 652 | 12 | 24 | 6.5% | 23.2% | 9.4% | 2.0% |
| Burpengary | 35 | 40.46 | 577 | 11 | 22 | 630 | 12 | 24 | 705 | 12 | 24 | 791 | 12 | 24 | 742 | 12 | 24 | 9.2% | 11.9% | 12.2% | -6.2% |
| Morayfield | 40 | 46.45 | 440 | 11 | 22 | 467 | 12 | 24 | 508 | 12 | 24 | 640 | 12 | 24 | 537 | 12 | 24 | 6.1% | 8.8% | 26.0% | -16.1% |
| Caboolture | 43 | 49.57 | 1027 | 16 | 31 | 1039 | 17 | 33 | 1147 | 17 | 33 | 1197 | 17 | 34 | 1419 | 17 | 34 | 1.2% | 10.4% | 4.4% | 18.5% |

Segment Growth 2005 to 2009

PM - Outbound Alightings

| | Km's Radial Track | | 2005 | | | 2006 | | | 2007 | | | 2008 | | | 2009 | | | Growth | | | |
|--------------------------------|----------------------|-------|--------------------------------|----|----|--------------------------------|----|----|--------------------------------|----|----|--------------------------------|----|----|--------------------------------|----|----|--------------|---------------|--------------|--------------|
| | | | Patronage Services Units | | | Patronage Services Units | | | Patronage Services Units | | | Patronage Services Units | | | Patronage Services Units | | | 05-06 | 06-07 | 07-08 | 08-09 |
| Toombul - Northgate | | | 1944 | | | 1975 | | | 2141 | | | 2223 | | | 2447 | | | 1.6% | 8.4% | 3.8% | 10.1% |
| Toombul | 7 | 7.83 | 508 | 18 | 35 | 491 | 18 | 35 | 529 | 18 | 35 | 477 | 18 | 35 | 626 | 18 | 36 | -3.3% | 7.7% | -9.8% | 31.2% |
| Nundah | 8 | 8.71 | 495 | 18 | 35 | 498 | 18 | 35 | 568 | 18 | 35 | 618 | 18 | 35 | 624 | 18 | 36 | 0.6% | 14.1% | 8.8% | 1.0% |
| Northgate | 9 | 9.90 | 941 | 27 | 52 | 986 | 27 | 52 | 1044 | 27 | 52 | 1128 | 27 | 53 | 1197 | 27 | 54 | 4.8% | 5.9% | 8.0% | 6.1% |
| Bindha - Shorncliffe | | | 2606 | | | 2528 | | | 2633 | | | 3162 | | | 2928 | | | -3.0% | 4.2% | 20.1% | -7.4% |
| Bindha | 11 | 11.06 | 27 | 8 | 16 | 17 | 8 | 16 | 14 | 8 | 16 | 12 | 8 | 16 | 21 | 8 | 16 | -37.0% | -17.6% | -14.3% | 75.0% |
| Banyo | 11 | 12.05 | 243 | 8 | 16 | 251 | 8 | 16 | 247 | 8 | 16 | 351 | 8 | 16 | 329 | 8 | 16 | 3.3% | -1.6% | 42.1% | -6.3% |
| Nudgee | 13 | 13.21 | 94 | 8 | 16 | 131 | 8 | 16 | 134 | 8 | 16 | 138 | 8 | 16 | 100 | 8 | 16 | 39.4% | 2.3% | 3.0% | -27.5% |
| Boondall | 14 | 16.03 | 494 | 8 | 16 | 294 | 8 | 16 | 297 | 8 | 16 | 414 | 8 | 16 | 395 | 8 | 16 | -40.5% | 1.0% | 39.4% | -4.6% |
| North Boondall | 15 | 17.16 | 216 | 8 | 16 | 209 | 8 | 16 | 267 | 8 | 16 | 295 | 8 | 16 | 309 | 8 | 16 | -3.2% | 27.8% | 10.5% | 4.7% |
| Deagon | 16 | 18.44 | 302 | 8 | 16 | 302 | 8 | 16 | 338 | 8 | 16 | 387 | 8 | 16 | 414 | 8 | 16 | 0.0% | 11.9% | 14.5% | 7.0% |
| Sandgate | 16 | 19.40 | 952 | 8 | 16 | 1061 | 8 | 16 | 1070 | 8 | 16 | 1250 | 8 | 16 | 1050 | 8 | 16 | 11.4% | 0.8% | 16.8% | -16.0% |
| Shorncliffe | 16 | 20.69 | 278 | 8 | 16 | 263 | 8 | 16 | 266 | 8 | 16 | 315 | 8 | 16 | 310 | 8 | 16 | -5.4% | 1.1% | 18.4% | -1.6% |
| Albion - Eagle Junction | | | 2232 | | | 2305 | | | 2320 | | | 2568 | | | 2670 | | | 3.3% | 0.7% | 10.7% | 4.0% |
| Albion | 4 | 4.58 | 730 | 21 | 40 | 725 | 21 | 40 | 684 | 21 | 40 | 705 | 21 | 40 | 837 | 22 | 42 | -0.7% | -5.7% | 3.1% | 18.7% |
| Wooloowin | 6 | 5.63 | 605 | 21 | 40 | 560 | 21 | 40 | 546 | 21 | 40 | 664 | 21 | 40 | 669 | 22 | 42 | -7.4% | -2.5% | 21.6% | 0.8% |
| Eagle Junction | 6 | 6.52 | 897 | 37 | 68 | 1020 | 37 | 68 | 1090 | 37 | 68 | 1199 | 37 | 69 | 1164 | 37 | 71 | 13.7% | 6.9% | 10.0% | -2.9% |
| Clayfield - Doomben | | | 216 | | | 224 | | | 186 | | | 276 | | | 342 | | | 3.7% | -17.0% | 48.4% | 23.9% |
| Clayfield | 6 | 7.41 | 59 | 3 | 5 | 65 | 3 | 5 | 64 | 3 | 5 | 90 | 3 | 5 | 96 | 4 | 6 | 10.2% | -1.5% | 40.6% | 6.7% |
| Hendra | 6 | 8.04 | 68 | 3 | 5 | 57 | 3 | 5 | 37 | 3 | 5 | 69 | 3 | 5 | 79 | 4 | 6 | -16.2% | -35.1% | 86.5% | 14.5% |
| Ascot | 6 | 8.91 | 32 | 3 | 5 | 34 | 3 | 5 | 18 | 3 | 5 | 31 | 3 | 5 | 36 | 4 | 6 | 6.3% | -47.1% | 72.2% | 16.1% |
| Doomben | 6 | 9.92 | 57 | 3 | 5 | 68 | 3 | 5 | 67 | 3 | 5 | 86 | 3 | 5 | 131 | 4 | 6 | 19.3% | -1.5% | 28.4% | 52.3% |

Segment Growth 2005 to 2009

PM - Outbound Alightings

| | Km's Radial Track | | 2005 | | | 2006 | | | 2007 | | | 2008 | | | 2009 | | | Growth | | | |
|---------------------------------|----------------------|-------|--------------------------------|----|----|--------------------------------|----|----|--------------------------------|----|----|--------------------------------|----|----|--------------------------------|----|----|--------------|---------------|--------------|--------------|
| | | | Patronage Services Units | | | Patronage Services Units | | | Patronage Services Units | | | Patronage Services Units | | | Patronage Services Units | | | 05-06 | 06-07 | 07-08 | 08-09 |
| Windsor - Ferny Grove | | | 6646 | | | 6331 | | | 7179 | | | 7644 | | | 7081 | | | -4.7% | 13.4% | 6.5% | -7.4% |
| Windsor | 4 | 4.52 | 491 | 13 | 24 | 438 | 13 | 24 | 457 | 14 | 28 | 596 | 14 | 27 | 544 | 14 | 27 | -10.8% | 4.3% | 30.4% | -8.7% |
| Wilston | 4 | 5.50 | 410 | 13 | 24 | 374 | 13 | 24 | 375 | 14 | 28 | 431 | 14 | 27 | 454 | 14 | 27 | -8.8% | 0.3% | 14.9% | 5.3% |
| Newmarket | 4 | 6.52 | 333 | 13 | 24 | 369 | 13 | 24 | 398 | 14 | 28 | 461 | 14 | 27 | 396 | 14 | 27 | 10.8% | 7.9% | 15.8% | -14.1% |
| Alderley | 6 | 7.96 | 558 | 13 | 24 | 503 | 13 | 24 | 583 | 14 | 28 | 642 | 14 | 27 | 553 | 14 | 27 | -9.9% | 15.9% | 10.1% | -13.9% |
| Enoggera | 6 | 8.86 | 495 | 14 | 26 | 572 | 14 | 26 | 674 | 15 | 30 | 670 | 15 | 29 | 598 | 14 | 27 | 15.6% | 17.8% | -0.6% | -10.7% |
| Gaythorne | 7 | 9.63 | 497 | 14 | 26 | 509 | 14 | 26 | 507 | 15 | 30 | 539 | 15 | 29 | 431 | 14 | 27 | 2.4% | -0.4% | 6.3% | -20.0% |
| Mitchelton | 8 | 10.94 | 1249 | 14 | 26 | 1225 | 14 | 26 | 1317 | 15 | 30 | 1427 | 15 | 29 | 1245 | 16 | 31 | -1.9% | 7.5% | 8.4% | -12.8% |
| Oxford Park | 9 | 11.97 | 248 | 10 | 20 | 240 | 10 | 20 | 261 | 13 | 26 | 271 | 12 | 24 | 368 | 14 | 28 | -3.2% | 8.7% | 3.8% | 35.8% |
| Grovely | 10 | 12.67 | 447 | 10 | 20 | 485 | 10 | 20 | 490 | 13 | 26 | 443 | 12 | 24 | 550 | 14 | 28 | 8.5% | 1.0% | -9.6% | 24.2% |
| Keperra | 10 | 13.46 | 239 | 10 | 20 | 265 | 10 | 20 | 288 | 13 | 26 | 335 | 12 | 24 | 322 | 14 | 28 | 10.9% | 8.7% | 16.3% | -3.9% |
| Ferny Grove | 12 | 16.08 | 1679 | 10 | 20 | 1351 | 10 | 20 | 1829 | 13 | 26 | 1829 | 12 | 24 | 1620 | 14 | 28 | -19.5% | 35.4% | 0.0% | -11.4% |
| Thomas Street - Rosewood | | | 104 | | | 131 | | | 106 | | | 96 | | | 102 | | | 26.0% | -19.1% | -9.4% | 6.3% |
| Thomas Street | 32 | 39.34 | 18 | 2 | 4 | 22 | 2 | 4 | 20 | 2 | 4 | 14 | 2 | 4 | 12 | 2 | 4 | 22.2% | -9.1% | -30.0% | -14.3% |
| Wulkuraka | 33 | 40.57 | 9 | 2 | 4 | 17 | 2 | 4 | 8 | 2 | 4 | 8 | 2 | 4 | 4 | 2 | 4 | 88.9% | -52.9% | 0.0% | -50.0% |
| Karrabin | 35 | 43.14 | 5 | 2 | 4 | 5 | 2 | 4 | 4 | 2 | 4 | 5 | 2 | 4 | 3 | 2 | 4 | 0.0% | -20.0% | 25.0% | -40.0% |
| Walloon | 39 | 47.75 | 6 | 2 | 4 | 12 | 2 | 4 | 9 | 2 | 4 | 10 | 2 | 4 | 14 | 2 | 4 | 100.0% | -25.0% | 11.1% | 40.0% |
| Thagoona | 43 | 51.96 | 4 | 2 | 4 | 6 | 2 | 4 | 9 | 2 | 4 | 6 | 2 | 4 | 9 | 2 | 4 | 50.0% | 50.0% | -33.3% | 50.0% |
| Rosewood | 47 | 56.22 | 62 | 2 | 4 | 69 | 2 | 4 | 56 | 2 | 4 | 53 | 2 | 4 | 60 | 2 | 4 | 11.3% | -18.8% | -5.4% | 13.2% |

Segment Growth 2005 to 2009

PM - Outbound Alightings

| | Km's Radial Track | | 2005 | | | 2006 | | | 2007 | | | 2008 | | | 2009 | | | Growth | | | |
|----------------------------|----------------------|-------|--------------------------------|----|----|--------------------------------|----|----|--------------------------------|----|----|--------------------------------|----|----|--------------------------------|----|----|-------------|---------------|---------------|--------------|
| | | | Patronage Services Units | | | Patronage Services Units | | | Patronage Services Units | | | Patronage Services Units | | | Patronage Services Units | | | 05-06 | 06-07 | 07-08 | 08-09 |
| Oxley - Ipswich | | | 5414 | | | 5849 | | | 6385 | | | 7014 | | | 7058 | | | 8.0% | 9.2% | 9.9% | 0.6% |
| Oxley | 11 | 13.28 | 810 | 16 | 31 | 942 | 16 | 31 | 967 | 17 | 34 | 1133 | 17 | 34 | 1116 | 17 | 34 | 16.3% | 2.7% | 17.2% | -1.5% |
| Darra | 13 | 16.02 | 985 | 17 | 33 | 1019 | 17 | 33 | 1285 | 18 | 36 | 1244 | 18 | 36 | 1339 | 18 | 36 | 3.5% | 26.1% | -3.2% | 7.6% |
| Wacol | 17 | 19.97 | 520 | 13 | 25 | 497 | 13 | 25 | 445 | 14 | 28 | 459 | 15 | 30 | 451 | 15 | 30 | -4.4% | -10.5% | 3.1% | -1.7% |
| Gailes | 18 | 21.59 | 60 | 13 | 25 | 71 | 13 | 25 | 135 | 14 | 28 | 95 | 15 | 30 | 81 | 15 | 30 | 18.3% | 90.1% | -29.6% | -14.7% |
| Goodna | 20 | 23.54 | 421 | 14 | 27 | 599 | 14 | 27 | 703 | 15 | 30 | 796 | 16 | 32 | 854 | 16 | 32 | 42.3% | 17.4% | 13.2% | 7.3% |
| Redbank | 21 | 26.84 | 452 | 15 | 29 | 494 | 15 | 29 | 513 | 16 | 32 | 587 | 17 | 34 | 647 | 17 | 34 | 9.3% | 3.8% | 14.4% | 10.2% |
| Riverview | 22 | 29.16 | 128 | 14 | 27 | 148 | 14 | 27 | 132 | 15 | 30 | 176 | 15 | 30 | 180 | 15 | 30 | 15.6% | -10.8% | 33.3% | 2.3% |
| Dinmore | 24 | 30.83 | 340 | 14 | 27 | 363 | 14 | 27 | 413 | 15 | 30 | 479 | 15 | 30 | 503 | 15 | 30 | 6.8% | 13.8% | 16.0% | 5.0% |
| Ebbw Vale | 25 | 32.23 | 112 | 14 | 27 | 145 | 14 | 27 | 152 | 15 | 30 | 141 | 15 | 30 | 143 | 15 | 30 | 29.5% | 4.8% | -7.2% | 1.4% |
| Bundamba | 27 | 34.06 | 142 | 14 | 27 | 163 | 14 | 27 | 157 | 15 | 30 | 153 | 15 | 30 | 166 | 15 | 30 | 14.8% | -3.7% | -2.5% | 8.5% |
| Booval | 28 | 35.52 | 446 | 14 | 27 | 439 | 14 | 27 | 469 | 15 | 30 | 520 | 15 | 30 | 530 | 15 | 30 | -1.6% | 6.8% | 10.9% | 1.9% |
| East Ipswich | 30 | 37.02 | 305 | 14 | 27 | 314 | 14 | 27 | 364 | 15 | 30 | 405 | 15 | 30 | 354 | 15 | 30 | 3.0% | 15.9% | 11.3% | -12.6% |
| Ipswich | 31 | 38.64 | 693 | 14 | 27 | 655 | 14 | 27 | 650 | 15 | 30 | 826 | 15 | 30 | 694 | 15 | 30 | -5.5% | -0.8% | 27.1% | -16.0% |
| Milton - Corinda | | | 5218 | | | 5483 | | | 5673 | | | 5919 | | | 6194 | | | 5.1% | 3.5% | 4.3% | 4.6% |
| Milton | 2 | 2.25 | 346 | 17 | 33 | 331 | 17 | 33 | 443 | 17 | 34 | 444 | 17 | 34 | 473 | 17 | 34 | -4.3% | 33.8% | 0.2% | 6.5% |
| Auchenflower | 3 | 3.46 | 505 | 16 | 31 | 574 | 16 | 31 | 536 | 16 | 32 | 536 | 16 | 32 | 550 | 16 | 32 | 13.7% | -6.6% | 0.0% | 2.6% |
| Toowong | 4 | 4.48 | 819 | 16 | 31 | 843 | 16 | 31 | 904 | 16 | 32 | 881 | 16 | 32 | 945 | 16 | 32 | 2.9% | 7.2% | -2.5% | 7.3% |
| Taringa | 5 | 5.96 | 547 | 16 | 31 | 573 | 16 | 31 | 595 | 16 | 32 | 648 | 16 | 32 | 671 | 16 | 32 | 4.8% | 3.8% | 8.9% | 3.5% |
| Indooroopilly | 6 | 7.38 | 1265 | 17 | 33 | 1394 | 17 | 33 | 1231 | 17 | 34 | 1367 | 17 | 34 | 1446 | 17 | 34 | 10.2% | -11.7% | 11.0% | 5.8% |
| Chelmer | 7 | 8.46 | 297 | 15 | 29 | 303 | 15 | 29 | 305 | 15 | 30 | 327 | 15 | 30 | 371 | 15 | 30 | 2.0% | 0.7% | 7.2% | 13.5% |
| Graceville | 8 | 9.47 | 451 | 15 | 29 | 449 | 15 | 29 | 483 | 15 | 30 | 548 | 15 | 30 | 538 | 15 | 30 | -0.4% | 7.6% | 13.5% | -1.8% |
| Sherwood | 8 | 10.69 | 315 | 15 | 29 | 340 | 15 | 29 | 393 | 15 | 30 | 415 | 15 | 30 | 450 | 15 | 30 | 7.9% | 15.6% | 5.6% | 8.4% |
| Corinda | 9 | 11.58 | 673 | 18 | 35 | 676 | 18 | 35 | 783 | 18 | 36 | 753 | 18 | 36 | 750 | 18 | 36 | 0.4% | 15.8% | -3.8% | -0.4% |
| Tennyson - Tennyson | | | 4 | | | 4 | | | 3 | | | 9 | | | 16 | | | 0.0% | -25.0% | 200.0% | 77.8% |
| Tennyson | 7 | 10.42 | 4 | 1 | 2 | 4 | 1 | 2 | 3 | 1 | 2 | 9 | 1 | 2 | 16 | 1 | 2 | 0.0% | -25.0% | 200.0% | 77.8% |

Segment Growth 2005 to 2009

PM - Outbound Alightings

| | Km's Radial Track | | 2005 | | | 2006 | | | 2007 | | | 2008 | | | 2009 | | | Growth | | | |
|-----------------------------|----------------------|-------|--------------------------------|----|----|--------------------------------|----|----|--------------------------------|----|----|--------------------------------|----|----|--------------------------------|----|----|--------------|-------------|--------------|--------------|
| | | | Patronage Services Units | | | Patronage Services Units | | | Patronage Services Units | | | Patronage Services Units | | | Patronage Services Units | | | 05-06 | 06-07 | 07-08 | 08-09 |
| Ormeau - Robina | | | 1771 | | | 2048 | | | 2158 | | | 2751 | | | 3292 | | | 15.6% | 5.4% | 27.5% | 19.7% |
| Ormeau | 44 | 52.72 | 92 | 5 | 9 | 69 | 5 | 9 | 106 | 5 | 9 | 186 | 6 | 12 | 203 | 8 | 16 | -25.0% | 53.6% | 75.5% | 9.1% |
| Coomera | | 59.59 | 148 | 5 | 9 | 179 | 5 | 9 | 197 | 5 | 9 | 309 | 6 | 12 | 382 | 8 | 16 | 20.9% | 10.1% | 56.9% | 23.6% |
| Helensvale | | 68.26 | 527 | 5 | 9 | 615 | 5 | 9 | 664 | 5 | 9 | 767 | 6 | 12 | 985 | 8 | 16 | 16.7% | 8.0% | 15.5% | 28.4% |
| Nerang | | 75.89 | 401 | 5 | 9 | 496 | 5 | 9 | 450 | 5 | 9 | 621 | 6 | 12 | 687 | 8 | 16 | 23.7% | -9.3% | 38.0% | 10.6% |
| Robina | | 85.35 | 603 | 5 | 9 | 689 | 5 | 9 | 741 | 5 | 9 | 868 | 6 | 12 | 1035 | 8 | 16 | 14.3% | 7.5% | 17.1% | 19.2% |
| Moorooka - Beenleigh | | | 4429 | | | 4724 | | | 4956 | | | 5150 | | | 5475 | | | 6.7% | 4.9% | 3.9% | 6.3% |
| Moorooka | 8 | 10.55 | 153 | 12 | 22 | 149 | 12 | 22 | 177 | 12 | 23 | 215 | 10 | 19 | 234 | 10 | 18 | -2.6% | 18.8% | 21.5% | 8.8% |
| Rocklea | 9 | 11.64 | 74 | 12 | 22 | 47 | 12 | 22 | 83 | 12 | 23 | 65 | 10 | 19 | 109 | 10 | 18 | -36.5% | 76.6% | -21.7% | 67.7% |
| Salisbury | 10 | 13.02 | 159 | 12 | 22 | 166 | 12 | 22 | 161 | 12 | 23 | 200 | 10 | 19 | 186 | 10 | 18 | 4.4% | -3.0% | 24.2% | -7.0% |
| Coopers Plains | 11 | 15.18 | 236 | 13 | 24 | 256 | 13 | 24 | 323 | 13 | 25 | 368 | 13 | 25 | 428 | 13 | 24 | 8.5% | 26.2% | 13.9% | 16.3% |
| Banoon | 12 | 16.66 | 206 | 12 | 22 | 218 | 12 | 22 | 315 | 12 | 23 | 226 | 10 | 19 | 248 | 10 | 18 | 5.8% | 44.5% | -28.3% | 9.7% |
| Sunnybank | 13 | 17.57 | 329 | 13 | 24 | 352 | 13 | 24 | 219 | 13 | 25 | 417 | 13 | 25 | 504 | 12 | 22 | 7.0% | -37.8% | 90.4% | 20.9% |
| Altandi | 13 | 18.60 | 355 | 14 | 25 | 329 | 14 | 25 | 314 | 14 | 26 | 286 | 13 | 25 | 311 | 12 | 22 | -7.3% | -4.6% | -8.9% | 8.7% |
| Runcorn | 14 | 19.79 | 235 | 14 | 25 | 232 | 14 | 25 | 251 | 14 | 26 | 250 | 13 | 25 | 311 | 12 | 22 | -1.3% | 8.2% | -0.4% | 24.4% |
| Fruitgrove | 17 | 21.19 | 254 | 14 | 25 | 305 | 14 | 25 | 292 | 14 | 26 | 311 | 13 | 25 | 270 | 12 | 22 | 20.1% | -4.3% | 6.5% | -13.2% |
| Kuraby | 16 | 22.49 | 338 | 14 | 25 | 357 | 14 | 25 | 354 | 14 | 26 | 362 | 13 | 25 | 398 | 12 | 22 | 5.6% | -0.8% | 2.3% | 9.9% |
| Trinder Park | 19 | 25.84 | 172 | 11 | 21 | 165 | 11 | 21 | 227 | 11 | 21 | 181 | 11 | 22 | 225 | 8 | 16 | -4.1% | 37.6% | -20.3% | 24.3% |
| Woodridge | 20 | 26.79 | 344 | 11 | 21 | 345 | 11 | 21 | 356 | 11 | 21 | 375 | 11 | 22 | 378 | 8 | 16 | 0.3% | 3.2% | 5.3% | 0.8% |
| Kingston | 23 | 29.53 | 260 | 11 | 21 | 285 | 11 | 21 | 316 | 11 | 21 | 256 | 11 | 22 | 249 | 8 | 16 | 9.6% | 10.9% | -19.0% | -2.7% |
| Loganlea | 25 | 32.21 | 371 | 12 | 23 | 413 | 12 | 23 | 457 | 12 | 23 | 501 | 12 | 24 | 547 | 12 | 24 | 11.3% | 10.7% | 9.6% | 9.2% |
| Bethania | 28 | 35.19 | 139 | 11 | 21 | 151 | 11 | 21 | 139 | 11 | 21 | 126 | 11 | 22 | 122 | 8 | 16 | 8.6% | -7.9% | -9.4% | -3.2% |
| Edens Landing | 29 | 36.90 | 96 | 11 | 21 | 143 | 11 | 21 | 118 | 11 | 21 | 145 | 11 | 22 | 99 | 8 | 16 | 49.0% | -17.5% | 22.9% | -31.7% |
| Holmview | 31 | 39.09 | 41 | 11 | 21 | 38 | 11 | 21 | 52 | 11 | 21 | 51 | 11 | 22 | 52 | 8 | 16 | -7.3% | 36.8% | -1.9% | 2.0% |
| Beenleigh | 33 | 40.05 | 667 | 16 | 30 | 773 | 16 | 30 | 802 | 16 | 30 | 815 | 17 | 34 | 804 | 16 | 32 | 15.9% | 3.8% | 1.6% | -1.3% |

Segment Growth 2005 to 2009

PM - Outbound Alightings

| | Km's Radial Track | | 2005 | | | 2006 | | | 2007 | | | 2008 | | | 2009 | | | Growth | | | |
|-----------------------------------|----------------------|-------|--------------------------------|----|----|--------------------------------|----|----|--------------------------------|----|----|--------------------------------|----|----|--------------------------------|----|----|--------------|-------------|--------------|-------------|
| | | | Patronage Services Units | | | Patronage Services Units | | | Patronage Services Units | | | Patronage Services Units | | | Patronage Services Units | | | 05-06 | 06-07 | 07-08 | 08-09 |
| Dutton Park - Yeerongpilly | | | 1172 | | | 1164 | | | 1206 | | | 1335 | | | 1452 | | | -0.7% | 3.6% | 10.7% | 8.8% |
| Dutton Park | 3 | 5.93 | 128 | 13 | 24 | 110 | 13 | 24 | 146 | 13 | 25 | 148 | 11 | 21 | 166 | 11 | 20 | -14.1% | 32.7% | 1.4% | 12.2% |
| Fairfield | 5 | 7.08 | 304 | 13 | 24 | 309 | 13 | 24 | 348 | 13 | 25 | 319 | 11 | 21 | 425 | 11 | 20 | 1.6% | 12.6% | -8.3% | 33.2% |
| Yeronga | 6 | 8.52 | 383 | 13 | 24 | 486 | 13 | 24 | 403 | 13 | 25 | 432 | 11 | 21 | 487 | 11 | 20 | 26.9% | -17.1% | 7.2% | 12.7% |
| Yeerongpilly | 6 | 9.36 | 357 | 15 | 27 | 259 | 15 | 27 | 309 | 15 | 28 | 436 | 14 | 27 | 374 | 13 | 24 | -27.5% | 19.3% | 41.1% | -14.2% |
| Buranda - Cleveland | | | 5988 | | | 6046 | | | 6526 | | | 6688 | | | 6762 | | | 1.0% | 7.9% | 2.5% | 1.1% |
| Buranda | 3 | 6.20 | 197 | 9 | 16 | 195 | 9 | 16 | 164 | 9 | 16 | 181 | 9 | 17 | 199 | 10 | 18 | -1.0% | -15.9% | 10.4% | 9.9% |
| Coorparoo | 4 | 7.87 | 439 | 9 | 16 | 467 | 9 | 16 | 464 | 9 | 16 | 494 | 9 | 17 | 475 | 10 | 18 | 6.4% | -0.6% | 6.5% | -3.8% |
| Norman Park | 4 | 9.07 | 388 | 9 | 16 | 406 | 9 | 16 | 399 | 9 | 16 | 391 | 9 | 17 | 405 | 10 | 18 | 4.6% | -1.7% | -2.0% | 3.6% |
| Morningside | 4 | 10.52 | 581 | 9 | 16 | 651 | 9 | 16 | 657 | 9 | 16 | 725 | 9 | 17 | 791 | 10 | 18 | 12.0% | 0.9% | 10.4% | 9.1% |
| Cannon Hill | 6 | 12.61 | 461 | 9 | 16 | 398 | 9 | 16 | 459 | 9 | 16 | 483 | 9 | 17 | 565 | 10 | 18 | -13.7% | 15.3% | 5.2% | 17.0% |
| Murarrie | 8 | 14.30 | 172 | 9 | 16 | 153 | 9 | 16 | 199 | 9 | 16 | 218 | 9 | 17 | 204 | 10 | 18 | -11.0% | 30.1% | 9.5% | -6.4% |
| Hemmant | 10 | 17.44 | 73 | 9 | 16 | 88 | 9 | 16 | 103 | 9 | 16 | 96 | 9 | 17 | 91 | 10 | 18 | 20.5% | 17.0% | -6.8% | -5.2% |
| Lindum | 12 | 19.19 | 276 | 9 | 16 | 275 | 9 | 16 | 306 | 9 | 16 | 327 | 9 | 17 | 347 | 10 | 18 | -0.4% | 11.3% | 6.9% | 6.1% |
| Wynnum North | 13 | 20.83 | 239 | 9 | 16 | 307 | 9 | 16 | 336 | 9 | 16 | 308 | 9 | 17 | 308 | 10 | 18 | 28.5% | 9.4% | -8.3% | 0.0% |
| Wynnum | 14 | 21.68 | 121 | 9 | 16 | 107 | 9 | 16 | 126 | 9 | 16 | 165 | 9 | 17 | 157 | 10 | 18 | -11.6% | 17.8% | 31.0% | -4.8% |
| Wynnum Central | 14 | 22.44 | 325 | 9 | 16 | 350 | 9 | 16 | 381 | 9 | 16 | 369 | 9 | 17 | 363 | 10 | 18 | 7.7% | 8.9% | -3.1% | -1.6% |
| Manly | 15 | 24.08 | 623 | 11 | 20 | 635 | 11 | 20 | 705 | 11 | 20 | 688 | 11 | 21 | 672 | 12 | 22 | 1.9% | 11.0% | -2.4% | -2.3% |
| Lota | 16 | 25.87 | 157 | 9 | 16 | 137 | 9 | 16 | 179 | 9 | 16 | 219 | 10 | 19 | 194 | 11 | 21 | -12.7% | 30.7% | 22.3% | -11.4% |
| Thorneside | 16 | 27.76 | 232 | 9 | 16 | 200 | 9 | 16 | 229 | 9 | 16 | 219 | 9 | 17 | 274 | 11 | 21 | -13.8% | 14.5% | -4.4% | 25.1% |
| Birkdale | 19 | 30.55 | 453 | 8 | 15 | 462 | 8 | 15 | 513 | 8 | 15 | 519 | 9 | 17 | 453 | 10 | 19 | 2.0% | 11.0% | 1.2% | -12.7% |
| Wellington Point | 21 | 32.88 | 333 | 8 | 15 | 371 | 8 | 15 | 355 | 8 | 15 | 331 | 9 | 17 | 348 | 10 | 19 | 11.4% | -4.3% | -6.8% | 5.1% |
| Ormiston | 23 | 35.61 | 258 | 8 | 15 | 255 | 8 | 15 | 290 | 8 | 15 | 295 | 9 | 17 | 311 | 10 | 19 | -1.2% | 13.7% | 1.7% | 5.4% |
| Cleveland | 24 | 37.29 | 660 | 8 | 15 | 589 | 8 | 15 | 661 | 8 | 15 | 660 | 9 | 17 | 605 | 10 | 19 | -10.8% | 12.2% | -0.2% | -8.3% |

Segment Growth 2005 to 2009

PM - Outbound Alightings

| | Km's Radial Track | | 2005 | | | 2006 | | | 2007 | | | 2008 | | | 2009 | | | Growth | | | |
|-----------------------------------|----------------------|------|--------------------------------|----|----|--------------------------------|----|----|--------------------------------|----|----|--------------------------------|----|----|--------------------------------|----|----|-------------|-------------|--------------|--------------|
| | | | Patronage Services Units | | | Patronage Services Units | | | Patronage Services Units | | | Patronage Services Units | | | Patronage Services Units | | | 05-06 | 06-07 | 07-08 | 08-09 |
| South Brisbane - Park Road | | | 815 | | | 824 | | | 828 | | | 1052 | | | 1018 | | | 1.1% | 0.5% | 27.1% | -3.2% |
| South Brisbane | 1 | 2.63 | 294 | 31 | 56 | 231 | 31 | 56 | 244 | 31 | 57 | 310 | 31 | 60 | 311 | 33 | 62 | -21.4% | 5.6% | 27.0% | 0.3% |
| South Bank | 2 | 3.55 | 313 | 31 | 56 | 364 | 31 | 56 | 347 | 31 | 57 | 438 | 31 | 60 | 475 | 33 | 62 | 16.3% | -4.7% | 26.2% | 8.4% |
| Park Road | 3 | 5.05 | 208 | 26 | 47 | 229 | 26 | 47 | 237 | 26 | 48 | 304 | 25 | 48 | 232 | 25 | 46 | 10.1% | 3.5% | 28.3% | -23.7% |
| PM Out Total | | | 46784 | | | 48518 | | | 52018 | | | 56272 | | | 57286 | | | 3.7% | 7.2% | 8.2% | 1.8% |

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Line Capacity

Line Capacity - Design

*Loading is greater than TSC Compliance capacity**

| Peak Line | 2005 | | | | | 2006 | | | | | 2007 | | | | | 2008 | | | | | 2009 | | | | |
|------------------|------------|-----------|------------|-----------|------------|------------|-----------|------------|-----------|------------|------------|-----------|------------|-----------|------------|------------|-----------|------------|-----------|------------|------------|-----------|------------|-----------|------------|
| | Services | >90% | >100% | Services | >90% | >100% | Services | >90% | >100% | Services | >90% | >100% | Services | >90% | >100% | Services | >90% | >100% | Services | >90% | >100% | | | | |
| AM | 106 | 30 | 28% | 18 | 17% | 106 | 41 | 39% | 28 | 26% | 107 | 50 | 47% | 38 | 36% | 111 | 62 | 56% | 48 | 43% | 123 | 55 | 45% | 40 | 33% |
| Airport | 7 | 0 | 0% | 0 | 0% | 7 | 0 | 0% | 0 | 0% | 7 | 0 | 0% | 0 | 0% | 7 | 1 | 14% | 1 | 14% | 7 | 0 | 0% | 0 | 0% |
| Beenleigh | 15 | 3 | 50% | 3 | 36% | 15 | 3 | 20% | 2 | 13% | 15 | 5 | 33% | 3 | 20% | 15 | 6 | 40% | 5 | 33% | 14 | 7 | 50% | 5 | 36% |
| Caboolture | 16 | 7 | 52% | 4 | 33% | 16 | 8 | 50% | 7 | 44% | 16 | 10 | 63% | 8 | 50% | 18 | 14 | 78% | 10 | 56% | 21 | 11 | 52% | 7 | 33% |
| Cleveland | 14 | 4 | 47% | 3 | 33% | 14 | 8 | 57% | 5 | 36% | 14 | 9 | 64% | 6 | 43% | 15 | 9 | 60% | 6 | 40% | 15 | 7 | 47% | 5 | 33% |
| Doomben | 5 | 0 | 20% | 0 | 20% | 5 | 0 | 0% | 0 | 0% | 5 | 1 | 20% | 0 | 0% | 5 | 1 | 20% | 0 | 0% | 5 | 1 | 20% | 1 | 20% |
| Ferny Grove | 12 | 4 | 27% | 1 | 20% | 12 | 5 | 42% | 2 | 17% | 13 | 4 | 31% | 4 | 31% | 13 | 7 | 54% | 5 | 38% | 15 | 4 | 27% | 3 | 20% |
| Ipswich-Rosewood | 19 | 5 | 42% | 2 | 23% | 19 | 7 | 37% | 5 | 26% | 19 | 9 | 47% | 9 | 47% | 19 | 12 | 63% | 11 | 58% | 26 | 11 | 42% | 6 | 23% |
| Nambour | 5 | 2 | 80% | 1 | 60% | 5 | 4 | 80% | 3 | 60% | 5 | 5 | 100% | 3 | 60% | 5 | 3 | 60% | 2 | 40% | 5 | 4 | 80% | 3 | 60% |
| Robina | 5 | 3 | 86% | 3 | 86% | 5 | 3 | 60% | 3 | 60% | 5 | 4 | 80% | 3 | 60% | 6 | 5 | 83% | 5 | 83% | 7 | 6 | 86% | 6 | 86% |
| Shorncliffe | 8 | 2 | 50% | 1 | 50% | 8 | 3 | 38% | 1 | 13% | 8 | 3 | 38% | 2 | 25% | 8 | 4 | 50% | 3 | 38% | 8 | 4 | 50% | 4 | 50% |
| PM | 105 | 19 | 18% | 7 | 7% | 105 | 20 | 19% | 15 | 14% | 106 | 24 | 23% | 17 | 16% | 106 | 35 | 33% | 17 | 16% | 109 | 32 | 29% | 23 | 21% |
| Airport | 10 | 0 | 0% | 0 | 0% | 10 | 0 | 0% | 0 | 0% | 10 | 0 | 0% | 0 | 0% | 10 | 0 | 0% | 0 | 0% | 9 | 0 | 0% | 0 | 0% |
| Beenleigh | 14 | 0 | 8% | 0 | 8% | 14 | 0 | 0% | 0 | 0% | 14 | 2 | 14% | 1 | 7% | 13 | 1 | 8% | 0 | 0% | 12 | 1 | 8% | 1 | 8% |
| Caboolture | 16 | 5 | 44% | 1 | 31% | 16 | 5 | 31% | 3 | 19% | 16 | 8 | 50% | 7 | 44% | 16 | 12 | 75% | 7 | 44% | 16 | 7 | 44% | 5 | 31% |
| Cleveland | 11 | 4 | 42% | 2 | 33% | 11 | 3 | 27% | 2 | 18% | 11 | 3 | 27% | 2 | 18% | 11 | 3 | 27% | 2 | 18% | 12 | 5 | 42% | 4 | 33% |
| Doomben | 3 | 0 | 0% | 0 | 0% | 3 | 0 | 0% | 0 | 0% | 3 | 0 | 0% | 0 | 0% | 3 | 0 | 0% | 0 | 0% | 4 | 0 | 0% | 0 | 0% |
| Ferny Grove | 14 | 2 | 6% | 0 | 0% | 14 | 2 | 14% | 1 | 7% | 15 | 1 | 7% | 0 | 0% | 15 | 2 | 13% | 0 | 0% | 16 | 1 | 6% | 0 | 0% |
| Ipswich-Rosewood | 19 | 4 | 37% | 2 | 26% | 19 | 5 | 26% | 4 | 21% | 19 | 4 | 21% | 1 | 5% | 19 | 7 | 37% | 2 | 11% | 19 | 7 | 37% | 5 | 26% |
| Nambour | 5 | 1 | 60% | 0 | 40% | 5 | 1 | 20% | 1 | 20% | 5 | 2 | 40% | 2 | 40% | 5 | 3 | 60% | 0 | 0% | 5 | 3 | 60% | 2 | 40% |
| Robina | 5 | 3 | 88% | 2 | 63% | 5 | 4 | 80% | 4 | 80% | 5 | 4 | 80% | 4 | 80% | 6 | 5 | 83% | 5 | 83% | 8 | 7 | 88% | 5 | 63% |
| Shorncliffe | 8 | 0 | 13% | 0 | 13% | 8 | 0 | 0% | 0 | 0% | 8 | 0 | 0% | 0 | 0% | 8 | 2 | 25% | 1 | 13% | 8 | 1 | 13% | 1 | 13% |

*Design Capacity is a factor of the trains distance from Central station. Outside 20mins from Central, there should be no passengers standing. Inside 20mins, standing capacity becomes available. As the capacity changes, if at any station the total load exceeds 90% of the design capacity then it is reported on.

NOTE: Capacity is based on the design capacity as outlined in the TSC

Line Capacity - Design - Car Breakdown

| <i>Peak Line</i> | <i>Total</i> | | | | | <i>3 Car</i> | | | | | <i>6 Car</i> | | | | |
|------------------|-----------------|----------------|------------|-----------------|------------|-----------------|----------------|------------|-----------------|------------|-----------------|----------------|------------|-----------------|------------|
| | <i>Services</i> | <i>>90%</i> | | <i>>100%</i> | | <i>Services</i> | <i>>90%</i> | | <i>>100%</i> | | <i>Services</i> | <i>>90%</i> | | <i>>100%</i> | |
| AM | 123 | 55 | 45% | 40 | 33% | 10 | 6 | 60% | 5 | 50% | 113 | 49 | 43% | 35 | 31% |
| Airport | 7 | 0 | 0% | 0 | 0% | 0 | 0 | 0% | 0 | 0% | 7 | 0 | 0% | 0 | 0% |
| Beenleigh | 14 | 7 | 50% | 5 | 36% | 4 | 3 | 75% | 2 | 50% | 10 | 4 | 40% | 3 | 30% |
| Caboolture | 21 | 11 | 52% | 7 | 33% | 0 | 0 | 0% | 0 | 0% | 21 | 11 | 52% | 7 | 33% |
| Cleveland | 15 | 7 | 47% | 5 | 33% | 1 | 1 | 100% | 1 | 100% | 14 | 6 | 43% | 4 | 29% |
| Doomben | 5 | 1 | 20% | 1 | 20% | 2 | 1 | 50% | 1 | 50% | 3 | 0 | 0% | 0 | 0% |
| Ferny Grove | 15 | 4 | 27% | 3 | 20% | 1 | 0 | 0% | 0 | 0% | 14 | 4 | 29% | 3 | 21% |
| Ipswich-Rosewood | 26 | 11 | 42% | 6 | 23% | 0 | 0 | 0% | 0 | 0% | 26 | 11 | 42% | 6 | 23% |
| Nambour | 5 | 4 | 80% | 3 | 60% | 2 | 1 | 50% | 1 | 50% | 3 | 3 | 100% | 2 | 67% |
| Robina | 7 | 6 | 86% | 6 | 86% | 0 | 0 | 0% | 0 | 0% | 7 | 6 | 86% | 6 | 86% |
| Shorncliffe | 8 | 4 | 50% | 4 | 50% | 0 | 0 | 0% | 0 | 0% | 8 | 4 | 50% | 4 | 50% |
| PM | 109 | 32 | 29% | 23 | 21% | 8 | 1 | 13% | 1 | 13% | 101 | 31 | 31% | 22 | 22% |
| Airport | 9 | 0 | 0% | 0 | 0% | 1 | 0 | 0% | 0 | 0% | 8 | 0 | 0% | 0 | 0% |
| Beenleigh | 12 | 1 | 8% | 1 | 8% | 2 | 0 | 0% | 0 | 0% | 10 | 1 | 10% | 1 | 10% |
| Caboolture | 16 | 7 | 44% | 5 | 31% | 0 | 0 | 0% | 0 | 0% | 16 | 7 | 44% | 5 | 31% |
| Cleveland | 12 | 5 | 42% | 4 | 33% | 2 | 1 | 50% | 1 | 50% | 10 | 4 | 40% | 3 | 30% |
| Doomben | 4 | 0 | 0% | 0 | 0% | 2 | 0 | 0% | 0 | 0% | 2 | 0 | 0% | 0 | 0% |
| Ferny Grove | 16 | 1 | 6% | 0 | 0% | 1 | 0 | 0% | 0 | 0% | 15 | 1 | 7% | 0 | 0% |
| Ipswich-Rosewood | 19 | 7 | 37% | 5 | 26% | 0 | 0 | 0% | 0 | 0% | 19 | 7 | 37% | 5 | 26% |
| Nambour | 5 | 3 | 60% | 2 | 40% | 0 | 0 | 0% | 0 | 0% | 5 | 3 | 60% | 2 | 40% |
| Robina | 8 | 7 | 88% | 5 | 63% | 0 | 0 | 0% | 0 | 0% | 8 | 7 | 88% | 5 | 63% |
| Shorncliffe | 8 | 1 | 13% | 1 | 13% | 0 | 0 | 0% | 0 | 0% | 8 | 1 | 13% | 1 | 13% |

NOTE: Capacity is based on the design capacity as outlined in the TSC
ICE trains are included in the 6 car figures

Line Capacity - Standing

*Loading is greater than seated + standing capacity**

| Peak Line | 2005 | | | | | 2006 | | | | | 2007 | | | | | 2008 | | | | | 2009 | | | | | | | | | | |
|------------------|------------|----------|-----------|----------|-----------|------------|-----------|------------|-----------|------------|------------|-----------|------------|-----------|------------|------------|-----------|------------|-----------|------------|------------|-----------|------------|-----------|------------|----------|------|-------|--|--|--|
| | Services | >90% | >100% | | | Services | >90% | >100% | | | Services | >90% | >100% | | | Services | >90% | >100% | | | Services | >90% | >100% | | | Services | >90% | >100% | | | |
| AM | 106 | 9 | 8% | 4 | 4% | 106 | 15 | 14% | 11 | 10% | 107 | 27 | 25% | 15 | 14% | 111 | 34 | 31% | 21 | 19% | 123 | 30 | 24% | 18 | 15% | | | | | | |
| Airport | 7 | 0 | 0% | 0 | 0% | 7 | 0 | 0% | 0 | 0% | 7 | 0 | 0% | 0 | 0% | 7 | 0 | 0% | 0 | 0% | 7 | 0 | 0% | 0 | 0% | | | | | | |
| Beenleigh | 15 | 0 | 29% | 0 | 7% | 15 | 0 | 0% | 0 | 0% | 15 | 0 | 0% | 0 | 0% | 15 | 0 | 0% | 0 | 0% | 14 | 4 | 29% | 1 | 7% | | | | | | |
| Caboolture | 16 | 2 | 29% | 1 | 24% | 16 | 2 | 13% | 2 | 13% | 16 | 6 | 38% | 4 | 25% | 18 | 7 | 39% | 5 | 28% | 21 | 6 | 29% | 5 | 24% | | | | | | |
| Cleveland | 14 | 0 | 27% | 0 | 13% | 14 | 2 | 14% | 2 | 14% | 14 | 5 | 36% | 1 | 7% | 15 | 3 | 20% | 1 | 7% | 15 | 4 | 27% | 2 | 13% | | | | | | |
| Doomben | 5 | 0 | 20% | 0 | 20% | 5 | 0 | 0% | 0 | 0% | 5 | 1 | 20% | 0 | 0% | 5 | 1 | 20% | 0 | 0% | 5 | 1 | 20% | 1 | 20% | | | | | | |
| Ferny Grove | 12 | 3 | 20% | 1 | 13% | 12 | 5 | 42% | 2 | 17% | 13 | 4 | 31% | 3 | 23% | 13 | 7 | 54% | 5 | 38% | 15 | 3 | 20% | 2 | 13% | | | | | | |
| Ipswich-Rosewood | 19 | 2 | 23% | 1 | 12% | 19 | 4 | 21% | 3 | 16% | 19 | 6 | 32% | 6 | 32% | 19 | 8 | 42% | 7 | 37% | 26 | 6 | 23% | 3 | 12% | | | | | | |
| Nambour | 5 | 1 | 60% | 1 | 60% | 5 | 2 | 40% | 2 | 40% | 5 | 3 | 60% | 1 | 20% | 5 | 3 | 60% | 2 | 40% | 5 | 3 | 60% | 3 | 60% | | | | | | |
| Robina | 5 | 0 | 0% | 0 | 0% | 5 | 0 | 0% | 0 | 0% | 5 | 1 | 20% | 0 | 0% | 6 | 2 | 33% | 1 | 17% | 7 | 0 | 0% | 0 | 0% | | | | | | |
| Shorncliffe | 8 | 1 | 38% | 0 | 13% | 8 | 0 | 0% | 0 | 0% | 8 | 1 | 13% | 0 | 0% | 8 | 3 | 38% | 0 | 0% | 8 | 3 | 38% | 1 | 13% | | | | | | |
| PM | 105 | 9 | 9% | 2 | 2% | 105 | 9 | 9% | 4 | 4% | 106 | 10 | 9% | 4 | 4% | 106 | 13 | 12% | 3 | 3% | 109 | 12 | 11% | 8 | 7% | | | | | | |
| Airport | 10 | 0 | 0% | 0 | 0% | 10 | 0 | 0% | 0 | 0% | 10 | 0 | 0% | 0 | 0% | 10 | 0 | 0% | 0 | 0% | 9 | 0 | 0% | 0 | 0% | | | | | | |
| Beenleigh | 14 | 0 | 0% | 0 | 0% | 14 | 0 | 0% | 0 | 0% | 14 | 0 | 0% | 0 | 0% | 13 | 0 | 0% | 0 | 0% | 12 | 0 | 0% | 0 | 0% | | | | | | |
| Caboolture | 16 | 3 | 13% | 0 | 6% | 16 | 3 | 19% | 1 | 6% | 16 | 3 | 19% | 2 | 13% | 16 | 3 | 19% | 2 | 13% | 16 | 2 | 13% | 1 | 6% | | | | | | |
| Cleveland | 11 | 1 | 33% | 0 | 17% | 11 | 1 | 9% | 0 | 0% | 11 | 1 | 9% | 0 | 0% | 11 | 2 | 18% | 0 | 0% | 12 | 4 | 33% | 2 | 17% | | | | | | |
| Doomben | 3 | 0 | 0% | 0 | 0% | 3 | 0 | 0% | 0 | 0% | 3 | 0 | 0% | 0 | 0% | 3 | 0 | 0% | 0 | 0% | 4 | 0 | 0% | 0 | 0% | | | | | | |
| Ferny Grove | 14 | 2 | 6% | 0 | 0% | 14 | 2 | 14% | 1 | 7% | 15 | 1 | 7% | 0 | 0% | 15 | 2 | 13% | 0 | 0% | 16 | 1 | 6% | 0 | 0% | | | | | | |
| Ipswich-Rosewood | 19 | 2 | 26% | 2 | 26% | 19 | 3 | 16% | 2 | 11% | 19 | 3 | 16% | 1 | 5% | 19 | 4 | 21% | 1 | 5% | 19 | 5 | 26% | 5 | 26% | | | | | | |
| Nambour | 5 | 1 | 0% | 0 | 0% | 5 | 0 | 0% | 0 | 0% | 5 | 2 | 40% | 1 | 20% | 5 | 1 | 20% | 0 | 0% | 5 | 0 | 0% | 0 | 0% | | | | | | |
| Robina | 5 | 0 | 0% | 0 | 0% | 5 | 0 | 0% | 0 | 0% | 5 | 0 | 0% | 0 | 0% | 6 | 0 | 0% | 0 | 0% | 8 | 0 | 0% | 0 | 0% | | | | | | |
| Shorncliffe | 8 | 0 | 0% | 0 | 0% | 8 | 0 | 0% | 0 | 0% | 8 | 0 | 0% | 0 | 0% | 8 | 1 | 13% | 0 | 0% | 8 | 0 | 0% | 0 | 0% | | | | | | |

*Any services that breach 90% or 100% of the standing capacity of the train at any stage in its run is reported on.

NOTE: Capacity is based on the standing capacity

Line Capacity - Standing - Car Breakdown

| <i>Peak Line</i> | <i>Total</i> | | | | | <i>3 Car</i> | | | | | <i>6 Car</i> | | | | |
|------------------|-----------------|----------------|-----------------|-----------|------------|-----------------|----------------|-----------------|----------|------------|-----------------|----------------|-----------------|-----------|------------|
| | <i>Services</i> | <i>>90%</i> | <i>>100%</i> | | | <i>Services</i> | <i>>90%</i> | <i>>100%</i> | | | <i>Services</i> | <i>>90%</i> | <i>>100%</i> | | |
| AM | 123 | 30 | 24% | 18 | 15% | 10 | 5 | 50% | 3 | 30% | 113 | 25 | 22% | 15 | 13% |
| Airport | 7 | 0 | 0% | 0 | 0% | 0 | 0 | 0% | 0 | 0% | 7 | 0 | 0% | 0 | 0% |
| Beenleigh | 14 | 4 | 29% | 1 | 7% | 4 | 2 | 50% | 1 | 25% | 10 | 2 | 20% | 0 | 0% |
| Caboolture | 21 | 6 | 29% | 5 | 24% | 0 | 0 | 0% | 0 | 0% | 21 | 6 | 29% | 5 | 24% |
| Cleveland | 15 | 4 | 27% | 2 | 13% | 1 | 1 | 100% | 0 | 0% | 14 | 3 | 21% | 2 | 14% |
| Doomben | 5 | 1 | 20% | 1 | 20% | 2 | 1 | 50% | 1 | 50% | 3 | 0 | 0% | 0 | 0% |
| Ferny Grove | 15 | 3 | 20% | 2 | 13% | 1 | 0 | 0% | 0 | 0% | 14 | 3 | 21% | 2 | 14% |
| Ipswich-Rosewood | 26 | 6 | 23% | 3 | 12% | 0 | 0 | 0% | 0 | 0% | 26 | 6 | 23% | 3 | 12% |
| Nambour | 5 | 3 | 60% | 3 | 60% | 2 | 1 | 50% | 1 | 50% | 3 | 2 | 67% | 2 | 67% |
| Robina | 7 | 0 | 0% | 0 | 0% | 0 | 0 | 0% | 0 | 0% | 7 | 0 | 0% | 0 | 0% |
| Shorncliffe | 8 | 3 | 38% | 1 | 13% | 0 | 0 | 0% | 0 | 0% | 8 | 3 | 38% | 1 | 13% |
| PM | 109 | 12 | 11% | 8 | 7% | 8 | 1 | 13% | 1 | 13% | 101 | 11 | 11% | 7 | 7% |
| Airport | 9 | 0 | 0% | 0 | 0% | 1 | 0 | 0% | 0 | 0% | 8 | 0 | 0% | 0 | 0% |
| Beenleigh | 12 | 0 | 0% | 0 | 0% | 2 | 0 | 0% | 0 | 0% | 10 | 0 | 0% | 0 | 0% |
| Caboolture | 16 | 2 | 13% | 1 | 6% | 0 | 0 | 0% | 0 | 0% | 16 | 2 | 13% | 1 | 6% |
| Cleveland | 12 | 4 | 33% | 2 | 17% | 2 | 1 | 50% | 1 | 50% | 10 | 3 | 30% | 1 | 10% |
| Doomben | 4 | 0 | 0% | 0 | 0% | 2 | 0 | 0% | 0 | 0% | 2 | 0 | 0% | 0 | 0% |
| Ferny Grove | 16 | 1 | 6% | 0 | 0% | 1 | 0 | 0% | 0 | 0% | 15 | 1 | 7% | 0 | 0% |
| Ipswich-Rosewood | 19 | 5 | 26% | 5 | 26% | 0 | 0 | 0% | 0 | 0% | 19 | 5 | 26% | 5 | 26% |
| Nambour | 5 | 0 | 0% | 0 | 0% | 0 | 0 | 0% | 0 | 0% | 5 | 0 | 0% | 0 | 0% |
| Robina | 8 | 0 | 0% | 0 | 0% | 0 | 0 | 0% | 0 | 0% | 8 | 0 | 0% | 0 | 0% |
| Shorncliffe | 8 | 0 | 0% | 0 | 0% | 0 | 0 | 0% | 0 | 0% | 8 | 0 | 0% | 0 | 0% |

NOTE: Capacity is based on the standing capacity
ICE trains are included in the 6 car figures

Line Capacity - Seated

*Loading is greater than seated capacity**

| Peak Line | 2005 | | | | | 2006 | | | | | 2007 | | | | | 2008 | | | | | 2009 | | | | |
|------------------|------------|-----------|------------|-----------|------------|------------|-----------|------------|-----------|------------|------------|-----------|------------|-----------|------------|------------|-----------|------------|-----------|------------|------------|-----------|------------|-----------|------------|
| | Services | >90% | >100% | Services | >90% | >100% | Services | >90% | >100% | Services | >90% | >100% | Services | >90% | >100% | Services | >90% | >100% | Services | >90% | >100% | | | | |
| AM | 106 | 59 | 56% | 50 | 47% | 106 | 61 | 58% | 54 | 51% | 107 | 73 | 68% | 61 | 57% | 111 | 75 | 68% | 71 | 64% | 123 | 71 | 58% | 62 | 50% |
| Airport | 7 | 0 | 0% | 0 | 0% | 7 | 0 | 0% | 0 | 0% | 7 | 0 | 0% | 0 | 0% | 7 | 1 | 14% | 1 | 14% | 7 | 0 | 0% | 0 | 0% |
| Beenleigh | 15 | 6 | 57% | 5 | 50% | 15 | 5 | 33% | 3 | 20% | 15 | 8 | 53% | 6 | 40% | 15 | 8 | 53% | 7 | 47% | 14 | 8 | 57% | 7 | 50% |
| Caboolture | 16 | 11 | 67% | 9 | 57% | 16 | 12 | 75% | 11 | 69% | 16 | 13 | 81% | 11 | 69% | 18 | 15 | 83% | 15 | 83% | 21 | 14 | 67% | 12 | 57% |
| Cleveland | 14 | 8 | 60% | 7 | 47% | 14 | 10 | 71% | 8 | 57% | 14 | 11 | 79% | 9 | 64% | 15 | 11 | 73% | 9 | 60% | 15 | 9 | 60% | 7 | 47% |
| Doomben | 5 | 1 | 20% | 0 | 20% | 5 | 1 | 20% | 1 | 20% | 5 | 1 | 20% | 1 | 20% | 5 | 2 | 40% | 2 | 40% | 5 | 1 | 20% | 1 | 20% |
| Ferny Grove | 12 | 9 | 60% | 8 | 53% | 12 | 9 | 75% | 9 | 75% | 13 | 11 | 85% | 11 | 85% | 13 | 10 | 77% | 10 | 77% | 15 | 9 | 60% | 8 | 53% |
| Ipswich-Rosewood | 19 | 14 | 62% | 12 | 54% | 19 | 13 | 68% | 12 | 63% | 19 | 16 | 84% | 13 | 68% | 19 | 16 | 84% | 16 | 84% | 26 | 16 | 62% | 14 | 54% |
| Nambour | 5 | 3 | 80% | 2 | 60% | 5 | 4 | 80% | 3 | 60% | 5 | 5 | 100% | 3 | 60% | 5 | 3 | 60% | 2 | 40% | 5 | 4 | 80% | 3 | 60% |
| Robina | 5 | 3 | 86% | 3 | 86% | 5 | 3 | 60% | 3 | 60% | 5 | 4 | 80% | 3 | 60% | 6 | 5 | 83% | 5 | 83% | 7 | 6 | 86% | 6 | 86% |
| Shorncliffe | 8 | 4 | 50% | 4 | 50% | 8 | 4 | 50% | 4 | 50% | 8 | 4 | 50% | 4 | 50% | 8 | 4 | 50% | 4 | 50% | 8 | 4 | 50% | 4 | 50% |
| PM | 105 | 50 | 48% | 39 | 37% | 105 | 52 | 50% | 42 | 40% | 106 | 60 | 57% | 51 | 48% | 106 | 73 | 69% | 56 | 53% | 109 | 67 | 61% | 57 | 52% |
| Airport | 10 | 0 | 0% | 0 | 0% | 10 | 0 | 0% | 0 | 0% | 10 | 0 | 0% | 0 | 0% | 10 | 0 | 0% | 0 | 0% | 9 | 0 | 0% | 0 | 0% |
| Beenleigh | 14 | 1 | 67% | 0 | 33% | 14 | 3 | 21% | 0 | 0% | 14 | 3 | 21% | 1 | 7% | 13 | 6 | 46% | 4 | 31% | 12 | 8 | 67% | 4 | 33% |
| Caboolture | 16 | 12 | 94% | 6 | 81% | 16 | 12 | 75% | 8 | 50% | 16 | 13 | 81% | 11 | 69% | 16 | 15 | 94% | 13 | 81% | 16 | 15 | 94% | 13 | 81% |
| Cleveland | 11 | 9 | 75% | 8 | 75% | 11 | 9 | 82% | 8 | 73% | 11 | 11 | 100% | 10 | 91% | 11 | 10 | 91% | 8 | 73% | 12 | 9 | 75% | 9 | 75% |
| Doomben | 3 | 0 | 0% | 0 | 0% | 3 | 0 | 0% | 0 | 0% | 3 | 0 | 0% | 0 | 0% | 3 | 1 | 33% | 0 | 0% | 4 | 0 | 0% | 0 | 0% |
| Ferny Grove | 14 | 7 | 38% | 6 | 31% | 14 | 6 | 43% | 6 | 43% | 15 | 9 | 60% | 7 | 47% | 15 | 12 | 80% | 8 | 53% | 16 | 6 | 38% | 5 | 31% |
| Ipswich-Rosewood | 19 | 11 | 74% | 10 | 74% | 19 | 12 | 63% | 11 | 58% | 19 | 14 | 74% | 12 | 63% | 19 | 15 | 79% | 13 | 68% | 19 | 14 | 74% | 14 | 74% |
| Nambour | 5 | 2 | 60% | 1 | 40% | 5 | 1 | 20% | 1 | 20% | 5 | 2 | 40% | 2 | 40% | 5 | 3 | 60% | 0 | 0% | 5 | 3 | 60% | 2 | 40% |
| Robina | 5 | 3 | 88% | 3 | 63% | 5 | 4 | 80% | 4 | 80% | 5 | 4 | 80% | 4 | 80% | 6 | 5 | 83% | 5 | 83% | 8 | 7 | 88% | 5 | 63% |
| Shorncliffe | 8 | 5 | 63% | 5 | 63% | 8 | 5 | 63% | 4 | 50% | 8 | 4 | 50% | 4 | 50% | 8 | 6 | 75% | 5 | 63% | 8 | 5 | 63% | 5 | 63% |

*Any services that breach 90% or 100% of the seated capacity of the train at any stage in its run is reported on.

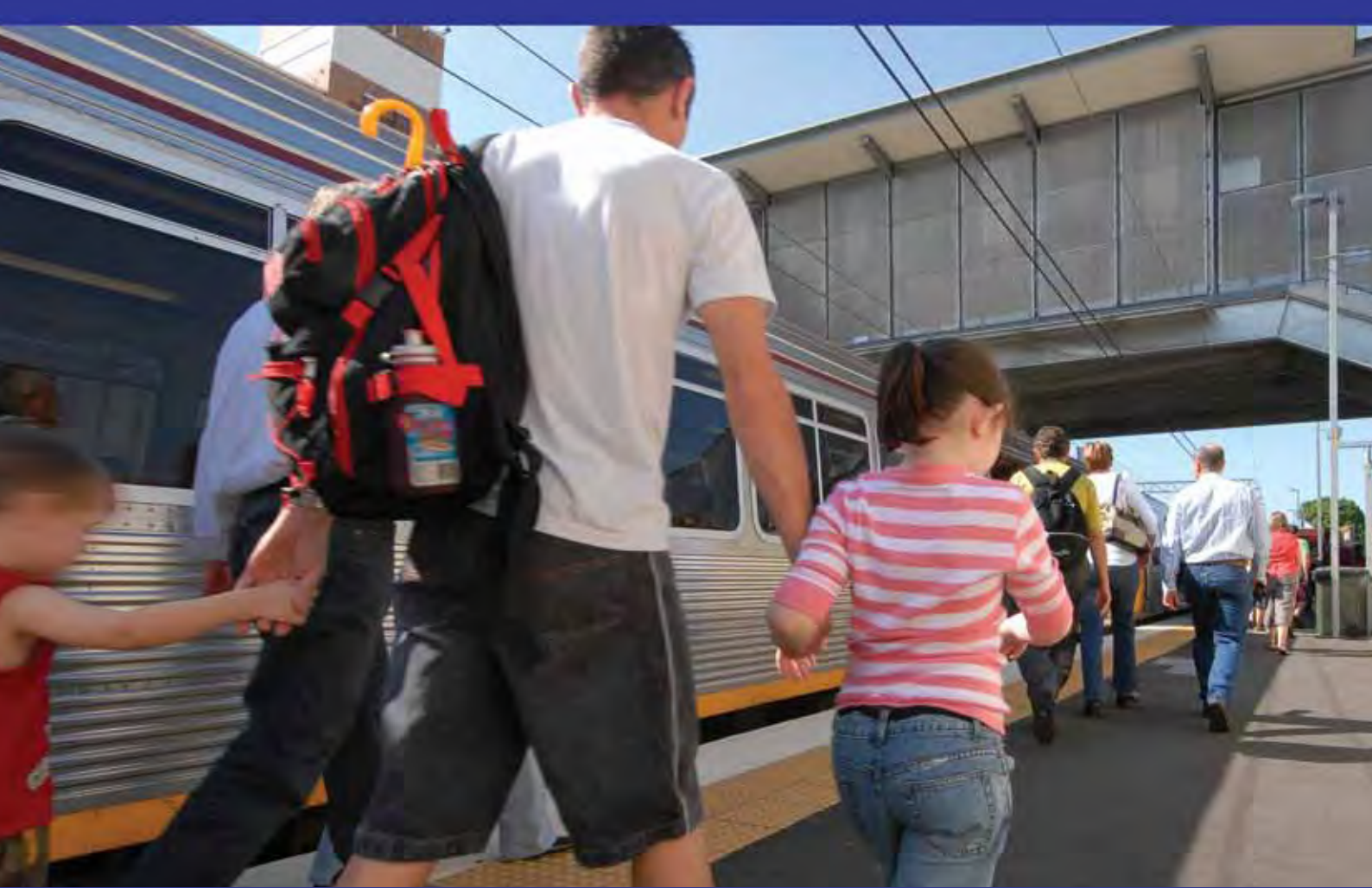
NOTE: Capacity is based on the seated capacity

Line Capacity - Seated - Car Breakdown

| <i>Peak Line</i> | <i>Total</i> | | | | | <i>3 Car</i> | | | | | <i>6 Car</i> | | | | |
|------------------|-----------------|----------------|------------|-----------------|------------|-----------------|----------------|------------|-----------------|------------|-----------------|----------------|------------|-----------------|------------|
| | <i>Services</i> | <i>>90%</i> | | <i>>100%</i> | | <i>Services</i> | <i>>90%</i> | | <i>>100%</i> | | <i>Services</i> | <i>>90%</i> | | <i>>100%</i> | |
| AM | 123 | 71 | 58% | 62 | 50% | 10 | 6 | 60% | 6 | 60% | 113 | 65 | 58% | 56 | 50% |
| Airport | 7 | 0 | 0% | 0 | 0% | 0 | 0 | 0% | 0 | 0% | 7 | 0 | 0% | 0 | 0% |
| Beenleigh | 14 | 8 | 57% | 7 | 50% | 4 | 3 | 75% | 3 | 75% | 10 | 5 | 50% | 4 | 40% |
| Caboolture | 21 | 14 | 67% | 12 | 57% | 0 | 0 | 0% | 0 | 0% | 21 | 14 | 67% | 12 | 57% |
| Cleveland | 15 | 9 | 60% | 7 | 47% | 1 | 1 | 100% | 1 | 100% | 14 | 8 | 57% | 6 | 43% |
| Doomben | 5 | 1 | 20% | 1 | 20% | 2 | 1 | 50% | 1 | 50% | 3 | 0 | 0% | 0 | 0% |
| Ferny Grove | 15 | 9 | 60% | 8 | 53% | 1 | 0 | 0% | 0 | 0% | 14 | 9 | 64% | 8 | 57% |
| Ipswich-Rosewood | 26 | 16 | 62% | 14 | 54% | 0 | 0 | 0% | 0 | 0% | 26 | 16 | 62% | 14 | 54% |
| Nambour | 5 | 4 | 80% | 3 | 60% | 2 | 1 | 50% | 1 | 50% | 3 | 3 | 100% | 2 | 67% |
| Robina | 7 | 6 | 86% | 6 | 86% | 0 | 0 | 0% | 0 | 0% | 7 | 6 | 86% | 6 | 86% |
| Shorncliffe | 8 | 4 | 50% | 4 | 50% | 0 | 0 | 0% | 0 | 0% | 8 | 4 | 50% | 4 | 50% |
| PM | 109 | 67 | 61% | 57 | 52% | 8 | 4 | 50% | 4 | 50% | 101 | 63 | 62% | 53 | 52% |
| Airport | 9 | 0 | 0% | 0 | 0% | 1 | 0 | 0% | 0 | 0% | 8 | 0 | 0% | 0 | 0% |
| Beenleigh | 12 | 8 | 67% | 4 | 33% | 2 | 2 | 100% | 2 | 100% | 10 | 6 | 60% | 2 | 20% |
| Caboolture | 16 | 15 | 94% | 13 | 81% | 0 | 0 | 0% | 0 | 0% | 16 | 15 | 94% | 13 | 81% |
| Cleveland | 12 | 9 | 75% | 9 | 75% | 2 | 2 | 100% | 2 | 100% | 10 | 7 | 70% | 7 | 70% |
| Doomben | 4 | 0 | 0% | 0 | 0% | 2 | 0 | 0% | 0 | 0% | 2 | 0 | 0% | 0 | 0% |
| Ferny Grove | 16 | 6 | 38% | 5 | 31% | 1 | 0 | 0% | 0 | 0% | 15 | 6 | 40% | 5 | 33% |
| Ipswich-Rosewood | 19 | 14 | 74% | 14 | 74% | 0 | 0 | 0% | 0 | 0% | 19 | 14 | 74% | 14 | 74% |
| Nambour | 5 | 3 | 60% | 2 | 40% | 0 | 0 | 0% | 0 | 0% | 5 | 3 | 60% | 2 | 40% |
| Robina | 8 | 7 | 88% | 5 | 63% | 0 | 0 | 0% | 0 | 0% | 8 | 7 | 88% | 5 | 63% |
| Shorncliffe | 8 | 5 | 63% | 5 | 63% | 0 | 0 | 0% | 0 | 0% | 8 | 5 | 63% | 5 | 63% |

NOTE: Capacity is based on the seated capacity
ICE trains are included in the 6 car figures

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Passenger Movements

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Passenger Boardings & Alightings Ranking Passenger Load Survey 2009

| Ranking | Boardings | | Alightings | |
|---------|------------------|------------------|------------------|------------------|
| | Morning Peak | Afternoon Peak | Morning Peak | Afternoon Peak |
| | (Inbound) | (Outbound) | (Inbound) | (Outbound) |
| 1 | Central | Central | Central | Central |
| 2 | Roma Street | Roma Street | Roma Street | Roma Street |
| 3 | Ferny Grove | Fortitude Valley | Fortitude Valley | Ferny Grove |
| 4 | Petrie | South Bank | Bowen Hills | Petrie |
| 5 | Indooroopilly | Bowen Hills | South Bank | Fortitude Valley |
| 6 | Darra | South Brisbane | South Brisbane | Indooroopilly |
| 7 | Caboolture | Indooroopilly | Toowong | Caboolture |
| 8 | Mitchelton | Toowong | Indooroopilly | Darra |
| 9 | Oxley | Milton | Milton | Mitchelton |
| 10 | Eagle Junction | Eagle Junction | Park Road | Northgate |
| 11 | Northgate | Park Road | Northgate | Eagle Junction |
| 12 | Goodna | Northgate | Buranda | Oxley |
| 13 | Sandgate | Corinda | Eagle Junction | Sandgate |
| 14 | Robina | Toombul | Petrie | Robina |
| 15 | Toowong | Lindum | Dutton Park | Helensvale |
| 16 | Fortitude Valley | Buranda | Toombul | Toowong |
| 17 | Bowen Hills | Dutton Park | Auchenflower | Bowen Hills |
| 18 | Morningside | Beenleigh | Beenleigh | Goodna |
| 19 | Corinda | Morningside | Redbank | Albion |
| 20 | Beenleigh | Coorparoo | Enoggera | Bald Hills |
| 21 | Helensvale | Strathpine | Caboolture | Beenleigh |
| 22 | Bald Hills | Salisbury | Mitchelton | Morningside |
| 23 | Bray Park | Cannon Hill | Strathpine | Corinda |
| 24 | Albion | Nundah | Woodridge | Burpengary |
| 25 | Burpengary | Enoggera | Darra | Bray Park |
| 26 | Taringa | International | Taringa | Ipswich |
| 27 | Strathpine | Petrie | Salisbury | Nerang |
| 28 | Wooloowin | Bray Park | Loganlea | Manly |
| 29 | Narangba | Geebung | Coopers Plains | Taringa |
| 30 | Zillmere | Auchenflower | Yeerongpilly | Wooloowin |
| 31 | Nundah | Albion | Corinda | Strathpine |
| 32 | Redbank | Zillmere | Albion | Narangba |
| 33 | Manly | Darra | Nundah | Redbank |
| 34 | Cleveland | Yeerongpilly | Geebung | Toombul |
| 35 | Graceville | Sunshine | Helensvale | Nundah |
| 36 | Auchenflower | Newmarket | Coorparoo | Zillmere |
| 37 | Nerang | Yeronga | Zillmere | Cleveland |
| 38 | Carseldine | Wooloowin | International | Enoggera |
| 39 | Cannon Hill | Oxley | Fairfield | Lawnton |
| 40 | Birkdale | Redbank | Wooloowin | Carseldine |
| 41 | Alderley | Bald Hills | Lindum | Cannon Hill |
| 42 | Lawnton | Coopers Plains | Sunshine | Alderley |
| 43 | Windsor | Loganlea | Cannon Hill | Grovely |
| 44 | Morayfield | Fruitgrove | Yeronga | Auchenflower |
| 45 | Ipswich | Bundamba | Goodna | Loganlea |
| 46 | Enoggera | Banoon | Windsor | Windsor |
| 47 | Coorparoo | Taringa | Kuraby | Graceville |
| 48 | Norman Park | Caboolture | Virginia | Morayfield |
| 49 | Toombul | Fairfield | Kingston | Booval |
| 50 | Booval | Mitchelton | Murarie | Domestic |
| 51 | Grovely | Altandi | Oxley | Sunnybank |
| 52 | Shorncliffe | Manly | Altandi | Dinmore |
| 53 | Wacol | Woodridge | Wynnum Central | Yeronga |
| 54 | Dinmore | Sunnybank | Bald Hills | South Bank |
| 55 | Gaythorne | Virginia | Sherwood | Coorparoo |
| 56 | Loganlea | Rocklea | Fruitgrove | Milton |
| 57 | Deagon | Wacol | Lawnton | Wilston |

Passenger Boardings & Alightings Ranking Passenger Load Survey 2009

| Ranking | Boardings | | Alightings | |
|---------|------------------|------------------|------------------|------------------|
| | Morning Peak | Afternoon Peak | Morning Peak | Afternoon Peak |
| | (Inbound) | (Outbound) | (Inbound) | (Outbound) |
| 58 | Sherwood | Dinmore | Rocklea | Birkdale |
| 59 | Yeronga | Carseldine | Wacol | Wacol |
| 60 | East Ipswich | Murarie | Bray Park | Sherwood |
| 61 | Coopers Plains | Hemmant | Morningside | Gaythorne |
| 62 | Fairfield | Goodna | Dinmore | Coopers Plains |
| 63 | Sunnybank | Gaythorne | Wilston | Fairfield |
| 64 | Wilston | Lawnton | Graceville | Deagon |
| 65 | Kuraby | Dakabin | Carseldine | Norman Park |
| 66 | Banyo | Sherwood | Bundamba | Kuraby |
| 67 | Coomera | Chelmer | Burpengary | Newmarket |
| 68 | Newmarket | Helensvale | Morayfield | Boondall |
| 69 | Wellington Point | Windsor | Moorooka | Coomera |
| 70 | Domestic | Nerang | Manly | Woodridge |
| 71 | Wynnum North | Kuraby | Ipswich | Yeerongpilly |
| 72 | Lindum | Wynnum Central | Sunnybank | Chelmer |
| 73 | Milton | Alderley | Deagon | Oxford Park |
| 74 | Ormiston | Kingston | Wynnum North | Wynnum Central |
| 75 | Wynnum Central | Runcorn | Narangba | East Ipswich |
| 76 | Woodridge | Burpengary | Hemmant | Wellington Point |
| 77 | Oxford Park | Moorooka | Banyo | Lindum |
| 78 | Geebung | Banyo | Runcorn | Banyo |
| 79 | Yeerongpilly | Wellington Point | Booval | Keperra |
| 80 | Runcorn | Gailes | Alderley | Landsborough |
| 81 | Altandi | Grovely | Thorneside | Altandi |
| 82 | Landsborough | Wynnum | Boondall | Ormiston |
| 83 | Boondall | Wilston | Banoon | Runcorn |
| 84 | South Bank | Ipswich | Bethania | South Brisbane |
| 85 | North Boondall | Graceville | Gailes | Shorncliffe |
| 86 | Fruitgrove | Birkdale | Landsborough | North Boondall |
| 87 | Chelmer | Landsborough | Norman Park | Wynnum North |
| 88 | Dakabin | Morayfield | Dakabin | Dakabin |
| 89 | Moorooka | Narangba | Chelmer | Thorneside |
| 90 | Kingston | Keperra | Wynnum | Fruitgrove |
| 91 | Keperra | Beerwah | Ormeau | Geebung |
| 92 | Thorneside | Ormeau | Gaythorne | Kingston |
| 93 | Banoon | Boondall | Grovely | Banoon |
| 94 | Murarie | Lota | Coomera | Moorooka |
| 95 | Buranda | Coomera | Edens Landing | Park Road |
| 96 | Salisbury | Ebbw Vale | Keperra | Trinder Park |
| 97 | Lota | Deagon | Bindha | Murarie |
| 98 | South Brisbane | Nudgee | Trinder Park | Ormeau |
| 99 | Trinder Park | Norman Park | Newmarket | Buranda |
| 100 | Riverview | Bindha | Birkdale | Lota |
| 101 | Ormeau | Sandgate | East Ipswich | Salisbury |
| 102 | Park Road | Holmview | Riverview | Riverview |
| 103 | Bundamba | Wynnum North | Nerang | Virginia |
| 104 | Ebbw Vale | Riverview | North Boondall | Bundamba |
| 105 | Wynnum | Oxford Park | Wellington Point | Dutton Park |
| 106 | Virginia | East Ipswich | Sandgate | Wynnum |
| 107 | Nudgee | Booval | Ebbw Vale | Ebbw Vale |
| 108 | Dutton Park | Ormiston | Lota | Nambour |
| 109 | Bethania | Trinder Park | Oxford Park | Doomben |
| 110 | Sunshine | Bethania | Elimbah | Bethania |
| 111 | Doomben | Thomas Street | Clayfield | Sunshine |
| 112 | International | Thorneside | Beerwah | Rocklea |
| 113 | Clayfield | Edens Landing | Ormiston | Nudgee |
| 114 | Edens Landing | Beerurrum | Mooloolah | Edens Landing |

**Passenger Boardings & Alightings Ranking
Passenger Load Survey 2009**

| Ranking | Boardings | | Alightings | |
|---------|------------------|------------------|------------------|------------------|
| | Morning Peak | Afternoon Peak | Morning Peak | Afternoon Peak |
| | (Inbound) | (Outbound) | (Inbound) | (Outbound) |
| 115 | Hendra | Tennyson | Nambour | Clayfield |
| 116 | Nambour | Glass House Mtns | Nudgee | Hemmant |
| 117 | Hemmant | Clayfield | Holmview | Gailes |
| 118 | Rosewood | Woombye | Glass House Mtns | Hendra |
| 119 | Rocklea | Karrabin | Palmwoods | Glass House Mtns |
| 120 | Gailes | Palmwoods | Eudlo | Beerwah |
| 121 | Glass House Mtns | North Boondall | Hendra | International |
| 122 | Beerwah | Elimbah | Ferny Grove | Rosewood |
| 123 | Holmview | Wulkuraka | Thomas Street | Palmwoods |
| 124 | Elimbah | Nambour | Cleveland | Holmview |
| 125 | Walloon | Mooloolah | Ascot | Elimbah |
| 126 | Palmwoods | Hendra | Wulkuraka | Ascot |
| 127 | Mooloolah | Ascot | Doomben | Mooloolah |
| 128 | Woombye | Ferny Grove | Tennyson | Woombye |
| 129 | Thomas Street | Robina | Beerburrum | Bindha |
| 130 | Ascot | Doomben | Domestic | Eudlo |
| 131 | Eudlo | Rosewood | Rosewood | Tennyson |
| 132 | Thagoona | Walloon | Karrabin | Walloon |
| 133 | Wulkuraka | Thagoona | Robina | Thomas Street |
| 134 | Karrabin | Shorncliffe | Walloon | Beerburrum |
| 135 | Beerburrum | Cleveland | Thagoona | Thagoona |
| 136 | Tennyson | Domestic | Shorncliffe | Wulkuraka |
| 137 | Bindha | Eudlo | Woombye | Karrabin |

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Passenger Boardings & Alightings Passenger Load Survey 2009

| Stations | Boardings | | Alightings | | Passenger Movements |
|------------------|--------------|----------------|--------------|----------------|---------------------|
| | Morning Peak | Afternoon Peak | Morning Peak | Afternoon Peak | |
| | (Inbound) | (Outbound) | (Inbound) | (Outbound) | |
| Albion | 877 | 97 | 137 | 837 | 1948 |
| Alderley | 685 | 25 | 35 | 553 | 1298 |
| Altandi | 381 | 50 | 71 | 311 | 813 |
| Ascot | 26 | 0 | 0 | 36 | 62 |
| Auchenflower | 731 | 209 | 137 | 550 | 1627 |
| Bald Hills | 923 | 47 | 97 | 828 | 1895 |
| Banoon | 293 | 21 | 84 | 248 | 646 |
| Banyo | 448 | 27 | 32 | 329 | 836 |
| Beenleigh | 972 | 190 | 222 | 804 | 2188 |
| Beerburum | 12 | 0 | 4 | 11 | 27 |
| Beerwah | 83 | 4 | 19 | 76 | 182 |
| Bethania | 162 | 20 | 7 | 122 | 311 |
| Bindha | 9 | 13 | 12 | 21 | 55 |
| Birkdale | 692 | 11 | 21 | 453 | 1177 |
| Boondall | 373 | 22 | 15 | 395 | 805 |
| Booval | 581 | 25 | 9 | 530 | 1145 |
| Bowen Hills | 990 | 2021 | 2116 | 935 | 6062 |
| Bray Park | 880 | 38 | 142 | 704 | 1764 |
| Bundamba | 193 | 35 | 86 | 166 | 480 |
| Buranda | 280 | 259 | 272 | 199 | 1010 |
| Burpengary | 825 | 33 | 32 | 742 | 1632 |
| Caboolture | 1345 | 137 | 79 | 1419 | 2980 |
| Cannon Hill | 696 | 66 | 175 | 565 | 1502 |
| Carseldine | 700 | 35 | 58 | 574 | 1367 |
| Central | 3378 | 29151 | 33738 | 3958 | 70225 |
| Chelmer | 333 | 18 | 45 | 371 | 767 |
| Clayfield | 127 | 4 | 2 | 96 | 229 |
| Cleveland | 748 | 0 | 0 | 605 | 1353 |
| Coomera | 440 | 15 | 15 | 382 | 852 |
| Coopers Plains | 485 | 102 | 93 | 428 | 1108 |
| Coorparoo | 598 | 80 | 203 | 475 | 1356 |
| Corinda | 975 | 100 | 347 | 750 | 2172 |
| Dakabin | 320 | 18 | 48 | 276 | 662 |
| Darra | 1429 | 108 | 121 | 1339 | 2997 |
| Deagon | 541 | 29 | 13 | 414 | 997 |
| Dinmore | 559 | 36 | 61 | 503 | 1159 |
| Domestic | 425 | 0 | 0 | 514 | 939 |
| Doomben | 146 | 0 | 0 | 131 | 277 |
| Dutton Park | 162 | 218 | 230 | 166 | 776 |
| Eagle Junction | 1264 | 254 | 450 | 1164 | 3132 |
| East Ipswich | 490 | 10 | 9 | 354 | 863 |
| Ebbw Vale | 188 | 6 | 13 | 143 | 350 |
| Edens Landing | 120 | 13 | 6 | 99 | 238 |
| Elimbah | 55 | 4 | 1 | 39 | 99 |
| Enoggera | 626 | 138 | 161 | 598 | 1523 |
| Eudlo | 21 | 1 | 0 | 18 | 40 |
| Fairfield | 477 | 72 | 75 | 425 | 1049 |
| Ferny Grove | 2163 | 0 | 0 | 1620 | 3783 |
| Fortitude Valley | 1036 | 4888 | 4757 | 1476 | 12157 |
| Fruitgrove | 336 | 44 | 92 | 270 | 742 |
| Gailes | 93 | 20 | 30 | 81 | 224 |
| Gaythorne | 544 | 15 | 48 | 431 | 1038 |
| Geebung | 385 | 87 | 142 | 263 | 877 |
| Glass House Mtns | 84 | 2 | 3 | 78 | 167 |
| Goodna | 1099 | 64 | 53 | 854 | 2070 |
| Graceville | 732 | 35 | 24 | 538 | 1329 |
| Grovely | 581 | 15 | 29 | 550 | 1175 |

**Passenger Boardings & Alightings
Passenger Load Survey 2009**

| Stations | Boardings | | Alightings | | Passenger Movements |
|----------------|--------------|----------------|--------------|----------------|---------------------|
| | Morning Peak | Afternoon Peak | Morning Peak | Afternoon Peak | |
| | (Inbound) | (Outbound) | (Inbound) | (Outbound) | |
| Helensvale | 959 | 84 | 43 | 985 | 2071 |
| Hemmant | 110 | 27 | 53 | 91 | 281 |
| Hendra | 118 | 1 | 0 | 79 | 198 |
| Holmview | 65 | 2 | 12 | 52 | 131 |
| Indooroopilly | 1582 | 494 | 756 | 1446 | 4278 |
| International | 133 | 73 | 157 | 65 | 428 |
| Ipswich | 629 | 32 | 25 | 694 | 1380 |
| Karrabin | 19 | 0 | 1 | 3 | 23 |
| Keperra | 306 | 13 | 19 | 322 | 660 |
| Kingston | 308 | 58 | 33 | 249 | 648 |
| Kuraby | 454 | 58 | 36 | 398 | 946 |
| Landsborough | 381 | 18 | 21 | 320 | 740 |
| Lawnton | 682 | 41 | 48 | 582 | 1353 |
| Lindum | 420 | 71 | 322 | 347 | 1160 |
| Loganlea | 542 | 103 | 92 | 547 | 1284 |
| Lota | 255 | 5 | 15 | 194 | 469 |
| Manly | 755 | 33 | 69 | 672 | 1529 |
| Milton | 420 | 433 | 477 | 473 | 1803 |
| Mitchelton | 1327 | 128 | 75 | 1245 | 2775 |
| Mooloolah | 44 | 2 | 0 | 35 | 81 |
| Moorooka | 313 | 33 | 32 | 234 | 612 |
| Morayfield | 651 | 33 | 20 | 537 | 1241 |
| Morningside | 984 | 38 | 206 | 791 | 2019 |
| Murarie | 281 | 55 | 56 | 204 | 596 |
| Nambour | 112 | 2 | 0 | 136 | 250 |
| Narangba | 762 | 29 | 19 | 652 | 1462 |
| Nerang | 717 | 9 | 36 | 687 | 1449 |
| Newmarket | 432 | 12 | 118 | 396 | 958 |
| Norman Park | 596 | 18 | 12 | 405 | 1031 |
| North Boondall | 347 | 8 | 1 | 309 | 665 |
| Northgate | 1152 | 347 | 400 | 1197 | 3096 |
| Nudgee | 167 | 2 | 13 | 100 | 282 |
| Nundah | 757 | 89 | 169 | 624 | 1639 |
| Ormeau | 230 | 16 | 17 | 203 | 466 |
| Ormiston | 417 | 3 | 8 | 311 | 739 |
| Oxford Park | 394 | 4 | 10 | 368 | 776 |
| Oxley | 1303 | 53 | 102 | 1116 | 2574 |
| Palmwoods | 45 | 1 | 1 | 56 | 103 |
| Park Road | 223 | 380 | 418 | 232 | 1253 |
| Petrie | 1726 | 228 | 148 | 1518 | 3620 |
| Redbank | 756 | 173 | 100 | 647 | 1676 |
| Riverview | 240 | 9 | 11 | 180 | 440 |
| Robina | 1084 | 0 | 0 | 1035 | 2119 |
| Rocklea | 102 | 40 | 65 | 109 | 316 |
| Roma Street | 3375 | 9613 | 9319 | 3514 | 25821 |
| Rosewood | 104 | 0 | 0 | 60 | 164 |
| Runcorn | 383 | 26 | 32 | 311 | 752 |
| Salisbury | 267 | 106 | 175 | 186 | 734 |
| Sandgate | 1099 | 6 | 12 | 1050 | 2167 |
| Sherwood | 539 | 45 | 46 | 450 | 1080 |
| Shorncliffe | 577 | 0 | 0 | 310 | 887 |
| South Bank | 350 | 1971 | 2790 | 475 | 5586 |
| South Brisbane | 252 | 1368 | 1751 | 311 | 3682 |
| Strathpine | 793 | 125 | 178 | 656 | 1752 |
| Sunnybank | 474 | 31 | 67 | 504 | 1076 |
| Sunshine | 152 | 66 | 119 | 113 | 450 |
| Taringa | 809 | 108 | 80 | 671 | 1668 |

**Passenger Boardings & Alightings
Passenger Load Survey 2009**

| Stations | Boardings | | Alightings | | Passenger Movements |
|------------------|--------------|----------------|--------------|----------------|---------------------|
| | Morning Peak | Afternoon Peak | Morning Peak | Afternoon Peak | |
| | (Inbound) | (Outbound) | (Inbound) | (Outbound) | |
| Tennyson | 12 | 0 | 3 | 16 | 31 |
| Thagoona | 20 | 0 | 0 | 9 | 29 |
| Thomas Street | 34 | 0 | 7 | 12 | 53 |
| Thorneside | 299 | 24 | 6 | 274 | 603 |
| Toombul | 594 | 214 | 343 | 626 | 1777 |
| Toowong | 1069 | 550 | 569 | 945 | 3133 |
| Trinder Park | 248 | 13 | 8 | 225 | 494 |
| Virginia | 169 | 58 | 67 | 176 | 470 |
| Wacol | 573 | 40 | 64 | 451 | 1128 |
| Walloon | 50 | 0 | 0 | 14 | 64 |
| Wellington Point | 427 | 8 | 30 | 348 | 813 |
| Wilston | 463 | 36 | 26 | 454 | 979 |
| Windsor | 661 | 61 | 42 | 544 | 1308 |
| Woodridge | 399 | 124 | 68 | 378 | 969 |
| Wooloowin | 764 | 72 | 103 | 669 | 1608 |
| Woombye | 36 | 0 | 2 | 23 | 61 |
| Wulkuraka | 19 | 0 | 1 | 4 | 24 |
| Wynnum | 182 | 16 | 26 | 157 | 381 |
| Wynnum Central | 407 | 48 | 36 | 363 | 854 |
| Wynnum North | 423 | 29 | 11 | 308 | 771 |
| Yeerongpilly | 384 | 101 | 120 | 374 | 979 |
| Yeronga | 505 | 65 | 110 | 487 | 1167 |
| Zillmere | 760 | 77 | 133 | 617 | 1587 |
| Total | 75089 | 57191 | 65231 | 67748 | 265259 |

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End of Report