2024-25 Annual Performance Report

Queensland Rail Access Undertaking 2

December 2025

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Overview

Queensland Rail's regional network spans more than 5,700km of track and comprises eight major rail networks that convey freight and passenger services across Queensland to support the state's economy in the mining, agriculture, construction, wholesale and retail sectors, and tourism.

2024-25 highlights:

- moved over 13.9 million tonnes of freight
- earned $238.9 million in external access revenue[1]
- $213.9 million to maintain the West Moreton, North Coast Line and Mount Isa Line systems[2]

Background

In 2024-25 access to Queensland Rail's below rail infrastructure was regulated by Queensland Rail's Access Undertaking 2 (AU2), approved by the Queensland Competition Authority (QCA).

Queensland Rail contracts with third party train operators and some end customers to provide access to its rail infrastructure. As at 30 June 2025, there were four main third-party freight rail operators operating on the regional rail network- Aurizon, Pacific National, Qube Logistics and Watco Australia.

AU2 Reporting Requirements

AU2 contains a range of reporting requirements to provide third party train operators, end customers and interested stakeholders with information about the performance of Queensland Rail's below rail infrastructure.

AU2 requires Queensland Rail to prepare an Annual Performance Report within six months of the end of the subject year.

Consistent with clause 5.2 of AU2, this report provides information about:

- Queensland Rail's compliance with the negotiation process requirements of AU2 for 2024-25
- maintenance, operating and capital expenditure for the West Moreton system for 2024-25 and commentary that explains differences between actual expenditure and forecast expenditure
- maintenance, operating and capital expenditure for the Mount Isa Line, North Coast Line and Metropolitan systems
- volumes moved on the networks by commodity, where appropriate.

2024-25 Below Rail Financial Statements

Clause 5.3.1(a) of AU2 requires Queensland Rail to publicly release Financial Statements for the preceding year within six months of the end of financial year. The 2024-25 Below Rail Financial Statements are available on the Queensland Rail website.

The financial information presented in this Annual Report has been prepared consistent with the 2024-25 Below Rail Financial Statements. The 2024-25 Below Rail Financial Statements provide more information about the revenue and expenditure for Queensland Rail's overall below rail activities including details for the West Moreton system, North Coast Line and Mount Isa Line and rest of the below rail network.

[1] Queensland Rail all networks Access Billing invoiced excludes other revenue

[2] Actual infrastructure maintenance costs as reported for those systems, excludes Derailment/Collision/Flood repairs.

Map 1: Queensland Rail's Regional Rail Network



QueenslandRail

2024-25 Negotiation Process

Queensland Rail is required to report on a range of measures across the access negotiation process, including capacity information requests, access applications, Indicative Access Proposals (IAPs), negotiation cessation notices and access agreements. These performance measures capture the negotiation process of access rights to Queensland Rail's regional network[3] excluding the standard gauge track.

Performance Measures

1. Request for Capacity Information		
Capacity Information provided by Queensland Rail	Number of requests	0
	Average business days to provide information	N/A
2. Access Applications		
Access Applications acknowledged within 5 Business Days[4]	Number of Access Applications	21
	% of Access Applications	91%
Access Applications not acknowledged within 5 Business Days	Number of Access Applications	2
	Average Delay (Business Days)	1
3. Pre-Negotiations		
Indicative Access Proposals (IAP) provided within 20 Business Days or within the agreed extension timeframe	Total Number	23
Number of notice of intentions to negotiate[5] provided by an Access Seeker within the following timeframes from the date of Queensland Rail issuing the IAPs	Within 10 Business Days	14
	Between 10 and 20 Business Days	3
	Between 21 and 40 Business Days	6
	More than 40 Business Days	2
4. Disputes		
Disputes referred to the agreed dispute resolution process	Number	0
Disputes referred to the agreed dispute resolution process and determined in favour of the Access Seeker	Number	N/A
5.		
Access Applications where Queensland Rail has issued a Negotiation Cessation Notice	Number	0
Percentage of Access Applications in which a Negotiation Cessations Notice was issued	%	0
6. Access Agreements		
Access Agreements executed by Queensland Rail	Number	22[6]
The number of Access Agreements (excluding agreements which extend or renew an Access Holder's Access Rights that existed immediately prior to execution of the agreement) executed by Queensland Rail for which the negotiation period was:	3 months or less	0
	more than 3 months but not more than 6 months	1
	more than 6 months but not more than 12 months	1
	more than 12 months	0

[3] All Queensland Rail freight systems excluding the standard gauge network.

[4] This information includes acknowledgements responding to the receipt of a properly completed Access Application and to the additional or clarified information sought by Queensland Rail under clause 2.3.1 in respect of an Access Application.

[5] A written notice provided by an Access Seeker under clause 2.5.1 of their intention to proceed with an Access Application on the basis of an IAP.

[6] Access Agreements executed includes all Access Agreements signed for the financial year. This includes extensions (including short term) and amendments to existing agreements which may not have required the submission of an Access Application and for which an IAP would not have been required.

West Moreton System

The West Moreton system is 321 km of corridor track that runs from Rosewood to Miles. The key commodities carried on the system are coal and grain. The Westlander long distance passenger service operates two return services per week from Brisbane to Charleville and traverses the West Moreton system.

Coal-carrying train services travelling through the West Moreton system – and then via the Metropolitan system to the Port of Brisbane – is the only freight service the QCA sets reference tariffs for.

As part of its approval of AU2, the QCA approved what it considered to be the efficient costs of providing services, which includes maintenance and operating expenditure allowances, as well as estimated capital expenditure included in ceiling reference tariffs as a capital indicator.

AU2 requires Queensland Rail to report on actual expenditure for the relevant financial year against the QCA's estimates of the efficient costs for the year. The QCA cost estimates have been escalated to $2024-25 applying the assumed 2.38 per cent per annum escalation included in AU2.

Maintenance

Total maintenance costs

Queensland Rail's total maintenance costs on the West Moreton system for 2024-25 were $30.2 million compared to AU2's maintenance allowance of $15.9 million.

West Moreton QCA allowance and actual maintenance costs 2024-25 ($ million - rounded)

Maintenance	AU2 Allowance	Actual
Track	12.3	22.1
Structures	2.2	3.0
Trackside Systems	1.3	4.5
Facilities	0.1	-
Derailment / collision / flood repairs	-	0.5
Other	-	-
Total	**15.9**	**30.1**

Source: QCA, Queensland Rail

Notes:

1. The AU2 Queensland Rail direct cost base for West Moreton was developed on a basis of 2.1 million tonnes per annum of coal compared to actual railings in 2024-25 of approximately 5.3 million tonnes (see *Volumes* section on page 9 for more detail).
2. Several common network maintenance activities have a correlation between cost, activity and volume.
3. Year on year Queensland Rail's AU2 West Moreton maintenance allowance reduces commencing 2022-23.
4. For more information, please see the QCA's Final Decision on AU2 as well as supplementary material.

Track

Track maintenance includes rail, ballast, sleepers and formation. Expenditure on track maintenance in 2024-25 was $9.8 million higher than the QCA forecast maintenance allowance of $12.3 million.

The higher costs were driven by:

- increased maintenance on ageing assets
- price inflation for materials and labour
- large scale repairs to various sites on the Toowoomba Range and west of Toowoomba at black soil locations
- level crossing works
- system restressing works
- targeted risk mitigation works at previous derailment sites.

Actual track maintenance activity scope 2024-25

Activity	Actual
Mechanised resurfacing – Mainline (track km)	156.000km
Mechanised resurfacing – Turnouts (number)	7
Ballast undercutting	1.185 km
Ballast maintenance	3,468 m^3
Rail renewal	1.185 km
Rail stress adjustment	13.621 km
Rail grinding (Mainline)	26.985 km
Rail grinding (Turnouts)	15

Source: Queensland Rail

Notes:

1. Detailed AU2 Final Decision 2.1mtpa track maintenance scopes for 2024-25 were not available to Queensland Rail at the time of publication.
2. The AU2 Queensland Rail direct cost base for West Moreton was developed on a basis of 2.1 million tonnes per annum of coal compared to actual railings in 2024-25 of approximately 5.3 million tonnes (see Volumes section on page 9 for more detail).
3. Several common network maintenance activities have a correlation between cost, activity and volume.
4. Year on year Queensland Rail's AU2 West Moreton maintenance allowance reduces commencing 2022-23.
5. For more information, please see the QCA's Final Decision on AU2 as well as supplementary material.

Trackside systems

Trackside system assets include signalling (interlocking, train detection, level crossings and power supplies) and telecommunications (radio and transmission).

Trackside system costs were $4.6 million in 2024-25, compared to the $1.3 million QCA maintenance allowance. The higher trackside maintenance costs were due to increased corrective maintenance on ageing signalling assets as well as price inflation of materials and labour.

Structures

Structures include bridges (concrete, steel, or timber) and culverts/drains. Bridge maintenance includes ongoing asset inspections and repairs.

Maintenance costs relating to structures on the West Moreton system were $0.8 million higher than the QCA allowance of $2.2 million for 2024-25 with marginally higher expected maintenance on timber bridges throughout the system.

Facilities/other

Facilities costs are for the maintenance of water, power and lighting facilities in below rail yards and the maintenance of infrastructure depots and associated amenities. Costs were $0.1 million lower than the QCA allowance for 2024-25.

Derailment/Floods/Third party damage

No amount is allocated specifically for derailments, flooding, or third-party damage in the QCA maintenance cost allowances.

A total of $0.5 million was spent on flooding repairs during 2024-25 following large-scale summer weather events impacting the system.

Operating Expenditure

Queensland Rail's total operating expenditure allowance for 2024-25 as determined by the QCA was $7.9 million. This compares to actual operating expenditure of $15.4 million.

West Moreton QCA allowance and actual operating expenditure by category 2024-25 ($ million - rounded)

Operating Expenses	AU2 Allowance	Actual
Train Control (Train Operations Management)	3.8	7.1
Other Expenses	3.2	4.4
Corporate Overhead	0.9	3.9
Total	**7.9**	**15.4**

Source: QCA, Queensland Rail

Notes:

1. The AU2 Queensland Rail direct cost base for West Moreton was developed on a basis of 2.1 million tonnes per annum of coal compared to actual railings in 2024-25 of approximately 5.3 million tonnes (see *Volumes* section on page 9 for more detail).
2. AU2 allowances for Other Expenses and Corporate Overhead were determined on a benchmarked percentage of the approved direct cost base for West Moreton.
3. For more information, please see the QCA's Final Decision on AU2 as well as supplementary material.

The higher actual operating expenditure in 2024-25 compared to the QCA's efficient cost estimate was due to:

- Disposal of $0.4 million of assets following capital replacement.
- Higher than forecast coal volumes on the system driving higher shares of costs in other expenses and corporate overhead.

Capital Investment

Total capital investment for 2024-25 on the West Moreton system was $48.8 million (excluding the allocation of network wide projects). Major expenditure projects included:

West Moreton system major capital expenditure 2024-25 ($ million)

Project	Actual
Reconditioning (Stage 2, Koomi to Jondaryan)	26.5
Formation Strengthening	11.6
Telecoms Copper Cable (Rangeview)	2.2
Reconditioning	2.1
Bridge Renewals	1.4
Other (various)	5.0
Total	**48.8**

Source: Queensland Rail

Notes:

1. Capital expenditure differs to the treatment of the QCA's assessment of capital expenditure which reflects assets commissioned in a financial year.

Regulated Asset Base (RAB) Roll-Forward

Schedule E of AU2 sets out the process for the roll-forward of the West Moreton system Regulated Asset Base (RAB) including the process for the QCA's annual review of the prudency of scope, standard of works and cost of projects to be included in the RAB for the preceding financial year.

On 26 June 2025 the QCA confirmed the West Moreton RAB was valued at $548.2 million as at 30 June 2024.

Volumes

Approximately 5.7 million tonnes were moved on the West Moreton system in 2024-25, with the West Moreton system also connecting to the South Western and Western systems.

West Moreton system volumes 2024-25 (by commodity)

Commodity	Train paths	Net Tonnes ('000s)[7]	Gtk (million)
Agriculture[8]	553	404	115
Coal	5,245	5,263	2,199
Passenger/Charter	241	N/A	15
Other	126	5	9
Total	**6,165**	**5,672**	**2,338**

Source: Vizirail, Queensland Rail Billing

[7] Net tonnes measured on the Rosewood to Toowoomba corridor

[8] Agriculture includes livestock and grain

Other Systems

Queensland Rail also reports on a range of measures for major Regional Network where there is no reference tariff. Measures include:

- maintenance costs of the Regional Network and scope of maintenance performed
- operating costs of the Regional Network
- the capital investment in the previous financial year and expected capital investments over the next four years
- volumes for non-passenger Train Services including aggregate Train Paths, aggregate net tonnes; and aggregate GTKs, broken down by commodity where appropriate. For passenger Train Services, the aggregate Train Paths used by those Train Services.

The 2024-25 Below Rail Financial Statements provides more detail about the revenue and expenditure for the major Regional Networks. The statements are prepared consistent with the Costing Manual 2020.

Maintenance

Total maintenance costs

Maintenance costs by major system and category of work performed are shown below.

Maintenance costs by regional network 2024-25 ($ million - rounded)

	Mount Isa Line	North Coast Line	Metropolitan
Track	38.9	72.9	110.5
Trackside Systems	5.3	38.0	84.5
Structures	2.4	26.6	21.8
Derailment/flood repairs	3.0	10.6	2.4
Facilities	-	-	1.3
Other	-	-	0.4
Total	**49.6**	**148.1**	**220.9**

Source: Queensland Rail

Trackside Systems

Trackside system assets include signalling (interlocking, train detection, level crossings and power supplies) and telecommunications (radio and transmission).

The main activities performed in 2024-25 were periodic inspections and general repairs, including the replacement of defective components.

Structures

Structures include bridges (concrete, steel or timber) and culverts/drains. The main structures-related activities performed in 2024-25 were:

- repair and painting of steel bridges
- periodic inspections
- general repairs, including replacement of defective components
- bridge component replacement including piers.

Facilities

Facilities costs are for the maintenance of water, power and lighting facilities in below rail yards and the maintenance of infrastructure depots and associated amenities. The main activities performed in 2024-25 were the periodic inspections and general repairs, including the replacement of defective components.

Track

The table below shows the estimated scope of maintenance by major function in 2024-25.

Track maintenance scope by major function 2024-25

	Mount Isa Line	North Coast Line	Metropolitan
Mechanised resurfacing			
Mainline (km)	466.471 km	470.303 km	178.000 km
Turnouts (number)	9	38	161
Ballast maintenance			
m^3	46,939 m^3	20,921 m^3	3,037 m^3
Ballast undercutting			
Distance (km)[9]	14.32 km	1.840 km	6.730 km
Rail renewal			
Distance (km)[10,11]	0.960 km	0.373 km	4.450 km
Rail stress adjustment			
Distance (km)	24.26 km	2.208 km	-
Rail grinding			
Mainline (track km)	253.94 km	219.785 km	681.979 km
Turnouts (number)	35.5	49	281

Source: Queensland Rail

Operating Costs

The table below shows operating expenditure by Regional Network for 2024-25.

Operating expenditure costs by Regional Network 2024-25 ($ million - rounded)

	Mount Isa Line	North Coast Line	Metropolitan
Train operations management	6.6	17.0	40.1
Other expenses	10.6	17.1	52.3
Corporate overheads	10.3	18.1	37.1
Total	**27.5**	**52.2**	**129.5**

Source: Queensland Rail

[9] Km which is not resurfacing

[10] Maintenance only

[11] In the Metropolitan system, rail renewal is recognised as capital expenditure

Capital Expenditure

The table below provides a summary of capital investment in below rail infrastructure (excluding stations and platforms) for 2024-25 and forecast capital expenditure for 2025-26 to 2028-29.

Actual and forecast capital expenditure by Regional Network — 2024-25 to 2027-28 ($ million - rounded)

Regional Network	Act 24-25	Bud 25-26	Bud 26-27	Bud 27-28	Bud 28-29
Mount Isa Line	40.0	20.2	23.7	19.2	20.5
North Coast Line	91.5	131.1	161.4	183.3	167.0
Metropolitan	443.9	582.2	644.4	260.2	263.0

Source: Queensland Rail

Notes:

1. Mount Isa Line includes planned pipeline capital investment including track renewals, culvert renewals and level crossing upgrades.
2. North Coast Line includes ongoing timber bridge replacement and upgrades, culvert and track upgrades, signalling and connection works, as well as formation and turnout renewals.
3. Metropolitan system forecast includes large transformation and investment projects including ETCS, signalling integration works as well as a various track and civil. Several of these projects finalise in 2026-27.

Major projects completed by system are shown in the table below.

Major capital expenditure projects actual 2024-25

Project	$ million
Mount Isa Line	
Track asset works	20.6
Track renewals stage 3	10.0
Ballast undercutting	3.4
Julia Creek siding	3.3
Remote monitoring	1.8
North Coast Line	
Torbanlea connection works	18.1
Trackwork Townsville North	13.4
Signalling renewals Portsmith and Cairns	8.6
NCL North formation renewals	7.3
Alligator Creek Bridge upgrade	6.4
Metropolitan	
Signalling integration works	144.3
ETCS L2 – Inner City	129.5
ETCS L2 – Beenleigh to Varsity Lakes	57.8
Caboolture Corinda feeder station renewals	22.3
Inner City signalling upgrades	17.6

Source: Queensland Rail

Volumes

Freight on the Mount Isa Line and the North Coast Line may travel through multiple corridors on a single journey. Best estimates have been made of net tonnes transported and train paths by selecting representative sections within the systems.

Mount Isa Line

Approximately 4.1 million tonnes of freight were moved on the Mount Isa Line in 2024-25, with Mount Isa, Cloncurry and Phosphate Hill being the main origin / destinations. Estimated net tonnes railed by corridor are shown below.

2024-25 Estimated net tonnes by commodity ('000 tonnes)

Commodity	Stuart to Cloncurry	Cloncurry to Flynn	Flynn to Mount Isa	Flynn to Phosphate Hill
Industrial products and metals	2,033	2,004	1,584	1,787
Minerals concentrate	1,357	655	664	-
Agriculture	12	-	-	-
Other	26	5	3	1
Total	**3,428**	**2,664**	**2,251**	**1,788**

Source: Vizirail

Notes:
1. Industrial products and metals includes acid, fertiliser, intermodal freight (mining inputs/outputs) and metals
2. Agriculture includes livestock

2024-25 Train paths by commodity

Commodity	Stuart to Cloncurry	Cloncurry to Flynn	Flynn to Mount Isa	Flynn to Phosphate Hill
Industrial products and metals	1,162	1,606	1,534	2,157
Minerals concentrate	738	352	358	-
Agriculture	85	-	-	-
Long distance passenger	182	176	176	-
Other	126	30	22	7
Total	**2,293**	**2,164**	**2,090**	**2,164**

Source: Vizirail

2024-25 Gross tonne kilometres (million)

Commodity	Gtk (million)
Industrial products and metals	3,413
Minerals concentrates	2,028
Agriculture	74
Long distance passenger	46
Other	34
Total	**5,594**

Source: Vizirail

North Coast Line

Over 4.1 million tonnes of freight are estimated to have moved on the North Coast Line in 2024-25 with containerised freight accounting for over half of volumes. Estimated net tonnes by corridor are shown below.

2024-25 Estimated net tonnes by commodity ('000 tonnes)

Commodity	Bundaberg to Parana	Gladstone to Mackay	Mackay to Townsville	Townsville to Cairns
Containerised freight	2,362	2,131	1,639	697
Agriculture	11	222	1,790	-
Other	8	22	6	22
Total	**2,381**	**2,375**	**3,435**	**719**

Source: Vizirail

Notes:

1. Net tonnes on the North Coast Line excludes freight from the Mount Isa Line in transit from Stuart to the Port of Townsville (14 km)
2. Agriculture includes bulk sugar, livestock and grain, but excludes fruit, vegetables and containerised meat

2024-25 Train paths by commodity

Commodity	Bundaberg to Parana	Gladstone to Mackay	Mackay to Townsville	Townsville to Cairns
Containerised freight	3,289	3,202	2,329	440
Agriculture	87	370	2,795	-
Long distance passenger	1,668	425	410	708
Other	40	649	44	935
Total	**5,084**	**4,646**	**5,578**	**2,083**

Source: Vizirail

2024-25 Gross tonne kilometres (million)

Commodity	Gtk (million)
Containerised freight	4,695
Agriculture	409
Long distance passenger	394
Other	30
Total	**5,528**

Source: Vizirail

Metropolitan

Approximately 8.4 million tonnes of freight were moved on the Metropolitan system in 2024-25, with the North Coast Line and West Moreton connecting to the Metropolitan system.

The Metropolitan system principally moves coal and grain from west and south-west Queensland and connects containerised general freight and agricultural movements north and south. Estimated net tonnes transported are shown below.

2024-25 Net tonnes ('000 tonnes)

Commodity	Net tonnes ('000s)
Containerised freight	2,733
Coal	5,263
Agriculture	358
Other	32
Total	**8,387**

Source: Vizirail, Queensland Rail Billing

2024-25 Train paths by commodity

Commodity	Caboolture to Nambour	Corinda to Ipswich	Dutton Park to Fisherman Islands
Containerised freight	3,286	-	560
Coal	-	5,245	5,245
Agriculture	86	595	494
Long distance passenger	1,645	303	27
Other	52	311	256
Total	**5,069**	**6,454**	**6,582**

Source: Vizirail, Queensland Rail Billing

2024-25 Gross tonne kilometres (million excluding Citytrain services)

Commodity	Gtk (million)
Containerised freight	567
Coal	754
Agriculture	73
Long distance passenger	65
Other	8
Total	**1,468**

Source: Vizirail, Queensland Rail Billing

Attachments

Negotiation Process Performance measures explained

Performance Measure 1—Requests for Capacity Information Clause 5.2.2 (a)

Clause 2.1.2(b) of AU2 states that a prospective Access Seeker may give a written request to Queensland Rail for relevant Capacity Information and Queensland Rail will make available that Capacity Information within ten Business Days after receiving that request.

Performance Measure 2—Access Applications Clause 5.2.2 (b)—(c)

This measure reports the number and percentage of Access Applications acknowledged in accordance with AU2 and within the applicable timeframe nominated in clause 2.3.2.

Clause 2.3.2 of AU2 requires that, within five Business Days after the later of the receipt of:

a. an Access Application; or
b. the additional or clarified information required under clause 2.3.1 in respect of that Access Application,
c. Queensland Rail will give the Access Seeker a written acknowledgement of receipt of the Access Application.

Requests for additional information or clarification by Queensland Rail under clause 2.3.1 of AU2 are not included in this KPI.

The calculation of the 'average delay' excludes the first five business days where the Access Application acknowledgement was still on time, with the calculation only including the additional days after the on-time period. This provides the average business day delay.

Performance Measure 3—Pre Negotiations Clause 5.2.2 (d)

Clause 2.4.1 of AU2 sets a time period of 20 Business Days in which Queensland Rail is to provide an Indicative Access Proposal after acknowledging a completed Access Application.

Clause 2.5.1 of AU2 provides that if an Access Seeker intends to start the negotiation process and proceed with its Access Application on the basis of the relevant Indicative Access Proposal, it must provide Queensland Rail written notice of its intention to do so as soon as reasonably possible.

This measure indicates the number of Indicative Access Proposals provided by Queensland Rail within 20 Business Days as well as the time taken for the relevant Access Seekers to provide their notice of their Intention to Negotiate.

Performance Measure 4—Disputes 5.2.2 (e)

This measure reports on total disputes in the subject Year and the number of these where the Access Seeker has been successful. Refer to clause 6.1 of AU2 for detailed information on the dispute resolution process.

Performance Measure 5—Cessations Clause 5.2.2 (f)

Clause 2.8.1(a) of AU2 provides a number of scenarios in which Queensland Rail may at any time give an Access Seeker notice that it does not intend to enter into an Access Agreement with the Access Seeker (a Negotiation Cessation Notice).

This measure indicates the number and percentage of Negotiation Cessation Notices provided by Queensland Rail. Examples of where a Negotiation Cessation Notice may be given include where, Queensland Rail (acting reasonably) is of the opinion that:

a. there is no reasonable likelihood of material compliance by the Access Seeker with the terms and conditions of an Access Agreement; or
b. the Access Seeker has no genuine intention of obtaining, or has no reasonable likelihood of using, the Access Rights requested.

Refer to clause 2.8 of AU2 for information relating to the negotiation cessation process.

Performance Measure 6—Access Agreements Clause 5.2.2(g)—(h)

This measure shows the total number of Access Agreements executed by Queensland Rail.

The measure shows number of new Access Applications that have resulted in an Access Agreement being executed by Queensland Rail and the negotiation period for the execution. This measure does not include agreements which extend or renew an Access Holder's Access Rights that existed immediately prior to execution of the agreement.

Definitions

Where a term is capitalised and is not included in the below definitions it is taken to have the definition in AU2

Access means the non-exclusive right to use a specified part of the Network for the purpose of operating Train Services.

Access Agreement means an agreement between Queensland Rail and an Access Holder for the provision of Access.

Access Application means a request for Access Rights by an Access Seeker that includes:

(a) the information referred to under Schedule B of AU2; and

(b) all additional or clarified information required by Queensland Rail through the acknowledgement of an Access Application processed described in Section 2.3 of AU2.

Approved Capital Expenditure means all capital expenditure accepted into a Regulatory Asset Base by the QCA in accordance with clause 2.1(a) of Schedule E of AU2.

AU2 means Queensland Rail's Access Undertaking 2.

Below Rail Financial Statements has the same meaning as Financial Statements in AU2.

Below Rail Services means the activities associated with the ownership, provision and management of the Network, including:

(a) the construction, maintenance and renewal of Network assets including to ensure that the Network is provided to the standard required to meet Queensland Rail's obligations to each Network Participant; and

(b) the network management services required for the safe operation of Train Services on the Network including:
- Network Control; and
- the implementation of procedures and systems, including supporting communications systems, for the safe operation of Train Services and protection of work sites on the Network,

and **Below Rail** has a similar meaning.

Capacity Information means the information referred to under Schedule A of AU2.

Capital Indicator means the annual capital expenditure allowance approved by the QCA for the purpose of assessing the relevant Reference Tariff.

CPI means the Consumer Price Index: All Groups – Brisbane (Australian Bureau of Statistics Publication No.6401.0) as published by the Australian Bureau of Statistics (or other successor, authority or instrumentality having jurisdiction in the matter).

Customer means a person that the Access Holder or Access Seeker is providing or intending to provide Train Services (as a Rolling Stock Operator) for or on behalf of.

Customer Access Seeker means, where there are Competing Access Seekers and one of those Access Seekers (Principal Access Seeker) is the Customer for the other Competing Access Seekers, the Principal Access Seeker.

Dispute means, any dispute, complaint or question arises between Queensland Rail and an Access Seeker in relation to any provision of AU2.

Gtk means the gross tonne kilometres attributed to the relevant Train Service, being the total gross weight (in tonnes) of the Rolling Stock utilised in the relevant Train Service (including all goods, products, persons or matter carried) multiplied by the distance (in kilometres) travelled by the Train Service, as calculated in accordance with the relevant Access Agreement.

Indicative Access Proposal means a non-binding written response from Queensland Rail to an Access Application which includes the information set out in clause 2.4.2 of AU2.

Metropolitan System means that part of the Network bounded to the north by (and including) Nambour station and to the west by (and including) Rosewood and including all branch lines comprised in that part of the Network.

Mount Isa Line System means that part of the Network bounded to the east by (and including) Stuart and to the west by (and including) Mount Isa and including all branch lines comprised in that part of the Network.

Negotiation Cessation Notice means a notice to an Access Seeker that it does not intend to enter into an Access Agreement with the Access Seeker pursuant to the relevant Access Application.

Network means the rail transport infrastructure (as defined in the TIA) the use of which is taken, pursuant to section 250(1)(b) of the QCA Act, to be a service declared under Part 5, Division 2 of the QCA Act (but excluding any rail transport infrastructure (as defined in the TIA) the use of which is referred to in section 249(2) of the QCA Act).

North Coast Line System means those parts of the Network bounded to the south by (and including) Nambour station, to the north by (and including) Cairns and to the west by (but excluding) Stuart and including all branch lines comprised in that part of the Network. The North Coast Line System excludes the sections between Parana and Rocklands Durroburra to Kaili.

nt means the net tonnes attributed to the relevant Train Service, being the total gross weight (in tonnes) of the Rolling Stock, when loaded, utilised in the relevant Train Service (including all goods, product, persons or matter carried) less the weight of such Rolling Stock (in tonnes) when empty, as calculated in accordance with the relevant Access Agreement.

QCA means the Queensland Competition Authority as established under the QCA Act.

Queensland Rail means Queensland Rail Limited ACN 132 181 090.

Railway Manager means an Accredited rail infrastructure manager (as defined in the RNSL).

Reference Tariff means an Access Charge, calculated in accordance with Schedule D of AU2, applicable for a specified Reference Train Service.

Regulatory Asset Base means the asset value accepted by the QCA for the purpose of developing a Reference Tariff, as maintained by Queensland Rail in accordance with clause 3.8 of AU2.

Renewal means, in relation to an Access Holder's Access Rights that are to expire, the Renewal Access Seeker entering into an Access Agreement to hold or continue to hold Access Rights for a further term commencing immediately after the expiry of the relevant Access Rights that have the same origin and destination, require the same or less Train Path requirements and otherwise are substantially equivalent to the relevant Access Holder's Access Rights immediately prior to their expiry, subject to any variation referred to in clause 3.3(f) of AU2.

Renewal Access Seeker means, in relation to an Access Holder's Access Rights that are to expire:

(a) the Access Holder;
(b) an Access Holder's Rolling Stock Operator; or
(c) another Rolling Stock Operator competing for the relevant Access Rights.

Renewal Application means an Access Application by a Renewal Access Seeker solely for a Renewal.

Rolling Stock means rolling stock (as defined under the RNSL) that operates on or uses Track.

Rolling Stock Operator means a rolling stock operator (as defined under the RNSL) who operates or will operate Rolling Stock on the Network.

Track means that part of the Network comprising the rail, ballast, sleepers and associated fittings.

Train means any self-propelled configuration of Rolling Stock operating as a unit on Track.

Train Path means the use of a specified portion of the Network, which may include multiple sections in sequential order, at a specified time.

Train Service means a Train operating on the Network from a specified origin to a specified destination.

Undertaking means a document created by Queensland Rail and approved by the QCA, which provides a framework to manage negotiations with Access Seekers for access to Queensland Rail's rail infrastructure for the purpose of operating train services.

West Moreton system means that part of the Network comprising the rail corridor from (and including) Rosewood to Miles, excluding all branch lines not directly connecting coal mine loading facilities to that rail corridor.

Year means the period of 12 months commencing 1 July.

QueenslandRail

CEO Responsibility Statement
Annual Performance Report

2024-25 Financial Year

Clause 5.2.1 of Queensland Rail's Access Undertaking 2 (**AU2**) requires Queensland Rail to publicly release an annual report about performance of a range of matters as set out in Clause 5.2.2 of AU2.

Clause 5.2.1(c) requires that the annual performance report (the **Report**) be accompanied by a responsibility statement (**Responsibility Statement**) signed by the Chief Executive Officer (**CEO**) of Queensland Rail. Queensland Rail has completed the Report for the 2024-25 financial year.

Report Assumptions

1. Information about the negotiation process under Clauses 5.2.2 (a) to (h) is based on the information and explanations given by management, and a system of internal control that provides reasonable assurance that records related to the negotiation of access agreements may be relied on for the preparation of the Annual Performance Report.

2. Information about the maintenance, operating and capital investment costs Clauses 5.2.2 (i) to (j) has been prepared reflecting information in the Below Rail Financial Statements, which have been subject to external audit, consistent with the requirements of the Costing Manual 2020.

3. Capital investment costs for the system summary includes direct investment in the system only. It does not include an allocation of network-wide and corporate enabling capital investment or adjustments for non-material operational expenditure which are separately accounted for in the Statement of Investments with the Below Rail Financial Statements.

4. Information about the scope of maintenance performed on the Metropolitan, North Coast Line and Mount Isa Line clause 5.2.2 (j)(i) is based on best available information. However, as there is no single system which collects the information required by the Queensland Competition Authority — the information provided is the best estimate in some circumstances.

Certificate of Queensland Rail Limited

Subject to the qualification set out in 3 above, this Report has been prepared in accordance with clauses 5.2.1 and 5.2.2 of Queensland Rail's Access Undertaking 2, approved by the Queensland Competition Authority on 1 July 2020.

[redacted]

Kat Stapleton
Chief Executive Officer

11 December 2025