

**Queensland Rail's  
Public Quarterly Performance Report**

**First Quarter 2023/2024**

1/07/23 to 30/09/23



# Queensland Rail Performance Measures

## Queensland Rail Performance Measures

Quarterly Data - 1/07/23 to 30/09/23

		System						
		Product Group	Measure	West Moreton (a)	Mount Isa Line (b)	North Coast Line (c)	Metropolitan (d)	
<b>1. On-time Running</b>								
Services that reached their destination within Allotted Time Threshold	Coal	Number	1,021	0	0	659		
		%	83.96	0.00	0.00	81.56		
	Bulk Minerals	Number	0	56	58	0		
		%	0.00	56	55.77	0.00		
	Freight	Number	203	537	2,536	1,121		
		%	87.88	67.55	74.9	83.1		
	Long Distance Passenger	Number	49	29	258	272		
		%	100	60.42	67.36	71.96		
	Services that did not reach their destination within Allotted Time Threshold.	Attributable solely to Queensland Rail as Railway Manager	Coal	Number	0	0	0	0
				%	0.00	0.00	0.00	0.00
Bulk Minerals			Number	0	0	0	0	
			%	0.00	0.00	0.00	0.00	
Freight			Number	0	0	2	0	
			%	0.00	0.00	0.06	0.00	
Long Distance Passenger		Number	0	0	0	1		
		%	0.00	0.00	0.00	0.26		
Attributable solely to an Access Holder or Nominated Rolling Stock Operator		Coal	Number	0	0	0	0	
			%	0.00	0.00	0.00	0.00	
		Bulk Minerals	Number	0	0	6	0	
			%	0.00	0.00	5.77	0.00	
		Freight	Number	0	1	25	0	
			%	0.00	0.13	0.74	0.00	
Long Distance Passenger		Number	0	0	0	0		
		%	0.00	0.00	0.00	0.00		
Due to any other reason		Coal	Number	195	0	0	149	
			%	16.04	0.00	0.00	18.44	
	Bulk Minerals	Number	0	44	40	0		
		%	0.00	44	38.46	0.00		
	Freight	Number	28	257	823	228		
		%	12.12	32.33	24.31	16.9		
Long Distance Passenger	Number	0	19	125	105			
	%	0.00	39.58	32.64	27.78			
Total Train Services (excluding Cancelled)	Coal	Number	1216	0	0	808		
	Bulk Minerals	Number	0	100	104	0		
	Freight	Number	231	795	3386	1349		
	Long Distance Passenger	Number	49	48	383	378		

		System				
		Product Group	Measure	West Moreton (a)	Mount Isa Line (b)	North Coast Line (c)
<b>2. Transit Time Delay</b>						
The average Above Rail Delay	Coal	Minutes per 100 KMS	8.95	0.00	0.00	14.54
	Bulk Minerals		0.00	7.87	444.22	0.00
	Freight		16.2	5.61	7.97	5.21
	Long Distance Passenger		-2.03	-1.68	0.12	3.94
The average Below Rail Delay	Coal		-5.03	0.00	0.00	12.37
	Bulk Minerals		0.00	8.53	2.39	0.00
	Freight		4.98	4.78	4.51	3.25
	Long Distance Passenger		5.6	7.2	2.02	0.95
The average Unallocated Delay	Coal		4.43	0.00	0.00	61.08
	Bulk Minerals		0.00	2.05	184.38	0.00
	Freight		-8.05	6.22	5.4	19.89
	Long Distance Passenger		2.31	-0.04	2.93	6.2

# Queensland Rail Performance Measures

Quarterly Data - 1/07/23 to 30/09/23

	Product Group	Measure	West Moreton System	Mount Isa Line	North Coast Line	Metropolitan System
<b>3. Train Cancellations</b>						
Attributable solely to Queensland Rail as Railway Manager	Coal	Number	167	0	0	109
		%	10.48	0.00	0.00	10.31
	Bulk Minerals	Number	0	0	0	0
		%	0.00	0.00	0.00	0.00
	Freight	Number	1	5	18	13
		%	0.32	0.43	0.42	0.83
	Long Distance Passenger	Number	0	0	16	16
		%	0.00	0.00	2.83	2.86
Attributable solely to the Access Holder or Nominated Rolling Stock Operator	Coal	Number	206	0	0	137
		%	12.92	0.00	0.00	12.96
	Bulk Minerals	Number	0	21	22	0
		%	0.00	17.07	17.19	0.00
	Freight	Number	79	345	822	196
		%	25.24	30	19.24	12.51
	Long Distance Passenger	Number	3	5	157	155
		%	5.77	9.43	27.74	27.73
Not clearly attributable to Queensland Rail or Access Holder	Coal	Number	5	0	0	3
		%	0.31	0.00	0.00	0.28
	Bulk Minerals	Number	0	2	2	0
		%	0.00	1.63	1.56	0.00
	Freight	Number	2	5	47	9
		%	0.64	0.43	1.1	0.57
	Long Distance Passenger	Number	0	0	10	10
		%	0.00	0.00	1.77	1.79

	Measure	West Moreton System	Mount Isa Line	North Coast Line	Metropolitan System	
<b>4. Safety</b>						
Category A major reportable safety incidents reported to the Safety Regulator	Number of Instances	0	0	0	0	
<b>5. Temporary Speed Restrictions</b>						
Average % of track under temporary speed restrictions	%	2.45	14.12	2.44	Not applicable	
Average kilometres of track under temporary speed restriction	Number	9.03	146.55	40.28		
<b>6. Quality</b>						
Overall Track Condition Index (OTCI)	Number	27.00	28.00	22.90	24.00	
<b>7. Complaints</b>						
Written complaints by Access Holder verified by Queensland Rail in relations to	The Operating Requirements Manual	Number	0	0	0	0
	An IRMP	Number	0	0	0	0
	Any environmental investigation and/or risk management negotiation process or report	Number	0	0	0	0
	A Rolling Stock authorisation	Number	0	0	0	0
	Application of Network Management Principles	Number	0	0	0	0

# Queensland Rail Performance Measures

Quarterly Data - 1/07/23 to 30/09/23

		Measure	West Moreton System	Mount Isa Line	North Coast Line	Metropolitan System
<b>8.1 Planned Normal Possession</b>						
(A) Possession Started Ended within 15 min	of the time scheduled for the relevant Planned Possession in the MTP	Number	29	30	92	158
		%	58	54.55	57.5	59.18
(B) Possession started between 15-120 min		Number	14	15	34	75
		%	28	27.27	21.25	28.09
(C) Possession ended earlier 15-120 min		Number	19	13	60	136
		%	38	23.64	37.5	50.94
(D) Possession ended later 15-120 min		Number	4	15	18	20
		%	8	27.27	11.25	7.49
(E) Possession started after 120 min		Number	4	2	15	23
		%	8	3.64	9.38	8.61
(F) Possession ended earlier 120 min		Number	18	4	43	29
		%	36	7.27	26.88	10.86
(G) Possession ended later 120 min		Number	2	2	11	5
		%	4	3.64	6.88	1.87

		Measure	West Moreton System	Mount Isa Line	North Coast Line	Metropolitan System
<b>8.2 Planned Urgent Possessions</b>						
Total Urgent Possessions	Number	0	16	24	31	
Average Duration per Possession	Minutes	0.00	402.06	1,634.38	293.32	

		Measure	West Moreton System	Mount Isa Line	North Coast Line	Metropolitan System
<b>8.3 Planned Emergency Possessions</b>						
Total Emergency Possessions	Number	0	5	14	4	
Average Duration per Possession	Minutes	0.00	292	314.93	363	

## Notes

- (a) Bulk Mineral services do not currently run on the West Moreton System.
- (b) Coal services do not currently run on the Mount Isa Line.
- (c) Coal services do not currently run on the North Coast Line.
- (d) Bulk Mineral services do not currently run on the Metropolitan System.

## General Comments

Where a Train Service is running late on its journey across more than one network (e.g. North Coast Line, Metropolitan and the West Moreton System) that service is reported as late in each of those Systems.

A Train Service that has multiple legs will be considered as one service for reporting. For example, coal services on the West Moreton System on the Mine to Port and Port to Mine cycle have three distinct services (refer below), which are considered to be one service for the purposes of this report:

1. Toowoomba to Mine;
2. Mine to Port; and
3. Port to Toowoomba.

Queensland Rail Comparative Data - First Quarter 2023/2024 and Preceding Four Quarters

Quarter		System																						
		Product Group	Measure	West Moreton					Mount Isa Line					North Coast Line					Metropolitan					
				2022/2023 Q1	2022/2023 Q2	2022/2023 Q3	2022/2023 Q4	2023/2024 Q1	2022/2023 Q1	2022/2023 Q2	2022/2023 Q3	2022/2023 Q4	2023/2024 Q1	2022/2023 Q1	2022/2023 Q2	2022/2023 Q3	2022/2023 Q4	2023/2024 Q1	2022/2023 Q1	2022/2023 Q2	2022/2023 Q3	2022/2023 Q4	2023/2024 Q1	
<b>1. On Time Running</b>																								
Services that reached their destination within Allotted Time Threshold		Coal	Number	682	569	656	674	1,021	0	0	0	0	0	0	0	0	0	0	445	375	429	437	659	
			%	82.17	73.23	80	81.2	83.96	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	80.62	72.39	78.28	78.88	81.56
		Bulk Minerals	Number	0	0	0	0	0	61	85	53	62	56	63	83	62	64	58	0	0	0	0	0	0
			%	0.00	0.00	0.00	0.00	0.00	58.65	70.25	65.43	59.62	56	59.43	69.17	65.26	58.18	55.77	0.00	0.00	0.00	0.00	0.00	
		Freight	Number	222	141	294	278	203	530	612	532	642	537	2,341	2,510	1,298	1,868	2,536	1,019	984	916	1,106	1,121	
			%	72.31	67.14	76.96	77.44	87.88	66.67	74.09	70.09	73.62	67.55	72.5	78.68	71.24	75.51	74.9	72.79	74.43	75.83	81.5	83.1	
		Long Dist Passenger	Number	45	38	43	41	49	31	36	31	32	29	328	274	232	311	258	329	271	237	317	272	
			%	84.91	90.48	89.58	93.18	100	73.81	81.82	75.61	69.57	60.42	66.4	55.58	51.9	65.06	67.36	67.84	56.46	57.11	67.74	71.96	
Services that did not reach their destination within Allotted Time Threshold.		Attributable solely to Queensland Rail as Railway Manager		Coal	Number	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
					%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
				Bulk Minerals	Number	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
					%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.83	0.00	0.00	0.00	0.00	0.00	0.00	0.00
				Freight	Number	0	0	0	0	0	0	0	0	0	0	1	1	1	1	2	0	0	0	0
					%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.03	0.05	0.04	0.06	0.00	0.00	0.00	0.00
		Long Dist Passenger	Number	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
		Attributable solely to an Access Holder or Nominated Rolling Stock Operator		Coal	Number	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
					%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
				Bulk Minerals	Number	0	0	0	0	0	0	0	0	0	0	8	5	6	3	6	0	0	0	0
					%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.55	4.17	6.32	2.73	5.77	0.00	0.00	0.00	0.00
Freight	Number			0	0	3	3	0	0	0	0	0	1	30	20	26	21	25	0	0	0	0		
	%			0.00	0.00	0.79	0.84	0.00	0.00	0.00	0.00	0.00	0.13	0.93	0.63	1.43	0.85	0.74	0.00	0.00	0.00	0.00		
Long Dist Passenger	Number	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0				
	%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.45	0.00	0.00	0.00	0.00	0.00	0.00				
Due to any other reason		Coal	Number	148	208	164	156	195	0	0	0	0	0	0	0	0	0	107	143	119	117			
			%	17.83	26.77	20	18.8	16.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	19.38	27.61	21.72	21.12		
		Bulk Minerals	Number	0	0	0	0	0	43	36	28	42	44	35	31	27	43	40	0	0	0	0		
			%	0.00	0.00	0.00	0.00	0.00	41.35	29.75	34.57	40.38	44	33.02	25.83	28.42	39.09	38.46	0.00	0.00	0.00	0.00		
		Freight	Number	85	69	85	78	28	265	214	227	230	257	857	659	497	584	823	381	338	292	251		
			%	27.69	32.86	22.25	21.73	12.12	33.33	25.91	29.91	26.38	32.33	26.54	20.66	27.28	23.61	24.31	27.21	25.57	24.17	18.5		
Long Dist Passenger	Number	8	4	5	3	0	11	8	10	14	19	166	219	213	167	125	156	209	178	151				
	%	15.09	9.52	10.42	6.82	0.00	26.19	18.18	24.39	30.43	39.58	33.6	44.42	47.65	34.94	32.64	32.16	43.54	42.89	32.26				
Total Train Services (excluding Cancelled)		Coal	Number	830	777	820	830	1216	0	0	0	0	0	0	0	0	552	518	548	554	808			
		Bulk Minerals	Number	0	0	0	0	0	104	121	81	104	100	106	120	95	110	104	0	0	0	0		
		Freight	Number	307	210	382	359	231	795	826	759	872	795	3229	3190	1822	2474	3386	1400	1322	1208	1357		
		Long Dist Passenger	Number	53	42	48	44	49	42	44	41	46	48	494	493	447	478	383	485	480	415	468		

Quarter	System																						
	Product Group	Measure	West Moreton					Mount Isa Line					North Coast Line					Metropolitan					
			2022/2023	2022/2023	2022/2023	2022/2023	2023/2024	2022/2023	2022/2023	2022/2023	2022/2023	2023/2024	2022/2023	2022/2023	2022/2023	2022/2023	2023/2024	2022/2023	2022/2023	2022/2023	2022/2023	2023/2024	
Q1	Q2	Q3	Q4	Q1	Q1	Q2	Q3	Q4	Q1	Q1	Q2	Q3	Q4	Q1	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1
<b>2. Transit Time Delay</b>																							
The average Above Rail Delay	Coal	Minutes per 100 KMS	8.29	10.79	8.49	8.33	8.95	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	22.88	13.03	6.71	34.52	14.54	
	Bulk Minerals		0.00	0.00	0.00	0.00	0.00	12.01	9.25	9.54	4.81	7.87	226.53	341.11	759.72	109.85	444.22	0.00	0.00	0.00	0.00	0.00	
	Freight		194.86	49.13	61.1	78.18	16.2	9.25	5.63	7.56	5.69	5.61	13.25	8.99	7.64	6.74	7.97	13.22	17.1	8.25	14.87	5.21	
	Long Dist Passenger		-2.9	-2.58	-1.86	-1.73	-2.03	-0.66	-0.6	0.51	-0.93	-1.68	1.36	1.44	2.14	1.17	0.12	-0.73	0.28	-0.3	-0.67	3.94	
The average Below Rail Delay	Coal		-0.25	34.31	-2.37	-0.57	-5.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.92	1.4	2.92	11	12.37	
	Bulk Minerals		0.00	0.00	0.00	0.00	0.00	3.21	2.82	3.98	5.44	8.53	7.91	23.14	1.77	0.00	2.39	0.00	0.00	0.00	0.00	0.00	
	Freight		6.45	99.52	6.33	12.7	4.98	2.47	2.89	4.03	4.5	4.78	4.62	3.98	4.25	3.84	4.51	2.41	2.47	2.55	2.66	3.25	
	Long Dist Passenger		8.2	8.72	8.03	7.6	5.6	5.85	4.58	4.58	5.5	7.2	1.49	1.67	2.26	1.89	2.02	-1.57	-0.83	-1.26	-0.83	0.95	
The average Unallocated Delay	Coal		3.57	7.72	8.64	1.71	4.43	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.01	52.54	51.6	36.75	61.08	
	Bulk Minerals		0.00	0.00	0.00	0.00	0.00	1.96	2.38	2.07	2.52	2.05	443.58	151.43	416.69	608.27	184.38	0.00	0.00	0.00	0.00	0.00	
	Freight		49.82	7.27	28.8	46.5	-8.05	6.91	3.71	6.17	5.39	6.22	4.51	4.09	8.47	3.2	5.4	24.89	28.4	25.84	16.47	19.89	
	Long Dist Passenger		2.3	2.1	2.51	1.7	2.31	-0.86	-0.2	1.09	-0.51	-0.04	3.43	4.31	4.79	3.38	2.93	7.11	6.71	6.6	4.91	6.2	
<b>3. Train Cancellations</b>																							
Attributable solely to Queensland Rail as Railway Manager	Coal	Number	124	291	84	289	167	0	0	0	0	0	0	0	0	0	0	82	193	56	192	109	
		%	9.39	21.81	7.55	21.54	10.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9.14	21.14	7.55	21.43	10.31	
	Bulk Minerals	Number	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
	Freight	Number	42	8	7	2	1	4	5	0	24	5	50	49	31	39	18	77	52	20	26	13	
		%	7.51	1.96	1.3	0.37	0.32	0.38	0.45	0.00	2.13	0.43	1.17	1.16	1.15	1.26	0.42	3.99	2.99	1.11	1.44	0.83	
Long Dist Passenger	Number	0	10	0	14	0	0	1	0	4	0	22	15	26	62	16	22	24	26	66	16		
	%	0.00	19.23	0.00	23.33	0.00	0.00	1.89	0.00	7.69	0.00	3.87	2.6	4.59	10.67	2.83	4.1	4.41	5.03	11.54	2.86		
Attributable solely to the Access Holder or Nominated Rolling Stock Operator	Coal	Number	348	252	166	223	206	0	0	0	0	0	0	0	0	0	0	253	193	112	150	137	
		%	26.34	18.89	14.91	16.62	12.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	28.21	21.14	15.09	16.74	12.96	
	Bulk Minerals	Number	0	0	0	0	0	18	10	46	26	21	18	10	45	28	22	0	0	0	0	0	
		%	0.00	0.00	0.00	0.00	0.00	13.24	7.46	35.11	20	17.07	13.04	7.52	31.25	20.29	17.19	0.00	0.00	0.00	0.00	0.00	
	Freight	Number	200	98	130	162	79	179	261	316	233	345	873	948	530	488	822	415	284	328	354	196	
		%	35.78	23.96	24.21	30.17	25.24	17.13	23.53	28.78	20.64	30	20.44	22.51	19.7	15.77	19.24	21.5	16.34	18.18	19.56	12.51	
Long Dist Passenger	Number	0	0	3	2	3	2	8	5	2	5	35	61	40	31	157	28	33	33	28	155		
	%	0.00	0.00	5.77	3.33	5.77	3.85	15.09	9.8	3.85	9.43	6.15	10.59	7.07	5.34	27.74	5.22	6.07	6.38	4.9	27.73		
Not clearly attributable to Queensland Rail or Access Holder	Coal	Number	19	14	43	0	5	0	0	0	0	0	0	0	0	0	10	9	26	0	3		
		%	1.44	1.05	3.86	0.00	0.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.11	0.99	3.5	0.00	0.28	
	Bulk Minerals	Number	0	0	0	0	0	14	3	4	0	2	14	3	4	0	2	0	0	0	0	0	
		%	0.00	0.00	0.00	0.00	0.00	10.29	2.24	3.05	0.00	1.63	10.14	2.26	2.78	0.00	1.56	0.00	0.00	0.00	0.00	0.00	
	Freight	Number	10	93	18	14	2	67	17	23	0	5	118	25	309	94	47	38	80	248	73	9	
		%	1.79	22.74	3.35	2.61	0.64	6.41	1.53	2.09	0.00	0.43	2.76	0.59	11.48	3.04	1.1	1.97	4.6	13.75	4.03	0.57	
Long Dist Passenger	Number	0	0	1	0	0	8	0	5	0	0	18	7	53	10	10	1	7	43	10	10		
	%	0.00	0.00	1.92	0.00	0.00	15.38	0.00	9.8	0.00	0.00	3.16	1.22	9.36	1.72	1.77	0.19	1.29	8.32	1.75	1.79		



Quarter		System																					
		Product Group	Measure	West Moreton					Mount Isa Line					North Coast Line					Metropolitan				
				2022/ 2023	2022/ 2023	2022/ 2023	2022/ 2023	2023/ 2024	2022/ 2023	2022/ 2023	2022/ 2023	2022/ 2023	2023/ 2024	2022/ 2023	2022/ 2023	2022/ 2023	2022/ 2023	2023/ 2024	2022/ 2023	2022/ 2023	2022/ 2023	2022/ 2023	2023/ 2024
Q1	Q2	Q3	Q4	Q1	Q1	Q2	Q3	Q4	Q1	Q1	Q2	Q3	Q4	Q1	Q1	Q2	Q3	Q4	Q1				
<b>8.1 Planned Normal Possession</b>																							
(A) Possession Started Ended within 15 min	of the time scheduled for the relevant Planned Possession in the MTP	Number	38	24	39	45	29	20	3	0	34	30	72	51	34	73	92	197	156	149	177	158	
		%	45.78	63.16	68.42	72.58	58	48.78	75	0.00	85	54.55	54.55	58.62	43.59	61.86	57.5	67.01	61.9	63.95	66.79	59.18	
(B) Possession started between 15-120 min		Number	36	10	15	13	14	9	0	0	4	15	39	29	26	24	34	68	73	57	63	75	
		%	43.37	26.32	26.32	20.97	28	21.95	0	0.00	10	27.27	29.55	33.33	33.33	20.34	21.25	23.13	28.97	24.46	23.77	28.09	
(C) Possession ended earlier 15-120 min		Number	44	17	21	29	19	8	1	0	20	13	49	35	28	57	60	163	126	116	158	136	
		%	53.01	44.74	36.84	46.77	38	19.51	25	0.00	50	23.64	37.12	40.23	35.9	48.31	37.5	55.44	50	49.79	59.62	50.94	
(D) Possession ended later 15-120 min		Number	5	2	3	5	4	10	0	0	2	15	9	6	12	9	18	17	14	15	15	20	
		%	6.02	5.26	5.26	8.06	8	24.39	0	0.00	5	27.27	6.82	6.9	15.38	7.63	11.25	5.78	5.56	6.44	5.66	7.49	
(E) Possession started after 120 min		Number	6	3	1	2	4	1	1	0	0	2	13	5	6	12	15	13	16	11	15	23	
		%	7.23	7.89	1.75	3.23	8	2.44	25	0.00	0	3.64	9.85	5.75	7.69	10.17	9.38	4.42	6.35	4.72	5.66	8.61	
(F) Possession ended earlier 120 min		Number	13	9	23	13	18	4	1	0	2	4	32	19	16	33	43	35	34	21	17	29	
		%	15.66	23.68	40.35	20.97	36	9.76	25	0.00	5	7.27	24.24	21.84	20.51	27.97	26.88	11.9	13.49	9.01	6.42	10.86	
(G) Possession ended later 120 min		Number	1	0	1	2	2	4	0	0	0	2	5	3	8	3	11	5	3	7	4	5	
		%	1.2	0	1.75	3.23	4	9.76	0	0.00	0	3.64	3.79	3.45	10.26	2.54	6.88	1.7	1.19	3	1.51	1.87	
<b>8.2 Planned Urgent Possessions</b>																							
Total Urgent Possessions	Number	0	2	1	0	0	4	15	8	11	16	49	28	31	31	24	34	48	41	28	31		
Average Duration per Possession	Minutes	0.00	6,254.5	195	0.00	0.00	396.75	324.47	587.75	420.55	402.06	727.73	788	1,506.65	2,157	1,634.38	639.71	1,235.67	1,103.54	640.57	293.32		
<b>8.3 Planned Emergency Possessions</b>																							
Total Emergency Possessions	Number	3	2	0	1	0	9	9	1	5	5	10	12	13	8	14	2	9	5	6	4		
Average Duration per Possession	Minutes	323.33	494.5	0.00	114	0.00	9,786.67	293.56	185	294.4	292	284.7	2,939.08	589.69	528.5	314.93	166	249.89	6,124.2	1,192.17	363		



## Queensland Rail Comparative Data - First Quarter 2023/2024 and Preceding Four Quarters

### Commentary:

#### General Comments

Train services are counted on the date they leave their origin. If a train service is delayed after midnight at the end of a quarter and does not reach its destination within the Allotted Time Threshold, the prior period count will be adjusted in the following quarter, including adjustments to the transit time delay and train cancellations.

Quarter 4 2022-23 is referred to as Q4 2022-23 and Quarter 1 2023-24 is referred to as Q1 2023-24 in these comments.

#### On Time Running

West Moreton System: There was an increase in the total number of train services (excluding cancellations) in Q1 2023-24 (Coal 1216, Freight 231, Long Distance Passenger 49) compared to Q4 2022-23 (Coal 830, Freight 359, Long Distance Passenger 44) with the commencement of coal services from Macalister. Trains that reached their destination within Allotted Time Threshold also increased in Q1 2023-24 (Coal 83.96%, Freight 87.88%, Long Distance Passenger 100%) compared to Q4 2022-23 (Coal 81.2%, Freight 77.44%, Long Distance Passenger 93.18%), continuing the improvements from Q3 2022-23 levels. The number of Coal services that did not reach their destination within the Allotted Time Threshold due to any other reason increased in Q1 2023-24 (195) compared to Q4 2022-23 (156) with a greater number of services, adverse weather events, and queuing at loading and unloading facilities contributing to the results.

Mount Isa Line: Total train services (excluding cancellations) decreased in Q1 2023-24 (Bulk 100, Freight 795, Long Distance Passenger 48) as compared to Q4 2022-23 (Bulk 104, Freight 872, Long Distance Passenger 46). There were more freight train services cancelled in Q1 2023-24 resulting in fewer trains running, with force majeure events at Phosphate Hill contributing to the results. The percentage of services that did not reach their destination within the Allotted Time Threshold due to any other reason increased in Q1 2023-24 (Bulk 44%, Freight 32.33%, Long Distance Passenger 39.58%) as compared to Q4 2022-23 (Bulk 40.38%, Freight 26.38%, Long Distance Passenger 30.43%). Several train services were delayed by adverse weather events, a level crossing collision, delays in adjoining networks, as well as an animal strike.

North Coast Line: There was an increase in the total number of Freight services (excluding cancellations) in Q1 2023-24 (3386) compared to Q4 2022-23 (2474) with the start of the annual sugar season and an increase in livestock services. The number of Freight services that did not reach their destination within the Allotted Time Threshold due to any other reason also increased in Q1 2023-24 (823) as compared to Q4 2022-23 (584) rising with the increase in total Freight numbers. However, the percentage of the delay remained stable in Q1 2023-24 (24.31%) as compared to Q4 2022-23 (23.61%).

Metropolitan System: There was an increase in the total number of train services (excluding cancellations) in Q1 2023-24 (Coal 808, Freight 1349, Long Distance Passenger 378) compared to Q4 2022-23 (Coal 554, Freight 1357, Long Distance Passenger 468) with the commencement of coal services from Macalister. There was also an increase in trains that reached their destination within Allotted Time Threshold in Q1 2023-24 (Coal 81.56%, Freight 83.1%, Long Distance Passenger 71.96%) compared to Q4 2022-23 (Coal 78.88%, Freight 81.5%, Long Distance Passenger 67.74%), continuing the improvements from Q2 2022-23 levels. The number of Coal services that did not reach their destination within the Allotted Time Threshold due to any other reason increased in Q1 2023-24 (149) compared to Q4 2022-23 (117) with a greater number of services, adverse weather events, and queuing at loading and unloading facilities contributing to the results.

#### Transit Time Delays

West Moreton System: The average Above Rail Delay for Freight services (minutes per 100km) decreased in Q1 2023-24 (16.2 minutes) as compared to Q4 2022-23 (78.18 minutes) with comparatively fewer loading/unloading issues and fewer train crew issues. The average Below Rail Delay for Freight services (minutes per 100km) also decreased in Q1 2023-24 (4.98 minutes) as compared to Q4 2022-23 (12.7 minutes) with fewer delays resulting from Temporary Speed Restrictions (TSR) possessions and related maintenance activities. The average Unallocated Delay for Freight services (minutes per 100km) was negative in Q1 2023-24 (-8.05 minutes) as compared to Q4 2022-23 (46.5 minutes) due to several activities completed ahead of schedule.

Mount Isa Line: The average Above Rail Delay for Bulk services (minutes per 100km) increased in Q1 2023-24 (7.87 minutes) as compared to Q4 2022-23 (4.81 minutes) with several mineral services experiencing a higher than average delay. The average Below Rail Delay (minutes per 100km) increased in Q1 2023-24 (Bulk 8.53 minutes, Freight 4.78 minutes, Long Distance Passenger 7.2 minutes) as compared to Q4 2022-23 (Bulk 5.44 minutes, Freight 4.5 minutes, Long Distance Passenger 5.5 minutes) due to Temporary Speed Restrictions. The average Unallocated Delay for Freight services (minutes per 100km) increased in Q1 2023-24 (6.22 minutes) as compared to Q4 2022-23 (5.39 minutes) with a fire in the corridor contributing to the result.

North Coast Line: The average Above Rail Delay for Bulk (minutes per 100km) increased in Q1 2023-24 (444.22 minutes) from Q4 2022-23 (109.85 minutes) with delays due to stowage at operator request and yard congestion contributing to the result. Bulk Mineral trains on NCL generally have less than 15km of travel, with some of the journeys covering less than 1km. As a result, any delay of 100 minutes or more translates into a higher figure for this KPI.

Metropolitan System: The average Above Rail Delay for Freight services (minutes per 100km) decreased in Q1 2023-24 (5.21 minutes) as compared to Q4 2022-23 (14.87 minutes) with fewer services delayed due to loading/unloading issues and fewer train crew issues. The average Unallocated Delay for Coal (minutes per 100km) increased in Q1 2023-24 (61.08 minutes) compared to Q4 2022-23 (36.75 minutes) with a higher number of total services, adverse weather incidents, connecting train delays, and queuing at loading and unloading facilities contributing to the results. The average Unallocated Delay for train services (minutes per 100km) increased in Q1 2023-24 (Freight 19.89 minutes, Long Distance Passenger 6.2 minutes) compared to Q4 2022-23 (Freight 16.47 minutes, Long Distance Passenger 4.91 minutes) due to incoming service delays, as well as queuing at loading and unloading facilities contributing to the results.

#### Train Cancellations

West Moreton System: The number and percentage of services that were cancelled attributable solely to Queensland Rail as Railway Manager decreased in Q1 2023-24 (Coal 167 / 10.48%, Freight 1 / 0.32%, Long Distance Passenger 0 / 0%) compared to Q4 2022-23 (Coal 289 / 21.54%, Freight 2 / 0.37%, Long Distance Passenger 14 / 23.33%) with comparatively less planned possessions contributing to results.

Mount Isa Line: The number and percentage of train services that were cancelled attributable solely to the Access Holder or Nominated Rolling stock Operator increased in Q1 2023-24 (Freight 345 / 30%, Long Distance Passenger 5 / 9.43%) compared to Q4 2022-23 (Freight 233 / 20.64%, Long Distance Passenger 2 / 3.85%) with services cancelled due to train crew issues. The number and percentage of train services that were cancelled not clearly attributable to Queensland Rail or Access Holder (Bulk 2/1.63, Freight 5 / 0.43%) as compared to Q4 2022-23 (Bulk 0 / 0.00%, Freight 0/ 0.00%) with force majeure events, a level crossing collision and a derailment contributing to the results.

North Coast Line: The number and percentage of train services that were cancelled attributable solely to Queensland Rail as Railway Manager decreased in Q1 2023-24 (Freight 18 / 0.42%, Long Distance Passenger 16 / 2.83%) as compared to Q4 2022-23 (Freight 39 / 1.26%, Long Distance Passenger 62 / 10.67%) with services cancelled due to possessions shutdowns over Easter and Cross River Rail closures contributing to previous results. The number and percentage of train services that were cancelled attributable solely to the Access Holder or Nominated Rolling Stock Operator increased in Q1 2023-24 (Freight 822 / 19.24%, Long Distance Passenger 157 / 27.74%) compared to Q4 2022-23 (Freight 488 / 15.77%, Long Distance Passenger 31 / 5.34%), with sugar service cancellations at operator request, timetable and train maintenance contributing to the results.

Metropolitan System: The number and percentage of train services that were cancelled attributable solely to Queensland Rail as Railway Manager decreased in Q1 2023-24 (Coal 109 / 10.31%, Freight 13 / 0.83%, Long Distance Passenger 16 / 2.86%) compared to Q4 2022-23 (Coal 192 / 21.43%, Freight 26 / 1.44%, Long Distance Passenger 66 / 11.54%) with less planned possessions. The number and percentage of Long Distance Passenger train services that were cancelled attributable solely to the Access Holder or Nominated Rolling Stock Operator increased in Q1 2023-24 (155 / 27.73%) compared to Q4 2022-23 (28 / 4.9%) with timetable, an adjoining network incident and train maintenance contributing to the results.

**Temporary Speed Restrictions (TSR):**

West Moreton: The average kilometres and percentage of track under TSR decreased in Q1 2023-24 (9.03km / 2.45%) compared to Q4 2022-23 (16.89km / 4.59%).

Mount Isa Line: The average kilometres and percentage of track under TSR decreased in Q1 2023-24 (146.55km / 14.12%) compared to Q4 2022-23 (161.01km / 15.51%).

North Coast Line: The average kilometres and percentage of track under TSR decreased in Q1 2023-24 (40.28km / 2.44%) compared to Q4 2022-23 (42.64km / 2.59%) but remained at higher-than-average levels due to major maintenance and capital works on the North Coast Line North.

**Planned Normal Possessions:**

Mount Isa Line: 2 Planned Normal Possessions ended more than 120 minutes after the scheduled start time in Q1 2023-24 as compared to 0 in Q4 2022-23, with a late running train service contributing to the result.

North Coast Line: 11 Planned Normal Possessions ended more than 120 minutes after the scheduled end time in Q1 2023-24 as compared to 3 in Q4 2022-23, with several multiple-day closures affecting the results.

**Planned Urgent Possessions:**

Mount Isa Line: The number of Planned Urgent Possessions increased in Q1 2023-24 (16) compared to Q4 2022-23 (11) with multiple closures for works including ballast undercutting (595 minutes), turnout work (599 minutes), transponder installation (480 minutes), and rail restress (585 minutes).

North Coast Line: The number and average duration of Planned Urgent Possessions decreased in Q1 2023-24 (24 / 1,634 minutes) compared to Q4 2022-23 (31 / 2,157 minutes) with multiple closures for works including re-sleepering and reconditioning (10608 minutes), re-sleepering and joint renewals (6024 minutes), and road overbridge construction (3539 minutes).

Metropolitan System: The average number and duration of Planned Urgent Possessions decreased in Q1 2023-24 (31 / 293.32 minutes) compared to Q4 2022-23 (28 / 640.57 minutes) with multiple closures for works including Cross River Rail (2,769 minutes), guard rail works (707 minutes), an inner city SCAS (626 minutes), replacing stock rail and re-sleepering (514 minutes).

**Planned Emergency Possessions:**

Mount Isa Line: The average number and duration of Planned Emergency Possessions in Q1 2023-24 (5 / 292 minutes) remained on par with Q4 2022-23 (5 / 294.4 minutes) with multiple closures for works including rail restressing (558 minutes), turnout removal (340 minutes), broken water pipe repair (305 minutes), and turnout maintenance (286 minutes).

North Coast Line: The average duration of Planned Emergency Possessions decreased in Q1 2023-24 (314.93 minutes) compared to Q4 2022-23 (528.5 minutes) with multiple closures for works including rail repair (619 minutes), turnout repair (595 minutes), defect rectification (449 minutes), and rail replacement (417 minutes).

**Performance Measure 1 – Clause 5.1.2(a)(ii)(A, B & C):**

**On-time Running - Information on the reliability of Train Services that have operated in the subject Quarter**

This performance measure reports the number and percentage of Train Services that reach their destination on-time, and the number and percentage of Train Services that do not reach their destination on-time, against their scheduled arrival times.

For those services that don't reach their destination on time, the KPI identifies whether it is solely due to Queensland Rail, an Access Holder/Nominated Rolling Stock Operator or some other reason. Train Services that don't reach their destination on-time include any services terminated during their journey. The measure is reported on a system-by-system basis (i.e. the West Moreton, Mount Isa Line, North Coast Line and Metropolitan Systems) as well as by product groups (i.e. Coal, Bulk Minerals, Freight and Long Distance Passenger services).

Each Train Service is scheduled to undertake its journey at a specified time. The schedule for all Train Services on a particular day is called the Daily Train Plan (DTP). Where a Train Service arrives after the scheduled time in the DTP, but is within the following 'on-time thresholds', then that Train Service is reported as being on-time:

- 30 minutes for coal services;
- 60 minutes for bulk mineral (other than coal) services;
- 60 minutes for freight services; and
- 20 minutes for Long Distance Passenger services.

The measure also reports the total number of Train Services that ran in each system in a subject Quarter.

AU2 also included "the number of times during the subject Quarter that Network Controllers applied the principle in clause 3(i)(i)(B) of schedule F to manage a deviation from a DTP. Queensland Rail's IT systems currently are unable to report on this measure. Queensland Rail is currently reviewing its IT systems.

**Performance Measure 2 – Clause 5.1.2(a)(iii):**

**Transit Time Delay - Information on the transit time delay against aggregate Train Services that have operated in the subject Quarter**

This performance measure reports the average delay of Train Services. The delays are reported in the following categories: Above Rail Delay, Below Rail Delay and Unallocated Delays and are reported on a system-by-system basis (i.e. the West Moreton, Mount Isa Line, North Coast Line and Metropolitan Systems) by product lines groups (i.e. Coal, Bulk Minerals, Freight and Long Distance Passenger services). The delays are divided by 100 train kilometres in recognition that a 10 minute delay would be more significant to a short train journey than, for example, a two day train journey. Dividing the delay by 100 train kilometres takes account of journey distance.

**Performance Measure 3 – Clause 5.1.2(a)(iv):**

**Train Cancellations - The number and percentage of Train Services cancelled that can be directly attributed to Queensland Rail as Railway Manager, an Access Holder or to another reason**

This performance measure reports the number and percentage of Train Services that are cancelled, separately identifying the cause of the cancellation (i.e. whether it is directly attributable to Queensland Rail as Railway Manager, an Access Holder, or to another reason). This performance indicator is reported on a system-by-system basis (i.e. the West Moreton, Mount Isa Line, North Coast Line and Metropolitan Systems) by product lines groups (i.e. Coal, Bulk Minerals, Freight and Long Distance Passenger services).

**Performance Measure 4 – Clause 5.1.2(a)(v):**

**Safety - The Number of category A major incidents reported to the Safety Regulator in relation to Train Services that operated in the subject Quarter.**

This performance measure reports the number of category A safety incidents in relation to Train Services that were reported to the Safety Regulator during the relevant Quarter. It does not include all safety incidents reportable to the Safety Regulator, but only those directly related to Train Services, reported on a system-by-system basis (i.e. the West Moreton, Mount Isa Line, North Coast Line and Metropolitan Systems).

This measure can also include reported incidents that once investigated, are either:

- downgraded and are no longer considered a major incident; or
- have one or more characteristics reclassified.

In such cases, subsequent Quarterly reports may show prior Quarter results which may vary from previously published Quarterly reports.

**Performance Measure 5 – Clause 5.1.2(a)(vi):**

**Temporary Speed Restrictions - The average percentage and average kilometres of Queensland Rail track under temporary speed restrictions in the subject Quarter**

This performance measure reports the average percentage and average kilometres of Queensland Rail track by network (excluding the Metropolitan System) under temporary speed restrictions for the relevant quarter. Temporary speed restrictions are put in place to ensure levels of operational safety are maintained during, for example, track maintenance work.

**Performance Measure 6 – Clause 5.1.2(a)(vii):**

**Track Quality - The Overall Track Quality Index for Queensland Rail's Below Rail network for each System in the subject Quarter**

This index reports on the quality of Queensland Rail's track. The lower the indicator, the better the track quality. This performance indicator is reported on a system-by-system basis (i.e. the West Moreton, Mount Isa Line, North Coast Line and Metropolitan Systems).

The OTCI should only be used as an indicator of abnormality. A single number which is an average over a defined length cannot reflect all the variations within a system.

**Performance Measure 7 – Clause 5.1.2(a)(viii):**

**Complaints - The number of verified written complaints in relation to Access in the subject Quarter**

The number of written complaints by Access Holders that are verified by Queensland Rail (acting reasonably) as correct in connection with any of the following:

- the Operating Requirements Manual;
- an IRMP;
- any environmental investigation and/or risk management negotiation process or report created during negotiations;
- a Rolling Stock authorisation; and
- the application of the Network Management Principles.

This performance indicator is reported on a system-by-system basis (i.e. the West Moreton, Mount Isa Line, North Coast Line and Metropolitan Systems).

**Performance Measure 8 – Clause 5.1.2(a)(x):****Planned Possessions**

This performance report provides the total number and percentage of Planned Possessions on a System by System basis. This report additionally reports on Planned Possessions that:

- started within 15 minutes of the scheduled time and finished within 15 minutes of the scheduled time;
- started between 15 minutes and two hours later than the scheduled time;
- finished between 15 minutes and two hours earlier than the scheduled time;
- finished between 15 minutes and two hours later than the scheduled time;
- started more than two hours later than the scheduled time;
- finished more than two hours earlier than the scheduled time; and
- finished more than two hours later than the scheduled time.

In AU2 the reporting measure is Ad Hoc Planned Possessions and Regular Planned Possessions. Queensland Rail's IT Systems are currently unable to report on Ad Hoc Planned Possessions and Regular Planned Possessions. However, Ad Hoc Planned Possessions and Regular Planned Possessions added together make up Planned Possessions and are generally treated the same way in AU2, therefore providing the same overall data. Queensland Rail is currently reviewing its IT systems.

**Performance Measure 8 – Clause 5.1.2(a)(xi):****Urgent Possessions**

This measure reports on the number and average duration of Urgent Possessions for the subject Quarter on a system-by-system basis (i.e. the West Moreton, Mount Isa Line, North Coast Line and Metropolitan Systems) for the subject Quarter.

AU2 also included the number of Train Services that were cancelled or rescheduled as a result of this type of Possession. Queensland Rail's IT Systems are currently unable to report on this information. Queensland Rail is currently reviewing its IT systems.

**Performance Measure 8 – Clause 5.1.2(a)(xi):****Emergency Possessions**

This measure reports on the number and average duration of Emergency Possessions for the subject Quarter on a system-by-system basis (i.e. the West Moreton, Mount Isa Line, North Coast Line and Metropolitan Systems) for the subject quarter.

AU2 also included the number of Train Services that were cancelled or rescheduled as a result of this type of Possession. Queensland Rail's IT Systems are currently unable to report on this information. Queensland Rail is currently reviewing its IT systems.

**Definitions**

**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.

**Above Rail Delay** means a delay to a Train Service from its scheduled Train Path in the DTP, where that delay can be solely attributed directly to an Access Holder (or its Nominated Rolling Stock Operator) in operating its Train Services, but excludes:

- (a) cancellations;
- (b) delays resulting from compliance with a Passenger Priority Obligation; and
- (c) delays resulting from a Force Majeure Event.

**Above Rail Services** means those activities, other than Below Rail Services, required to provide and operate Train Services, including Rolling Stock provision, Rolling Stock maintenance, non-Network Control related communications, train crewing, terminal provision and services, freight handling and marketing and the administration of those activities and Above Rail has a similar meaning.

**Access Holder** means a person who holds Access Rights under an Access Agreement;

**Access Rights** means an entitlement to Access in accordance with a specified Train Service Entitlement;

**Access Seeker** means a person who is seeking new or additional Access Rights from Queensland Rail including, for clarity, the rights of an Access Holder or Rolling Stock Operator that are to expire;

**Ad Hoc Planned Possession** means a Possession (other than an Urgent Possession, or an Emergency Possession) that is not entered into the MTP because it is not a Regular Planned Possession, and adversely affects the operation of Train Services.

**Allotted Time Threshold** means the threshold within which a Train Service is considered to be on time as follows, for a Train Service operated for the purpose of:

- (a) transporting coal, 30 minutes;
- (b) transporting bulk minerals (other than coal), 60 minutes;
- (c) transporting freight products, 60 minutes; and
- (d) transporting passengers over long distances.

**Authority** means:

- (a) the Crown or any minister of the Crown;
- (b) any government, federal, state or local government department or other governmental, semi-governmental or judicial body or authority including local government, a court or a tribunal;
- (c) any corporation, authority body or force constituted for a public purpose (including any police service or force);
- (d) any holder of an office for a public purpose;
- (e) any governmental, semi-governmental or judicial person; and
- (f) any person (whether autonomous or not) who is charged with the administration or enforcement of a Law,

including any officer or agent of the foregoing acting in that capacity but excluding the authority established under section 6 of the Queensland Rail Transit Authority Act 2013 (Qld).

**AU2** means the document created by Queensland Rail and approved by the Queensland Competition Authority on 1 July 2020 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.

**Below Rail Delay** means a delay to a Train Service from its scheduled Train Path in the DTP, where that delay can be solely attributed directly to Queensland Rail in its capacity as the Railway Manager, but excludes:

- (a) cancellations;
- (b) delays resulting from compliance with a Passenger Priority Obligation; and
- (c) delays resulting from a Force Majeure Event.

**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:
  - o Network Control; and
  - o 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.

**Daily Train Plan or DTP** means a plan that details the scheduled times for all Train Services and any Regular Planned Possessions, Ad Hoc Planned Possessions, Urgent Possessions and Emergency Possessions for a particular day on a specified part of the Network.

**Force Majeure Event** means any cause, event or circumstance or combination of causes, events or circumstances which:

- (a) is beyond the reasonable control of the affected party; and
  - (b) by the exercise of due diligence, the affected party was not reasonably able to prevent or is not reasonably able to overcome,
- and includes:

- (c) compliance with a lawful requirement, order, demand or direction of an Authority or an order of any court having jurisdiction other than where that requirement, order, demand or direction results from any act or omission of the affected party;
- (d) a strike, lockout, boycott, stoppage, go slow, labour disturbance or other such industrial action, whether or not the affected party is a party to such industrial action or would be able to influence or procure the settlement of such industrial action;
- (e) an act of God;
- (f) war, invasion, act of terrorists, act of foreign enemies, hostilities (whether war be declared or not), civil war, rebellion, revolution, insurrection, military or usurped power, blockade, civil disturbance or public disorder;
- (g) equipment failure or breakdown where such failure or breakdown could not have been prevented by Prudent Practices or accident or accidental damage to any thing;
- (h) malicious damage or sabotage;
- (i) ionising radiations or contamination by radioactivity from any nuclear fuel or from any nuclear waste;
- (j) failure of electricity supply from the electricity grid;
- (k) delay, restraint, restriction, embargo or other material adverse effect arising from any act or omission of any Authority;
- (l) fire, flood, storm surge, cyclone, tornado, tsunami, earthquake, washaway, landslide, explosion, hail, lightning, severe weather conditions or other catastrophe or natural calamity;
- (m) any act or omission of any person other than the affected party or Queensland Rail (including the presence of any such person on or near the Network), without the express authorisation of Queensland Rail, that results in damage to the Network or the use or operation of the Network being prevented or impeded;
- (n) epidemic or quarantine restriction; and
- (o) delay of a supplier due to any of the foregoing whenever arising.

**IRMP** means an interface risk management plan prepared jointly by the Access Seeker and Queensland Rail in accordance with the Operating Requirements Manual which incorporates the outcomes of the relevant Interface Risk Assessment.

**Law** includes:

- (a) any statute, ordinance, code, law, by-law, proclamation, rule or regulation or any other subordinate legislation, whether State, Commonwealth or otherwise;
- (b) the terms of any Authorisation;
- (c) common law and equity;
- (d) AU2; and
- (e) any order, circular, requirement, condition, notice, decree, decision, direction or guidelines of any Authority with which Queensland Rail, an Access Seeker, an Access Holder or other relevant person (as the case may be) is legally required to comply including any requirement to pay fees and charges, whether now, or at any time in the future, in effect.

**Master Train Plan or MTP** means a plan detailing the scheduled times as advised by Queensland Rail from time to time for all Train Services and any Regular Planned Possessions on a specified part of the Network, where such scheduled times remain unchanged from week to week.

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

**Network** means the rail transport infrastructure (as defined in the *Transport Infrastructure Act 1994* (Qld)) the use of which is taken, pursuant to section 250(1)(b) of the *Queensland Competition Authority Act 1997* (Qld), to be a service declared under Part 5, Division 2 of the *Queensland Competition Authority Act 1997* (Qld) (but excluding any rail transport infrastructure (as defined in the *Transport Infrastructure Act 1994* (Qld)) the use of which is referred to in section 249(2) of the *Queensland Competition Authority Act 1997* (Qld)).

**North Coast Line** 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.

**Operational Constraint** means any temporary or permanent constraint on the operation or use of any part of the Network imposed by Queensland Rail (acting reasonably) as it considers necessary in relation to the proper, efficient or safe operation or management of the Network (including speed restrictions, load restrictions, Regular Planned Possessions, Ad Hoc Planned Possessions, Urgent Possessions, Emergency Possessions and signalling or overhead restrictions);.

**Passenger Priority Obligations** means the obligations of a Railway Manager pursuant to sections 265 and 266 of the *Transport Infrastructure Act 1994* (Qld).

**Planned Possession** means a Possession (other than an Urgent Possession or an Emergency Possession) where such Possession is entered into the MTP or DTP and adversely affects the operation of Train Services.

**Quarter** means the periods of three (3) months commencing 1 July, 1 October, 1 January and 1 April.

**Railway Manager** means an accredited rail infrastructure manager (as defined in the RSNL).

**Regular Planned Possession** means a Possession (other than an Ad Hoc Planned Possession, Urgent Possession or an Emergency Possession) where such Possession is entered into the MTP and DTP and adversely affects the operation of Train Services.

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

**RSNL** means the *Rail Safety National Law (Queensland)* as defined in the *Rail Safety National Law (Queensland) Act 2017* (Qld).

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

**Train Service Entitlement** means an Access Holder's entitlement under an Access Agreement to operate, in accordance with that Access Agreement, a specified number and type of Train Services over the Network within a specified time period and in accordance with specified scheduling constraints for the purpose of either carrying a specified commodity or providing a specified transport service.

**Unallocated Delay** means a delay to a Train Service from its Train Path scheduled in the DTP that is neither an Above Rail Delay nor a Below Rail Delay.

**Urgent Possession** means a Possession:

- (a) that is required to correct problems in relation to the Network that are considered by Queensland Rail to be potentially dangerous to persons or property; and
  - (b) that Queensland Rail intends to carry out within less than three months after the detection of the problem,
- other than an Emergency Possession;

**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.

## References

For further information on the definitions contained in this report, please refer to AU2. A copy of this document is available at: <http://www.queenslandrail.com.au/forbusiness/access/access-undertaking>

## Chief Executive Officer Responsibility Statement

### Public Quarterly Performance Report

#### Quarter 1 2023-24 Financial Year

Clause 5.1.1 of *Queensland Rail's Access Undertaking 2 (AU2)*, approved by the Queensland Competition Authority on 1 July 2020, requires Queensland Rail to publicly report, on a quarterly basis, on train performance on its network and associated matters. Clause 5.1.1(c) requires that each public quarterly performance report (the **Report**) be accompanied by a responsibility statement signed by the Chief Executive Officer of Queensland Rail.

Queensland Rail has completed the Report for Quarter 1 of the 2023-24 financial year.

I confirm that Queensland Rail has used reasonable endeavors to ensure that all information contained in the Report is accurate, as required by clause 5.1.1(b) of AU2.



Kat Stapleton  
Chief Executive Officer  
Queensland Rail

24 October 2023