

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

Second Quarter 2022/2023

1/10/22 to 31/12/22



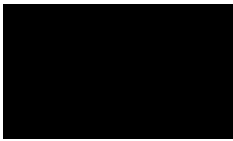
Chief Executive Officer Responsibility Statement

Public Quarterly Performance Report Quarter 2 2022-23 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 2 of the 2022-23 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

23 January 2023

Queensland Rail Performance Measures

Queensland Rail Performance Measures

Quarterly Data - 1/10/22 to 31/12/22

2022/2023		1/10/22 to 31/12/22		System					
Q2		31/12/2022		Product Group	Measure	West Moreton (a)	Mt Isa (b)	North Coast (c)	Metropolitan (d)
1. On-time Running									
Services that reached their destination within Allotted Time Threshold		Coal	Number	569	0	0	374		
			%	73.23	0.00	0.00	72.62		
		Bulk Minerals	Number	0	85	83	0		
			%	0.00	70.25	69.17	0.00		
		Freight	Number	140	612	2,508	979		
			%	67.31	74.09	78.67	74.51		
		Long Distance Passenger	Number	38	36	274	271		
			%	90.48	81.82	55.58	56.46		
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	0.83	0.00	
	Freight	Number	0	0	0	0			
		%	0.00	0.00	0.03	0.00			
	Long Distance Passenger	Number	0	0	0	0			
		%	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	
				%	0.00	0.00	0.00	0.00	
			Bulk Minerals	Number	0	0	5	0	
				%	0.00	0.00	4.17	0.00	
Freight	Number	0	0	20	0				
	%	0.00	0.00	0.63	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	208	0	0	141		
			%	26.77	0.00	0.00	27.38		
		Bulk Minerals	Number	0	36	31	0		
			%	0.00	29.75	25.83	0.00		
Freight	Number	68	214	659	335				
	%	32.69	25.91	20.67	25.49				
Long Distance Passenger	Number	4	8	219	209				
	%	9.52	18.18	44.42	43.54				
Total Train Services (excluding Cancelled)		Coal	Number	777	0	0	515		
		Bulk Minerals	Number	0	121	120	0		
		Freight	Number	208	826	3188	1314		
		Long Distance Passenger	Number	42	44	493	480		

2022/2023		1/10/22 to 31/12/22		System					
Q2		31/12/2022		Product Group	Measure	West Moreton (a)	Mt Isa (b)	North Coast (c)	Metropolitan (d)
2. Transit Time Delay									
The average Above Rail Delay		Coal	Minutes per 100 KMS	9.09	0.00	0.00	13.41		
		Bulk Minerals		0.00	9.25	341.11	0.00		
		Freight		49.4	5.62	9.02	17.28		
		Long Distance Passenger		-2.58	-0.59	1.45	0.28		
The average Below Rail Delay		Coal	Minutes per 100 KMS	34.5	0.00	0.00	1.26		
		Bulk Minerals		0.00	2.82	23.14	0.00		
		Freight		131.41	2.88	3.99	2.97		
		Long Distance Passenger		8.72	4.59	1.67	-0.83		
The average Unallocated Delay		Coal	Minutes per 100 KMS	7.72	0.00	0.00	52.6		
		Bulk Minerals		0.00	2.38	151.43	0.00		
		Freight		6.85	3.72	4.08	28.22		
		Long Distance Passenger		2.1	-0.17	4.32	6.71		

Queensland Rail Performance Measures

Quarterly Data - 1/10/22 to 31/12/22

31/12/2022		Product Group	Measure	West Moreton System	Mt Isa System	North Coast System	Metropolitan System
3. Train Cancellations							
Attributable solely to Queensland Rail as Railway Manager	Coal	Number	291	0	0	193	
		%	21.85	0.00	0.00	21.21	
	Bulk Minerals	Number	0	0	0	0	
		%	0.00	0.00	0.00	0.00	
	Freight	Number	8	5	49	52	
		%	1.97	0.45	1.16	3.01	
	Long Distance Passenger	Number	10	1	15	24	
		%	19.23	1.89	2.6	4.41	
	Attributable solely to the Access Holder or Nominated Rolling Stock Operator	Coal	Number	251	0	0	193
			%	18.84	0.00	0.00	21.21
Bulk Minerals		Number	0	10	10	0	
		%	0.00	7.46	7.52	0.00	
Freight		Number	98	261	948	283	
		%	24.08	23.53	22.52	16.37	
Long Distance Passenger		Number	0	8	61	33	
		%	0.00	15.09	10.59	6.07	
Not clearly attributable to Queensland Rail or Access Holder		Coal	Number	13	0	0	9
			%	0.98	0.00	0.00	0.99
	Bulk Minerals	Number	0	3	3	0	
		%	0.00	2.24	2.26	0.00	
	Freight	Number	93	17	25	80	
		%	22.85	1.53	0.59	4.63	
	Long Distance Passenger	Number	0	0	7	7	
		%	0.00	0.00	1.22	1.29	

31/12/2022		Measure	West Moreton System	Mt Isa System	North Coast System	Metropolitan System
4. Safety						
Category A major reportable safety incidents reported to the Safety Regulator		Number of Instances	0	0	0	0
5. Temporary Speed Restrictions						
Average % of track under temporary speed restrictions		%	5.46	11.7	1.71	Not applicable
Average kilometres of track under temporary speed restriction		Number	20.13	121.47	28.18	
6. Quality						
Overall Track Condition Index (OTCI)		Number	28.00	26.00	23.62	24.00
7. Complaints						
Written complaints by Access Holder verified by Queensland Rail in relations to	The Operating Requirements Manual		Number	0	0	0
	An IRMP		Number	0	0	0
	Any environmental investigation and/or risk management negotiation process or report		Number	0	0	0
	A Rolling Stock authorisation		Number	0	0	0
	Application of Network Management Principles		Number	0	0	0

Queensland Rail Performance Measures

Quarterly Data - 1/10/22 to 31/12/22

		Measure	West Moreton System	Mt Isa System	North Coast System	Metropolitan System
8.1 Planned Normal Possession						
of the time scheduled for the relevant Planned Possession in the MTP	(A) Possession Started Ended within 15 min	Number	24	3	53	156
		%	63.16	75	59.55	61.9
	(B) Possession started between 15-120 min	Number	10	0	29	73
		%	26.32	0	32.58	28.97
	(C) Possession ended earlier 15-120 min	Number	17	1	35	126
		%	44.74	25	39.33	50
	(D) Possession ended later 15-120 min	Number	2	0	6	14
		%	5.26	0	6.74	5.56
	(E) Possession started after 120 min	Number	3	1	5	16
		%	7.89	25	5.62	6.35
	(F) Possession ended earlier 120 min	Number	9	1	20	34
		%	23.68	25	22.47	13.49
	(G) Possession ended later 120 min	Number	0	0	3	3
		%	0	0	3.37	1.19

		Measure	West Moreton System	Mt Isa System	North Coast System	Metropolitan System
8.2 Planned Urgent Possessions						
Total Urgent Possessions	Number	2	15	28	48	
Average Duration per Possession	Minutes	6,254.5	324.47	788	1,235.67	

		Measure	West Moreton System	Mt Isa System	North Coast System	Metropolitan System
8.3 Planned Emergency Possessions						
Total Emergency Possessions	Number	2	9	12	9	
Average Duration per Possession	Minutes	494.5	293.56	2,939.08	249.89	

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 System.
- (c) Coal services do not currently run on the North Coast Line System.
- (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, Metropolitan and the West Moreton Networks) 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 - Second Quarter 2022/2023 and Preceding Four Quarters

Quarter		System																							
		Product Group	Measure	West Moreton					Mt Isa Line					North Coast Line					Metropolitan						
				2021/2022	2021/2022	2021/2022	2022/2023	2022/2023	2021/2022	2021/2022	2021/2022	2022/2023	2022/2023	2021/2022	2021/2022	2021/2022	2022/2023	2022/2023	2021/2022	2021/2022	2021/2022	2022/2023	2022/2023		
Q2	Q3	Q4	Q1	Q2	Q2	Q3	Q4	Q1	Q2	Q2	Q3	Q4	Q1	Q2	Q2	Q3	Q4	Q1	Q2	Q2	Q3	Q4	Q1	Q2	
1. On Time Running																									
Services that reached their destination within Allotted Time Threshold		Coal	Number	768	631	606	682	569	0	0	0	0	0	0	0	0	0	0	485	402	379	445	374		
			%	75.59	84.81	70.63	82.17	73.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	71.64	81.05	66.26	80.62	72.62	
		Bulk Minerals	Number	0	0	0	0	0	124	109	78	61	85	140	128	80	63	83	0	0	0	0	0		
			%	0.00	0.00	0.00	0.00	0.00	72.94	70.78	67.83	58.65	70.25	72.54	68.82	67.8	59.43	69.17	0.00	0.00	0.00	0.00	0.00		
		Freight	Number	104	182	249	222	140	416	377	222	530	612	2,079	1,095	1,343	2,341	2,508	826	797	939	1,019	979		
			%	67.1	74.29	68.78	72.31	67.31	65.2	57.21	63.43	66.67	74.09	71.1	64.6	70.98	72.5	78.67	67.93	71.03	68.94	72.79	74.51		
		Long Dist Passenger	Number	32	7	41	45	38	47	5	15	31	36	347	263	219	328	274	324	234	241	329	271		
			%	94.12	100	95.35	84.91	90.48	94	35.71	37.5	73.81	81.82	65.1	61.16	47.61	66.4	55.58	64.41	63.59	53.44	67.84	56.46		
		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	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
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	0.83	0.00	0.00	0.00	0.00	0.00	
Freight	Number			0	0	0	0	0	0	0	0	0	0	0	0	0	1	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	0.03	0.03	0.00	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			
	%		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			
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	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		
	Bulk Minerals		Number	0	0	0	0	0	1	0	1	0	0	12	12	3	8	5	0	0	0	0	0		
			%	0.00	0.00	0.00	0.00	0.00	0.59	0.00	0.87	0.00	0.00	6.22	6.45	2.54	7.55	4.17	0.00	0.00	0.00	0.00	0.00		
	Freight		Number	0	1	0	0	0	0	0	0	0	0	32	18	17	30	20	0	0	0	0	0		
			%	0.00	0.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.09	1.06	0.9	0.93	0.63	0.00	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			
	%		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			
Due to any other reason	Coal		Number	248	113	252	148	208	0	0	0	0	0	0	0	0	0	192	94	193	107	141			
			%	24.41	15.19	29.37	17.83	26.77	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	28.36	18.95	33.74	19.38	27.38			
	Bulk Minerals	Number	0	0	0	0	0	45	45	36	43	36	41	46	35	35	31	0	0	0	0	0			
		%	0.00	0.00	0.00	0.00	0.00	26.47	29.22	31.3	41.35	29.75	21.24	24.73	29.66	33.02	25.83	0.00	0.00	0.00	0.00	0.00			
	Freight	Number	51	62	113	85	68	222	282	128	265	214	813	582	532	857	659	390	325	423	381	335			
		%	32.9	25.31	31.22	27.69	32.69	34.8	42.79	36.57	33.33	25.91	27.8	34.34	28.12	26.54	20.67	32.07	28.97	31.06	27.21	25.49			
Long Dist Passenger	Number	2	0	2	8	4	3	9	25	11	8	186	167	241	166	219	179	134	210	156	209				
	%	5.88	0.00	4.65	15.09	9.52	6	64.29	62.5	26.19	18.18	34.9	38.84	52.39	33.6	44.42	35.59	36.41	46.56	32.16	43.54				
Total Train Services (excluding Cancelled)		Coal	Number	1016	744	858	830	777	0	0	0	0	0	0	0	0	677	496	572	552	515				
		Bulk Minerals	Number	0	0	0	0	0	170	154	115	104	121	193	186	118	106	120	0	0	0	0			
		Freight	Number	155	245	362	307	208	638	659	350	795	826	2924	1695	1892	3229	3188	1216	1122	1362	1400	1314		
		Long Dist Passenger	Number	34	7	43	53	42	50	14	40	42	44	533	430	460	494	493	503	368	451	485	480		

Quarter	System																							
	Product Group	Measure	West Moreton					Mt Isa					North Coast Line					Metropolitan Network						
			2021/2022	2021/2022	2021/2022	2022/2023	2022/2023	2021/2022	2021/2022	2021/2022	2022/2023	2022/2023	2021/2022	2021/2022	2021/2022	2022/2023	2022/2023	2021/2022	2021/2022	2021/2022	2022/2023	2022/2023		
Q2	Q3	Q4	Q1	Q2	Q2	Q3	Q4	Q1	Q2	Q2	Q3	Q4	Q1	Q2	Q2	Q3	Q4	Q1	Q2	Q2	Q3	Q4	Q1	Q2
2. Transit Time Delay																								
The average Above Rail Delay	Coal	Minutes per 100 KMS	20.2	7.97	13.13	8.29	9.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	24.96	16.49	15.63	22.88	13.41		
	Bulk Minerals		0.00	0.00	0.00	0.00	0.00	0.00	7.4	11.2	9.55	12.01	9.25	467.98	478.52	-137.6	226.53	341.11	0.00	0.00	0.00	0.00	0.00	
	Freight		19.62	46.72	93.07	194.86	49.4	7.88	9.43	7.09	9.25	5.62	12.33	7.96	10.27	13.25	9.02	12.86	13.42	25.02	13.22	17.28		
	Long Dist Passenger		-2.04	-2.34	-1.77	-2.9	-2.58	-1.77	-1.54	-1.04	-0.66	-0.59	1.1	0.46	1.24	1.36	1.45	-1.15	0.37	-0.33	-0.73	0.28		
The average Below Rail Delay	Coal		0.14	-2.13	5.41	-0.25	34.5	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.97	16.05	13.62	2.92	1.26	
	Bulk Minerals		0.00	0.00	0.00	0.00	0.00	4.57	4.89	6.13	3.21	2.82	6.75	8.75	2.34	7.91	23.14	0.00	0.00	0.00	0.00	0.00		
	Freight		71.12	5.66	-8.9	6.45	131.41	3.59	4.84	5.96	2.47	2.88	3.77	3.02	4.44	4.62	3.99	1.5	1.35	3.78	2.41	2.97		
	Long Dist Passenger		7.8	9.79	8.5	8.2	8.72	5.15	5.85	7.44	5.85	4.59	1.69	2.16	2.47	1.49	1.67	-1.33	-2.66	-1.65	-1.57	-0.83		
The average Unallocated Delay	Coal		63.9	89.01	38.81	3.57	7.72	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.46	33.14	45.3	11.01	52.6	
	Bulk Minerals		0.00	0.00	0.00	0.00	0.00	-0.91	0.78	0.21	1.96	2.38	115.33	188.04	317.32	443.58	151.43	0.00	0.00	0.00	0.00	0.00		
	Freight		171.52	238.5	109.18	49.82	6.85	5.21	7.93	5.57	6.91	3.72	4.14	8	5.96	4.51	4.08	23.77	20.77	25.16	24.89	28.22		
	Long Dist Passenger		3.96	3.56	2.21	2.3	2.1	-0.04	1.32	-0.68	-0.86	-0.17	4.16	4.55	4.47	3.43	4.32	5.19	7.06	6.86	7.11	6.71		
3. Train Cancellations																								
Attributable solely to Queensland Rail as Railway Manager	Coal	Number	156	107	141	124	291	0	0	0	0	0	0	0	0	0	0	103	74	94	82	193		
		%	9.55	8.78	9.7	9.39	21.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9.37	9	9.58	9.14	21.21	
	Bulk Minerals	Number	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	
		%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.39	0.00	0.00	0.00	0.00	1.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
	Freight	Number	0	2	4	42	8	6	20	151	4	5	35	171	177	50	49	33	150	62	77	52		
		%	0.00	0.43	0.65	7.51	1.97	0.66	2.48	17.68	0.38	0.45	0.84	7.43	6.52	1.17	1.16	2	9.13	3.3	3.99	3.01		
	Long Dist Passenger	Number	6	4	4	0	10	0	0	10	0	1	17	39	60	22	15	23	34	43	22	24		
		%	11.32	7.84	7.69	0.00	19.23	0.00	0.00	19.23	0.00	1.89	3	7.2	10.77	3.87	2.6	4.2	7.23	8.13	4.1	4.41		
Attributable solely to the Access Holder or Nominated Rolling Stock Operator	Coal	Number	259	122	373	348	251	0	0	0	0	0	0	0	0	0	0	180	91	260	253	193		
		%	15.85	10.01	25.67	26.34	18.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	16.38	11.07	26.5	28.21	21.21		
	Bulk Minerals	Number	0	0	0	0	0	20	22	25	18	10	28	28	30	18	10	0	0	0	0	0		
		%	0.00	0.00	0.00	0.00	0.00	10.53	12.5	17.36	13.24	7.46	12.67	13.02	19.61	13.04	7.52	0.00	0.00	0.00	0.00	0.00		
	Freight	Number	144	87	163	200	98	256	125	348	179	261	1,125	385	560	873	948	266	215	314	415	283		
		%	37.8	18.79	26.33	35.78	24.08	28.32	15.49	40.75	17.13	23.53	26.94	16.72	20.64	20.44	22.52	16.16	13.09	16.74	21.5	16.37		
	Long Dist Passenger	Number	5	37	3	0	0	2	36	0	2	8	14	55	29	35	61	14	54	29	28	33		
		%	9.43	72.55	5.77	0.00	0.00	3.85	69.23	0.00	3.85	15.09	2.47	10.15	5.21	6.15	10.59	2.55	11.49	5.48	5.22	6.07		
Not clearly attributable to Queensland Rail or Access Holder	Coal	Number	203	246	81	19	13	0	0	0	0	0	0	0	0	0	0	139	161	55	10	9		
		%	12.42	20.18	5.57	1.44	0.98	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12.65	19.59	5.61	1.11	0.99		
	Bulk Minerals	Number	0	0	0	0	0	0	0	2	14	3	0	1	3	14	3	0	0	0	0	0		
		%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.39	10.29	2.24	0.00	0.47	1.96	10.14	2.26	0.00	0.00	0.00	0.00	0.00		
	Freight	Number	82	130	90	10	93	4	3	5	67	17	92	52	84	118	25	131	157	138	38	80		
		%	21.52	28.08	14.54	1.79	22.85	0.44	0.37	0.59	6.41	1.53	2.2	2.26	3.1	2.76	0.59	7.96	9.56	7.36	1.97	4.63		
	Long Dist Passenger	Number	8	3	2	0	0	0	2	2	8	0	2	18	8	18	7	8	14	6	1	7		
		%	15.09	5.88	3.85	0.00	0.00	0.00	3.85	3.85	15.38	0.00	0.35	3.32	1.44	3.16	1.22	1.46	2.98	1.13	0.19	1.29		

Quarter		System																						
		Product Group	Measure	West Moreton					Mt Isa					North Coast Line					Metropolitan Network					
				2021/2022	2021/2022	2021/2022	2022/2023	2022/2023	2021/2022	2021/2022	2021/2022	2022/2023	2022/2023	2021/2022	2021/2022	2021/2022	2022/2023	2022/2023	2021/2022	2021/2022	2021/2022	2022/2023	2022/2023	
Q2	Q3	Q4	Q1	Q2	Q2	Q3	Q4	Q1	Q2	Q2	Q3	Q4	Q1	Q2	Q2	Q3	Q4	Q1	Q2	Q2	Q3	Q4	Q1	Q2
8.1 Planned Normal Possession																								
(A) Possession Started Ended within 15 min	of the time scheduled for the relevant Planned Possession in the MTP	Number	18	12	13	38	24	17	4	7	20	3	80	45	64	72	53	179	155	133	197	156		
		%	41.86	34.29	39.39	45.78	63.16	54.84	57.14	63.64	48.78	75	55.56	52.33	47.41	54.55	59.55	71.03	71.76	61.86	67.01	61.9		
(B) Possession started between 15-120 min		Number	16	12	13	36	10	8	0	2	9	0	43	33	45	39	29	56	41	57	68	73		
		%	37.21	34.29	39.39	43.37	26.32	25.81	0	18.18	21.95	0	29.86	38.37	33.33	29.55	32.58	22.22	18.98	26.51	23.13	28.97		
(C) Possession ended earlier 15-120 min		Number	13	8	7	44	17	10	0	3	8	1	48	33	42	49	35	109	96	97	163	126		
		%	30.23	22.86	21.21	53.01	44.74	32.26	0	27.27	19.51	25	33.33	38.37	31.11	37.12	39.33	43.25	44.44	45.12	55.44	50		
(D) Possession ended later 15-120 min		Number	3	10	7	5	2	7	3	1	10	0	13	6	21	9	6	9	13	9	17	14		
		%	6.98	28.57	21.21	6.02	5.26	22.58	42.86	9.09	24.39	0	9.03	6.98	15.56	6.82	6.74	3.57	6.02	4.19	5.78	5.56		
(E) Possession started after 120 min		Number	5	1	0	6	3	1	0	0	1	1	10	2	11	13	5	10	9	21	13	16		
		%	11.63	2.86	0	7.23	7.89	3.23	0	0	2.44	25	6.94	2.33	8.15	9.85	5.62	3.97	4.17	9.77	4.42	6.35		
(F) Possession ended earlier 120 min	Number	9	8	6	13	9	4	2	3	4	1	37	25	44	32	20	30	28	22	35	34			
	%	20.93	22.86	18.18	15.66	23.68	12.9	28.57	27.27	9.76	25	25.69	29.07	32.59	24.24	22.47	11.9	12.96	10.23	11.9	13.49			
(G) Possession ended later 120 min	Number	4	3	1	1	0	5	0	1	4	0	7	2	3	5	3	5	2	4	5	3			
	%	9.3	8.57	3.03	1.2	0	16.13	0	9.09	9.76	0	4.86	2.33	2.22	3.79	3.37	1.98	0.93	1.86	1.7	1.19			
8.2 Planned Urgent Possessions																								
Total Urgent Possessions	Number	3	1	1	0	2	14	8	38	4	15	35	25	28	49	28	22	41	33	34	48			
Average Duration per Possession	Minutes	1,363	177	392	0.00	6,254.5	710.36	271.25	505.03	396.75	324.47	693.03	1,090.36	651.57	727.73	788	438.68	20,509.46	447.3	639.71	1,235.67			
8.3 Planned Emergency Possessions																								
Total Emergency Possessions	Number	2	4	1	3	2	10	14	25	9	9	14	12	23	10	12	5	6	6	2	9			
Average Duration per Possession	Minutes	443.5	3,667.25	202	323.33	494.5	203	294.36	3,758.48	9,786.67	293.56	360.14	954.58	383.91	284.7	2,939.08	206.8	274	278.33	166	249.89			

Queensland Rail Comparative Data - Second Quarter 2022/2023 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.

Quarter 4 2021-22 is referred to as Q4 2021-22, Quarter 1 2022-23 is referred to as Q1 2022-23 and Quarter 2 2022-23 is referred to as Q2 2022-23 in these comments.

On Time Running

Mount Isa Line System: The number and percentage of Freight services on the Mount Isa Line System that reached their destination within the Allotted Time Threshold increased in Q2 2022-23 to 74.09% (612 services) as compared to 66.67% (530 services) in Q1 2022-23 due to improved above rail efficiencies.

West Moreton System: There has been a material decrease in the total number of Coal services (excluding cancellations) on the West Moreton System between Q1 2021-22 (1539 Coal services) and Q2 2022-23 (777 Coal services) due to an initial reduction in Coal service orders from New Hope's Jondaryan mine and the subsequent closure of the mine.

Metropolitan System: There has also been a material decrease in the total number of Coal services (excluding cancellations) on the Metropolitan System between Q1 2021-22 and Q2 2022-23 due to an initial reduction in Coal service orders from New Hope's Jondaryan mine and the subsequent closure of the mine.

Transit Time Delays

West Moreton System: The average Above Rail Delay for Freight services (minutes per 100km) was lower in Q2 2022-23 as compared to Q1 2022-23 due to a decrease from 56,294 minutes to 11,304 minutes for loading and unloading as well as a decrease in Wait Traincrew Availability. The average Below Rail Delay for Freight services (minutes per 100km) was higher in Q2 2022-23 as compared to Q1 2022-23 due to a derailment and due to an increase in Temporary Speed Restriction (TSR) delays (refer comments on TSRs below). The average Unallocated Delay for Freight services (minutes per 100km) was lower in Q2 2022-23 as compared to Q1 2022-23 due to a decrease in delays from facilities adjoining Queensland Rail's infrastructure.

North Coast Line System: The average Below Rail Delay for Bulk Minerals services (minutes per 100km) was higher in Q2 2022-23 as compared to Q1 2022-23 due to the journeys being short in nature. Some of the journeys are less than 1km going up to 11.6km. Due to this any delay of 100 minutes or more results in a higher result for this KPI. This was the cause in this case. The average Unallocated Delay for Bulk Minerals services (minutes per 100km) was lower in Q2 2022-23 as compared to Q1 2022-23 due to lower wait times between connections. This has a disproportionate impact on this indicator as the journeys are over short distances.

Train Cancellations

West Moreton System: Cancellation of Coal services that were attributable solely to Queensland Rail as Railway Manager increased in Q2 2022-23 due to Cross River Rail (CRR) closures in October (ten days) and December (eight days), as well as a shorter three day closure in November.

West Moreton System: Cancellations of Freight services that were attributable solely to the Access Holder or Nominated Rolling Stock Operator increased in Q1 2022-23 as compared to Q4 2021-22 from 163 to 200 due to above rail actions such as a change in loading location. In Q2 2022-23 there was a decrease in the number of cancellations due to the change in the loading location.

West Moreton System: Cancellations of Freight services that were not clearly attributable to Queensland Rail or Access Holders increased in Q2 2022-23 compared to Q1 2022-23 from 10 to 93 due to Multiple Force Majeure Events (flooding) in the South West from 25 September 2022 to 25 October 2022, which caused the cancellation of grain services.

Mount Isa Line System: The number and percentage of cancellations for Bulk Mineral services not clearly attributable to Queensland Rail or an Access Holder was higher in Q1 2022-23 compared to Q4 2021-22 due to a derailment at Nonda and a Collision between trains at Oonoomurra to Cloncurry. In Q2 2022-23 the number of cancellations returned to usual levels.

North Coast Line System: The number and percentage of cancellations for Long Distance Passenger services attributable solely to the Access Holder or the Nominated Rolling Stock Operator was higher in Q2 2022-23 than in Q1 2022-23 due to the derailment of the Inlander consist in Bohle Townsville.

North Coast Line System: The number and percentage of cancellations of Freight services where the cancellations were not clearly attributable to Queensland Rail or Access Holders were higher in Q1 2022-23 (118 cancellations) as compared to Q4 2021-22 (84 cancellations) due to a derailment at Nonda. In Q2 2022-23 the number of cancellations in this category returned to more usual levels.

Metropolitan System: Cancellation of Coal services that were attributable solely to Queensland Rail as Railway Manager increased in Q2 2022-23 due to CRR closures in October (ten days) and December (eight days), as well as a shorter three day closure in November.

Metropolitan System: Cancellations of Freight services that were not clearly attributable to Queensland Rail or Access Holders increased in Q2 2022-23 compared to Q1 2022-23 from 10 to 93 due to Multiple Force Majeure Events (flooding) in the South West from 25 September 2022 to 25 October 2022, which caused the cancellation of grain services.

Temporary Speed Restrictions (TSR):

West Moreton System: The average percentage of track under TSR on the West Moreton System increased from 3.28 to 5.46 and the associated average kilometres of track under TSR increased from 12.07 to 20.13 in Q2 2022-23 as compared to Q1 2022-23. The increase in the TSR was largely due to Queensland Rail undertaking bridge repair works under its B05649 Bridge Renewals West Moreton 2021-25 Project.

Queensland Rail Performance Measures

Quarterly Data - 1/04/22 to 30/06/22

Performance Measures

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, Mt Isa, 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, Mt Isa, 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, Mt Isa, 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, Mt Isa, 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 Network) 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, Mt Isa, 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, Mt Isa, 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.

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, Mt Isa, 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.

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, Mt Isa, 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.

Mt Isa System means that part of the Network bounded to the east by (and including) Stuart and to the west by (and including) Mt Isa 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)*).

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>