

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

Second Quarter 2023/2024

1/10/23 to 31/12/23



Queensland Rail Performance Measures

Queensland Rail Performance Measures

Quarterly Data - 1/10/23 to 31/12/23

		System							
		Product Group	Measure	West Moreton	Mount Isa Line	North Coast Line	Metropolitan		
1. On-time Running									
Services that reached their destination within Allotted Time Threshold		Coal	Number	929			545		
			%	66.36			58.6		
		Bulk Minerals	Number		79	81			
			%		74.53	74.31			
		Freight	Number	24	448	2,290	930		
			%	80	72.96	77.57	80.8		
		Long Distance Passenger	Number	42	44	240	228		
			%	95.45	89.8	71.43	73.79		
		Services that did not reach their destination within Allotted Time Threshold.	Attributable solely to Queensland Rail as Railway Manager	Coal	Number	0			0
					%	0.00			0.00
Bulk Minerals	Number				0	0			
	%				0.00	0.00			
Freight	Number			0	0	1	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		
			%	0.00			0.00		
	Bulk Minerals		Number		0	5			
			%		0.00	4.59			
	Freight		Number	0	1	18	0		
			%	0.00	0.16	0.61	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	471			385		
			%	33.64			41.4		
	Bulk Minerals	Number		27	23				
		%		25.47	21.1				
	Freight	Number	6	165	643	221			
		%	20	26.87	21.78	19.2			
Long Distance Passenger	Number	2	5	96	81				
	%	4.55	10.2	28.57	26.21				
Total Train Services (excluding Cancelled)		Coal	Number	1400			930		
		Bulk Minerals	Number		106	109			
		Freight	Number	30	614	2952	1151		
		Long Distance Passenger	Number	44	49	336	309		

		System					
		Product Group	Measure	West Moreton	Mount Isa Line	North Coast Line	Metropolitan
2. Transit Time Delay							
The average Above Rail Delay		Coal	Minutes per 100 KMS	13.27			17.44
		Bulk Minerals			3.13	251.47	
		Freight		8.29	3.69	7.45	5.85
		Long Distance Passenger		-2.08	-1.46	0.04	1.45
The average Below Rail Delay		Coal	Minutes per 100 KMS	-7.23			7.74
		Bulk Minerals			4.7	0.74	
		Freight		4.79	4.88	4.44	2.09
		Long Distance Passenger		4.07	5.36	2.12	-0.65
The average Unallocated Delay		Coal	Minutes per 100 KMS	26.16			107.11
		Bulk Minerals			2.49	105.36	
		Freight		12.35	6.41	8.85	23.69
		Long Distance Passenger		4.78	-1.13	3.24	7.07

Queensland Rail Performance Measures

Quarterly Data - 1/10/23 to 31/12/23

		Product Group	Measure	West Moreton	Mount Isa Line	North Coast Line	Metropolitan	
3. Train Cancellations								
Attributable solely to Queensland Rail as Railway Manager	Coal	Number	365				245	
		%	17.74				17.88	
	Bulk Minerals	Number		0	0			
		%		0.00	0.00			
	Freight	Number	0	3	84		88	
		%	0.00	0.26	1.95		5.99	
	Long Distance Passenger	Number	2	0	2		4	
		%	3.85	0.00	0.52		1.13	
	Attributable solely to the Access Holder or Nominated Rolling Stock Operator	Coal	Number	185				126
			%	8.99				9.2
Bulk Minerals		Number		11	11			
		%		9.24	9.02			
Freight		Number	4	528	1,183		175	
		%	11.43	45.75	27.47		11.91	
Long Distance Passenger		Number	5	2	17		19	
		%	9.62	3.77	4.45		5.37	
Not clearly attributable to Queensland Rail or Access Holder		Coal	Number	108				69
			%	5.25				5.04
	Bulk Minerals	Number		2	2			
		%		1.68	1.64			
	Freight	Number	1	9	87		55	
		%	2.86	0.78	2.02		3.74	
	Long Distance Passenger	Number	1	2	27		22	
		%	1.92	3.77	7.07		6.21	

		Measure	West Moreton	Mount Isa Line	North Coast Line	Metropolitan
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		%	2.74	13.42	2.53	Not applicable
Average kilometres of track under temporary speed restriction		Number	11.53	139.36	41.66	
6. Quality						
Overall Track Condition Index (OTCI)		Number	27.00	27.00	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	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 - 1/10/23 to 31/12/23

		Measure	West Moreton System	Mt Isa System	North Coast System	Metropolitan System
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	27	3	71	140
		%	64.29	60	66.36	58.82
(B) Possession started between 15-120 min		Number	9	1	19	73
		%	21.43	20	17.76	30.67
(C) Possession ended earlier 15-120 min		Number	16	1	51	114
		%	38.1	20	47.66	47.9
(D) Possession ended later 15-120 min		Number	5	1	5	15
		%	11.9	20	4.67	6.3
(E) Possession started after 120 min		Number	4	0	11	13
		%	9.52	0	10.28	5.46
(F) Possession ended earlier 120 min		Number	14	1	31	32
		%	33.33	20	28.97	13.45
(G) Possession ended later 120 min		Number	1	0	8	6
		%	2.38	0	7.48	2.52

		Measure	West Moreton System	Mt Isa System	North Coast System	Metropolitan System
8.2 Planned Urgent Possessions						
Total Urgent Possessions	Number		1	7	23	26
Average Duration per Possession	Minutes		454	289.43	1,521.61	7,168.77

		Measure	West Moreton System	Mt Isa System	North Coast System	Metropolitan System
8.3 Planned Emergency Possessions						
Total Emergency Possessions	Number		0	6	9	7
Average Duration per Possession	Minutes		0.00	1,294	1,005.67	215.43

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 system (e.g. North Coast Line, Metropolitan and the West Moreton systems) 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 2023/2024 and Preceding Four Quarters

Quarter		System																							
		Product Group	Measure	West Moreton					Mount Isa Line					North Coast Line					Metropolitan						
				2022/2023	2022/2023	2022/2023	2023/2024	2023/2024	2022/2023	2022/2023	2022/2023	2023/2024	2023/2024	2022/2023	2022/2023	2022/2023	2023/2024	2023/2024	2022/2023	2022/2023	2022/2023	2023/2024	2023/2024		
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	569	656	674	1,021	929											375	429	437	659	545		
			%	73.23	80	81.2	83.96	66.36												72.39	78.28	78.88	81.46	58.6	
		Bulk Minerals	Number						85	53	62	56	79	83	62	64	58	81							
			%						70.25	65.43	59.62	56	74.53	69.17	65.26	58.18	55.77	74.31							
		Freight	Number	141	294	278	203	24	612	532	642	537	448	2,510	1,298	1,868	2,539	2,290	984	916	1,106	1,129	930		
			%	67.14	76.96	77.44	87.88	80	74.09	70.09	73.62	67.55	72.96	78.68	71.24	75.51	74.92	77.57	74.43	75.83	81.5	83.14	80.8		
		Long Dist Passenger	Number	38	43	41	49	42	36	31	32	29	44	274	232	311	258	240	271	237	317	272	228		
			%	90.48	89.58	93.18	100	95.45	81.82	75.61	69.57	60.42	89.8	55.58	51.9	65.06	67.36	71.43	56.46	57.11	67.74	71.96	73.79		
		Services that did not reach their destination within Allotted Time Threshold.		Coal	Number	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
Bulk Minerals	Number								0	0	0	0	0	1	0	0	0	0							
	%								0.00	0.00	0.00	0.00	0.00	0.83	0.00	0.00	0.00	0.00							
Freight	Number			0	0	0	0	0	0	0	0	0	0	1	1	1	2	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	0.03	0.05	0.04	0.06	0.03	0.00	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	1	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	0.26	0.00	
Due to any other reason				Coal	Number	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
		Bulk Minerals	Number						0	0	0	0	0	5	6	3	6	5							
			%						0.00	0.00	0.00	0.00	0.00	4.17	6.32	2.73	5.77	4.59							
		Freight	Number	0	3	3	0	0	0	0	0	1	1	20	26	21	25	18	0	0	0	0	0	0	
			%	0.00	0.79	0.84	0.00	0.00	0.00	0.00	0.00	0.13	0.16	0.63	1.43	0.85	0.74	0.61	0.00	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	2	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	0.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
		Total Train Services (excluding Cancelled)		Coal	Number	777	820	830	1216	1400											518	548	554	809	930
					%																				
Bulk Minerals	Number								121	81	104	100	106	120	95	110	104	109							
	%								29.75	34.57	40.38	44	25.47	25.83	28.42	39.09	38.46	21.1							
Freight	Number			69	85	78	28	6	214	227	230	257	165	659	497	584	823	643	338	292	251	229	221		
	%			32.86	22.25	21.73	12.12	20	25.91	29.91	26.38	32.33	26.87	20.66	27.28	23.61	24.28	21.78	25.57	24.17	18.5	16.86	19.2		
Long Dist Passenger	Number			4	5	3	0	2	8	10	14	19	5	219	213	167	125	96	209	178	151	105	81		
	%			9.52	10.42	6.82	0.00	4.55	18.18	24.39	30.43	39.58	10.2	44.42	47.65	34.94	32.64	28.57	43.54	42.89	32.26	27.78	26.21		

Quarter	System																					
	Product Group	Measure	West Moreton					Mount Isa Line					North Coast Line					Metropolitan				
			2022/2023	2022/2023	2022/2023	2023/2024	2023/2024	2022/2023	2022/2023	2022/2023	2023/2024	2023/2024	2022/2023	2022/2023	2022/2023	2023/2024	2023/2024	2022/2023	2022/2023	2022/2023	2023/2024	2023/2024
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	10.79	8.49	8.33	8.94	13.27										13.03	6.71	34.52	14.85	17.44	
	Bulk Minerals								9.25	9.54	4.81	7.87	3.13	341.11	759.72	109.85	444.22	251.47				
	Freight		49.13	61.1	78.18	16.2	8.29	5.63	7.56	5.69	5.57	3.69	8.99	7.64	6.74	7.95	7.45	17.1	8.25	14.87	5.17	5.85
	Long Dist Passenger		-2.58	-1.86	-1.73	-2.03	-2.08	-0.6	0.51	-0.93	-1.69	-1.46	1.44	2.14	1.17	0.12	0.04	0.28	-0.3	-0.67	3.94	1.45
The average Below Rail Delay	Coal		34.31	-2.37	-0.57	-5.04	-7.23											1.4	2.92	11	12.39	7.74
	Bulk Minerals							2.82	3.98	5.44	8.53	4.7	23.14	1.77	0.00	2.39	0.74					
	Freight		99.52	6.33	12.7	4.98	4.79	2.89	4.03	4.5	4.78	4.88	3.98	4.25	3.84	4.56	4.44	2.47	2.55	2.66	3.23	2.09
	Long Dist Passenger		8.72	8.03	7.6	5.6	4.07	4.58	4.58	5.5	7.2	5.36	1.67	2.26	1.89	2.02	2.12	-0.83	-1.26	-0.83	0.95	-0.65
The average Unallocated Delay	Coal		7.72	8.64	1.71	4.44	26.16											52.54	51.6	36.75	60.99	107.11
	Bulk Minerals							2.38	2.07	2.52	2.05	2.49	151.43	416.69	608.27	184.38	105.36					
	Freight		7.27	28.8	46.5	-8.05	12.35	3.71	6.17	5.39	6.2	6.41	4.09	8.47	3.2	5.39	8.85	28.4	25.84	16.47	19.78	23.69
	Long Dist Passenger		2.1	2.51	1.7	2.31	4.78	-0.2	1.09	-0.51	-0.09	-1.13	4.31	4.79	3.38	2.93	3.24	6.71	6.6	4.91	6.2	7.07
3. Train Cancellations																						
Attributable solely to Queensland Rail as Railway Manager	Coal	Number	291	84	289	168	365										193	56	192	111	245	
		%	21.81	7.55	21.54	10.53	17.74											21.14	7.55	21.43	10.46	17.88
	Bulk Minerals	Number						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					
	Freight	Number	8	7	2	1	0	5	0	24	5	3	49	31	39	18	84	52	20	26	14	88
		%	1.96	1.3	0.37	0.32	0.00	0.45	0.00	2.13	0.43	0.26	1.16	1.15	1.26	0.42	1.95	2.99	1.11	1.44	0.89	5.99
Long Dist Passenger	Number	10	0	14	0	2	1	0	4	0	0	15	26	62	16	2	24	26	66	16	4	
	%	19.23	0.00	23.33	0.00	3.85	1.89	0.00	7.69	0.00	0.00	2.6	4.59	10.67	2.83	0.52	4.41	5.03	11.54	2.86	1.13	
Attributable solely to the Access Holder or Nominated Rolling Stock Operator	Coal	Number	252	166	223	206	185											193	112	150	138	126
		%	18.89	14.91	16.62	12.92	8.99											21.14	15.09	16.74	13.01	9.2
	Bulk Minerals	Number						10	46	26	21	11	10	45	28	22	11					
		%						7.46	35.11	20	17.07	9.24	7.52	31.25	20.29	17.19	9.02					
	Freight	Number	98	130	162	79	4	261	316	233	345	528	948	530	488	822	1,183	284	328	354	196	175
		%	23.96	24.21	30.17	25.24	11.43	23.53	28.78	20.64	30	45.75	22.51	19.7	15.77	19.23	27.47	16.34	18.18	19.56	12.42	11.91
Long Dist Passenger	Number	0	3	2	3	5	8	5	2	5	2	61	40	31	157	17	33	33	28	155	19	
	%	0.00	5.77	3.33	5.77	9.62	15.09	9.8	3.85	9.43	3.77	10.59	7.07	5.34	27.74	4.45	6.07	6.38	4.9	27.73	5.37	
Not clearly attributable to Queensland Rail or Access Holder	Coal	Number	14	43	0	5	108											9	26	0	3	69
		%	1.05	3.86	0.00	0.31	5.25											0.99	3.5	0.00	0.28	5.04
	Bulk Minerals	Number						3	4	0	2	2	3	4	0	2	2					
		%						2.24	3.05	0.00	1.63	1.68	2.26	2.78	0.00	1.56	1.64					
	Freight	Number	93	18	14	2	1	17	23	0	5	9	25	309	94	47	87	80	248	73	10	55
		%	22.74	3.35	2.61	0.64	2.86	1.53	2.09	0.00	0.43	0.78	0.59	11.48	3.04	1.1	2.02	4.6	13.75	4.03	0.63	3.74
Long Dist Passenger	Number	0	1	0	0	1	0	5	0	0	2	7	53	10	10	27	7	43	10	10	22	
	%	0.00	1.92	0.00	0.00	1.92	0.00	9.8	0.00	0.00	3.77	1.22	9.36	1.72	1.77	7.07	1.29	8.32	1.75	1.79	6.21	

		System																					
		Product Group	Measure	West Moreton					Mt Isa					North Coast Line					Metropolitan Network				
				2022/2023	2022/2023	2022/2023	2023/2024	2023/2024	2022/2023	2022/2023	2022/2023	2023/2024	2023/2024	2022/2023	2022/2023	2022/2023	2023/2024	2023/2024	2022/2023	2022/2023	2022/2023	2023/2024	2023/2024
Quarter				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	24	39	41	29	27	3	0	34	31	3	51	34	73	92	71	156	149	177	158	140	
		%	63.16	70.91	70.69	58	64.29	75	0.00	85	54.39	60	58.62	43.59	61.86	56.79	66.36	61.9	63.95	66.79	59.18	58.82	
(B) Possession started between 15-120 min		Number	10	13	13	14	9	0	0	4	16	1	29	26	24	35	19	73	57	63	75	73	
		%	26.32	23.64	22.41	28	21.43	0	0.00	10	28.07	20	33.33	33.33	20.34	21.6	17.76	28.97	24.46	23.77	28.09	30.67	
(C) Possession ended earlier 15-120 min		Number	17	21	26	19	16	1	0	20	14	1	35	28	57	61	51	126	116	158	136	114	
		%	44.74	38.18	44.83	38	38.1	25	0.00	50	24.56	20	40.23	35.9	48.31	37.65	47.66	50	49.79	59.62	50.94	47.9	
(D) Possession ended later 15-120 min		Number	2	3	5	4	5	0	0	2	15	1	6	12	9	18	5	14	15	15	20	15	
		%	5.26	5.45	8.62	8	11.9	0	0.00	5	26.32	20	6.9	15.38	7.63	11.11	4.67	5.56	6.44	5.66	7.49	6.3	
(E) Possession started after 120 min		Number	3	1	2	4	4	1	0	0	2	0	5	6	12	16	11	16	11	15	23	13	
		%	7.89	1.82	3.45	8	9.52	25	0.00	0	3.51	0	5.75	7.69	10.17	9.88	10.28	6.35	4.72	5.66	8.61	5.46	
(F) Possession ended earlier 120 min		Number	9	23	13	18	14	1	0	2	4	1	19	16	33	43	31	34	21	17	29	32	
		%	23.68	41.82	22.41	36	33.33	25	0.00	5	7.02	20	21.84	20.51	27.97	26.54	28.97	13.49	9.01	6.42	10.86	13.45	
(G) Possession ended later 120 min		Number	0	1	2	2	1	0	0	0	2	0	3	8	3	12	8	3	7	4	5	6	
		%	0	1.82	3.45	4	2.38	0	0.00	0	3.51	0	3.45	10.26	2.54	7.41	7.48	1.19	3	1.51	1.87	2.52	
8.2 Planned Urgent Possessions																							
Total Urgent Possessions	Number	2	1	0	0	1	15	8	11	16	7	28	31	31	24	23	48	41	28	32	26		
Average Duration per Possession	Minutes	6,254.5	195	0.00	0.00	454	324.47	587.75	420.55	402.06	289.43	788	1,506.65	2,157	1,634.38	1,521.61	1,235.67	1,103.54	640.57	5,713.56	7,168.77		
8.3 Planned Emergency Possessions																							
Total Emergency Possessions	Number	2	0	1	0	0	9	1	5	5	6	12	13	8	14	9	9	5	6	4	7		
Average Duration per Possession	Minutes	494.5	0.00	114	0.00	0.00	293.56	185	294.4	292	1,294	2,939.08	589.69	528.5	314.93	1,005.67	249.89	6,124.2	1,192.17	363	215.43		

Queensland Rail Comparative data - Second 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.

Quarter 2 2023-24 is referred to as Q2 2023-24 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 Coal train services (excluding cancellations) in Q2 2023-24 (1400) compared to Q1 2023-24 (1216) with the commencement of coal services from Jondaryan. The percentage of train services that reached their destination within their Allotted Time Threshold decreased in Q2 2023-24 (Coal 66.36%, Freight 80%, Long Distance Passenger 95.45%) compared to Q1 2023-24 (Coal 83.96%, Freight 87.88%, Long Distance Passenger 100%) with heat restrictions and weather events reducing performance. The number of Coal services that did not reach their destination within the Allotted Time Threshold due to any other reason increased in Q2 2023-24 (471) compared to Q1 2023-24 (195) with a greater number of services and adverse weather events contributing to the results.

Mount Isa Line: There was a decrease in the total number of Freight train services (excluding cancellations) in Q2 2023-24 (614) as compared to Q1 2023-24 (795). There were more freight train services cancelled in Q2 2023-24 resulting in fewer trains running, with force majeure events at Phosphate Hill contributing to the results. The percentage of trains that reached their destination within the Allotted Time Threshold increased in Q2 2023-24 (Bulk 74.53%, Freight 72.96%, Long Distance Passenger 89.8%) as compared to Q1 2023-24 (Bulk 56%, Freight 67.55%, Long Distance Passenger 60.42%) with the previous quarter affected by adverse weather events, a level crossing collision, delays in adjoining networks, as well as an animal strike.

North Coast Line: There was a decrease in the total number of Freight services (excluding cancellations) in Q2 2023-24 (2952) compared to Q1 2023-24 (3389) with the conclusion of the annual sugar season and a reduction in livestock services. The percentage of train services that reached their destination within their Allotted Time Threshold increased in Q2 2023-24 (Bulk 74.31%, Freight 77.57%, Long Distance Passenger 71.43%) as compared to Q1 2023-24 (Bulk 55.77%, Freight 74.92%, Long Distance Passenger 67.36%).

Metropolitan System. There was an increase in the total number of Coal train services (excluding cancellations) in Q2 2023-24 (930) compared to Q1 2023-24 (809) with the commencement of coal services from Jondaryan. There was a decrease in the total number of Freight train services (excluding cancellations) in Q2 2023-24 (1151) as compared to Q1 2023-24 (1358) with a reduction in grain and livestock services. There was an increase in the number and percentage of Coal train services that did not reach their destination within their Allotted Time Threshold due to any other reason in Q2 2023-24 (385 / 41.4%) compared to Q1 2023-24 (150 / 18.54%) with a greater number of services and adverse weather events contributing to the results.

Transit Time Delays

West Moreton System: The average Above Rail Delay for Coal services (minutes per 100km) increased in Q2 2023-24 (13.27 minutes) as compared to Q1 2023-24 (8.94 minutes) due to locomotive and train crew issues. The average Below Rail Delay for Coal services (minutes per 100km) was negative in Q2 2023-24 (-7.23 minutes) as compared to Q1 2023-24 (-5.04 minutes) due to several activities completed ahead of schedule. The average Unallocated Delay for train services increased in Q2 2023-24 (Coal 26.16 minutes, Freight 12.35 minutes, Long Distance Passenger 4.78 minutes) as compared to Q1 2023-24 (Coal 4.44 minutes, Freight - 8.08 minutes, Long Distance Passenger 2.31 minutes) with heat and storm events contributing to the results.

Mount Isa Line: The average Below Rail Delay for train services (minutes per 100km) decreased in Q2 2023-24 (Bulk 4.7 minutes, Long Distance Passenger 5.36 minutes) as compared to Q1 2023-24 (Bulk 8.53 minutes, Long Distance Passenger 7.2 minutes) due to comparatively less Temporary Speed Restrictions.

North Coast Line: The average Above Rail Delay for Bulk Minerals (minutes per 100km) decreased in Q2 2023-24 (251.47 minutes) from Q1 2023-24 (444.22 minutes) with the previous quarter experiencing higher than average delays due to stowage at operator request, and yard congestion issues. Bulk Mineral trains on the North Coast Line 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 Unallocated Delay for train services (minutes per 100km) increased in Q2 2023-24 (Coal 107.11 minutes, Freight 23.69 minutes, Long Distance Passenger 7.07 minutes) compared to Q1 2023-24 (Coal 60.99 minutes, Freight 19.78 minutes, Long Distance Passenger 6.2 minutes) with force majeure and adverse weather incidents, adjoining operations, late entry and connecting train delays contributing to the results.

Train Cancellations

West Moreton System: The number and percentage of Coal services that were cancelled attributable solely to Queensland Rail as Railway Manager increased in Q2 2023-24 (365 / 17.74%) compared to Q1 2023-24 (168 / 10.53%) with Cross River Rail closures, SCAS and planned possessions contributing to results. The number and percentage of Coal services that were cancelled not clearly attributable solely to Queensland Rail or the Access Holder increased in Q2 2023-24 (108 / 5.25%) compared to Q1 2023-24 (5 / 0.31%) with heat restrictions, excessive rainfall and a landslip contributing to the results.

Mount Isa Line: The number and percentage of Freight services that were cancelled attributable solely to the Access Holder or Nominated Rolling stock Operator increased in Q2 2023-24 (528 / 45.75%) compared to Q1 2023-24 (345 / 30%) with force majeure events at Phosphate Hill contributing to the results. The number and percentage of train services that were cancelled not clearly attributable to Queensland Rail or the Access Holder increased in Q2 2023-24 (Bulk 2 / 1.68%, Freight 9 / 0.78%, Long Distance Passenger 2 / 3.77%) as compared to Q1 2023-24 (Bulk 2 / 1.63%, Freight 5 / 0.43%, Long Distance Passenger 0 / 0.00%) with animal collisions, and a wildfire, contributing to the results.

North Coast Line: The number and percentage of Freight services that were cancelled attributable solely to Queensland Rail as Railway Manager increased in Q2 2023-24 (84 / 1.95%) as compared to Q1 2023-24 (18 / 0.42%) with services cancelled due track defects, Cross River Rail closures, SCAS and planned possessions. The number and percentage of Freight services that were cancelled attributable solely to the Access Holder or Nominated Rolling Stock Operator increased in Q2 2023-24 (1183 / 27.47%) compared to Q1 2023-24 (822 / 19.23%), with the conclusion of the sugar season, grain and livestock cancellations, and force majeure events at Phosphate Hill contributing to the results. The number and percentage of train services cancelled not clearly attributable to Queensland Rail or the Access Holder increased in Q2 2023-24 (Bulk 2 / 1.64%, Freight 87 / 2.02%, Long Distance Passenger 27 / 7.07%) as compared to Q1 2023-24 (Bulk 2 / 1.56%, Freight 47 / 1.1%, Long Distance Passenger 10 / 1.77%) with service cancellations resulting from an incident on the Aurizon Network.

Metropolitan System: The number and percentage of train services that were cancelled attributable solely to Queensland Rail as Railway Manager increased in Q2 2023-24 (Coal 245 / 17.88%, Freight 88 / 5.99%) compared to Q1 2023-24 (Coal 111 / 10.46%, Freight 14 / 0.89%) due to Cross River Rail, SCAS and planned possessions. The number and percentage of train services cancelled not clearly attributable to Queensland Rail or the Access Holder increased in Q2 2023-24 (Coal 69 / 5.04%, Freight 55 / 3.74%, Long Distance Passenger 22 / 6.21%) as compared to Q1 2023-24 (Coal 3 / 0.28%, Freight 10 / 0.63, Long Distance Passenger 10 / 1.79%) with multiple weather events including excessive rainfall in Toowoomba, cyclone Jasper, fires and an incident on the Aurizon Network contributing to the results.

Temporary Speed Restrictions

West Moreton: The average percentage of track under TSR remained on par in Q2 2023-24 (2.74%) with Q1 2023-24 (2.45%).

Mount Isa Line: The average kilometres and percentage of track under TSR decreased in Q2 2023-24 (139.36km / 13.42%) compared to Q1 2023-24 (146.55km / 14.12%)

North Coast Line: The average kilometres and percentage of track under TSR increased in Q2 2023-24 (41.66km / 2.53%) compared to Q1 2023-24 (40.28km / 2.44%) but remained at higher-than-average levels due to major maintenance and capital works on the North Coast Line North.

Planned Normal Possessions

West Moreton System: 64.29% of Planned Normal Possessions in Q2 2023-24 started and ended within 15 minutes of the time scheduled an increase of 6.29% from the previous quarter.

Mount Isa Line: 60% of Planned Normal Possessions in Q2 2023-24 started and ended within 15 minutes of the time scheduled an increase of 5.61% from the previous quarter.

North Coast Line: 66.36% of Planned Normal Possessions in Q2 2023-24 started and ended within 15 minutes of the time scheduled an increase of 9.57% from the previous quarter.

Metropolitan System: 58.82% of Planned Normal Possessions in Q2 2023-24 started and ended within 15 minutes of the time scheduled, on par with the previous quarter 59.18%.

Planned Urgent Possessions

West Moreton System: The number of Planned Urgent Possessions increased in Q2 2023-24 (1) compared to Q1 2023-24 (0) with a closure for points repair (454 minutes) contributing to the result.

North Coast Line: The number and average duration of Planned Urgent Possessions slightly decreased in Q2 2023-24 (23 / 1,521.61 minutes) compared to Q1 2023-24 (24 / 1,634 minutes) with multiple-closures for drainage works (7839, 75805, and 6333 minutes), trackwork (3,217 minutes) and major track reconditioning (1,964 minutes) contributing to the result.

Metropolitan System: The average duration of Planned Urgent Possessions increased in Q2 2023-24 (7,168.77minutes) compared to Q1 2023-24 (5,713 minutes) with a closure relating to Cross River Rail (173741 minutes) contributing to the result.

Planned Emergency Possessions

Mount Isa Line: The average number and duration of Planned Emergency Possessions increased in Q2 2023-24 (6 / 1,294 minutes) compared to Q1 2023-24 (5 / 292 minutes) with a closure for resleepering (6,110 minutes) contributing to the result.

North Coast Line: The average duration of Planned Emergency Possessions increased in Q2 2023-24 (1005.67 minutes) compared to Q1 2023-24 (314.93 minutes) with a closure for resleepering (6,110 minutes) contributing to the result. As this activity was completed over the boundary of both the Mount Isa Line and the North Coast Line it is attributable to both systems.

Queensland Rail Performance Measures and Definitions Quarterly Data Second Quarter 2023/2024

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, 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 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>

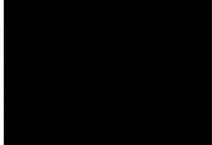
Chief Executive Officer Responsibility Statement

Public Quarterly Performance Report Quarter 2 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 2 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
30 January 2024