

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

Third Quarter 2022/2023

1/01/23 to 31/03/23



Queensland Rail Performance Measures

Queensland Rail Performance Measures

Quarterly Data - 1/01/23 to 31/03/23

2022/2023		1/01/23 to 31/03/23		System							
Q3		31/03/2023		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	655	0	0	428		
					%	80.07	0.00	0.00	78.39		
				Bulk Minerals	Number	0	53	62	0		
					%	0.00	65.43	65.26	0.00		
				Freight	Number	293	532	1,295	911		
					%	76.9	70.09	71.23	75.85		
				Long Distance Passenger	Number	42	31	232	236		
					%	89.36	75.61	51.9	57		
Services that did not reach their destination within Allotted Time Threshold.				Attributable solely to Queensland Rail as Railway Manager		Coal	Number	0	0	0	0
							%	0.00	0.00	0.00	0.00
						Bulk Minerals	Number	0	0	0	0
							%	0.00	0.00	0.00	0.00
						Freight	Number	0	0	1	0
							%	0.00	0.00	0.06	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	6	0
							%	0.00	0.00	6.32	0.00
Freight	Number	3	0			26	0				
	%	0.79	0.00			1.43	0.00				
Long Distance Passenger	Number	0	0	2	0						
	%	0.00	0.00	0.45	0.00						
Due to any other reason		Coal	Number	163	0	0	118				
			%	19.93	0.00	0.00	21.61				
		Bulk Minerals	Number	0	28	27	0				
			%	0.00	34.57	28.42	0.00				
		Freight	Number	85	227	496	290				
			%	22.31	29.91	27.28	24.15				
Long Distance Passenger	Number	5	10	213	178						
	%	10.64	24.39	47.65	43						
Total Train Services (excluding Cancelled)				Coal	Number	818	0	0	546		
				Bulk Minerals	Number	0	81	95	0		
				Freight	Number	381	759	1818	1201		
				Long Distance Passenger	Number	47	41	447	414		

2022/2023		1/01/23 to 31/03/23		System					
Q3		31/03/2023		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	8.49	0.00	0.00	6.81
				Bulk Minerals		0.00	9.54	759.72	0.00
				Freight		61.33	7.61	7.68	8.26
				Long Distance Passenger		-1.85	0.51	2.13	-0.3
The average Below Rail Delay				Coal	Minutes per 100 KMS	-2.36	0.00	0.00	2.92
				Bulk Minerals		0.00	3.98	1.77	0.00
				Freight		6.34	4.04	4.26	2.57
				Long Distance Passenger		8.14	4.58	2.25	-1.26
The average Unallocated Delay				Coal	Minutes per 100 KMS	8.64	0.00	0.00	49.19
				Bulk Minerals		0.00	2.07	416.69	0.00
				Freight		28.97	6.24	8.36	25.72
				Long Distance Passenger		2.53	1.09	4.83	6.63

Queensland Rail Performance Measures

Quarterly Data - 1/01/23 to 31/03/23

31/03/2023		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	84	0	0	56	
		%	7.56	0.00	0.00	7.57	
	Bulk Minerals	Number	0	0	0	0	
		%	0.00	0.00	0.00	0.00	
	Freight	Number	7	0	31	20	
		%	1.31	0.00	1.15	1.12	
	Long Distance Passenger	Number	0	0	26	26	
		%	0.00	0.00	4.59	5.05	
	Attributable solely to the Access Holder or Nominated Rolling Stock Operator	Coal	Number	166	0	0	112
			%	14.94	0.00	0.00	15.14
Bulk Minerals		Number	0	46	45	0	
		%	0.00	35.11	31.25	0.00	
Freight		Number	130	316	530	327	
		%	24.25	28.78	19.73	18.25	
Long Distance Passenger		Number	3	5	40	33	
		%	5.88	9.8	7.07	6.41	
Not clearly attributable to Queensland Rail or Access Holder		Coal	Number	43	0	0	26
			%	3.87	0.00	0.00	3.51
	Bulk Minerals	Number	0	4	4	0	
		%	0.00	3.05	2.78	0.00	
	Freight	Number	18	23	308	244	
		%	3.36	2.09	11.47	13.62	
	Long Distance Passenger	Number	1	5	53	42	
		%	1.96	9.8	9.36	8.16	

31/03/2023		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		%	3.88	13.49	2.87	Not applicable
Average kilometres of track under temporary speed restriction		Number	14.3	140.08	47.32	
6. Quality						
Overall Track Condition Index (OTCI)		Number	28.00	26.00	22.62	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 - 1/01/23 to 31/03/23

		Measure	West Moreton	Mount Isa Line	North Coast Line	Metropolitan
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	39	0	34	149
		%	68.42	0.00	43.59	63.95
(B) Possession started between 15-120 min		Number	15	0	26	57
		%	26.32	0.00	33.33	24.46
(C) Possession ended earlier 15-120 min		Number	21	0	28	116
		%	36.84	0.00	35.9	49.79
(D) Possession ended later 15-120 min		Number	3	0	12	15
		%	5.26	0.00	15.38	6.44
(E) Possession started after 120 min		Number	1	0	6	11
		%	1.75	0.00	7.69	4.72
(F) Possession ended earlier 120 min	Number	23	0	16	21	
	%	40.35	0.00	20.51	9.01	
(G) Possession ended later 120 min	Number	1	0	8	7	
	%	1.75	0.00	10.26	3	

		Measure	West Moreton	Mount Isa Line	North Coast Line	Metropolitan
8.2 Planned Urgent Possessions						
Total Urgent Possessions	Number		1	8	31	41
Average Duration per Possession	Minutes		195	587.75	1,506.65	1,103.54

		Measure	West Moreton	Mount Isa Line	North Coast Line	Metropolitan
8.3 Planned Emergency Possessions						
Total Emergency Possessions	Number		0	1	13	5
Average Duration per Possession	Minutes		0.00	185	589.69	6,124.2

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 - Third Quarter 2022/2023 and Preceding Four Quarters

Quarter		System																							
		Product Group	Measure	West Moreton					Mount Isa Line					North Coast Line					Metropolitan						
				2021/2022 Q3	2021/2022 Q4	2022/2023 Q1	2022/2023 Q2	2022/2023 Q3	2021/2022 Q3	2021/2022 Q4	2022/2023 Q1	2022/2023 Q2	2022/2023 Q3	2021/2022 Q3	2021/2022 Q4	2022/2023 Q1	2022/2023 Q2	2022/2023 Q3	2021/2022 Q3	2021/2022 Q4	2022/2023 Q1	2022/2023 Q2	2022/2023 Q3		
1. On Time Running																									
Services that reached their destination within Allotted Time Threshold		Coal	Number	631	606	682	569	655	0	0	0	0	0	0	0	0	0	0	402	379	445	375	428		
			%	84.81	70.63	82.17	73.23	80.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	81.05	66.26	80.62	72.39	78.39	
		Bulk Minerals	Number		0	0	0	0	109	78	61	85	53	128	80	63	83	62	0	0	0	0	0		
			%	0.00	0.00	0.00	0.00	0.00	70.78	67.83	58.65	70.25	65.43	68.82	67.8	59.43	69.17	65.26	0.00	0.00	0.00	0.00	0.00		
		Freight	Number	182	249	222	141	293	377	222	530	612	532	1,095	1,343	2,341	2,510	1,295	797	939	1,019	984	911		
			%	74.29	68.78	72.31	67.14	76.9	57.21	63.43	66.67	74.09	70.09	64.6	70.98	72.5	78.68	71.23	71.03	68.94	72.79	74.43	75.85		
		Long Dist Passenger	Number	7	41	45	38	42	5	15	31	36	31	263	219	328	274	232	234	241	329	271	236		
			%	100	95.35	84.91	90.48	89.36	35.71	37.5	73.81	81.82	75.61	61.16	47.61	66.4	55.58	51.9	63.59	53.44	67.84	56.46	57		
		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	
							%	0.00	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	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	0.83	0.00	0.00	0.00	0.00	0.00	0.00
Freight	Number					0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	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	0.03	0.03	0.06	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	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	
		Bulk Minerals	Number	0	0	0	0	0	0	1	0	0	0	12	3	8	5	6	0	0	0	0	0		
			%	0.00	0.00	0.00	0.00	0.00	0.00	0.87	0.00	0.00	0.00	6.45	2.54	7.55	4.17	6.32	0.00	0.00	0.00	0.00	0.00		
		Freight	Number	1	0	0	0	3	0	0	0	0	0	18	17	30	20	26	0	0	0	0	0		
%	0.41		0.00	0.00	0.00	0.79	0.00	0.00	0.00	0.00	0.00	1.06	0.9	0.93	0.63	1.43	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	2	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	0.45	0.00	0.00	0.00	0.00	0.00				
Total Train Services (excluding Cancelled)		Coal	Number	113	252	148	208	163	0	0	0	0	0	0	0	0	0	94	193	107	143	118			
			%	15.19	29.37	17.83	26.77	19.93	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	18.95	33.74	19.38	27.61	21.61		
		Bulk Minerals	Number	0	0	0	0	0	45	36	43	36	28	46	35	35	31	27	0	0	0	0	0		
			%	0.00	0.00	0.00	0.00	0.00	29.22	31.3	41.35	29.75	34.57	24.73	29.66	33.02	25.83	28.42	0.00	0.00	0.00	0.00	0.00		
		Freight	Number	62	113	85	69	85	282	128	265	214	227	582	532	857	659	496	325	423	381	338	290		
%	25.31		31.22	27.69	32.86	22.31	42.79	36.57	33.33	25.91	29.91	34.34	28.12	26.54	20.66	27.28	28.97	31.06	27.21	25.57	24.15				
Long Dist Passenger	Number	0	2	8	4	5	9	25	11	8	10	167	241	166	219	213	134	210	156	209	178				
	%	0.00	4.65	15.09	9.52	10.64	64.29	62.5	26.19	18.18	24.39	38.84	52.39	33.6	44.42	47.65	36.41	46.56	32.16	43.54	43				

Quarter	System																						
	Product Group	Measure	West Moreton					Mount Isa Line					North Coast Line					Metropolitan					
			2021/2022	2021/2022	2022/2023	2022/2023	2022/2023	2021/2022	2021/2022	2022/2023	2022/2023	2022/2023	2021/2022	2021/2022	2022/2023	2022/2023	2022/2023	2021/2022	2021/2022	2022/2023	2022/2023	2022/2023	
Q3	Q4	Q1	Q2	Q3	Q3	Q4	Q1	Q2	Q3	Q3	Q4	Q1	Q2	Q3	Q3	Q4	Q1	Q2	Q3	Q3	Q4		
2. Transit Time Delay																							
The average Above Rail Delay	Coal	Minutes per 100 KMS	7.97	13.13	8.29	10.79	8.49	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	16.49	15.63	22.88	13.03	6.81	
	Bulk Minerals		0.00	0.00	0.00	0.00	0.00	11.2	9.55	12.01	9.25	9.54	478.52	-137.6	226.53	341.11	759.72	0.00	0.00	0.00	0.00	0.00	
	Freight		46.72	93.07	194.86	49.13	61.33	9.43	7.09	9.25	5.63	7.61	7.96	10.27	13.25	8.99	7.68	13.42	25.02	13.22	17.1	8.26	
	Long Dist Passenger		-2.34	-1.77	-2.9	-2.58	-1.85	-1.54	-1.04	-0.66	-0.6	0.51	0.46	1.24	1.36	1.44	2.13	0.37	-0.33	-0.73	0.28	-0.3	
The average Below Rail Delay	Coal		-2.13	5.41	-0.25	34.31	-2.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	16.05	13.62	2.92	1.4	2.92
	Bulk Minerals		0.00	0.00	0.00	0.00	0.00	4.89	6.13	3.21	2.82	3.98	8.75	2.34	7.91	23.14	1.77	0.00	0.00	0.00	0.00	0.00	
	Freight		5.66	-8.9	6.45	99.52	6.34	4.84	5.96	2.47	2.89	4.04	3.02	4.44	4.62	3.98	4.26	1.35	3.78	2.41	2.47	2.57	
	Long Dist Passenger		9.79	8.5	8.2	8.72	8.14	5.85	7.44	5.85	4.58	4.58	2.16	2.47	1.49	1.67	2.25	-2.66	-1.65	-1.57	-0.83	-1.26	
The average Unallocated Delay	Coal		89.01	38.81	3.57	7.72	8.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	33.14	45.3	11.01	52.54	49.19
	Bulk Minerals		0.00	0.00	0.00	0.00	0.00	0.78	0.21	1.96	2.38	2.07	188.04	317.32	443.58	151.43	416.69	0.00	0.00	0.00	0.00	0.00	
	Freight		238.5	109.18	49.82	7.27	28.97	7.93	5.57	6.91	3.71	6.24	8	5.96	4.51	4.09	8.36	20.77	25.16	24.89	28.4	25.72	
	Long Dist Passenger		3.56	2.21	2.3	2.1	2.53	1.32	-0.68	-0.86	-0.2	1.09	4.55	4.47	3.43	4.31	4.83	7.06	6.86	7.11	6.71	6.63	
3. Train Cancellations																							
Attributable solely to Queensland Rail as Railway Manager	Coal	Number	107	141	124	291	84	0	0	0	0	0	0	0	0	0	0	74	94	82	193	56	
		%	8.78	9.7	9.39	21.81	7.56	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9	9.58	9.14	21.14	7.57
	Bulk Minerals	Number	0	0	0	0	0	0	2	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	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	0.00
	Freight	Number	2	4	42	8	7	20	151	4	5	0	171	177	50	49	31	150	62	77	52	20	
		%	0.43	0.65	7.51	1.96	1.31	2.48	17.68	0.38	0.45	0.00	7.43	6.52	1.17	1.16	1.15	9.13	3.3	3.99	2.99	1.12	
	Long Dist Passenger	Number	4	4	0	10	0	0	10	0	1	0	39	60	22	15	26	34	43	22	24	26	
		%	7.84	7.69	0.00	19.23	0.00	0.00	19.23	0.00	1.89	0.00	7.2	10.77	3.87	2.6	4.59	7.23	8.13	4.1	4.41	5.05	
Attributable solely to the Access Holder or Nominated Rolling Stock Operator	Coal	Number	122	373	348	252	166	0	0	0	0	0	0	0	0	0	0	91	260	253	193	112	
		%	10.01	25.67	26.34	18.89	14.94	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.07	26.5	28.21	21.14	15.14	
	Bulk Minerals	Number	0	0	0	0	0	22	25	18	10	46	28	30	18	10	45	0	0	0	0	0	
		%	0.00	0.00	0.00	0.00	0.00	12.5	17.36	13.24	7.46	35.11	13.02	19.61	13.04	7.52	31.25	0.00	0.00	0.00	0.00	0.00	
	Freight	Number	87	163	200	98	130	125	348	179	261	316	385	560	873	948	530	215	314	415	284	327	
		%	18.79	26.33	35.78	23.96	24.25	15.49	40.75	17.13	23.53	28.78	16.72	20.64	20.44	22.51	19.73	13.09	16.74	21.5	16.34	18.25	
	Long Dist Passenger	Number	37	3	0	0	3	36	0	2	8	5	55	29	35	61	40	54	29	28	33	33	
		%	72.55	5.77	0.00	0.00	5.88	69.23	0.00	3.85	15.09	9.8	10.15	5.21	6.15	10.59	7.07	11.49	5.48	5.22	6.07	6.41	
Not clearly attributable to Queensland Rail or Access Holder	Coal	Number	246	81	19	14	43	0	0	0	0	0	0	0	0	0	0	161	55	10	9	26	
		%	20.18	5.57	1.44	1.05	3.87	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	19.59	5.61	1.11	0.99	3.51	
	Bulk Minerals	Number	0	0	0	0	0	0	2	14	3	4	1	3	14	3	4	0	0	0	0	0	
		%	0.00	0.00	0.00	0.00	0.00	0.00	1.39	10.29	2.24	3.05	0.47	1.96	10.14	2.26	2.78	0.00	0.00	0.00	0.00	0.00	
	Freight	Number	130	90	10	93	18	3	5	67	17	23	52	84	118	25	308	157	138	38	80	244	
		%	28.08	14.54	1.79	22.74	3.36	0.37	0.59	6.41	1.53	2.09	2.26	3.1	2.76	0.59	11.47	9.56	7.36	1.97	4.6	13.62	
	Long Dist Passenger	Number	3	2	0	0	1	2	2	8	0	5	18	8	18	7	53	14	6	1	7	42	
		%	5.88	3.85	0.00	0.00	1.96	3.85	3.85	15.38	0.00	9.8	3.32	1.44	3.16	1.22	9.36	2.98	1.13	0.19	1.29	8.16	

Quarter	Product Group	Measure	System																			
			West Moreton					Mount Isa Line					North Coast Line					Metropolitan				
			2021/ 2022	2021/ 2022	2022/ 2023	2022/ 2023	2022/ 2023	2021/ 2022	2021/ 2022	2022/ 2023	2022/ 2023	2022/ 2023	2021/ 2022	2021/ 2022	2022/ 2023	2022/ 2023	2022/ 2023	2021/ 2022	2021/ 2022	2022/ 2023	2022/ 2023	2022/ 2023
Q3	Q4	Q1	Q2	Q3	Q3	Q4	Q1	Q2	Q3	Q3	Q4	Q1	Q2	Q3	Q3	Q4	Q1	Q2	Q3			
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	12	13	38	24	39	4	7	20	3	0	45	64	72	53	34	155	133	197	156	149
		%	34.29	39.39	45.78	63.16	68.42	57.14	63.64	48.78	75	0.00	52.33	47.41	54.55	59.55	43.59	71.76	61.86	67.01	61.9	63.95
(B) Possession started between 15-120 min		Number	12	13	36	10	15	0	2	9	0	0	33	45	39	29	26	41	57	68	73	57
		%	34.29	39.39	43.37	26.32	26.32	0	18.18	21.95	0	0.00	38.37	33.33	29.55	32.58	33.33	18.98	26.51	23.13	28.97	24.46
(C) Possession ended earlier 15-120 min		Number	8	7	44	17	21	0	3	8	1	0	33	42	49	35	28	96	97	163	126	116
		%	22.86	21.21	53.01	44.74	36.84	0	27.27	19.51	25	0.00	38.37	31.11	37.12	39.33	35.9	44.44	45.12	55.44	50	49.79
(D) Possession ended later 15-120 min		Number	10	7	5	2	3	3	1	10	0	0	6	21	9	6	12	13	9	17	14	15
		%	28.57	21.21	6.02	5.26	5.26	42.86	9.09	24.39	0	0.00	6.98	15.56	6.82	6.74	15.38	6.02	4.19	5.78	5.56	6.44
(E) Possession started after 120 min		Number	1	0	6	3	1	0	0	1	1	0	2	11	13	5	6	9	21	13	16	11
		%	2.86	0	7.23	7.89	1.75	0	0	2.44	25	0.00	2.33	8.15	9.85	5.62	7.69	4.17	9.77	4.42	6.35	4.72
(F) Possession ended earlier 120 min		Number	8	6	13	9	23	2	3	4	1	0	25	44	32	20	16	28	22	35	34	21
		%	22.86	18.18	15.66	23.68	40.35	28.57	27.27	9.76	25	0.00	29.07	32.59	24.24	22.47	20.51	12.96	10.23	11.9	13.49	9.01
(G) Possession ended later 120 min		Number	3	1	1	0	1	0	1	4	0	0	2	3	5	3	8	2	4	5	3	7
		%	8.57	3.03	1.2	0	1.75	0	9.09	9.76	0	0.00	2.33	2.22	3.79	3.37	10.26	0.93	1.86	1.7	1.19	3
8.2 Planned Urgent Possessions																						
Total Urgent Possessions	Number	1	1	0	2	1	8	38	4	15	8	25	28	49	28	31	41	33	34	48	41	
Average Duration per Possession	Minutes	177	392	0.00	6,254.5	195	271.25	505.03	396.75	324.47	587.75	1,090.36	651.57	727.73	788	1,506.65	20,509.46	447.3	639.71	1,235.67	1,103.54	
8.3 Planned Emergency Possessions																						
Total Emergency Possessions	Number	4	1	3	2	0	14	25	9	9	1	12	23	10	12	13	6	6	2	9	5	
Average Duration per Possession	Minutes	3,667.25	202	323.33	494.5	0.00	294.36	3,758.48	9,786.67	293.56	185	954.58	383.91	284.7	2,939.08	589.69	274	278.33	166	249.89	6,124.2	

Queensland Rail Comparative Data - Third 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 and train cancellations.

Quarter 2 2022-23 is referred to as Q2 2022-23 and Quarter 3 2022-23 is referred to as Q3 2022-23 in these comments

On Time Running

West Moreton System: There has been an increase in the total number of train services (excluding cancellations) in Q3 2022-23 (Coal 818, Freight 381, Long Distance Passenger 47) compared to Q2 2022-23 (Coal 777, Freight 210, Long Distance Passenger 42) with an uplift in grain volumes. There was an increase in trains that reached their destination within Allotted Time Threshold in Q3 2022-23 (Coal 80.7%, Freight 76.9%) compared to Q2 2022-23 (Coal 73.23, Freight 67.14%) returning to Q2 2022-23 levels. There were 3 grain services that did not reach their destination within the Allotted Time Threshold attributable solely to above rail cause in Q3 2022-23.

Mount Isa Line: The percentage of services that did not reach their destination within the Allotted Time Threshold due to any other reason increased in Q3 2022-23 (Bulk 34.57%, Freight 29.91%, Long Distance Passenger 24.39%) as compared to Q2 2022-23 (Bulk 29.75%, Freight 25.91%, Long Distance Passenger 18.18%). Total train services (excluding cancelled) reduced in in Q3 2022-23 (Bulk 81, Freight 759, Long Distance Passenger 41) as compared to Q2 2022-23 (Bulk 121, Freight 826, Long Distance Passenger 44). Multiple flooding events including at Julia Creek, as well as other force majeure events at Cloncurry and Phosphate Hill contributed to the results.

North Coast Line: The percentage of services that did not reach their destination within the Allotted Time Threshold due to any other reason increased in Q3 2022-23 (Bulk 28.42%, Freight 27.28%, Long Distance Passenger 47.65%) as compared to Q2 2022-23 (Bulk 25.83%, Freight 20.66%, Long Distance Passenger 44.42%). Total train services (excluding cancelled) reduced in in Q3 2022-23 (Bulk 95, Freight 1818, Long Distance Passenger 447) as compared to Q2 2022-23 (Bulk 120, Freight 3190, Long Distance Passenger 493). Force majeure events on the interconnecting Mount Isa Line, as well as the conclusion of sugar season contributed to the results.

Transit Time Delays

West Moreton System: The average Below Rail Delay for Freight services (minutes per 100km) significantly decreased in Q3 2022-23 (6.34 minutes) as compared to Q2 2022-23 (99.5 minutes) with a derailment and the impacts of Temporary Speed Restriction delays affecting previous result. The average Unallocated Delay for all services (minutes per 100km) was higher in Q3 2022-23 (Coal 8.64, Freight 28.97 and Long Distance Passenger 2.53) as compared to Q2 2022-23 (Coal 7.72, Freight 7.27, and Long Distance Passenger 2.1) due to heat restrictions.

North Coast Line: The average Above Rail Delay for Bulk Minerals services (minutes per 100km) increased in Q3 2022-23 (759.72 minutes) from Q2 2022-23 (341.11 minutes). 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. In this case three services (1223 minutes, 583 minutes, and 301 minutes late) drove up the average. The average Unallocated Delay for Bulk services (minutes per 100km) was also higher in Q3 2022-23 (416.69 minutes) as compared to Q2 2022-23 (151.43 minutes) due to heavy rainfall and flooding.

Train Cancellations

West Moreton System: The number and percentage of Coal services that were cancelled attributable solely to Queensland Rail as Railway Manager decreased in Q3 2022-23 (84 / 7.56%) compared to Q2 2022-23 (291 / 21.81%) with several Cross River Rail closures affecting results in the previous quarter. The number and percentage of Coal services that were cancelled and not clearly attributable to Queensland Rail or Access Holders increased in Q3 2022-23 (43 / 3.87%) compared to Q2 2022-23 with multiple flooding events affecting railings. The number and percentage of Freight services that were cancelled and not clearly attributable to Queensland Rail or Access Holders decreased in Q3 2022-23 (18 / 3.36%) compared to Q2 2022-23 (93 / 22.74%) due to multiple Force Majeure Events (flooding) in the South Western System affecting results in the previous quarter.

Mount Isa Line: The number and percentage of train services that were cancelled attributable solely to the Access Holder or the Nominated Rolling Stock Operator increased in Q3 2022-23 (Bulk 46 / 35.11%, Freight 316 / 28.78%) compared to Q2 2022-23 (Bulk 10 / 7.46%, Freight 261 / 23.53%) with Force Majeure Events at Cloncurry and Phosphate Hill affecting results.

North Coast Line: The number and percentage of Bulk train services that were cancelled attributable solely to the Access Holder or the Nominated Rolling Stock Operator increased in Q3 2022-23 (45 / 31.25%) compared to Q2 2022-23 (10 / 7.52%) with Force Majeure Events at Cloncurry and Phosphate Hill affecting results. The number and percentage of train services that were cancelled not clearly attributable to Queensland Rail or Access Holders increased in Q3 2022-23 (Bulk 4 / 2.78%, Freight 308 / 11.47%, Long Distance Passenger 53 / 9.36%) compared to Q2 2022-23 (Bulk 3 / 2.26%, Freight 25 / 0.59%, Long Distance Passenger 7 / 1.22%) due to multiple flooding events in far North Queensland, and a derailment on the Aurizon Network.

Metropolitan System: The number and percentage of train services that were cancelled not clearly attributable to Queensland Rail or Access Holders increased in Q3 2022-23 (Freight 244 / 13.62%, Long Distance Passenger 42 / 8.16%) compared to Q2 2022-23 (Freight 80 / 4.6%, Long Distance Passenger 7 / 1.29%) due to multiple flooding events in far North Queensland, and a derailment on the Aurizon Network. The Metropolitan System interfaces with the North Coast Line and West Moreton Systems and can be affected by events on these systems.

Temporary Speed Restrictions

Mount Isa Line: The average kilometres and percentage of track under Temporary Speed Restrictions (TSR) increased in Q3 2022-23 (140.08km / 13.49%) compared to Q2 2022-23 (121.47km / 11.7%) The increase in the TSR was largely due to the impacts of wet weather and heat.

North Coast Line: The average kilometres and percentage of track under Temporary Speed Restrictions (TSR) increased in Q3 2022-23 (47.32km / 2.87%) compared to Q2 2022-23 (28.18km / 1.71%). The increase in the TSR was largely due to the impacts of wet weather and heat, as well as major maintenance.

Planned Normal Possessions

Mount Isa Line: There were no Planned Normal Possessions in Q3 2022-23 with certain planned works alternatively completed between train services during the quarter.

Planned Urgent Possessions

Mount Isa Line: The average duration of Planned Urgent Possessions increased in Q3 2022-23 (587.75 mins) compared to Q2 2022-23 (324.47 mins) with a multiple day closure between 23 March to 25 March 2023 for level crossing signalling maintenance contributing to the results.

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

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

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

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

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

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

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

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

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

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

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

Authority means:

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

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

AU2 means the document created by Queensland Rail and approved by the Queensland Competition Authority on 1 July 2020 which provides a framework to manage negotiations with Access Seekers for Access to Queensland Rail's rail infrastructure for the purpose of operating train services.

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

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

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

- (a) the construction, maintenance and renewal of Network assets including to ensure that the Network is provided to the standard required to meet Queensland Rail's obligations to each Network Participant; and
- (b) the network management services required for the safe operation of Train Services on the Network including:
 - o Network Control; and
 - o the implementation of procedures and systems, including supporting communications systems, for the safe operation of Train Services and protection of work sites on the Network,

and Below Rail has a similar meaning.

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

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

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

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

Law includes:

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

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

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

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

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

North Coast Line means those parts of the Network bounded to the south by (and including) Nambour station, to the north by (and including) Cairns and to the west by (but excluding) Stuart and including all branch lines comprised in that part of the Network

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

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

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

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

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

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

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

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

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

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

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

Urgent Possession means a Possession:

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

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

References

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

Chief Executive Officer Responsibility Statement

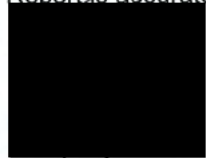
Public Quarterly Performance Report

Quarter 3 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 3 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
27 April 2023