

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

Fourth Quarter 2022/2023

01/04/2023 to 30/06/2023



Queensland Rail Performance Measures

Quarterly Data - 1/04/2023 to 30/06/2023

		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	674	0	0	437
			%	81.2	0.00	0.00	78.88
		Bulk Minerals	Number	0	62	64	0
			%	0.00	59.62	58.72	0.00
		Freight	Number	278	641	1,866	1,099
			%	77.44	73.59	75.52	81.47
		Long Distance Passenger	Number	41	32	311	317
			%	93.18	69.57	65.06	67.88
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	0.04	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	2	0
			%	0.00	0.00	1.83	0.00
		Freight	Number	3	0	21	0
			%	0.84	0.00	0.85	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	156	0	0	117
			%	18.8	0.00	0.00	21.12
		Bulk Minerals	Number	0	42	43	0
			%	0.00	40.38	39.45	0.00
		Freight	Number	78	230	583	250
			%	21.73	26.41	23.59	18.53
		Long Distance Passenger	Number	3	14	167	150
			%	6.82	30.43	34.94	32.12
Total Train Services (excluding Cancelled)		Coal	Number	830	0	0	554
		Bulk Minerals	Number	0	104	109	0
		Freight	Number	359	871	2471	1349
		Long Distance Passenger	Number	44	46	478	467

		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	8.33	0	0	34.56
		Bulk Minerals		0	4.84	110.31	0
		Freight		78.45	5.72	6.79	14.79
		Long Distance Passenger		-1.73	-0.93	1.17	-0.66
The average Below Rail Delay		Coal	Minutes per 100 KMS	-0.57	0	0	11
		Bulk Minerals		0	5.43	0	0
		Freight		12.69	4.51	3.81	2.67
		Long Distance Passenger		7.6	5.5	1.89	-0.82
The average Unallocated Delay		Coal	Minutes per 100 KMS	1.71	0	0	36.78
		Bulk Minerals		0	2.49	609.18	0
		Freight		46.79	5.41	3.15	16.66
		Long Distance Passenger		1.7	-0.51	3.4	4.94

Queensland Rail Performance Measures

Quarterly Data 1/04/2023 to 30/06/2023

		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	289	0	0	191	
		%	21.55	0.00	0.00	21.34	
	Bulk Minerals	Number	0	0	0	0	
		%	0.00	0.00	0.00	0.00	
	Freight	Number	2	24	38	26	
		%	0.37	2.13	1.23	1.44	
	Long Distance Passenger	Number	14	4	62	66	
		%	23.73	7.69	10.67	11.58	
	Attributable solely to the Access Holder or Nominated Rolling Stock Operator	Coal	Number	222	0	0	150
			%	16.55	0.00	0.00	16.76
Bulk Minerals		Number	0	26	28	0	
		%	0	20	20.44	0	
Freight		Number	162	233	487	352	
		%	30.17	20.66	15.76	19.56	
Long Distance Passenger		Number	1	2	31	27	
		%	1.69	3.85	5.34	4.74	
Not clearly attributable to Queensland Rail or Access Holder		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	14	0	94	73	
		%	2.61	0.00	3.04	4.06	
	Long Distance Passenger	Number	0	0	10	10	
		%	0.00	0.00	1.72	1.75	

		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	1	0
5. Temporary Speed Restrictions						
Average % of track under temporary speed restrictions		%	4.59	15.51	2.59	Not applicable
Average kilometres of track under temporary speed restriction		Number	16.89	161.01	42.64	
6. Quality						
Overall Track Condition Index (OTCI)		Number	27.00	28.00	22.90	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

1/04/2023 to 30/06/2023

		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	45	34	73	177
		%	72.58	85	61.86	67.05
(B) Possession started between 15-120 min		Number	13	4	24	63
		%	20.97	10	20.34	23.86
(C) Possession ended earlier 15-120 min		Number	29	20	57	158
		%	46.77	50	48.31	59.85
(D) Possession ended later 15-120 min		Number	5	2	9	14
		%	8.06	5	7.63	5.3
(E) Possession started after 120 min		Number	2	0	12	15
		%	3.23	0.00	10.17	5.68
(F) Possession ended earlier 120 min		Number	13	2	33	17
		%	20.97	5	27.97	6.44
(G) Possession ended later 120 min		Number	2	0	3	4
		%	3.23	0.00	2.54	1.52

		Measure	West Moreton	Mount Isa Line	North Coast Line	Metropolitan
8.2 Planned Urgent Possessions						
Total Urgent Possessions	Number	0	11	31	28	
Average Duration per Possession	Minutes	0.00	420.55	2,157	640.57	

		Measure	West Moreton	Mount Isa Line	North Coast Line	Metropolitan
8.3 Planned Emergency Possessions						
Total Emergency Possessions	Number	1	5	8	6	
Average Duration per Possession	Minutes	114	294.4	528.5	1,192.17	

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 - Fourth Quarter 2022/2023 and Preceding Four Quarters

Quarter			System																									
			Product Group	Measure	West Moreton					Mount Isa Line					North Coast Line					Metropolitan								
					2021/2022	2022/2023	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				
Q4	Q1	Q2	Q3	Q4	Q4	Q1	Q2	Q3	Q4	Q4	Q1	Q2	Q3	Q4	Q4	Q1	Q2	Q3	Q4	Q4	Q1	Q2	Q3	Q4				
1. On Time Running																												
Services that reached their destination within Allotted Time Threshold		Coal	Number	606	682	569	656	674	0	0	0	0	0	0	0	0	0	0	379	445	375	429	437					
			%	70.63	82.17	73.23	80	81.2	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	66.26	80.62	72.39	78.28	78.88			
		Bulk Minerals	Number	0	0	0	0	0	78	61	85	53	62	80	63	83	62	64	0	0	0	0	0	0	0	0	0	0
			%	0.00	0.00	0.00	0.00	0	67.83	58.65	70.25	65.43	59.62	67.8	59.43	69.17	65.26	58.72	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Freight	Number	249	222	141	294	278	222	530	612	532	641	1,343	2,341	2,510	1,298	1866	939	1,019	984	916	1,099					
			%	68.78	72.31	67.14	76.96	77.44	63.43	66.67	68.09	70.09	73.59	70.98	72.5	78.68	71.24	75.52	68.94	72.79	74.43	75.83	81.47					
		Long Dist Passenger	Number	41	45	38	43	41	15	31	36	31	32	219	328	274	232	311	241	329	271	237	317					
			%	95.35	84.91	90.48	89.58	93.18	37.5	73.81	81.82	75.61	69.57	47.61	66.4	55.58	51.9	65.06	53.44	67.84	56.46	57.11	67.88					
Services that did not reach their destination within Allotted Time Threshold.		Attributable solely to Queensland Rail as Railway Manager	Coal	Number	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0.00	0.00	0.00	0.00
			Bulk Minerals	Number	0	0	0	0	0	0	0	0	0	0	0	0	1	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	0.83	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Freight	Number	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	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	0.03	0.03	0.05	0.04	0.00	0.00	0.00	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	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	0.00	0.00	0.00	0.00	
		Due to any other reason	Coal	Number	252	148	208	164	156	0	0	0	0	0	0	0	0	0	0	193	107	143	119	117				
				%	29.37	17.83	26.77	20	18.8	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	33.74	19.38	27.61	21.72	21.12			
			Bulk Minerals	Number	0	0	0	0	0	36	43	36	28	42	35	35	31	27	43	0	0	0	0	0	0	0	0	
				%	0.00	0.00	0.00	0.00	0.00	31.3	41.35	29.75	34.57	40.38	29.66	33.02	25.83	28.42	39.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Freight	Number		113	85	69	85	78	128	265	214	227	230	532	857	659	497	583	423	381	338	292	250						
	%		31.22	27.69	32.86	22.25	21.73	36.57	33.33	25.91	29.91	26.41	28.12	26.54	20.66	27.28	23.59	31.06	27.21	25.57	24.17	18.53						
Long Dist Passenger	Number	2	8	4	5	3	25	11	8	10	14	241	166	219	213	167	210	156	209	178	150							
	%	4.65	15.09	9.52	10.42	6.82	62.5	26.19	18.18	24.39	30.43	52.39	33.6	44.42	47.65	34.94	46.56	32.16	43.54	42.89	32.12							
Total Train Services (excluding Cancelled)		Coal	Number	858	830	777	820	830	0	0	0	0	0	0	0	0	0	572	552	518	548	554						
		Bulk Minerals	Number	0	0	0	0	0	115	104	121	81	104	118	106	120	95	109	0	0	0	0	0	0	0	0		
		Freight	Number	362	307	210	382	359	350	795	826	759	871	1892	3229	3190	1822	2471	1362	1400	1322	1208	1349					
		Long Dist Passenger	Number	43	53	42	48	44	40	42	44	41	46	460	494	493	447	478	451	485	480	415	467					

Quarter	System																					
	Product Group	Measure	West Moreton					Mount Isa Line					North Coast Line					Metropolitan				
			2021/2022 Q4	2022/2023 Q1	2022/2023 Q2	2022/2023 Q3	2022/2023 Q4	2021/2022 Q4	2021/2022 Q1	2022/2023 Q2	2022/2023 Q3	2022/2023 Q4	2021/2022 Q4	2021/2022 Q1	2022/2023 Q2	2022/2023 Q3	2022/2023 Q4	2021/2022 Q4	2021/2022 Q1	2022/2023 Q2	2022/2023 Q3	2022/2023 Q4
2. Transit Time Delay																						
The average Above Rail Delay	Coal	Minutes per 100 KMS	13.13	8.29	10.79	8.49	8.33	0	0	0	0	0	0	0	0	0	0	15.63	22.88	13.03	6.71	34.56
	Bulk Minerals		0	0	0	0	0	9.55	12.01	9.25	9.54	4.84	-137.6	226.53	341.11	759.72	110.31	0	0	0	0	0
	Freight		93.07	194.86	49.13	61.1	78.45	7.09	9.25	5.63	7.56	5.72	10.27	13.25	8.99	7.64	6.79	25.02	13.22	17.1	8.25	14.79
	Long Dist Passenger		-1.77	-2.9	-2.58	-1.86	-1.73	-1.04	-0.66	-0.6	0.51	-0.93	1.24	1.36	1.44	2.14	1.17	-0.33	-0.73	0.28	-0.3	-0.66
The average Below Rail Delay	Coal		5.41	-0.25	34.31	-2.37	-0.57	0	0	0	0	0	0	0	0	0	0	13.62	2.92	1.4	2.92	11
	Bulk Minerals		0	0	0	0	0	6.13	3.21	2.82	3.98	5.43	2.34	7.91	23.14	1.77	0	0	0	0	0	0
	Freight		-8.9	6.45	99.52	6.33	12.69	5.96	2.47	2.89	4.03	4.51	4.44	4.62	3.98	4.25	3.81	3.78	2.41	2.47	2.55	2.67
	Long Dist Passenger		8.5	8.2	8.72	8.03	7.6	7.44	5.85	4.58	4.58	5.5	2.47	1.49	1.67	2.26	1.89	-1.65	-1.57	-0.83	-1.26	-0.82
The average Unallocated Delay	Coal		38.81	3.57	7.72	8.64	1.71	0	0	0	0	0	0	0	0	0	0	45.3	11.01	52.54	51.6	36.78
	Bulk Minerals		0	0	0	0	0	0.21	1.96	2.38	2.07	2.49	317.32	443.58	151.43	416.69	609.18	0	0	0	0	0
	Freight		109.18	49.82	7.27	28.8	46.79	5.57	6.91	3.71	6.17	5.41	5.96	4.51	4.09	8.47	3.15	25.16	24.89	28.4	25.84	16.66
	Long Dist Passenger		2.21	2.3	2.1	2.51	1.7	-0.68	-0.86	-0.2	1.09	-0.51	4.47	3.43	4.31	4.79	3.4	6.86	7.11	6.71	6.6	4.94
3. Train Cancellations																						
Attributable solely to Queensland Rail as Railway Manager	Coal	Number	141	124	291	84	289	0	0	0	0	0	0	0	0	0	94	82	193	56	191	
		%	9.7	9.39	21.81	7.55	21.55	0.00	0.00	0	0.00	0.00	0	0.00	0.00	0.00	0.00	9.58	9.14	21.14	7.55	21.34
	Bulk Minerals	Number	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	1.39	0.00	0	0.00	0	1.31	0.00	0	0.00	0	0.00	0.00	0.00	0.00	0
	Freight	Number	4	42	8	7	2	151	4	5	0	24	177	50	49	31	38	62	77	52	20	26
		%	0.65	7.51	1.96	1.3	0.37	17.68	0.38	0.45	0.00	2.13	6.52	1.17	1.16	1.15	1.23	3.3	3.99	2.99	1.11	1.44
	Long Dist Passenger	Number	4	0	10	0	14	10	0	1	0	4	60	22	15	26	62	43	22	24	26	66
		%	7.69	0	19.23	0.00	23.73	19.23	0	1.89	0.00	7.69	10.77	3.87	2.6	4.59	10.67	8.13	4.1	4.41	5.03	11.58
Attributable solely to the Access Holder or Nominated Rolling Stock Operator	Coal	Number	373	348	252	166	222	0	0	0	0	0	0	0	0	0	260	253	193	112	150	
		%	25.67	26.34	18.89	14.91	16.55	0.00	0.00	0	0.00	0.00	0	0.00	0	0.00	0	26.5	28.21	21.14	15.09	16.76
	Bulk Minerals	Number	0	0	0	0	0	25	18	10	46	26	30	18	10	45	28	0	0	0	0	0
		%	0.00	0.00	0.00	0.00	0	17.36	13.24	7.46	35.11	20	19.61	13.04	7.52	31.25	20.44	0.00	0.00	0.00	0.00	0
	Freight	Number	163	200	98	130	162	348	179	261	316	233	560	873	948	530	487	314	415	284	328	352
		%	26.33	35.78	23.96	24.21	30.17	40.75	17.13	23.53	28.78	20.66	20.64	20.44	22.51	19.7	15.76	16.74	21.5	16.34	18.18	19.56
	Long Dist Passenger	Number	3	0	0	3	1	0	2	8	5	2	29	35	61	40	31	29	28	33	33	27
		%	5.77	0.00	0.00	5.77	1.69	0	3.85	15.09	9.8	3.85	5.21	6.15	10.59	7.07	5.34	5.48	5.22	6.07	6.38	4.74
Not clearly attributable to Queensland Rail or Access Holder	Coal	Number	81	19	14	43	0	0	0	0	0	0	0	0	0	0	55	10	9	26	0	
		%	5.57	1.44	1.05	3.86	0.00	0	0	0	0.00	0.00	0	0.00	0	0.00	0	5.61	1.11	0.99	3.5	0
	Bulk Minerals	Number	0	0	0	0	0	2	14	3	4	0	3	14	3	4	0	0	0	0	0	0
		%	0.00	0.00	0.00	0.00	0.00	1.39	10.29	2.24	3.05	0.00	1.96	10.14	2.26	2.78	0	0.00	0.00	0.00	0.00	0
	Freight	Number	90	10	93	18	14	5	67	17	23	0	84	118	25	309	94	138	38	80	248	73
		%	14.54	1.79	22.74	3.35	2.61	0.59	6.41	1.53	2.09	0.00	3.1	2.76	0.59	11.48	3.04	7.36	1.97	4.6	13.75	4.06
	Long Dist Passenger	Number	2	0	0	1	0	2	8	0	5	0	8	18	7	53	10	6	1	7	43	10
		%	3.85	0.00	0.00	1.92	0.00	3.85	15.38	0	9.8	0.00	1.44	3.16	1.22	9.36	1.72	1.13	0.19	1.29	8.32	1.75

Quarter		System																					
		Product Group	Measure	West Moreton					Mount Isa Line					North Coast Line					Metropolitan				
				2021/2022 Q4	2022/2023 Q1	2022/2023 Q2	2022/2023 Q3	2022/2023 Q4	2021/2022 Q4	2021/2022 Q1	2022/2023 Q2	2022/2023 Q3	2022/2023 Q4	2021/2022 Q4	2021/2022 Q1	2022/2023 Q2	2022/2023 Q3	2022/2023 Q4	2021/2022 Q4	2021/2022 Q1	2022/2023 Q2	2022/2023 Q3	2022/2023 Q4
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	13	38	24	39	45	7	20	3	0	34	64	72	53	34	73	133	197	156	149	177	
		%	39.39	45.78	63.16	68.42	72.58	63.64	48.78	75.00	0.00	85.00	47.41	54.55	59.55	43.59	61.86	61.86	67.01	61.9	63.95	67.05	
(B) Possession started between 15-120 min		Number	13	36	10	15	13	2	9	0	0	4	45	39	29	26	24	57	68	73	57	63	
		%	39.39	43.37	26.32	26.32	20.97	18.18	21.95	0.00	0.00	10.00	33.33	29.55	32.58	33.33	20.34	26.51	23.13	28.97	24.46	23.86	
(C) Possession ended earlier 15-120 min		Number	7	44	17	21	29	3	8	1	0	20	42	49	35	28	57	97	163	126	116	158	
		%	21.21	53.01	44.74	36.84	46.77	27.27	19.51	25.00	0.00	50.00	31.11	37.12	39.33	35.9	48.31	45.12	55.44	50	49.79	59.85	
(D) Possession ended later 15-120 min		Number	7	5	2	3	5	1	10	0	0	2	21	9	6	12	9	9	17	14	15	14	
		%	21.21	6.02	5.26	5.26	8.06	9.09	24.39	0.00	0.00	5.00	15.56	6.82	6.74	15.38	7.63	4.19	5.78	5.56	6.44	5.3	
(E) Possession started after 120 min		Number	0	6	3	1	2	0	1	1	0	0	11	13	5	6	12	21	13	16	11	15	
		%	0	7.23	7.89	1.75	3.23	0	2.44	25.00	0.00	0.00	8.15	9.85	5.62	7.69	10.17	9.77	4.42	6.35	4.72	5.68	
(F) Possession ended earlier 120 min		Number	6	13	9	23	13	3	4	1	0	2	44	32	20	16	33	22	35	34	21	17	
		%	18.18	15.66	23.68	40.35	20.97	27.27	9.76	25.00	0.00	5.00	32.59	24.24	22.47	20.51	27.97	10.23	11.9	13.49	9.01	6.44	
(G) Possession ended later 120 min		Number	1	1	0	1	2	1	4	0	0	0	3	5	3	8	3	4	5	3	7	4	
		%	3.03	1.2	0	1.75	3.23	9.09	9.76	0.00	0.00	0.00	2.22	3.79	3.37	10.26	2.54	1.86	1.7	1.19	3	1.52	
8.2 Planned Urgent Possessions																							
Total Urgent Possessions	Number	1	0	2	1	0	38	4	15	8	11	28	49	28	31	31	33	34	48	41	28		
Average Duration per Possession	Minutes	392	0	6,254.50	195	0	505.03	396.75	324.47	587.75	420.55	651.57	727.73	788	1,506.65	2,157	447.3	639.71	1,235.67	1,103.54	640.57		
8.3 Planned Emergency Possessions																							
Total Emergency Possessions	Number	1	3	2	0	1	25	9	9	1	5	23	10	12	13	8	6	2	9	5	6		
Average Duration per Possession	Minutes	202	323.33	494.5	0	14	3,758.48	9,786.67	293.56	185	294.4	383.91	284.7	2,939.08	589.69	528.5	278.33	166	249.89	6,124.20	1,192.17		

Queensland Rail Comparative Data - Fourth Quarter 2022/2023 and Preceding Four Quarters

Commentary:

General Comments

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

Quarter 3 2022-23 is referred to as Q3 2022-23 and Quarter 4 2022-23 is referred to as Q4 2022-23 in these comments.

On Time Running

West Moreton System: There has been an overall decrease in the total number of train services (excluding cancellations) in Q4 2022-23 (Coal 830, Freight 359, Long Distance Passenger 44) compared to Q3 2022-23 (Coal 820, Freight 382, Long Distance Passenger 48). There was an increase in trains that reached their destination within Allotted Time Threshold in Q4 2022-23 (Coal 81.2%, Freight 77.44%) compared to Q3 2022-23 (Coal 80%, Freight 76.96%) continuing the improvements from Q2 2022-23 levels. Three grain services that did not reach their destination within the Allotted Time Threshold attributable solely to above rail cause in Q4 2022-23.

Mount Isa Line: Total train services (excluding cancelled) increased in Q4 2022-23 (Bulk 104, Freight 871, Long Distance Passenger 46) as compared to Q3 2022-23 (Bulk 81, Freight 759, Long Distance Passenger 41). Multiple flooding events including at Julia Creek, as well as other force majeure events at Cloncurry and Phosphate Hill contributed to the results in the previous quarter. The percentage of services that did not reach their destination within the Allotted Time Threshold due to any other reason increased in Q4 2022-23 (Bulk 40.38%, Freight 26.41%, Long Distance Passenger 30.43%) as compared to Q3 2022-23 (Bulk 34.57%, Freight 29.91%, Long Distance Passenger 24.39%). Several train services were delayed waiting for connecting services, crossing activities, and an animal strike.

North Coast Line: There was an increase in the total number of freight services (excluding cancellations) in Q4 2022-23 (2471) compared to Q3 2022-23 (1822) with the start of the annual sugar season, and comparatively less cancellations improving results. The percentage of bulk services that did not reach their destination within the Allotted Time Threshold due to any other reason increased in Q4 2022-23 (39.45%) as compared to Q3 2022-23 (28.42%) with multiple services delayed within a private siding.

Metropolitan System: There has been an overall decrease in the total number of train services (excluding cancellations) in Q4 2022-23 (Coal 554, Freight 1349, Long Distance Passenger 467) compared to Q3 2022-23 (Coal 548, Freight 1208, Long Distance Passenger 415). There was an increase in trains that reached their destination within Allotted Time Threshold in Q4 2022-23 (Coal 78.88%, Freight 81.47%, Long Distance Passenger 67.88%) compared to Q3 2022-23 (Coal 78.28%, Freight 75.83%, Long Distance Passenger 57.11%) continuing the improvements from Q2 2022-23 levels.

Transit Time Delays

West Moreton System: The average Above Rail Delay for Freight services (minutes per 100km) increased in Q4 2022-23 (78.45 minutes) as compared to Q3 2022-23 (61.1 minutes) with several services delayed due to imbalance and overload detections. The average Below Rail Delay for Freight services (minutes per 100km) increased in Q4 2022-23 (12.69 minutes) as compared to Q3 2022-23 (6.33 minutes) with possessions and a points fault contributing to the result. The average Unallocated Delay for Freight (minutes per 100km) was higher in Q4 2022-23 (46.79 minutes) as compared to Q3 2022-23 (28.8 minutes) due to overload detections and subsequent redirections for load adjustment.

North Coast Line: The average Above Rail Delay for Bulk services (minutes per 100km) decreased in Q4 2022-23 (110.31 minutes) from Q3 2022-23 (759.72 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 Q3 2022-23 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 higher in Q4 2022-23 (609.18 minutes) as compared to Q3 2022-23 (416.69 minutes) with several outgoing services delayed by late running incoming trains.

Metropolitan System: The average Above Rail Delay for Coal services (minutes per 100km) increased in Q4 2022-23 (34.56 minutes) as compared to Q3 2022-23 (6.71 minutes) with several services delayed due to train crew issues. The average Below Rail Delay for Coal services (minutes per 100km) increased in Q4 2022-23 (11 minutes) compared to Q3 2022-23 (2.92 minutes) with two services held due to major maintenance and a Cross River Rail closure.

Train Cancellations

West Moreton System: The number and percentage of services that were cancelled attributable solely to Queensland Rail as Railway Manager increased in Q4 2022-23 (Coal 289 / 21.55%, Long Distance Passenger 14 / 23.73%) compared to Q3 2022-23 (Coal 84 / 7.55%, Long Distance Passenger 0 / 0%) with a possession shutdown over Easter and a Cross River Rail closure affecting results. The number and percentage of Coal services that were cancelled attributable to the Access Holder or Nominated Rolling Stock Operator increased in Q4 2022-23 (Coal 222 / 16.55%, Freight 162 / 30.17%) compared to Q3 2022-23 (Coal 166 / 14.91%, Freight 130 / 24.21%) with multiple cancellations by operator due to train crew availability.

Mount Isa Line: The number and percentage of train services that were cancelled attributable solely to Queensland Rail as Railway Manager increased in Q4 2022-23 (Freight 24 / 2.13%, Long Distance Passenger 4 / 7.69%) compared to Q3 2022-23 (Freight 0 / 0%, Long Distance Passenger 0 / 0%) with services cancelled due planned possessions.

North Coast Line: The number and percentage of train services that were cancelled attributable solely to Queensland Rail as Railway Manager increased in Q4 2022-23 (Freight 38 / 1.23%, Long Distance Passenger 62 / 10.67%) compared to Q3 2022-23 (Freight 31 / 1.15%, Long Distance Passenger 26 / 4.59%) with services cancelled due to possessions shutdowns over Easter and Cross River Rail closures. The number and percentage of train services that were cancelled attributable solely to the Access Holder or Nominated Rolling Stock Operator decreased in Q4 2022-23 (Bulk 28 / 20.44%, Freight 487 / 15.76%) compared to Q3 2022-23 (Bulk 45 / 31.25%, Freight 530 / 19.7%) with Force Majeure Events at Cloncurry and Phosphate Hill affecting previous results. The number and percentage of train services that were cancelled not clearly attributable to Queensland Rail or Access Holders decreased in Q4 2022-23 (Bulk 0 / 0%, Freight 94 / 3.04%, Long Distance Passenger 10 / 1.72%) compared to Q3 2022-23 (Bulk 4 / 2.78%, Freight 308 / 11.47%, Long Distance Passenger 53 / 9.36%) with multiple flooding events in far North Queensland, and a derailment on the Aurizon Network affecting previous results.

Metropolitan System: The number and percentage of train services that were cancelled attributable solely to Queensland Rail as Railway Manager increased in Q4 2022-23 (Coal 191 / 21.34%, Freight 26 / 1.44%, Long Distance Passenger 66 / 11.58%) compared to Q3 2022-23 (Coal 56 / 7.55%, Freight 20 / 1.11%, Long Distance Passenger 26 / 1.11%) with an overall increase in cancellations due to possessions shutdowns over Easter and Cross River Rail closures. The number and percentage of train services that were cancelled attributable solely to the Access Holder or Nominated Rolling Stock Operator increased in Q4 2022-23 (Coal 150 / 16.76%, Freight 352 / 19.56%) compared to Q3 2022-23 (Coal 112 / 15.09%, Freight 328 / 18.18%) with multiple cancellations due to operator request and several services cancelled due an incident. The number and percentage of services cancelled not clearly attributable to Queensland Rail or Access Holders decreased in Q4 2022-23 (Freight 73 / 4.06%, Long Distance Passenger 10 / 1.75%) compared to Q3 2022-23 (Freight 248 / 13.75%, Long Distance Passenger 43 / 8.32%) with multiple flooding events in far North Queensland, and a derailment on the Aurizon Network affecting previous results. 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

West Moreton: The average kilometres and percentage of track under Temporary Speed Restrictions (TSR) increased in Q4 2022-23 (16.89km / 4.59%) compared to Q3 2022-23 (14.3km / 3.88%). The increase in the TSR was as a result of routine maintenance works at road crossings, and bridges.

Mount Isa Line: The average kilometres and percentage of track under TSR increased in Q4 2022-23 (161.01km / 15.51%) compared to Q3 2022-23 (140.08km / 13.49%). The increase in the TSR was largely due to top and line issues.

North Coast Line: The average kilometres and percentage of track under TSR decreased in Q4 2022-23 (42.64km / 2.59%) compared to Q3 2022-23 (47.32km / 2.87%). Ongoing construction works on NCL (North) sections continue to drive higher than average TSR levels.

Planned Normal Possessions

Mount Isa Line: 85% of started planned possessions in Q4 2022-23 started and ended within 15 minutes of the time scheduled for the relevant Planned Possession in the MTP. 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 decreased in Q4 2022-23 (420.55 minutes) compared to Q3 2022-23 (587.75 minutes) with a closure for turnout replacement in April (667 minutes), installation of temporary turnout and siding in May (619 minutes), and repair damage to an overpass bridge following vehicle strike in May (514 minutes) contributing to the results.

North Coast Line: The average duration of Planned Urgent Possessions increased in Q4 2022-23 (2,157 mins) compared to Q3 2022-23 (1,506.65 mins) with multiple day closures for resleepering in June and July (10,698 minutes), foundation and pipe works in June (8,940 minutes), excavation and clearing in June (7,692 minutes) contributing to the results.

Emergency Possessions

Mount Isa Line: The average duration of Planned Emergency Possessions increased in Q4 2022-23 (294.4 minutes) compared to Q3 2022-23 (185 minutes) with a closure for points works in May (597 minutes), corrective points maintenance in April (315 minutes), and welding wing rail on turnout in April (237 minutes) driving up the average.

Metropolitan System: The average duration of Planned Emergency Possessions decreased in Q4 2022-23 (1,192 minutes) compared to Q3 2022-23 (6,124.2 minutes) with multiple day closures for works in June (2,650.2 minutes), ballast profile and track maintenance in April (1,852 minutes), and overhead work in June (1,573 minutes) 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 RMP;
- 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 4 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 4 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
31 July 2023