Economic Regulation Authority

WESTERN AUSTRALIA

Summary

WestNet Rail
General Network Information and Key Performance Indicators for 2004-05

January 2006

A full copy of this document is available from the Economic Regulation Authority website at www.era.wa.gov.au.

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1 General Information

Table 1 Gauge, Maximum Train Length and Track Kilometres by Routes as at June 2005

Routes	Gauge	Max Train Length (metres)	Track Kilometres
Kwinana to Bunbury Inner Harbour	Narrow (N)	579	170.7
Brunswick to Premier	N	756	75.6
Picton to Lambert	N	544	150.6
Kwinana to Kalgoorlie	Standard (S)	1,800	837.0
West Kalgoorlie to Esperance	S	956	392.6
Kalgoorlie to Leonora	S	648	260.5
Central			
Goomalling to McLevie	N	450	138.5
Toodyay West to Miling	N	308	135.0
Avon to Mukinbudin	N	363	242.2
Amery to Kalannie	N	996	97.8
Burakin to Beacon	N	292	70.9
Merredin to Trayning	N	325	72.5
York to Quairading	N	413	73.7
Narrogin to West Merredin	N	468	214.7
Kondinin to West Merredin	N	400	139.7
North			
Millendon Jct to Geraldton	N	490	463.9
Dongara to Eneabba (South Mine)	N	610	98.0
Maya to Narngulu	N	358	287.4
South			
Avon to Albany	N	500	461.5
Yilliminning to Kulin	N	488	95.7
Wagin to Newdegate	N	360	181.6
Lake Grace to Hyden	N	370	93.6
Katanning to Nyabing	N	275	60.3
Tambellup to Gnowangerup	N	300	38.1
Total			**4,852.2**

Note: Longer trains can operate over sections, subject to pathing and schedule constraints.

Table 2 Network Maximum Axle Load and Speed (excluding curve constraints) as at June 2005

LOCATION	GAUGE	AXLE LOAD (tonne)	Empty (km/h)	TRAFFIC (GENERAL TRAIN)					TRAFFIC (PASSENGER)		
				For 16 TAL (km/h)	For 19 TAL (km/h)	For 21 TAL (km/h)	For 23 TAL (km/h)	For 24 TAL (km/h)	Prospector	Australind	Indian Pacific
Midland - Avon (UP)	D	24	80	80	80	80	70	70	100		100
Midland - Avon (DN)	D	24	80	80	80	80	40	40	100		100
Avon - Koolyanobbing	S	24		110	110	110	80	80	160		110
Koolyanobbing – 482km km	S	23		115	115	115	90		160		115
482km - Jaurdi	S	23		90	90	80	60		130		90
Jaurdi - Bonnievale	S	23		115	115	115	90		160		115
Bonnievale - Kalgoorlie	S	23		90	90	80	60		130		90
West Kalgoorlie - Hampton	S	24		90	70	70	60	40			
Hampton - Kambalda	S	24		90	70	70	60	40			
Kambalda - Redmine	S	24		90	70	60	40	40			
Kambalda - Esperance	S	23		70	60	60	50				
Kalgoorlie - Leonora	S	24		60	60	50	50	50			
Woodbridge (W) - Woodbridge (S)	D	21	80	80	80	80					
Midland - Cockburn South (UP)	D	24	80	80	80	80	70	70			
Midland - Cockburn South (DN)	D	24	80	80	80	80	40	40			
Cockburn South - Kwinana	D	24	80	80	80	80	70	70			
Kwinana - Kwinana Loop (CBH)	D	24	55	55	55	55	40	40			
Kwinana - A.I.S Spur	D	24		55	55	55	40	40			
Cockburn (E)&(S) - Leighton	S	24		80	80	80	40	40			
Kwinana - Mundijong Jct	N	19	70	60	60						
Mundijong Jct - Picton Junction	N	19	80	80	70	70				110	
Wagerup - Yalup Brook	N	19	70	60	50						
Pinjarra - Calcine	N	19	70	65	50						
Brunswick North - Worsley	N	21	50	50	50	50					
Worsley - Hamilton	N	19	70	65	50						
Worsley - Collie	N	16	70	65	50						
Brunswick East - Brunswick North	N	19	40	40	40						
Picton Jct - Bunbury Terminal	N	19	80	80	70					70	

LOCATION	GAUGE	AXLE LOAD (tonne)	Empty (km/h)	TRAFFIC (GENERAL TRAIN)					TRAFFIC (PASSENGER)		
				For 16 TAL (km/h)	For 19 TAL (km/h)	For 21 TAL (km/h)	For 23 TAL (km/h)	For 24 TAL (km/h)	Prospector	Australind	Indian Pacific
Picton Jct - Inner Harbour	N	19	70	65	60						
Picton Jct - Picton East	N	16	40	40	40						
Picton East - Donnybrook	N	16	70	60	50						
Donnybrook - Lambert	N	16	60	50	50						
Boyanup - Western Titanium	N	16		30							
Collie - Western No. 2	N	16		65	50						
Cardiff - Delta	N	16		75							
East Collie - Ewington	N	19	30	30	30						
Millendon Jnc - Mooliabeenie	N	19	80	70	60						
Mooliabeenie - Mingenew	N	16	60	50							
Mingenew - Dongara	N	19	80	70	60						
Dongara - Narngulu	N	19	80	70	60						
Toodyay West - Bolgart	N	16	60	50							
Bolgart - Piawanning	N	16	50	40							
Piawanning - Miling	N	16	40	30							
Avon - Narrogin	N	19	80	70	60						
Narrogin - Wagin	N	19	60	50	40						
Wagin - Albany	N	19	80	70	60						
York - Quairading	N	16	40	30							
Avon - Goomalling	N	19	80	70	60						
Goomalling - Wongan Hills	N	16	60	50							
Wongan Hills - Ballidu	N	16	40	30							
Ballidu - McLevie	N	16	50	40							
Maya - Perenjori	N	16	50	40							
Perenjori - Morawa	N	16	50	40							
Morawa - Mullewa	N	16	60	50							
Goomalling - Amery	N	19	80	80	70						
Amery - Wyalkatchem	N	19	80	70	60						
Trayning - Nungarin	N	16	40	30							
Nungarin - W. Merredin	N	16	40	30							
Amery - Kalannie	N	19	80	70	60						
Burakin - Beacon	N	16	40	30							
Wyalkatchem - Mukinbudin	N	19	60	50	45						
Narrogin - Yilliminning	N	16	60	50							

LOCATION	GAUGE	AXLE LOAD (tonne)	Empty (km/h)	TRAFFIC (GENERAL TRAIN)					TRAFFIC (PASSENGER)		
				For 16 TAL (km/h)	For 19 TAL (km/h)	For 21 TAL (km/h)	For 23 TAL (km/h)	For 24 TAL (km/h)	Prospector	Australind	Indian Pacific
Yilliminning - Bullaring	N	16	40	30							
Bullaring - Bruce Rock	N	16	40	30							
Bruce Rock - W. Merredin	N	16	50	30							
Yilliminning - Kulin	N	16	50	40							
Kondinin - Narembeen	N	16	40	30							
Narembeen - W. Merredin	N	16	50	40							
Wagin - Lake Grace	N	19	80	80	70						
Lake Grace - Newdegate	N	19	60	50	45						
Lake Grace - Karlgarin	N	19	80	80	70						
Karlgarin - Hyden	N	19	80	70	60						
Katanning - Nyabing	N	16	40	30							
Tambellup - Gnowangerup	N	16	40	30							
Geraldton - Narngulu	N	19	70	60	50						
Narngulu - Mullewa	N	16	60	50							
Dongara - Eneabba	N	19	80	70	60						
Eneabba - South Mine	N	19	80	70	60						

Notes

1) Revised Prospector speeds effective from June 30, 2004.

2) The "empty' direction speed will be the same as the nominated speed at the selected axle load unless otherwise specified.

3) TAL denotes total axle load.

Table 3 Gross Tonnes by Routes from 1 July 2004 to 30 June 2005 on a quarterly basis

Routes	Sept Qtr	Dec Qtr	Mar Qtr	Jun Qtr	Total
Brunswick to Premier	3,150,056	3,042,503	3,091,875	2,982,872	12,267,306
Kalgoorlie to Leonora	668,206	658,039	609,915	575,924	2,512,084
Kwinana to Bunbury Inner Harbour	9,095,087	9,115,280	9,077,437	9,099,290	36,387,094
Kwinana to Kalgoorlie	14,704,176	13,586,042	13,598,898	13,833,758	55,722,874
Picton to Lambert	138,424	179,327	74,583	0	392,334
West Kalgoorlie to Esperance	3,103,455	2,416,915	3,119,696	3,219,528	11,859,594
Central	2,281,146	2,056,198	1,905,197	1,938,845	8,181,386
North	3,333,293	2,600,747	3,354,862	3,272,835	12,561,737
South	2,046,692	950,104	1,706,498	1,574,563	6,277,857
Total	**38,520,535**	**34,605,155**	**36,538,961**	**36,497,615**	**146,162,266**

Figure 1 Gross Tonnes by Routes 1 July 2004 to 30 June 2005

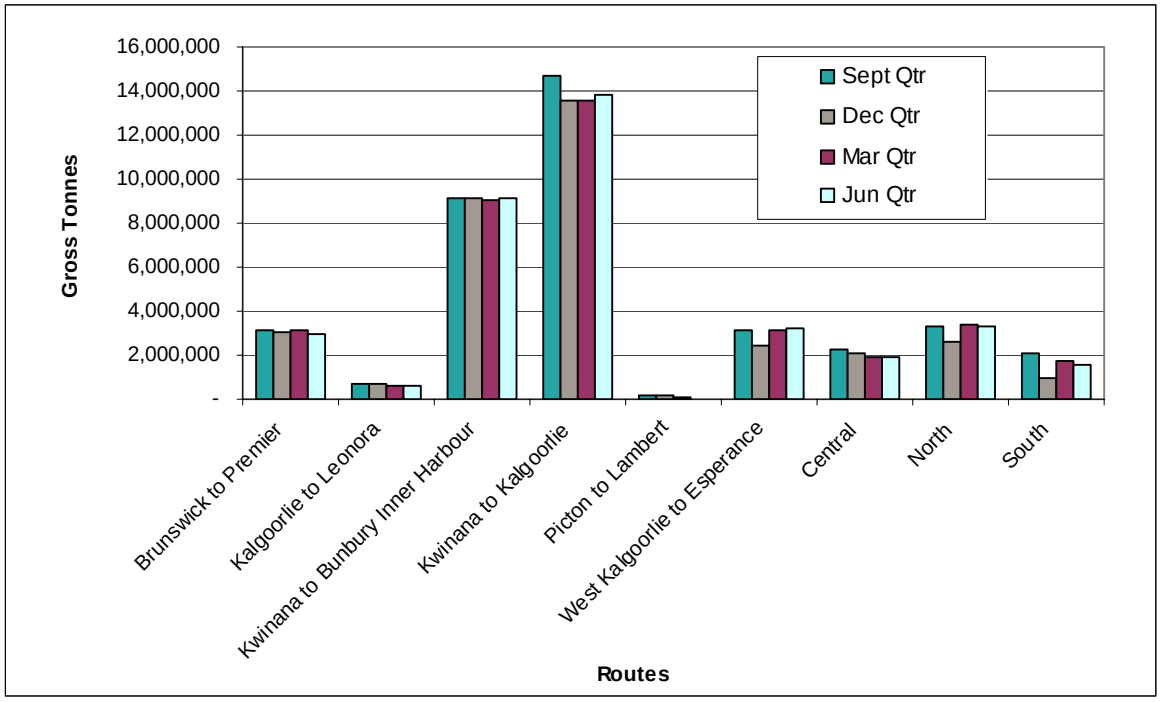
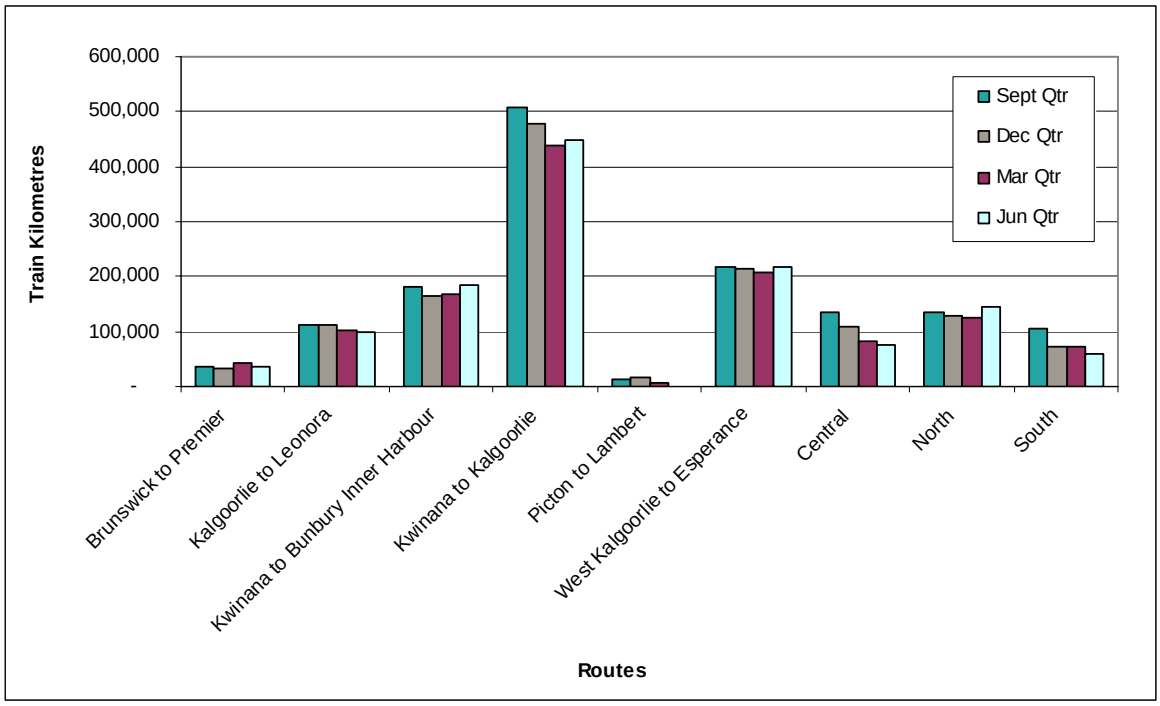


Table 4 Train Kilometres by Routes from 1 July 2004 to 30 June 2005 on a quarterly basis

Routes	Sept Qtr	Dec Qtr	Mar Qtr	Jun Qtr	Total
Brunswick to Premier	35,128	32,024	41,963	35,405	144,520
Kalgoorlie to Leonora	112,986	112,634	103,208	98,136	426,964
Kwinana to Bunbury Inner Harbour	182,048	163,772	167,797	184,874	698,491
Kwinana to Kalgoorlie	506,197	476,705	439,020	447,578	1,869,500
Picton to Lambert	13,758	17,554	7,729	0	39,041
West Kalgoorlie to Esperance	217,146	215,851	206,903	216,772	856,672
Central	133,887	108,702	82,562	75,988	401,139
North	135,134	127,159	125,853	143,936	532,082
South	106,259	72,334	73,705	60,231	312,529
Total	**1,442,543**	**1,326,735**	**1,248,740**	**1,262,920**	**5,280,938**

Figure 2 Train Kilometres by Routes 1 July 2004 to 30 June 2005



2 Negotiation Framework

Table 5 Information on Access Negotiations from 1 July 2004 to 30 June 2005

Negotiation Activity	
Average negotiation period to conclude access agreements from the date the proponent gives notice under Section 19(3)(b) of the Railways (Access) Code	N/A
Number of negotiation commenced within the year inside the Regime	Nil
Number of negotiations completed resulting in an agreement being signed inside the Regime	Nil

3 Segregation Arrangements

Table 6 Information on Breaches of Segregation Arrangements from 1 July 2004 to 30 June 2005

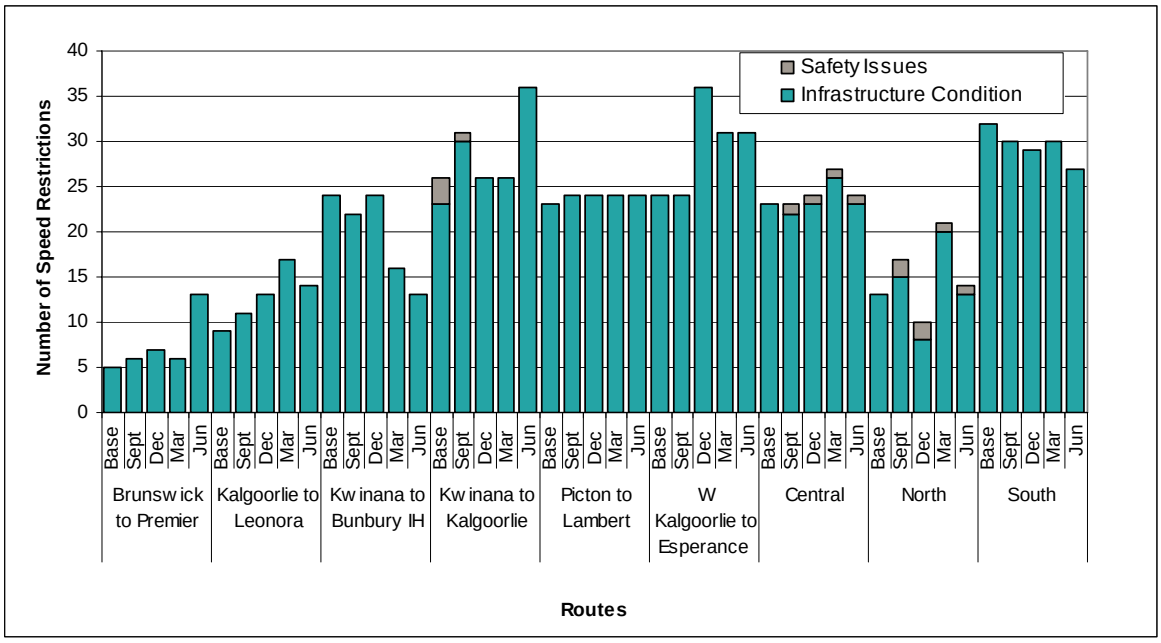
Segregation Arrangements Breaches	
Number of breaches of segregation arrangements substantiated by the ERA, remedial action taken, and consequences of breach	Nil
Number of complaints of alleged breaches that are being assessed by the ERA	Nil
Number of complaints of alleged breaches that have been assessed and were not substantiated by the ERA	Nil

4 Track Quality

Table 7 Temporary Speed Restrictions by Routes and Factors from 1 July 2004 to 30 June 2005 on a quarterly basis

Routes	Infrastructure Condition					Safety Issues				
	Base	Sept	Dec	Mar	Jun	Base	Sept	Dec	Mar	Jun
Brunswick to Premier	5	6	7	6	13	0	0	0	0	0
Kalgoorlie to Leonora	9	11	13	17	14	0	0	0	0	0
Kwinana to Bunbury Inner Harbour	24	22	24	16	13	0	0	0	0	0
Kwinana to Kalgoorlie	23	30	26	26	36	3	1	0	0	0
Picton to Lambert	23	24	24	24	24	0	0	0	0	0
West Kalgoorlie to Esperance	24	24	36	31	31	0	0	0	0	0
Central	23	22	23	26	23	0	1	1	1	1
North	13	15	8	20	13	0	2	2	1	1
South	32	30	29	30	27	0	0	0	0	0
Total	**176**	**184**	**190**	**196**	**194**	**3**	**4**	**3**	**2**	**2**

Figure 3 Comparison of Base and Actual Periods for Temporary Speed Restrictions by Routes 1 July 2004 to 30 June 2005



Notes:

1) Base period is set on the 30 June 2003 and actual period is set on the last day of each quarter.

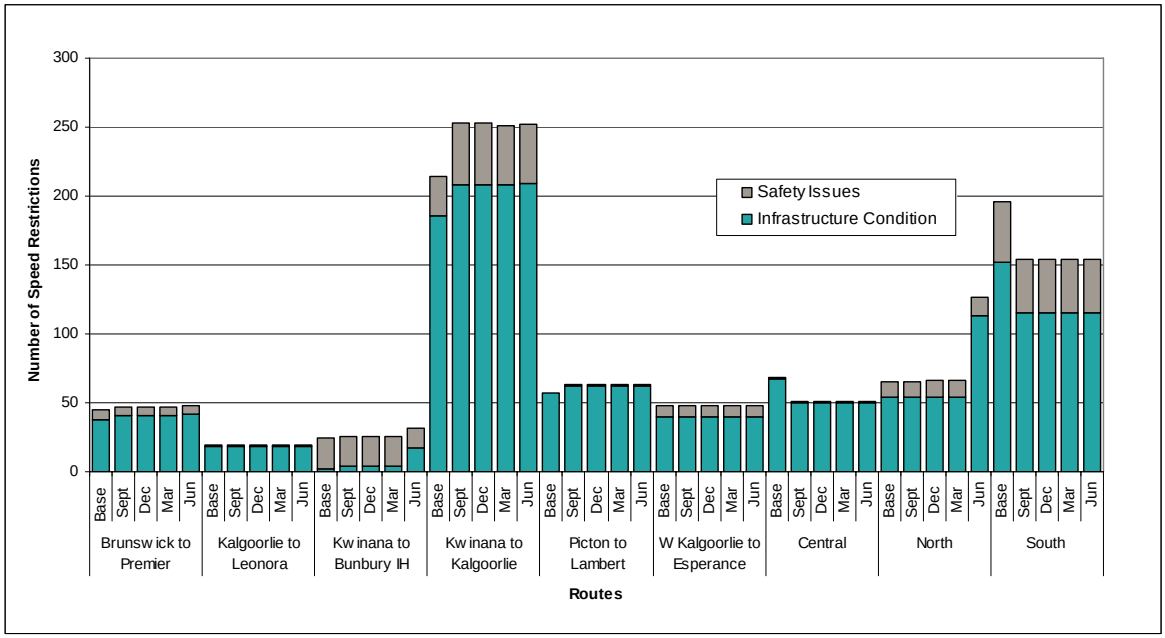
2) Infrastructure condition - track and civil infrastructure which has been assessed at the time to be outside the intended standards compatible with the prescribed operating parameters

3) Safety Issues - where speed has to be reduced to meet sight visibility guidelines for level crossings and signals.

Table 8 Permanent Speed Restrictions by Routes and Factors from 1 July 2004 to 30 June 2005 on a quarterly basis

Routes	Infrastructure Condition					Safety Issues				
	Base	Sept	Dec	Mar	Jun	Base	Sept	Dec	Mar	Jun
Brunswick to Premier	38	41	41	41	42	7	6	6	6	6
Kalgoorlie to Leonora	18	18	18	18	18	1	1	1	1	1
Kwinana to Bunbury Inner Harbour	2	4	4	4	17	22	22	22	22	15
Kwinana to Kalgoorlie	186	208	208	208	209	28	45	45	43	43
Picton to Lambert	57	62	62	62	62	0	1	1	1	1
West Kalgoorlie to Esperance	40	40	40	40	40	8	8	8	8	8
Central	67	50	50	50	50	1	1	1	1	1
North	54	54	54	54	113	11	11	12	12	14
South	152	115	115	115	115	44	39	39	39	39
Total	**614**	**592**	**592**	**592**	**666**	**122**	**134**	**135**	**133**	**128**

Figure 4 Comparison of Base and Actual Periods for Permanent Speed Restrictions by Routes 1 July 2004 to 30 June 2005



Notes:

1) Base period is set on the 30 June 2003 and actual period is set on the last day of each quarter.

2) Infrastructure condition - track and civil infrastructure which has been assessed at the time to be outside the intended standards compatible with the prescribed operating parameters.

3) Safety Issues - where speed has to be reduced to meet sight visibility guidelines for level crossings and signals.

Table 9 Instances of Axle Load Reductions Imposed on Operators from 1 July 2004 to 30 June 2005

Quarter	No. of Instances	Line Section	Duration	Reason
Sept Qtr	0	N/A	N/A	N/A
Dec Qtr	0	N/A	N/A	N/A
Mar Qtr	0	N/A	N/A	N/A
Jun Qtr	0	N/A	N/A	N/A

Table 10 Shutdown Period in Hours by Reasons from 1 July 2004 to 30 June 2005 on a quarterly basis

Routes	Sept Qtr	Dec Qtr	Mar Qtr	Jun Qtr	Total
Replacement of infrastructure	10.7	35.2	24.5	25.75	**96.15**
Relocation of infrastructure	0	0	0	0	**0**
Replacement of broken rail	0	0	0	0	**0**
New tracks	0	0	0	0	**0**
Replacement of timber sleepers with concrete sleepers	0	0	0	0	**0**
Upgrade level crossing	18.6	0	0	0	**18.6**
Tunnel Construction	0	0	0	0	**0**

Table 11 Network Unavailability due to Railway Owner's Control by Routes from 1 July 2004 to 30 June 2005 on a quarterly basis

Routes	Sept Qtr	Dec Qtr	Mar Qtr	Jun Qtr	Total
Forrestfield to Kalgoorlie					
Number of Incidents	0	2	2	0	**4**
Planned hours	0	21	26.5	0	**47.5**
Actual hours	0	20.7	24.5	0	**45.2**
Average shutdown hours	0	10.35	12.25	0	**22.6**
Kalgoorlie to Leonora					
Number of Incidents	1	0	0	0	**1**
Planned hours	10	0	0	0	**10**
Actual hours	10.7	0	0	0	**10.7**
Average shutdown hours	10.7	0	0	0	**10.7**
Brunswick Junction to Collie					
Number of Incidents	1	0	0	0	**1**
Planned hours	12	0	0	0	**12**
Actual hours	12	0	0	0	**12**
Average shutdown hours	12	0	0	0	**12**
South West Main					
Number of Incidents	1	1	0	1	**3**
Planned hours	6	14.5	0	26	**46.5**
Actual hours	6.6	14.5	0	25.75	**46.85**
Average shutdown hours	6.6	14.5	0	25.75	**15.6**

Notes:

1) Periods on the Master Control Diagram where track will not be available to train services or alternative paths cannot be negotiated, where the Master Control Diagram indicates it should be available and that the cause of the unavailability is due to a factor under the railway owner's control.

2) Master Control Diagram is a diagrammatic or electronic record covering specific parts of the Network which shows different types of train paths (eg, Scheduled Train Paths, Flexible Train Paths, Conditional Train Paths and Reserved Train Paths).

Figure 5 Reasons for Track Unavailability due to a Factor under Railway Owner's Control 1 July 2004 to 30 June 2005

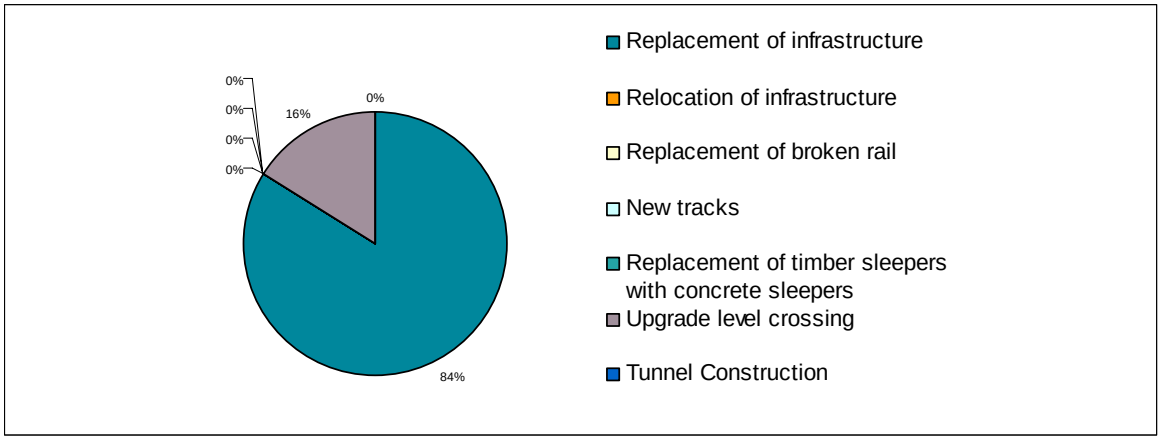


Figure 6 Forrestfield to Kalgoorlie - Comparison of Planned and Actual Shutdown Periods under Railway Owner's Control 1 July 2004 to 30 June 2005

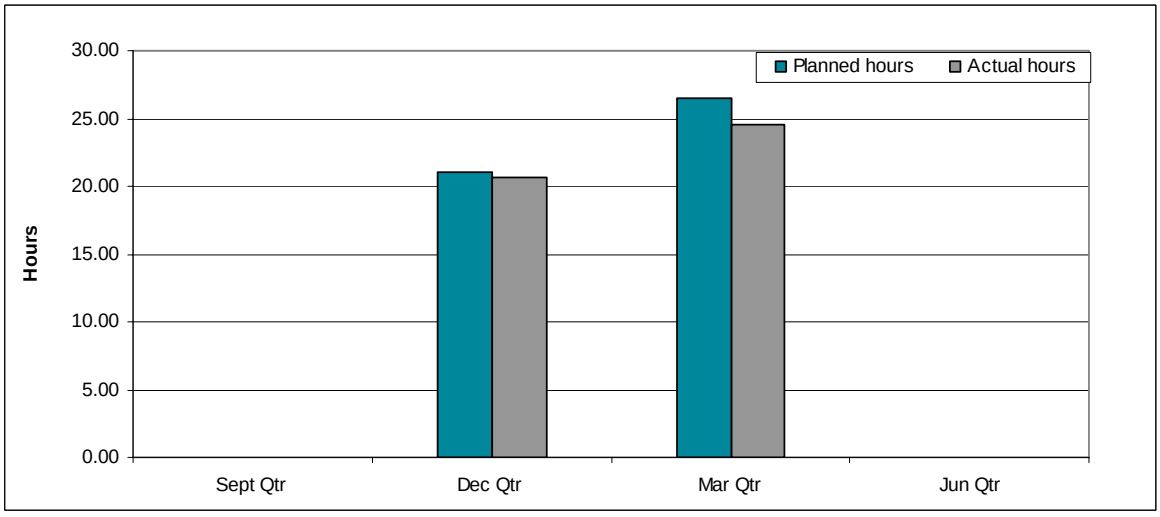


Figure 7 Kalgoorlie to Leonora - Comparison of Planned and Actual Shutdown Periods under Railway Owner's Control 1 July 2004 to 30 June 2005

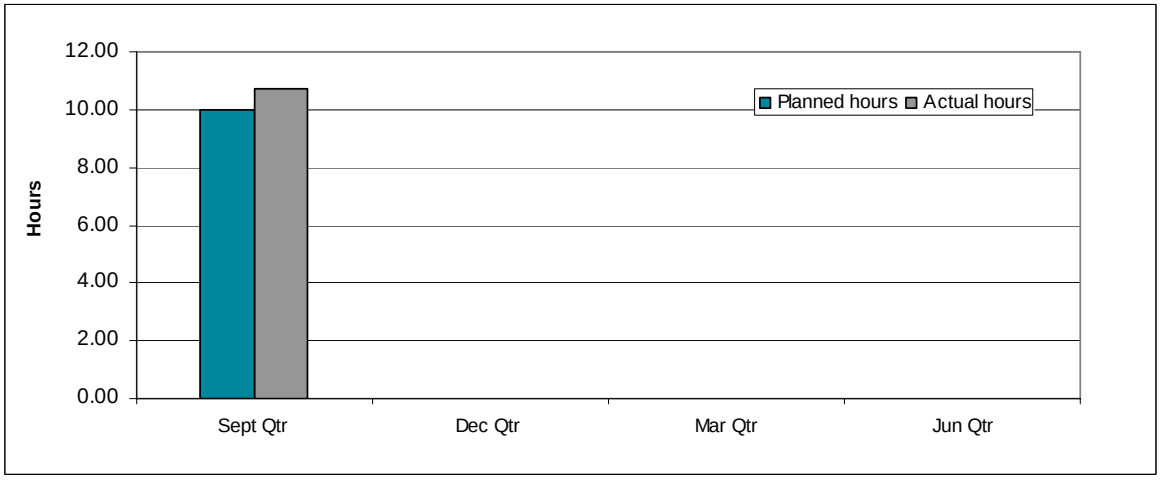


Figure 8 Brunswick Junction to Collie - Comparison of Planned and Actual Shutdown Periods under Railway Owner's Control 1 July 2004 to 30 June 2005

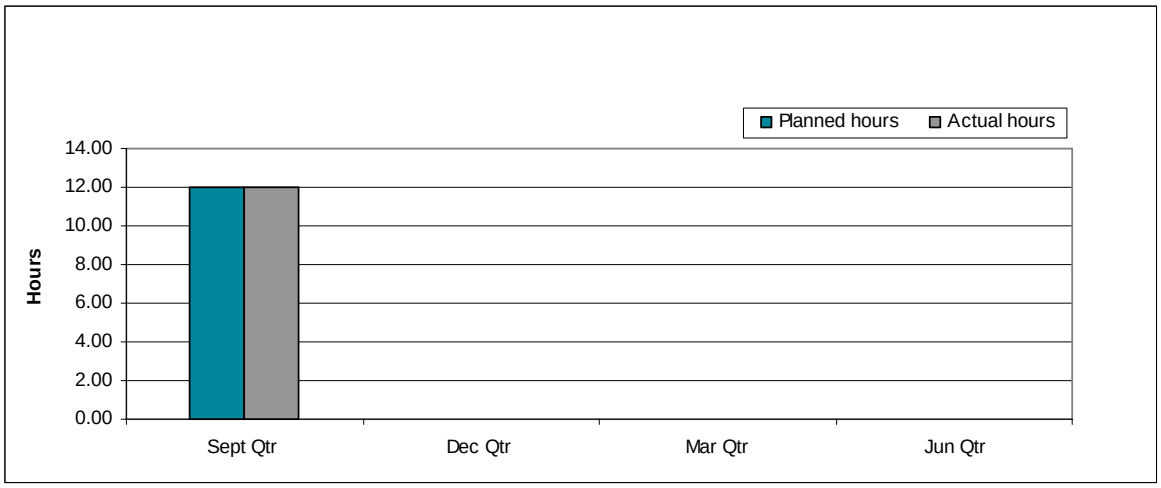


Figure 9 South West Main - Comparison of Planned and Actual Shutdown Periods under Railway Owner's Control 1 July 2004 - 30 June 2005

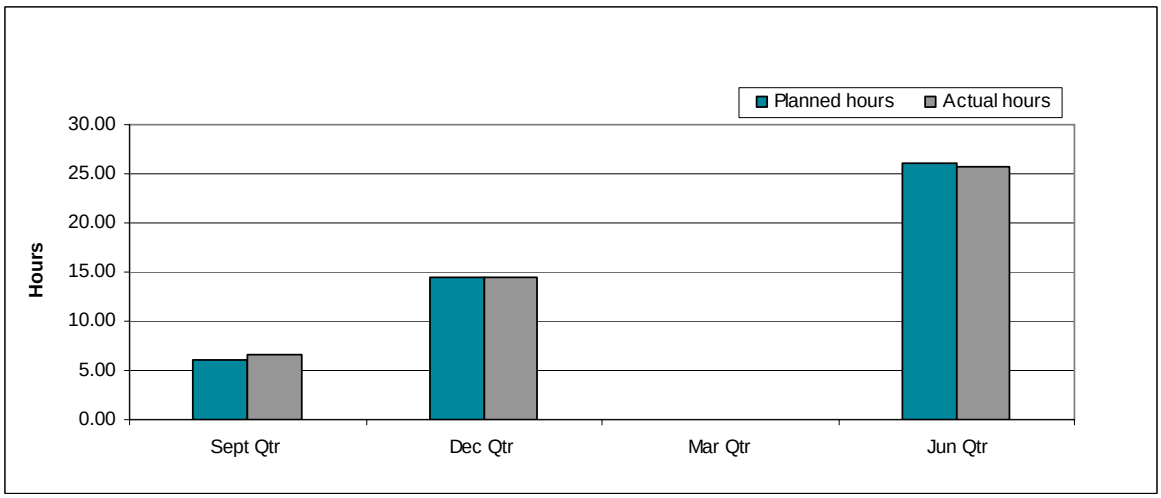
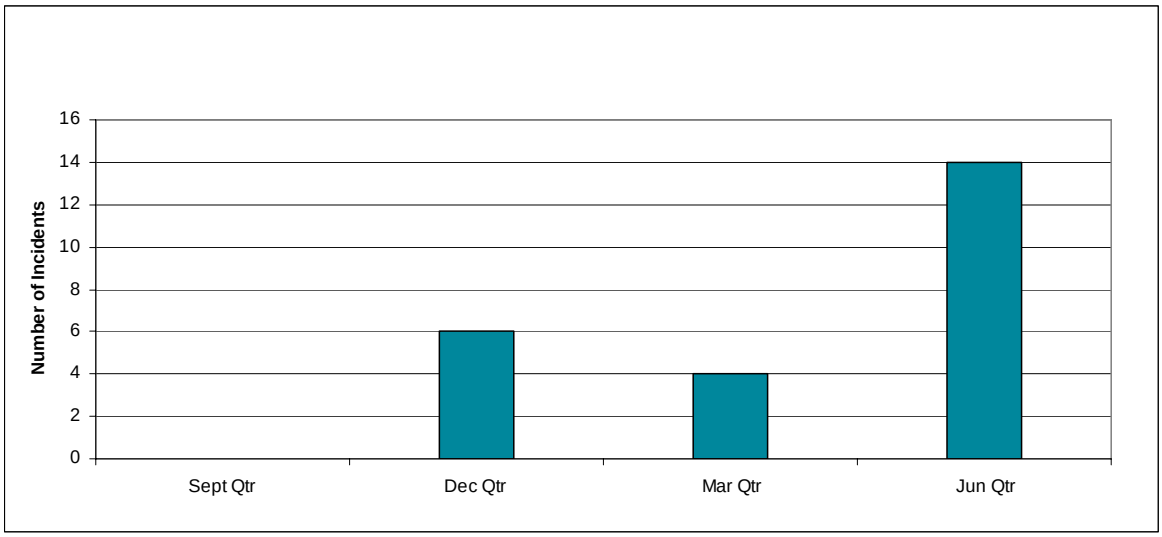


Table 12 Train Services Scheduled in the Master Control Diagram Cancelled from 1 July 2004 to 30 June 2005 on a quarterly basis

	Sept Qtr	Dec Qtr	Mar Qtr	Jun Qtr	Total
Number of incidents by route					
EGR Forrestfield to Kalgoorlie	0	6	4	14	24
Percentage of train services cancelled out of total services by route					
EGR Forrestfield to Kalgoorlie (%)	0	0.0003	0.00019	0.09637	0.09686

Figure 10 EGR Forrestfield to Kalgoorlie - Number of Train Services Cancelled 1 July 2004 to 30 June 2005



5 Overpayment Rules

Table 13 Information on Ceiling Breaches and Overpayment Requirements from 1 July 2004 to 30 June 2005

Ceiling Breaches	
List of route sections that breached the ceiling	Nil
Statement of the balance on the Overpayment account	Nil

Note: The Overpayments are to be calculated by 31 July, independently audited by 31 August, and approved by the ERA by 30 September of each year.

6 Train Path Policies

Table 14 Information on Breaches of Train Path Policies from 1 July 2004 to 30 June 2005

Train Path Policy Breaches	
Number of breaches that were substantiated by the ERA or through a dispute resolution process	Nil
Number of complaints of alleged breaches that are being assessed by the ERA or through a dispute resolution process	Nil
Number of complaints of alleged breaches that had been assessed and were not substantiated by the ERA or through a dispute resolution process	Nil

7 Train Management Guidelines

Table 15 Information on Breaches of Train Management Guidelines from 1 July 2004 to 30 June 2005

Train Management Guidelines Breaches	
Number of breaches that were substantiated by the ERA or through a dispute resolution process	Nil
Number of complaints of alleged breaches that are being assessed by the ERA or through a dispute resolution process	Nil
Number of complaints of alleged breaches that had been assessed and were not substantiated by the ERA or through a dispute resolution process	Nil

8 Service Quality

Table 16 Compliance with Approved General Principles for Train Management Guidelines from 1 July 2004 to 30 June 2005

All Services	(a) Healthy services within 15 mins		(b) Healthy services then deteriorated		(c) Unhealthy services and did not deteriorate		(d) Unhealthy services then deteriorated further		(e) Unhealthy services and exited within tolerance	
Routes	No	%	No	%	No	%	No	%	No	%
Kwinana to Bunbury Inner Harbour	2,109	4.3	1,883	3.8	8,924	18.1	5,816	11.8	2,481	5.0
Brunswick to Premier	114	0.2	149	0.3	544	1.1	221	0.4	133	0.3
Picton to Lambert	38	0.1	54	0.1	143	0.3	70	0.1	21	0.1
Kwinana to Kalgoorlie	2,299	4.7	1,855	3.8	3,098	6.3	2,137	4.3	981	2.0
West Kalgoorlie to Esperance	272	0.6	461	0.9	1,115	2.3	640	1.3	386	0.8
Kalgoorlie to Leonora	209	0.4	222	0.5	935	1.9	286	0.6	349	0.6
Central	547	1.1	607	1.2	1,688	3.4	970	2.0	532	1.1
North	148	0.3	322	0.7	1.692	3.4	1.122	2.3	402	0.8
South	668	1.4	268	0.5	1.320	2.7	345	0.7	693	1.4
Total	**6.404**		**5.821**		**19.459**		**11.607**		**5.978**	

a) Number and percent of healthy services that entered the network on time and exited within tolerance (i.e. 15 minutes unless otherwise agreed).

b) Number and percent of healthy services that entered the network on time but deteriorated.

c) Number and percent of unhealthy services that entered the network late and did not deteriorate further, within tolerance.

d) Number and percent of unhealthy services that entered the network late but deteriorated.

e) Number and percent of unhealthy services that entered the network late and exited within tolerance.

Notes:

1) Percent is percent of the sum of train services in (a), (b), (c), (d) and (e).

2) For this purpose, a healthy train service is one that has experienced no above rail related delay, within tolerance.

3) Services include Scheduled, Conditional Train Paths and Seasonal Train Paths.

4) The tolerance is to be 15 minutes

Figure 11 Types of Train Services by Routes - Kwinana to Bunbury Inner Harbour 1 July 2004 to 30 June 2005

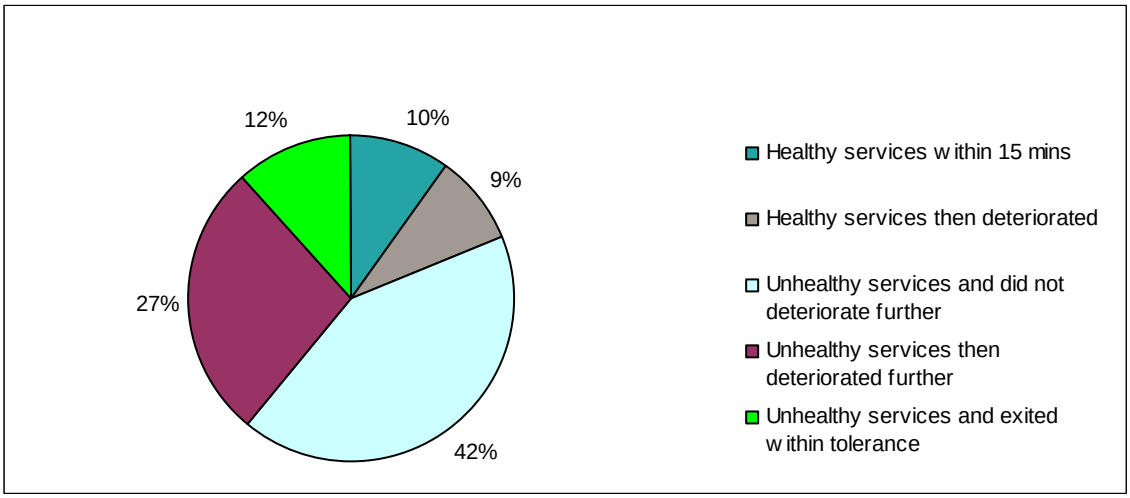


Figure 12 Types of Train Services by Routes - Brunswick to Premier 1 July 2004 to 30 June 2005

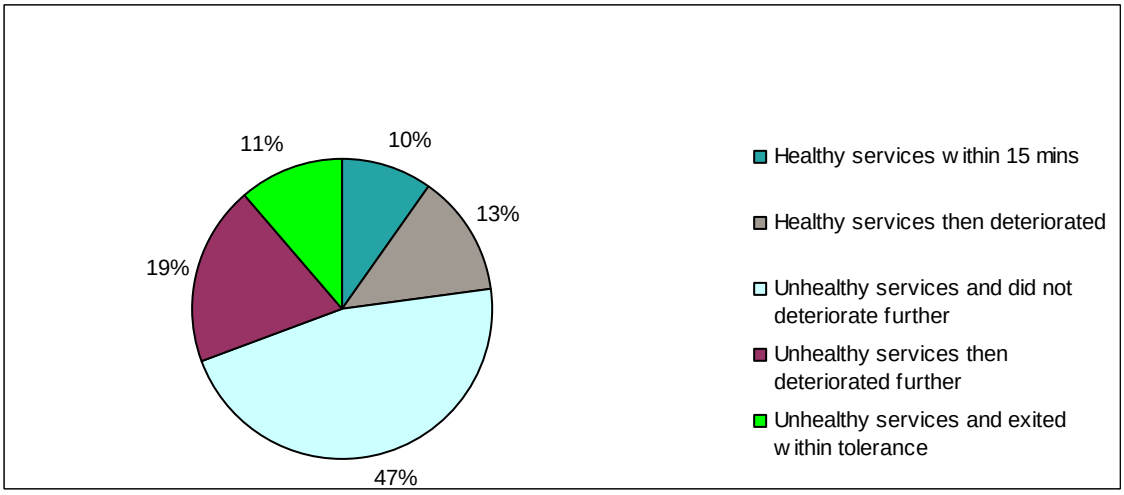


Figure 13 Types of Train Services by Routes – Picton to Lambert 1 July 2004 to 30 June 2005

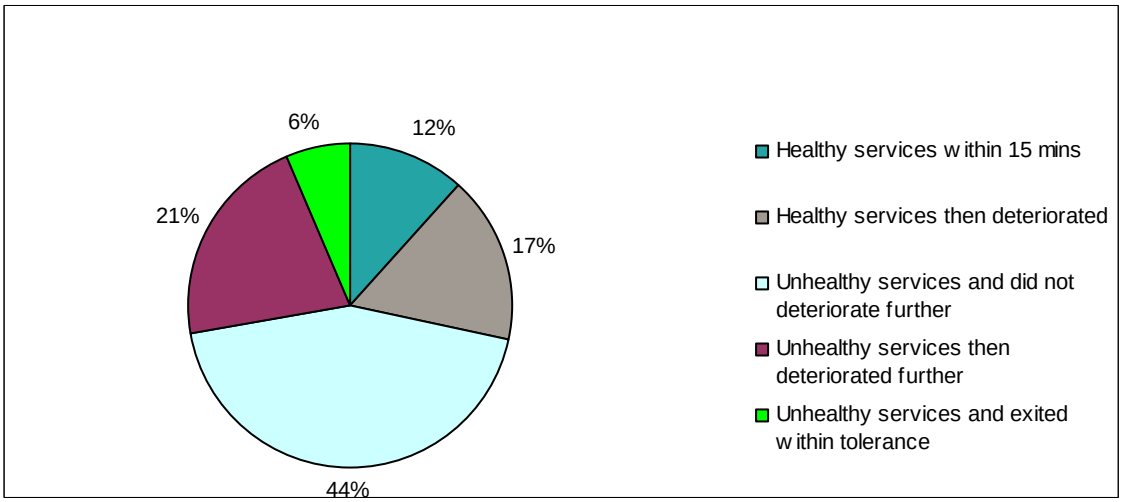


Figure 14 Types of Train Services by Routes - Kwinana to Kalgoorlie 1 July 2004 to 30 June 2005

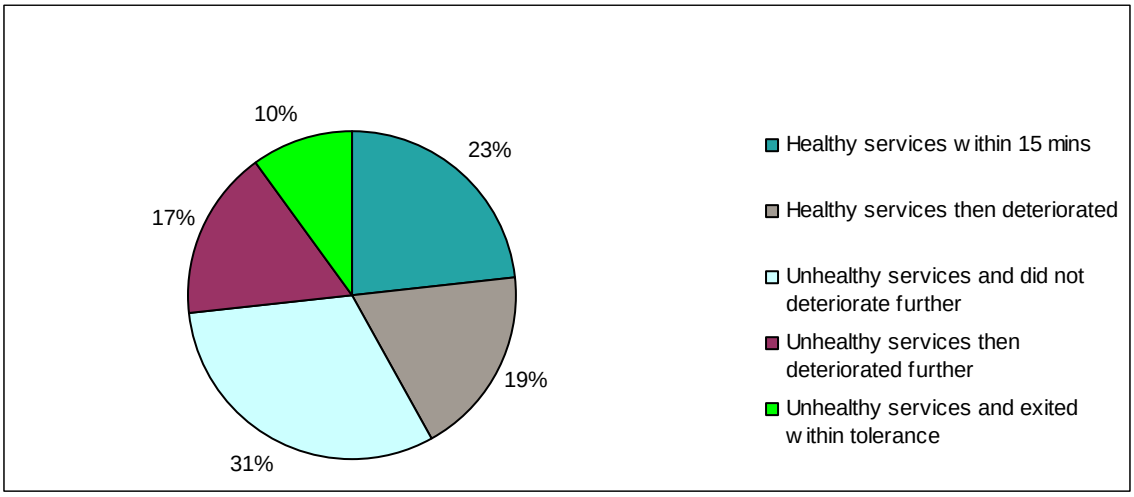


Figure 15 Types of Train Services by Routes - West Kalgoorlie to Esperance 1 July 2004 to 30 June 2005)

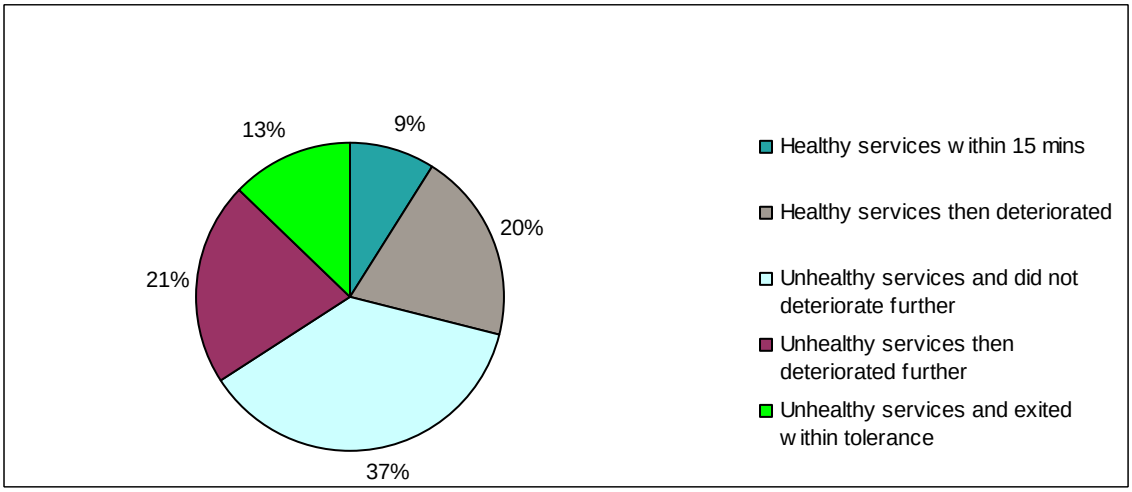


Figure 16 Types of Train Services by Routes - Kalgoorlie to Leonora 1 July 2004 to 30 June 2005

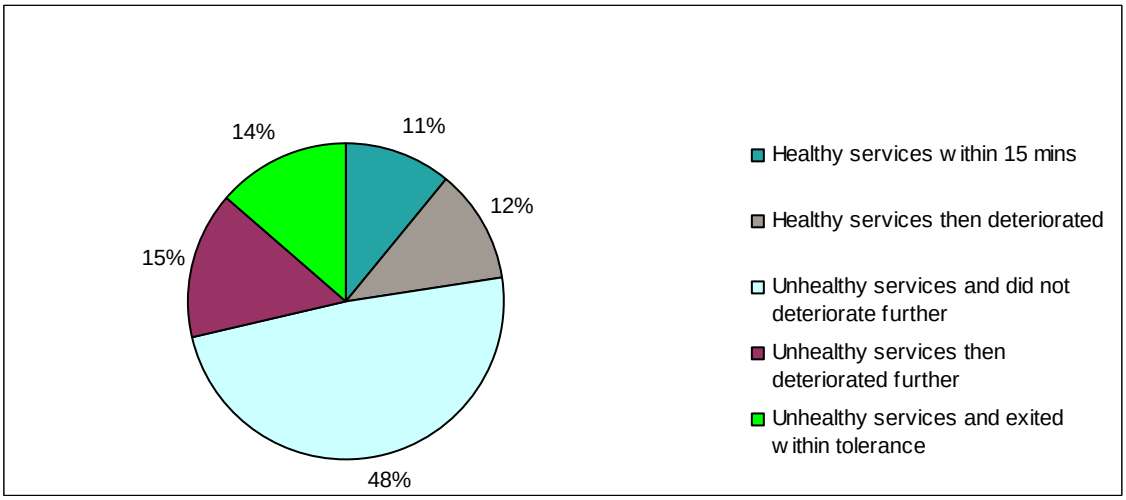


Figure 17 Types of Train Services by Routes - Central 1 July 2004 to 30 June 2005

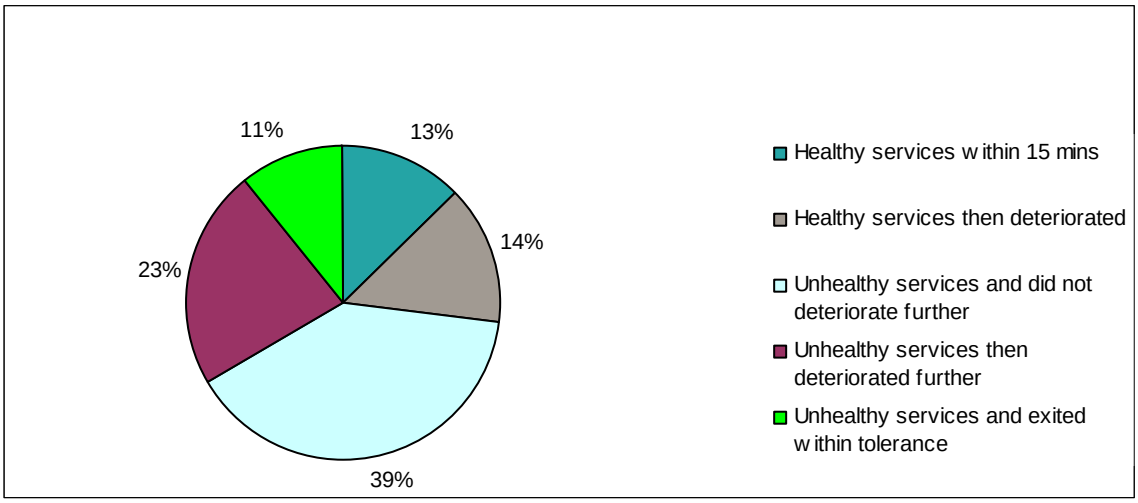


Figure 18 Types of Train Services by Routes – North 1 July 2004 to 30 June 2005

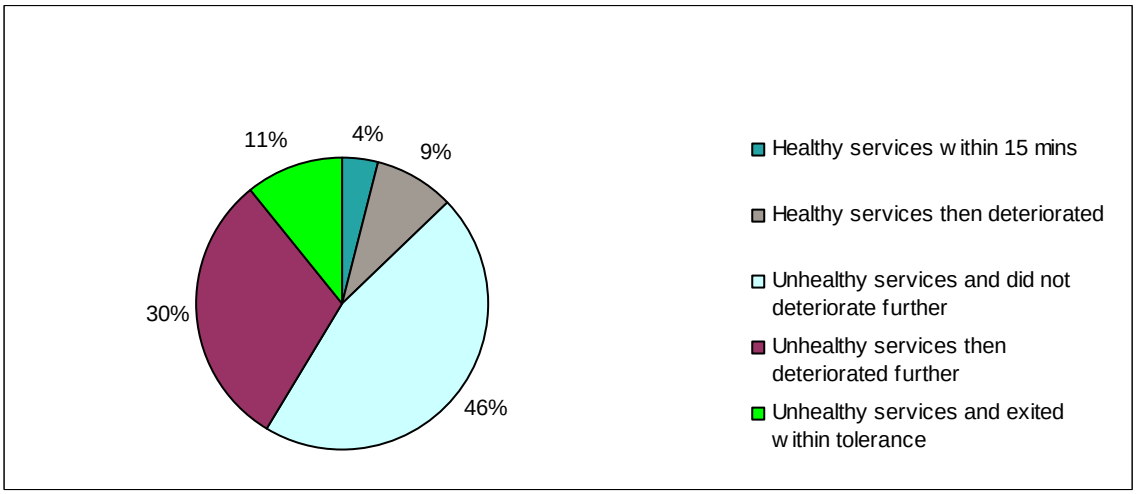


Figure 19 Types of Train Services by Routes - South 1 July 2004 to 30 June 2005

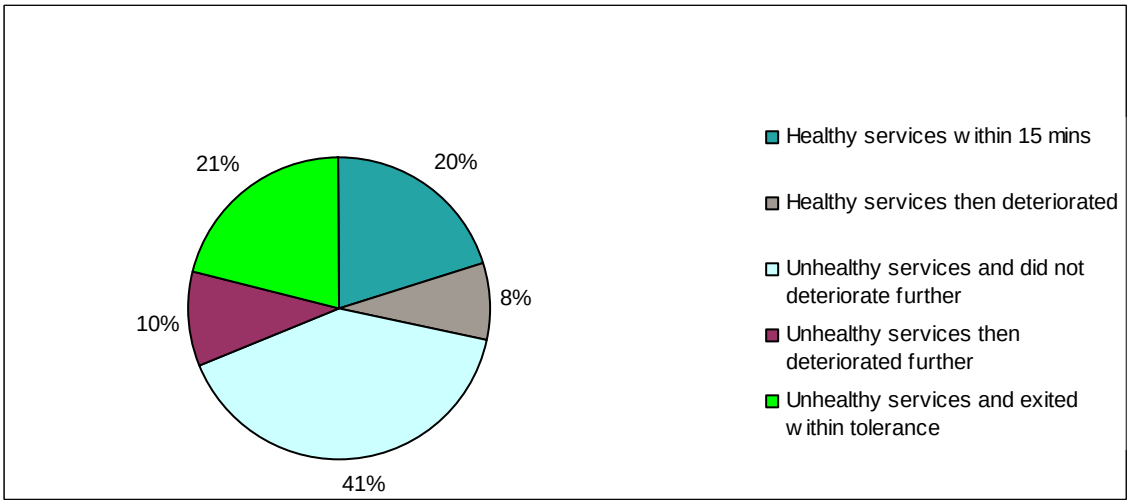


Table 17 Delay as a Percentage of Total Transit Time by Causes from 1 July 2004 to 30 June 2005

Delay as a percentage of total transit time attributable to below rail cause				
	Sept Qtr	Dec Qtr	Mar Qtr	Jun Qtr
Track (%)	0.62	0.61	0.96	0.58
Signals/Communication (%)	0.18	0.33	0.25%	0.23
Train Management Control (%)	6.06	5.93	6.08	5.98
Delay as a percentage of total transit time attributable to above rail cause				
	Sept Qtr	Dec Qtr	Mar Qtr	Jun Qtr
Late/entry (%)	15.72	15.53	16.18	12.70
Locomotives (%)	0.60	0.44	0.42	0.43
Personnel (%)	0.61	0.52	0.48	0.54
Rollingstock (%)	0.13	0.11	0.10	0.11
Passengers (%)	0.07	0.06	0.06	0.07
Train examination (%)	0.06	0.06	0.07	0.07
Delay as a percentage of total transit time not attributable to below or above rail cause				
	Sept Qtr	Dec Qtr	Mar Qtr	Jun Qtr
Not above or Below Rail	0.52	0.43	1.04	0.85

Table 18 Sum of Minutes Delay by Causes from 1 July 2004 to 30 June 2005

Sum of minutes delay attributable to below rail cause					
	Sept Qtr	Dec Qtr	Mar Qtr	Jun Qtr	Total
Track	25,978	24,071	37,788	21,505	**109,342**
Signals/Communication	7,675	12,886	9,945	8,422	**38,928**
Train Management Control	255,143	232,770	239,247	223,343	**950,503**
Sum of minutes delay attributable to above rail cause					
	Sept Qtr	Dec Qtr	Mar Qtr	Jun Qtr	Total
Late/entry	661,704	610,083	636,884	474,548	**2,383,219**
Locomotives	25,148	17,446	16,363	15,897	**74,854**
Personnel	25,467	20,322	18,791	20,236	**84,816**
Rollingstock	5,539	4,223	3,857	4,188	**17,807**
Passengers	2,818	2,437	2,273	2,514	**10,042**
Train examination	2,665	2,312	2,625	2,566	**10,168**
Sum of minutes delay time not attributable to below or above rail cause					
	Sept Qtr	Dec Qtr	Mar Qtr	Jun Qtr	Total
Not above or below rail	22,083	17,064	40,807	31,681	**111,635**

Figure 20 Sum of Minutes Delay Attributable to Below Rail Cause 1 July 2004 to 30 June 2005

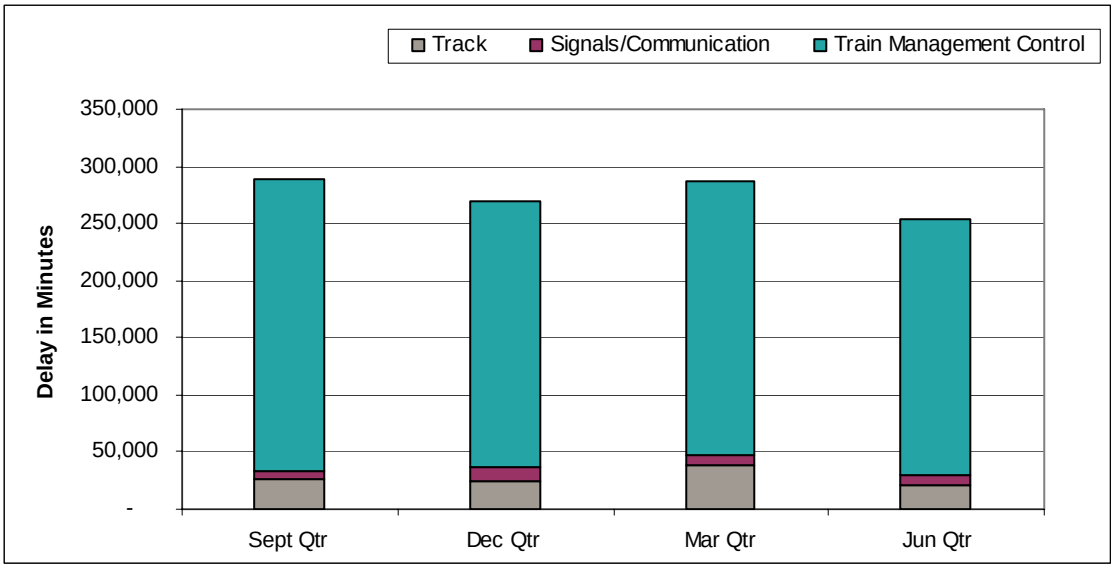


Figure 21 Delay as a Percentage of Total Transit Time Due to Below Rail Cause by Category 1 July 2004 to 30 June 2005

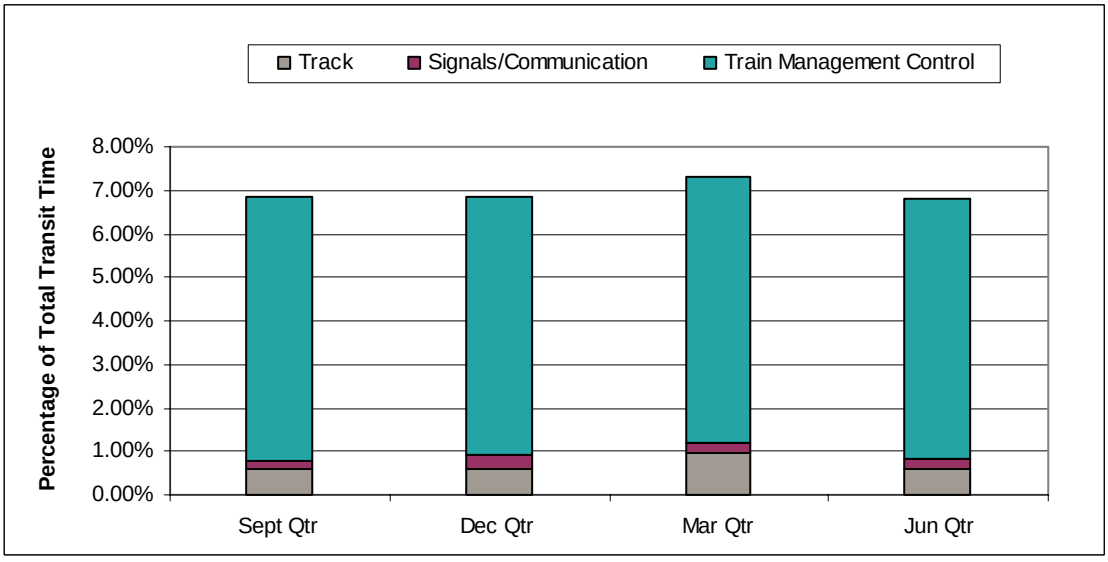
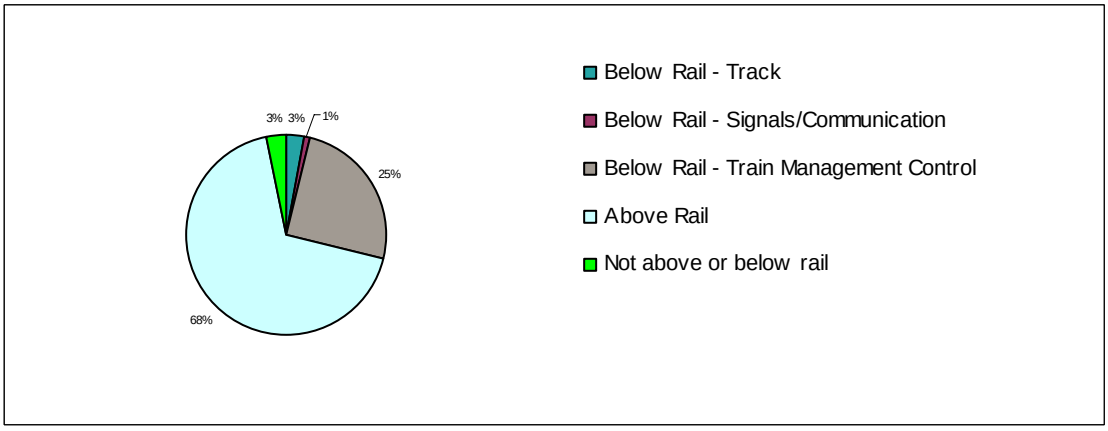


Figure 22 Sum of Minutes Delay by Causes 1 July 2004 to 30 June 2005

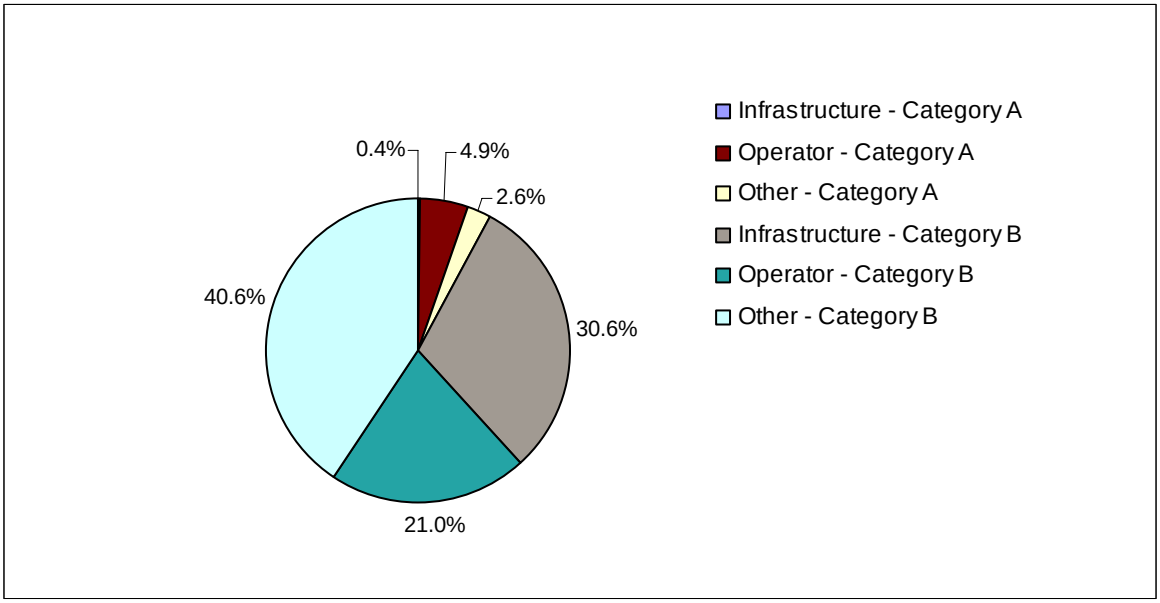


9 Other Indicators

Table 19 Number of Category A and B Incidents Reported from 1 July 2004 to 30 June 2005

Cause	Category A				
	Sept Qtr	Dec Qtr	Mar Qtr	Jun Qtr	Total
Infrastructure	0	1	1	1	**3**
Operator	9	9	11	11	**40**
Other	1	5	11	4	**21**
Total	**10**	**15**	**23**	**16**	**64**
Cause	**Category B**				
	Sept Qtr	**Dec Qtr**	**Mar Qtr**	**Jun Qtr**	**Total**
Infrastructure	75	24	56	95	**250**
Operator	45	32	50	45	**172**
Other	58	82	119	73	**332**
Total	**178**	**138**	**225**	**213**	**754**

Figure 23 Category A and B Incidents by Causes 1 July 2004 to 30 June 2005



Notes:

1) Category A incidents are incidents that require immediate notification to the Rail Safety Regulator. These involve death or serious injury to a person, derailment, collision fire or explosion. They have been classified into three different causes namely, Infrastructure, Operator and other. "Other" is defined as those incidents which are not attributable to the railway owner or the operator.

2) Category B incidents are generally minor accidents or occurrences which constitute a breakdown in the normal safety defences but have the potential to cause a serious accident. Similarly, there are three types of Category B incidents.

Table 20 Information on Number of Determinations to Apply to WNR Undertaken by the ERA from 1 July 2004 to 30 June 2005

Determinations Undertaken by ERA	
Number of opinions provided under section 21 of the Code on whether or not the price sought by the railway owner in negotiation for an access agreement meets the requirements of clause 13(a) of Schedule 4	Nil
Number of determinations by the ERA under clause 9 of Schedule 4	Nil
Number of determinations by the ERA under clause 10 of Schedule 4 as agreed with the railway owner	2
Number of determinations by the ERA under clause 12 of Schedule 4	Nil
Number of other determinations by the ERA • Over-payment Rules • Reporting of KPIs • WACC	 Nil 1 1