Economic Regulation Authority

WESTERN AUSTRALIA

Summary

WestNet Rail
General Network Information and Key Performance Indicators for 2005-06

February 2007

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 2006

Routes	Gauge	Max Train Length (metres)	Track Kilometres
(SWM) Kwinana to Bunbury Inner Harbour	Narrow (N)	579	170.7
Brunswick Jct to Premier	N	756	75.6
Picton to Lambert	N	544	150.6
(EGR) 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**

Notes:

1) SWM is South West Main, EGR is Eastern Goldfields Railway

2) 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 2006

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	80				
Midland - Cockburn South (UP)	D	24	80	80	80	80	80	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	21	115	115	115	115	70				
Mundijong Jct - Alumina Jct	N	21	115	115	115	115	70			110	
Wagerup - Yalup Brook	N	19	70	60	50	40					
Pinjarra – Brunswick Jct	N	19	80	80	70	70				110	
Brunswick Jct – Picton Jct	N	21	115	115	115	115	70			110	

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
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	70	60	40					70	
Picton Jct - Inner Harbour	N	21	115	115	115	115	70				
Picton Jct - Picton East	N	16	40	40	40						
Picton East - Donnybrook	N	16	70	60	50						
Donnybrook - Lambert	N	16	60	50	50						
Inner Harbour – Bunbury Yard	N	19	70	65	60	40					
East Collie – Ewington/Premier	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						

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
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							
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 2005 to 30 June 2006 on a quarterly basis

Routes	Sept Qtr	Dec Qtr	Mar Qtr	Jun Qtr	Total
Brunswick to Premier	3,033,107	2,728,509	3,065,662	2,967,279	11,794,556
Kalgoorlie to Leonora	658,180	648,855	517,591	743,111	2,567,737
(SWM) Kwinana to Bunbury Inner Harbour	9,682,066	9,214,141	9,308,214	9,850,415	38,054,836
(EGR) Kwinana to Kalgoorlie	14,703,115	14,617,310	14,041,108	14,535,561	57,897,094
Picton to Lambert	-	-	-	-	-
West Kalgoorlie to Esperance	3,396,371	3,246,515	2,883,773	3,663,156	13,189,816
Central	2,270,268	1,884,732	2,176,957	1,716,483	8,048,440
North	3,960,117	3,147,169	2,504,062	3,106,665	12,718,012
South	1,368,057	1,988,960	943,916	1,180,573	5,481,506
Total	**38,520,535**	**37,476,191**	**35,441,283**	**37,763,243**	**149,751,997**

Figure 1 Gross Tonnes by Routes 1 July 2005 to 30 June 2006

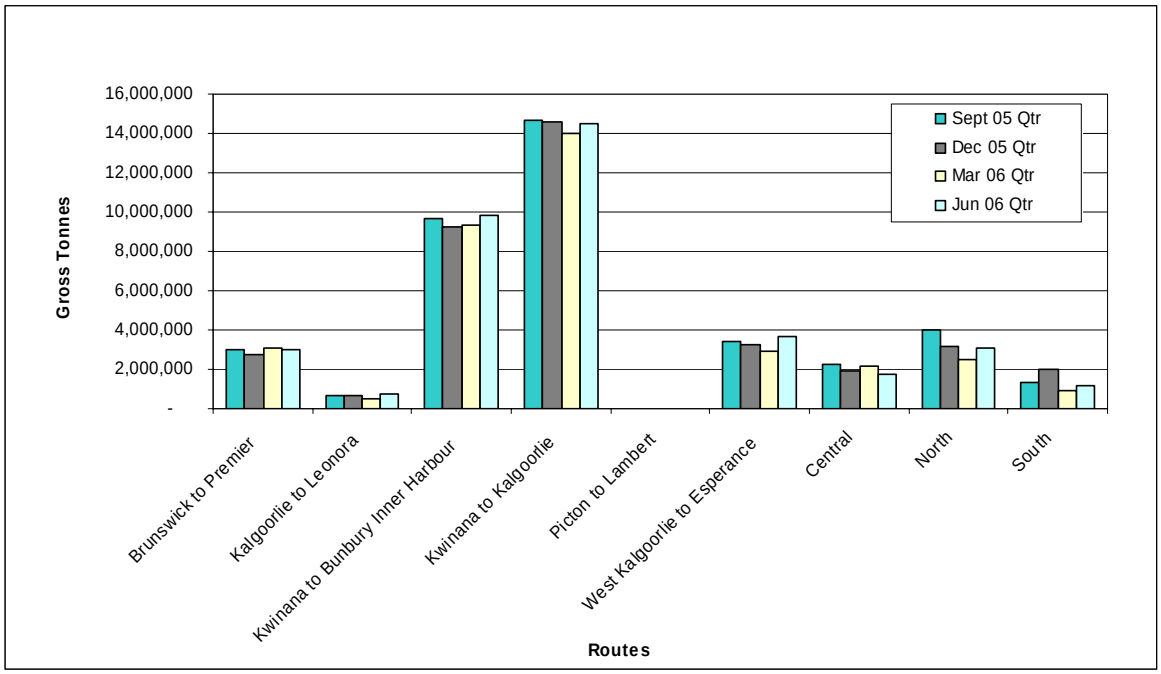
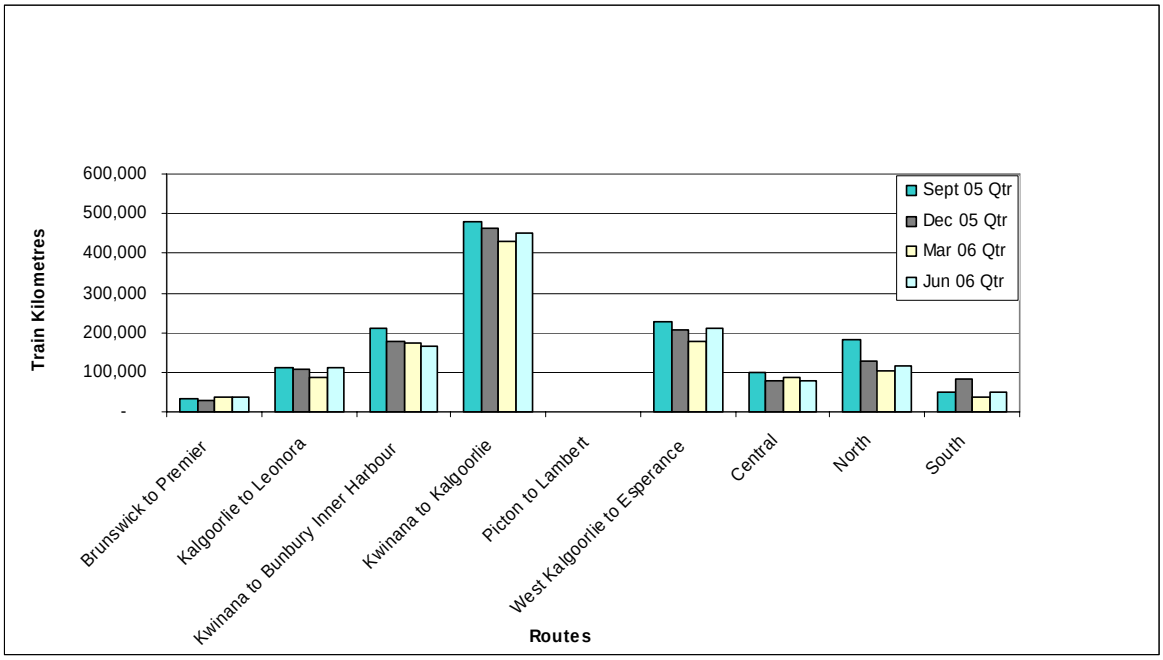


Table 4 Train Kilometres by Routes from 1 July 2005 to 30 June 2006 on a quarterly basis

Routes	Sept Qtr	Dec Qtr	Mar Qtr	Jun Qtr	Total
Brunswick Jct to Premier	33,782	30,454	36,953	36,568	**137,757**
Kalgoorlie to Leonora	112,327	107,484	86,682	111,024	**417,517**
(SWM) Kwinana to Bunbury Inner Harbour	212,244	178,597	175,177	165,276	**731,294**
(EGR) Kwinana to Kalgoorlie	481,461	462,473	428,305	450,259	**1,822,499**
Picton to Lambert	-	-	-	-	**-**
West Kalgoorlie to Esperance	226,760	208,515	177,556	212,477	**825,309**
Central	99,033.9	79,798	87,862	79,504	**346,198**
North	182,219.2	130,082	104,813	115,578	**532,693**
South	51,073.2	84,134	37,624	51,219	**224,050**
Total	**1,398,901**	**1,281,538**	**1,134,972**	**1,221,907**	**5,037,318**

Figure 2 Train Kilometres by Routes 1 July 2005 to 30 June 2006



2 Negotiation Framework

Table 5 Information on Access Negotiations from 1 July 2005 to 30 June 2006

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 2005 to 30 June 2006

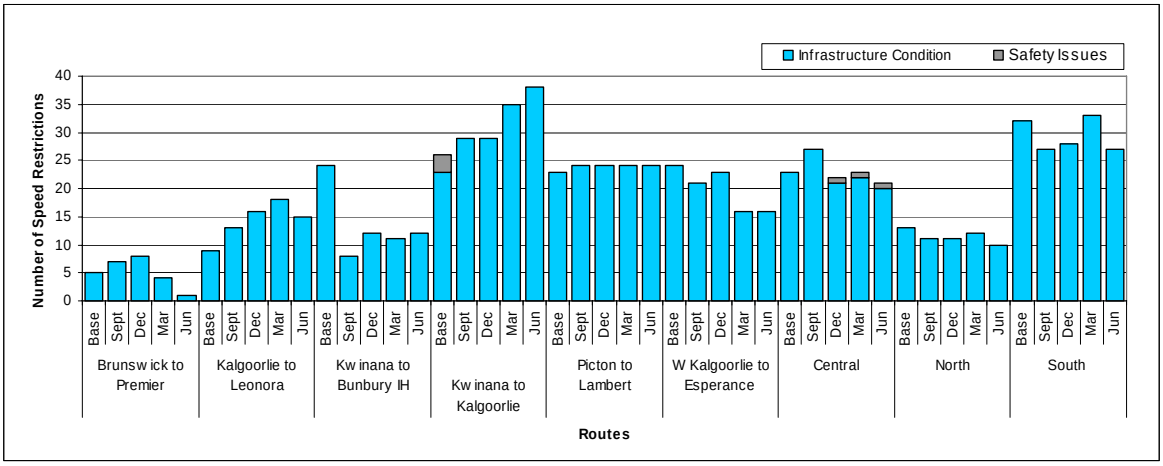
Segregation Arrangements Breaches	
Number of breaches of segregation arrangements substantiated by the ERA, remedial action taken, and consequences of breach	Nil
Number of complaints of alleged breaches that are being assessed by the ERA	Nil
Number of complaints of alleged breaches that have been assessed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

4 Track Quality

Table 7 Temporary Speed Restrictions by Routes and Factors from 1 July 2005 to 30 June 2006 on a quarterly basis

Routes	Infrastructure Condition					Safety Issues				
	Base	Sept	Dec	Mar	Jun	Base	Sept	Dec	Mar	Jun
Brunswick Jct to Premier	5	7	8	4	1	0	0	0	0	0
Kalgoorlie to Leonora	9	13	16	18	15	0	0	0	0	0
SWM (Kwinana to Bunbury Inner Harbour)	24	8	12	11	12	0	0	0	0	0
EGR (Kwinana to Kalgoorlie)	23	29	29	35	38	3	0	0	0	3
Picton to Lambert	23	24	24	24	24	0	0	0	0	0
West Kalgoorlie to Esperance	24	21	23	16	16	0	0	0	0	0
Central	23	27	21	22	20	0	0	1	1	0
North	13	11	11	12	10	0	0	0	0	0
South	32	27	28	33	27	0	0	0	0	0
Total	**176**	**167**	**172**	**175**	**163**	**3**	**0**	**1**	**1**	**3**

Figure 3 Comparison of Base and Actual Periods for Temporary Speed Restrictions by Routes 1 July 2005 to 30 June 2006



Notes:

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

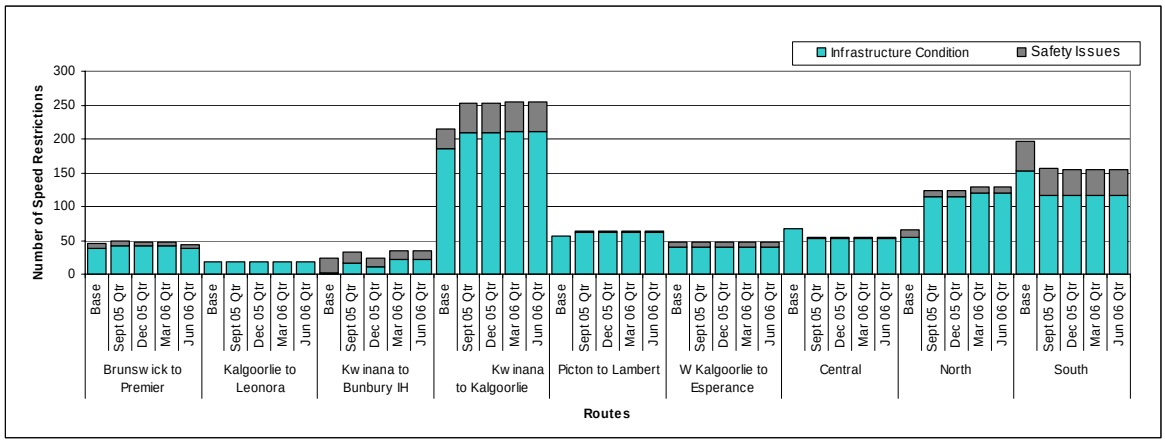
2) Infrastructure condition - track and civil infrastructure which has been assessed at the time to be outside the intended standards compatible with the prescribed operating parameters

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 2005 to 30 June 2006 on a quarterly basis

Routes	Infrastructure Condition					Safety Issues				
	Base	Sept	Dec	Mar	Jun	Base	Sept	Dec	Mar	Jun
BrunswickJct to Premier	38	42	42	42	39	7	7	6	5	5
Kalgoorlie to Leonora	18	18	18	18	18	1	1	1	1	1
(SWM)Kwinana to Bunbury Inner Harbour	2	17	11	22	22	22	15	13	13	13
(EGR) Kwinana to Kalgoorlie	186	209	209	211	211	28	43	43	44	44
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	53	53	53	53	1	1	1	1	1
North	54	114	114	120	120	11	10	10	10	10
South	152	117	117	117	117	44	39	38	38	38
Total	**614**	**672**	**666**	**685**	**682**	**122**	**125**	**121**	**121**	**121**

Figure 4 Comparison of Base and Actual Periods for Permanent Speed Restrictions by Routes 1 July 2005 to 30 June 2006



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 2005 to 30 June 2006

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 2005 to 30 June 2006 on a quarterly basis

Routes	Sept Qtr	Dec Qtr	Mar Qtr	Jun Qtr	Total
Replacement of infrastructure	27.6	28.8	166.7	31.8	**254.9**
Relocation of infrastructure	0.0	0.0	0.0	0.0	**0.0**
Replacement of broken rail	8.8	0.0	0.0	0.0	**8.8**
New tracks	5.7	0.0	0.0	0.0	**5.7**
Replacement of timber sleepers with concrete sleepers	17.4	0.0	0.0	0.0	**17.4**
Upgrade level crossing	14.1	0.0	25.8	9.7	**49.5**
Tunnel Construction	0.0	0.0	0.0	0.0	**0.0**

Table 11 Network Unavailability due to Railway Owner's Control by Routes from 1 July 2005 to 30 June 2006 on a quarterly basis

Routes	Sept Qtr	Dec Qtr	Mar Qtr	Jun Qtr	Total
(EGR) Kwinana to Kalgoorlie					
Number of Incidents	4.0	1.0	2.0	1.0	**8.0**
Planned hours	34.0	3.2	27.0	8.7	**72.8**
Actual hours	37.2	5.6	28.8	9.7	**81.2**
Average shutdown hours	9.3	5.6	14.4	9.7	**39.0**
West Kalgoorlie to Esperance					
Number of Incidents	1.0	0.0	16.0	1.0	**18.0**
Planned hours	6.5	0.0	114.0	10.0	**130.5**
Actual hours	5.7	0.0	149.8	9.3	**164.8**
Average shutdown hours	5.7	0.0	9.4	9.3	**24.4**
Brunswick Junction to Premier					
Number of Incidents	0.0	0.0	0.0	2.0	**2.0**
Planned hours	0.0	0.0	0.0	20.0	**20.0**

Routes	Sept Qtr	Dec Qtr	Mar Qtr	Jun Qtr	Total
Actual hours	0.0	0.0	0.0	22.5	**22.5**
Average shutdown hours	0.0	0.0	0.0	11.2	**11.2**
(SWM) Kwinana to Bunbury Inner Harbour					
Number of Incidents	2.0	0.0	1.0	0.0	**3.0**
Planned hours	25.5	0.0	13.8	0.0	**39.3**
Actual hours	30.9	0.0	13.8	0.0	**44.8**
Average shutdown hours	15.5	0.0	13.8	0.0	**29.3**
North					
Number of Incidents	0.0	1.0	0.0	0.0	**1.0**
Planned hours	0.0	24.0	0.0	0.0	**24.0**
Actual hours	0.0	23.2	0.0	0.0	**23.2**
Average shutdown hours	0.0	23.2	0.0	0.0	**23.2**

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 2005 to 30 June 2006

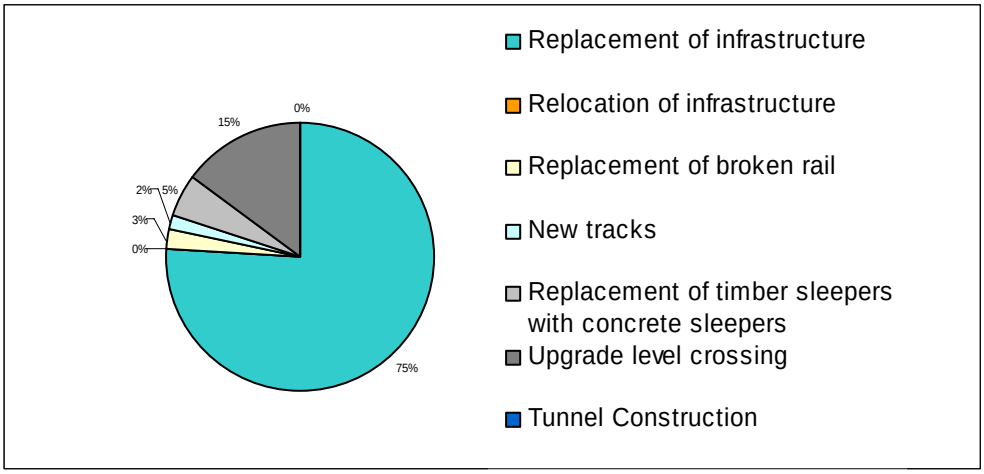


Figure 6 (EGR) Kwinana to Kalgoorlie - Comparison of Planned and Actual Shutdown Periods under Railway Owner's Control 1 July 2005 to 30 June 2006

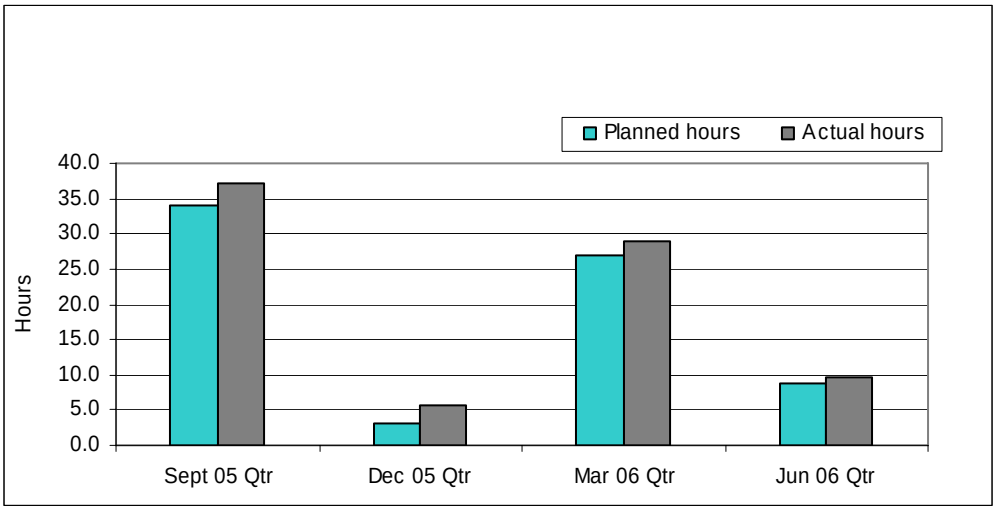


Figure 7 West Kalgoorlie to Esperance - Comparison of Planned and Actual Shutdown Periods under Railway Owner's Control 1 July 2005 to 30 June 2006

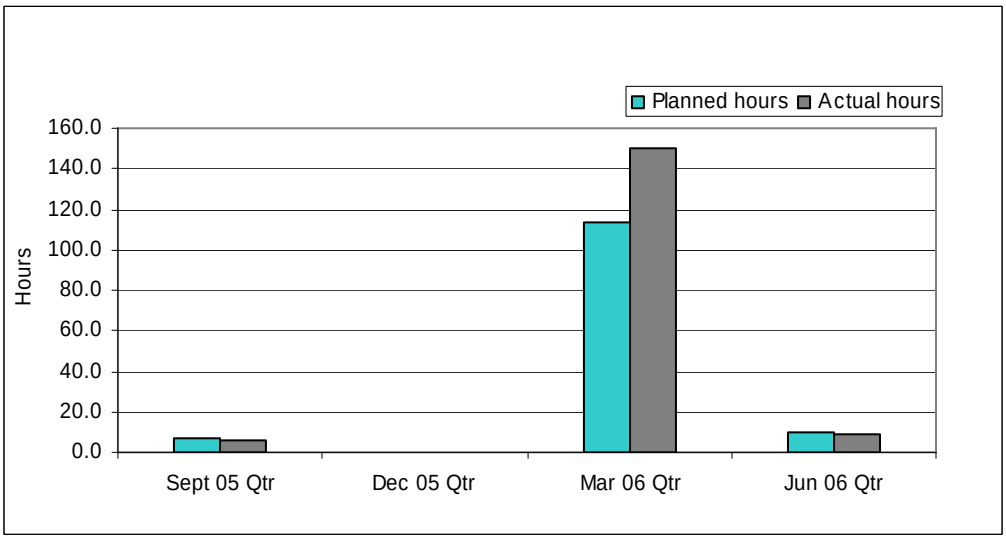


Figure 8 Brunswick Junction to Premier - Comparison of Planned and Actual Shutdown Periods under Railway Owner's Control 1 July 2005 to 30 June 2006

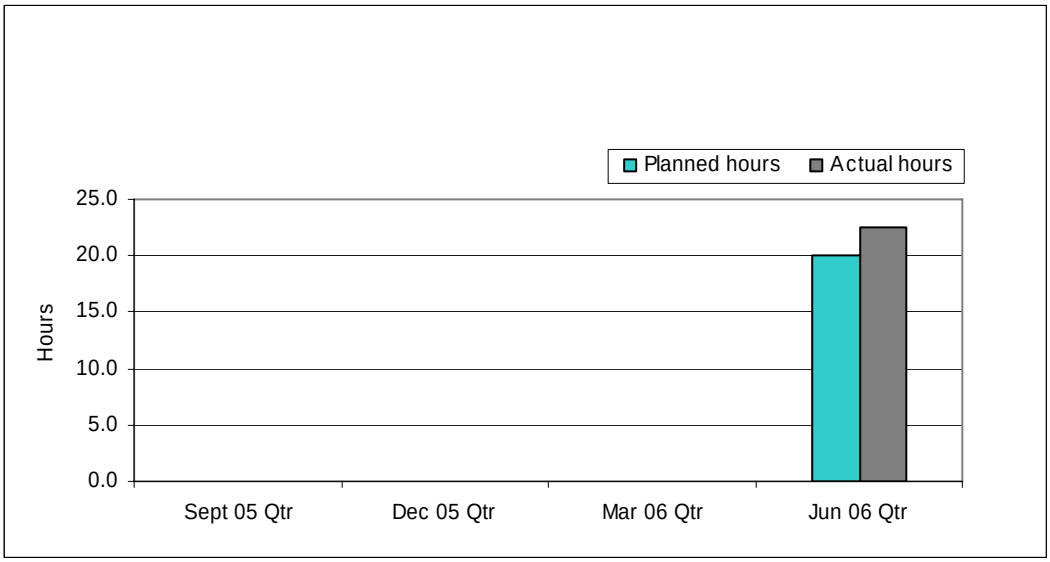


Figure 9 (SWM) Kwinana to Bunbury Inner Harbour- Comparison of Planned and Actual Shutdown Periods under Railway Owner's Control 1 July 2005 - 30 June 2006

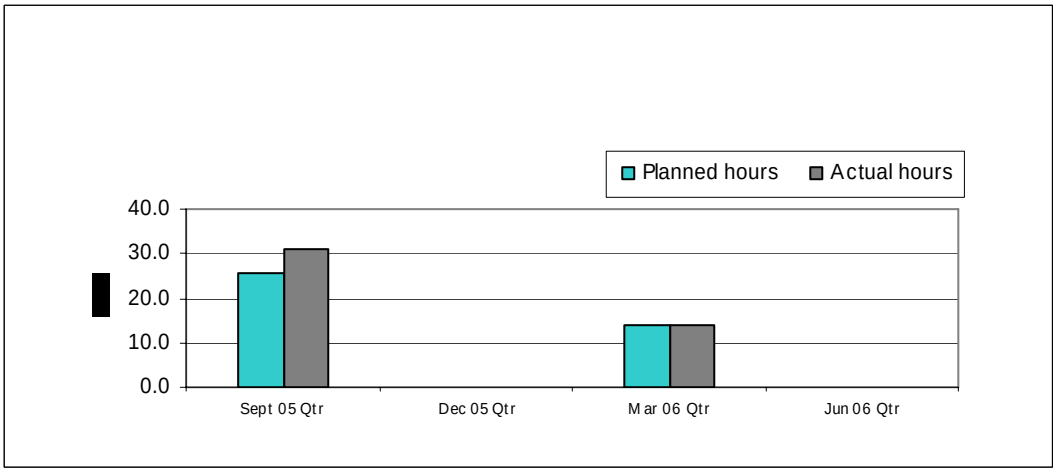


Figure 10 North – Comparison of Planned and Actual Shutdown Periods under Railway Owner's Control 1 July 2005 to 30 June 2006.

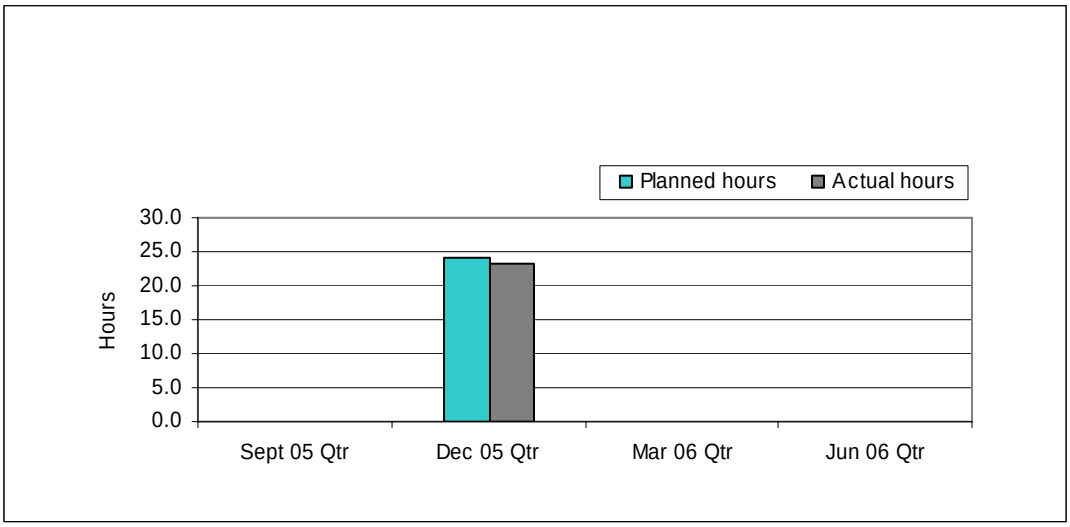


Table 12 Train Services Scheduled in the Master Control Diagram Cancelled from 1 July 2005 to 30 June 2006 on a quarterly basis

	Sept Qtr	Dec Qtr	Mar Qtr	Jun Qtr	Total
Number of incidents by route					
(SWM) Kwinana to Bunbury Inner Harbour	33	0	1	0	34
(EGR) Kwinana to Kalgoorlie	6	0	11	0	17
West Kalgoorlie to Esperance	0	0	0	2	2
Percentage of train services cancelled out of total train services	**0.31**	**0**	**0.12**	**0.01**	**0.42**

Figure 11 (SWM) Kwinana to Bunbury Inner Harbour - Number of Train Services Cancelled 1 July 2005 to 30 June 2006

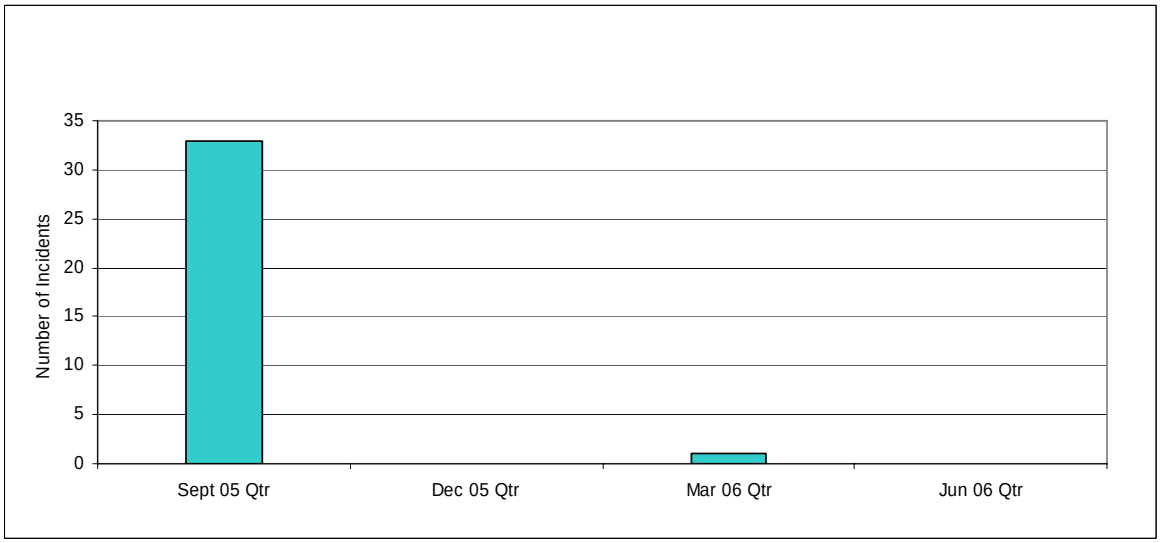


Figure 12 (EGR) Kwinana to Kalgoorlie - Number of Train Services Cancelled 1 July 2005 to 30 June 2006

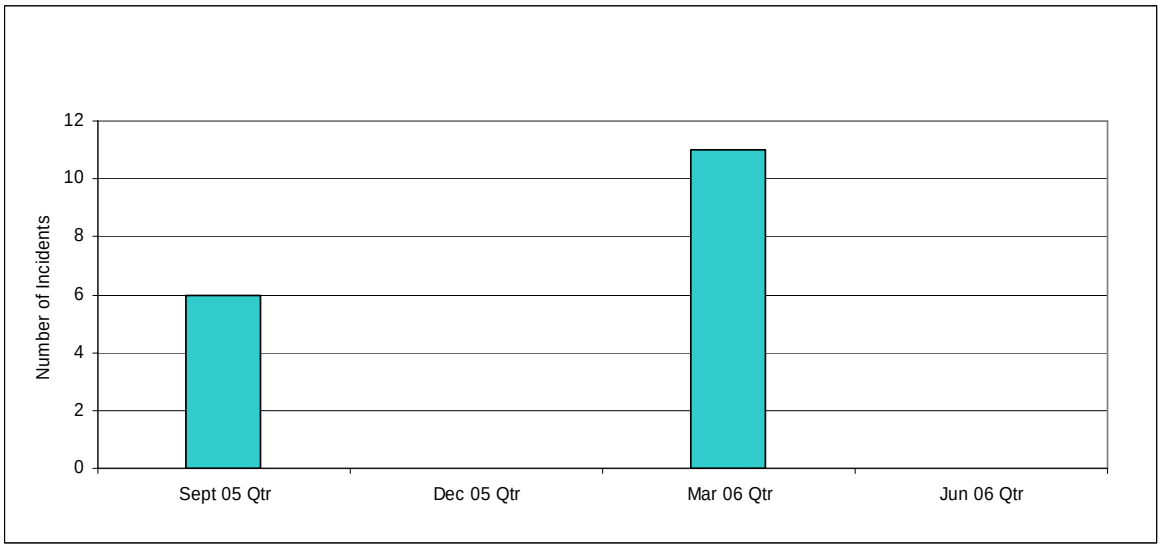
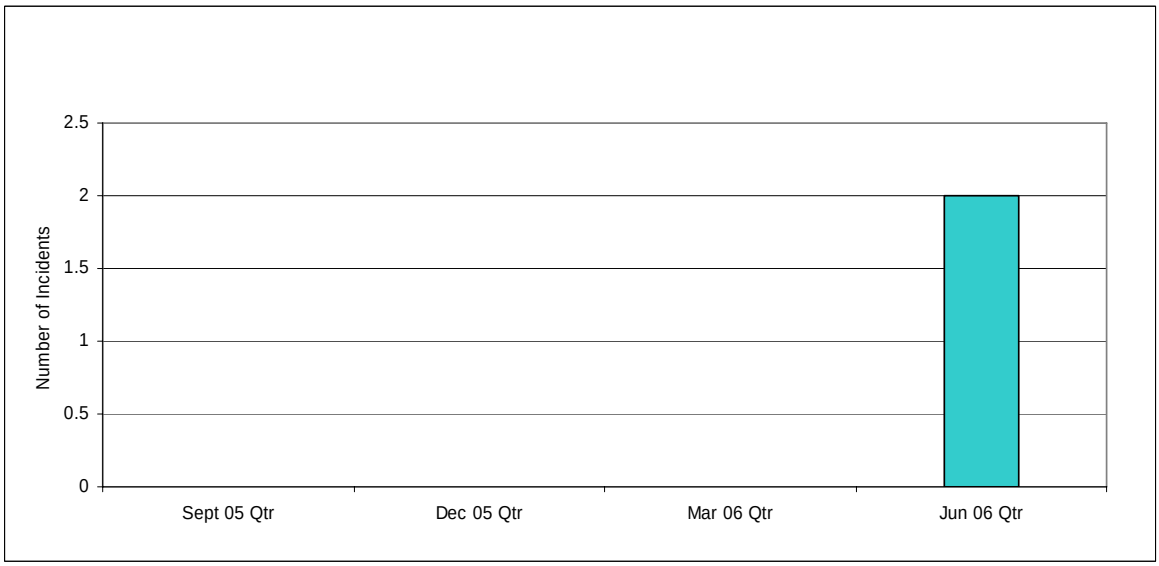


Figure 13 West Kalgoorlie to Esperance- Number of Train Services Cancelled 1 July 2005 to 30 June 2006



5 Overpayment Rules

Table 13 Information on Ceiling Breaches and Overpayment Requirements from 1 July 2005 to 30 June 2006

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 2005 to 30 June 2006

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 2005 to 30 June 2006

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 2005 to 30 June 2006

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	2,494	5.7	1,610	3.6	8,653	19.6	3,869	8.8	2,313	5.2
Brunswick to Premier	139	0.3	166	0.4	476	1.1	208	0.5	116	0.3
Kwinana to Kalgoorlie	2,545	5.8	1,505	3.4	2,917	6.6	1,688	3.8	754	1.7
West Kalgoorlie to Esperance	154	0.3	292	0.7	1,038	2.4	861	2.0	290	0.7
Kalgoorlie to Leonora	127	0.3	177	0.4	570	1.3	366	0.8	234	0.5
Central	525	1.2	619	1.4	1,514	3.4	755	1.7	472	1.1
North	227	0.5	350	0.8	1,618	3.7	844	1.9	400	0.9
South	956	2.2	269	0.6	1,206	2.7	262	0.6	556	1.3
Total	**7,167**		**4,988**		**17,992**		**8,853**		**5,135**	

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 and exited within tolerance.

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

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 14 Types of Train Services by Routes - Kwinana to Bunbury Inner Harbour 1 July 2005 to 30 June 2006

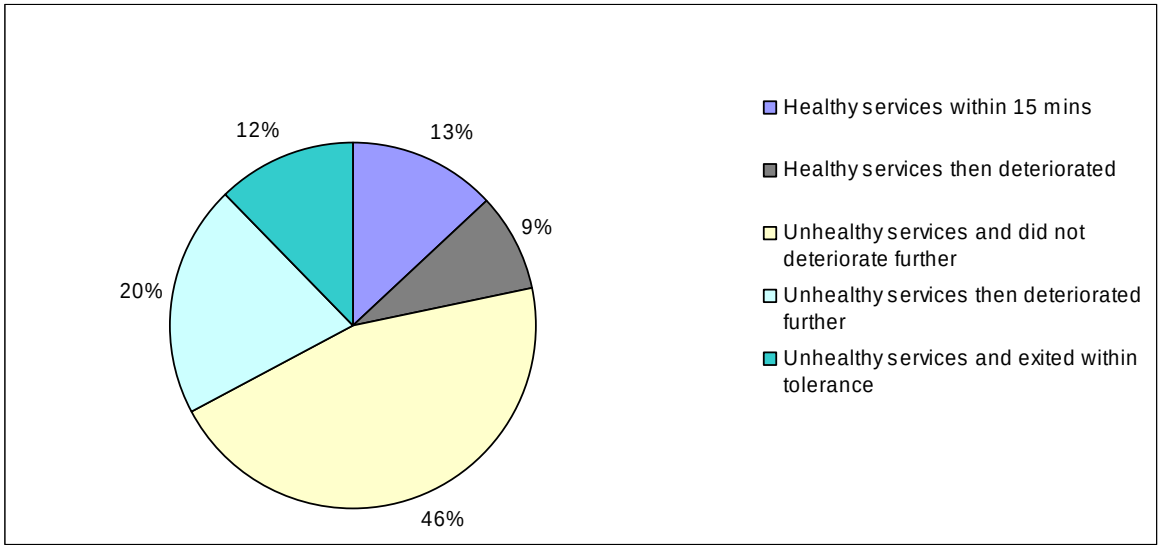


Figure 10 Types of Train Services by Routes - Brunswick Junction to Premier 1 July 2005 to 30 June 2006

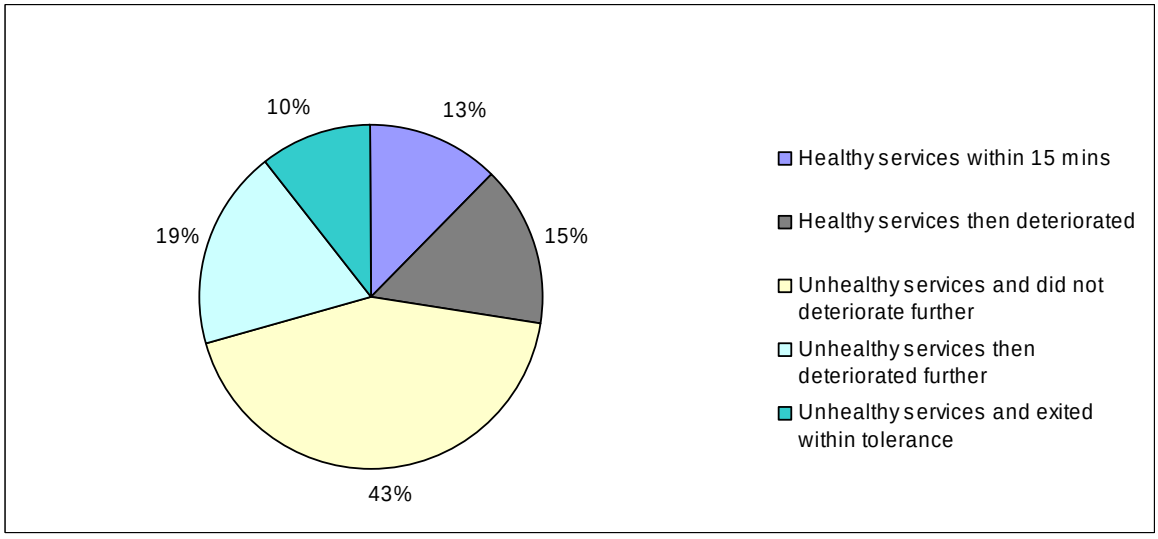


Figure 11 Types of Train Services by Routes - Kwinana to Kalgoorlie 1 July 2005 to 30 June 2006

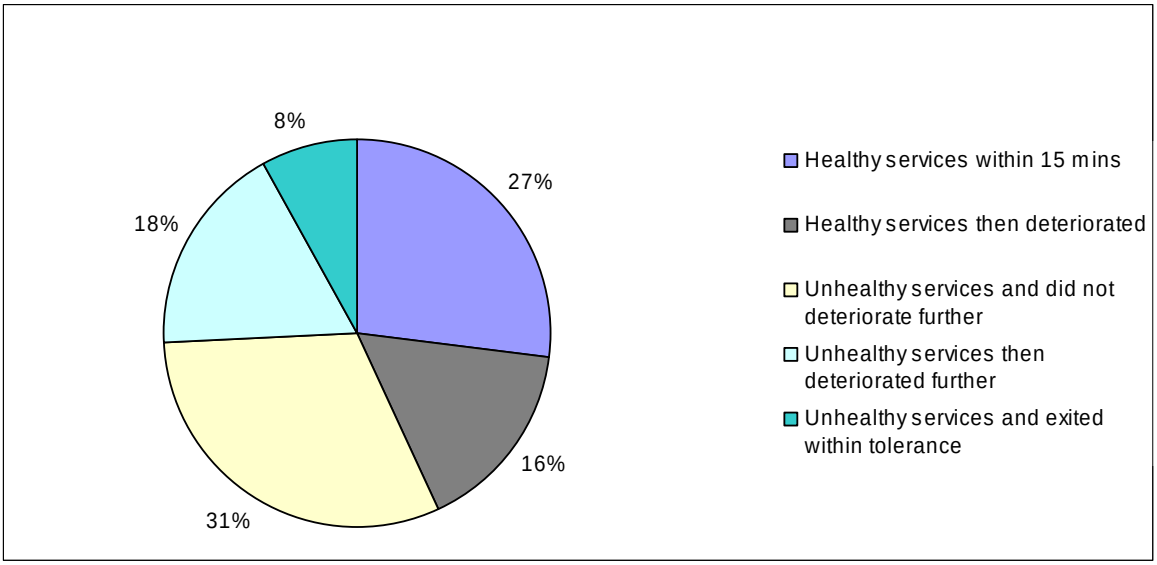


Figure 12 Types of Train Services by Routes - West Kalgoorlie to Esperance 1 July 2005 to 30 June 2006

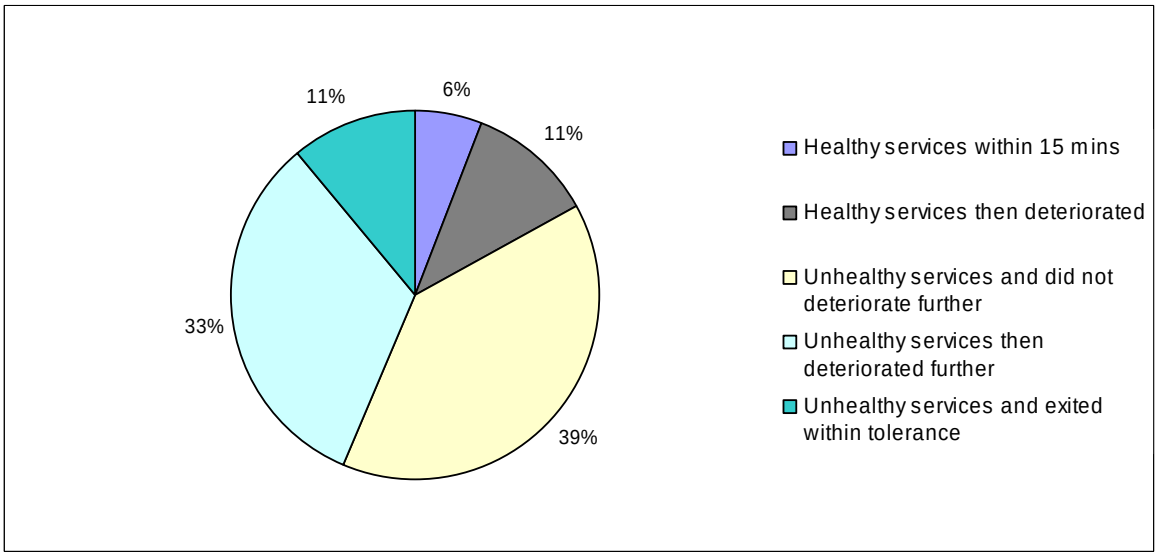


Figure 18 Types of Train Services by Routes - Kalgoorlie to Leonora 1 July 2005 to 30 June 2006

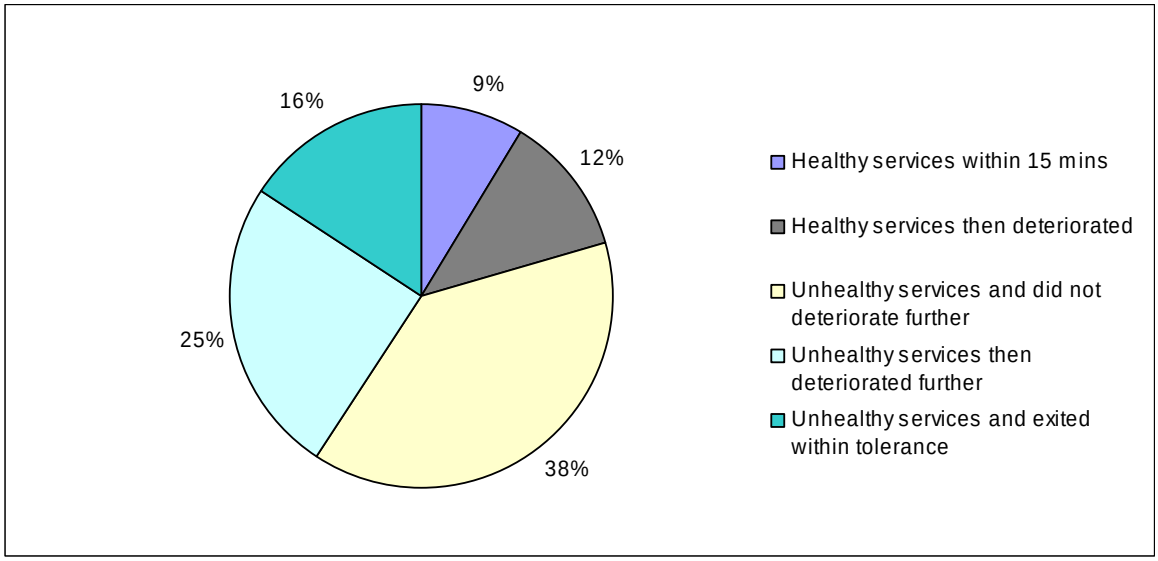


Figure 19 Types of Train Services by Routes - Central 1 July 2005 to 30 June 2006

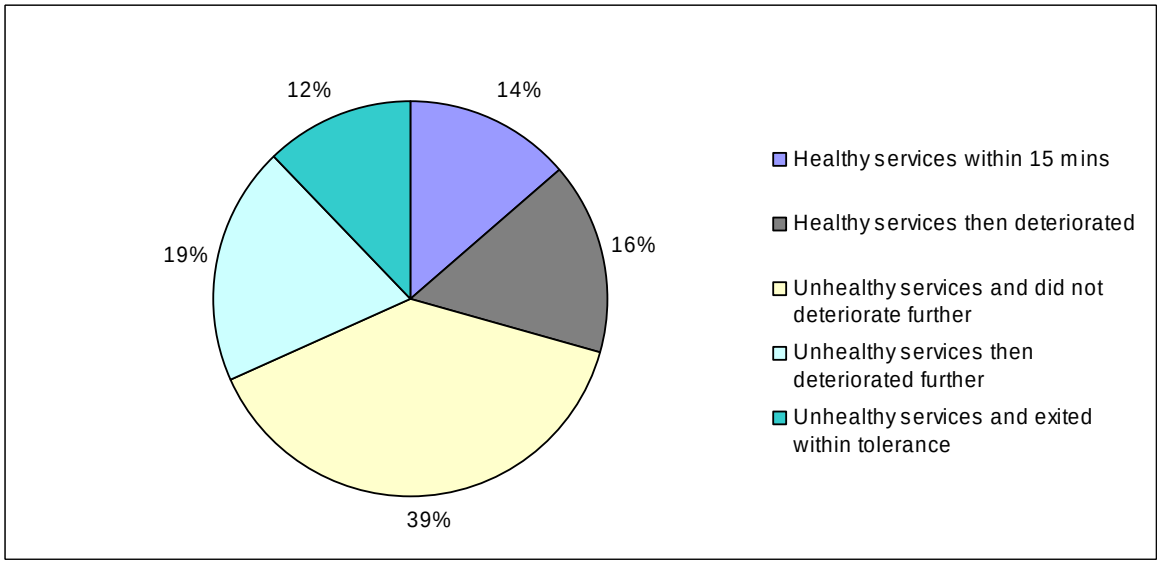


Figure 20 Types of Train Services by Routes – North 1 July 2005 to 30 June 2006

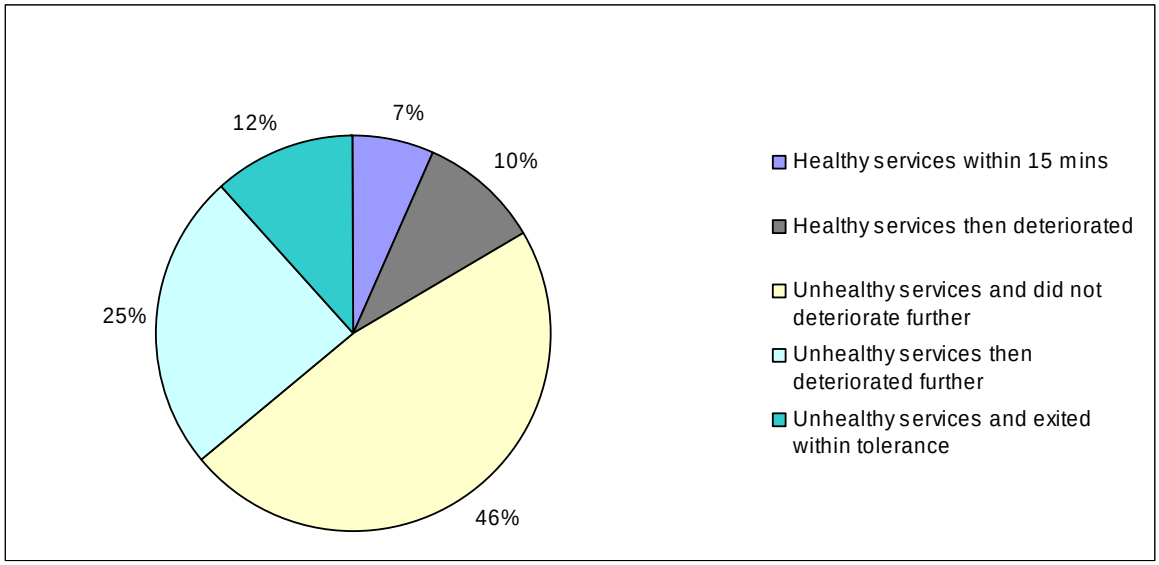


Figure 21 Types of Train Services by Routes - South 1 July 2005 to 30 June 2006

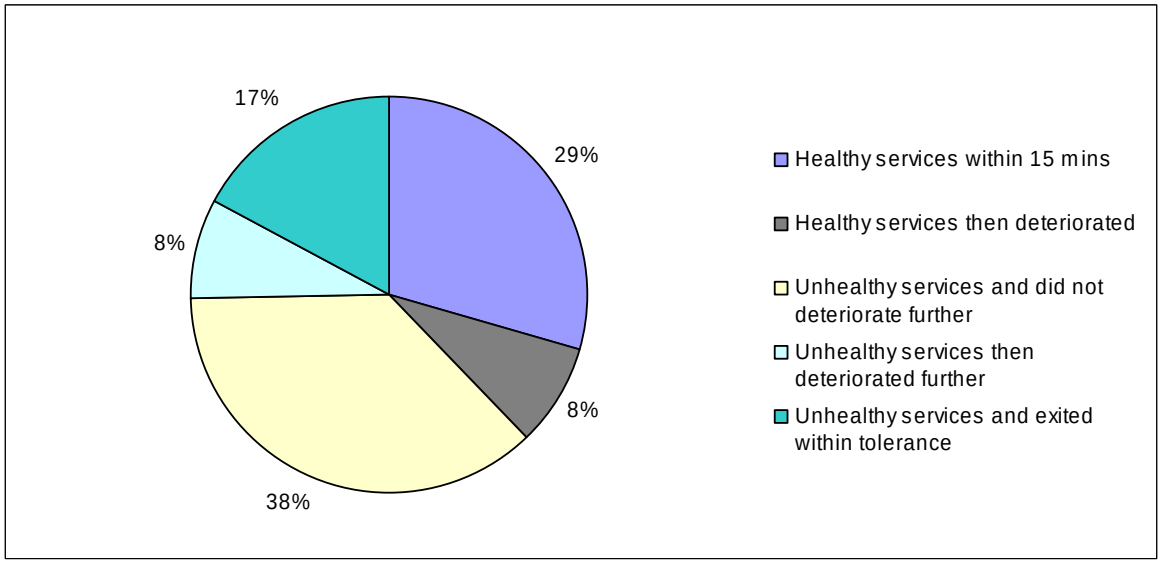


Table 17 Delay as a Percentage of Total Transit Time by Causes from 1 July 2005 to 30 June 2006

Delay as a percentage of total transit time attributable to below rail cause				
	Sept Qtr	Dec Qtr	Mar Qtr	Jun Qtr
Track (%)	0.59	0.26	0.40	0.25
Signals/Communication (%)	0.14	0.12	0.26	0.16
Train Management Control (%)	4.82	4.79	5.25	5.53
Delay as a percentage of total transit time attributable to above rail cause				
	Sept Qtr	Dec Qtr	Mar Qtr	Jun Qtr
Late/entry (%)	2.73	0.55	0.10	11.04
Locomotives (%)	0.26	0.49	0.52	0.32
Personnel (%)	0.36	0.42	0.45	0.43
Rollingstock (%)	0.09	0.10	0.15	0.21
Passengers (%)	0.01	0.00	0.00	0.03
Train examination (%)	0.04	0.02	0.06	0.05
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	11.81	14.80	13.34	0.73

Table 18 Sum of Minutes Delay by Causes from 1 July 2005 to 30 June 2006

Sum of minutes delay attributable to below rail cause					
	Sept Qtr	Dec Qtr	Mar Qtr	Jun Qtr	Total
Track	23,241	10,188	15,049	9,366	57,844
Signals/Communication	5,574	4,689	9,838	5,905	26,006
Train Management Control	190,164	186,688	195,482	205,768	778,102
Sum of minutes delay attributable to above rail cause					
	Sept Qtr	Dec Qtr	Mar Qtr	Jun Qtr	Total
Late/entry	107,621	21,271	3,908	411,020	543,820
Locomotives	10,428	19,140	19,410	11,810	60,788
Personnel	14,193	16,407	16,902	16,028	63,530
Rollingstock	3,485	4,085	5,518	7,971	21,059
Passengers	409	124	24	974	1,531
Train examination	1,630	809	2,235	1,880	6,554
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	466,264	577,313	496,771	27,316	1,567,664

Figure 22 Sum of Minutes Delay Attributable to Below Rail Cause 1 July 2005 to 30 June 2006

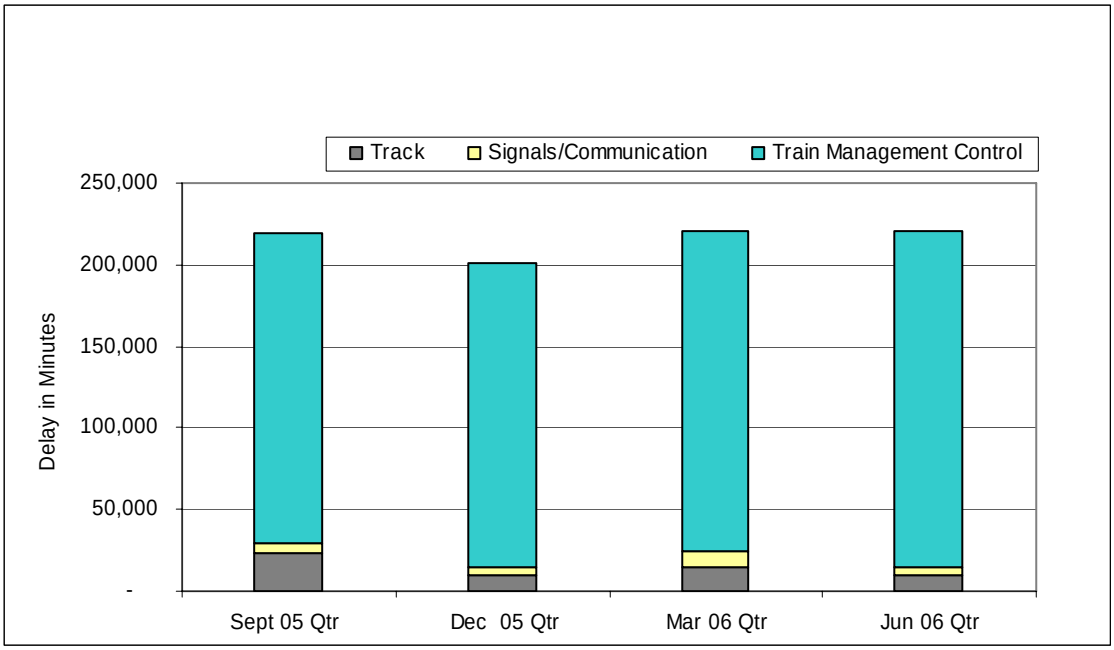


Figure 23 Delay as a Percentage of Total Transit Time Due to Below Rail Cause by Category 1 July 2005 to 30 June 2006

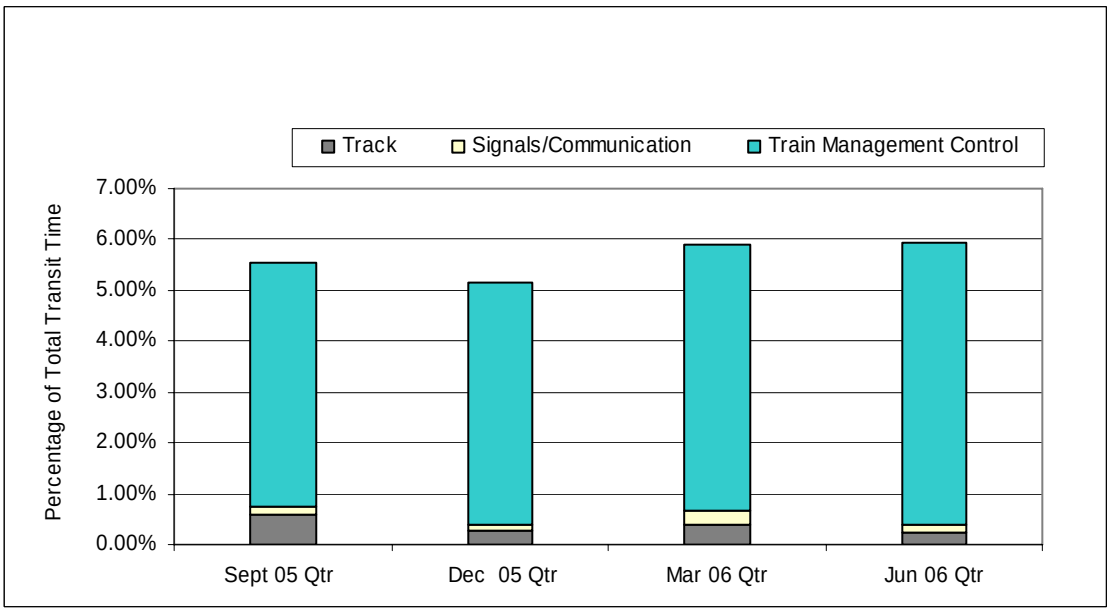
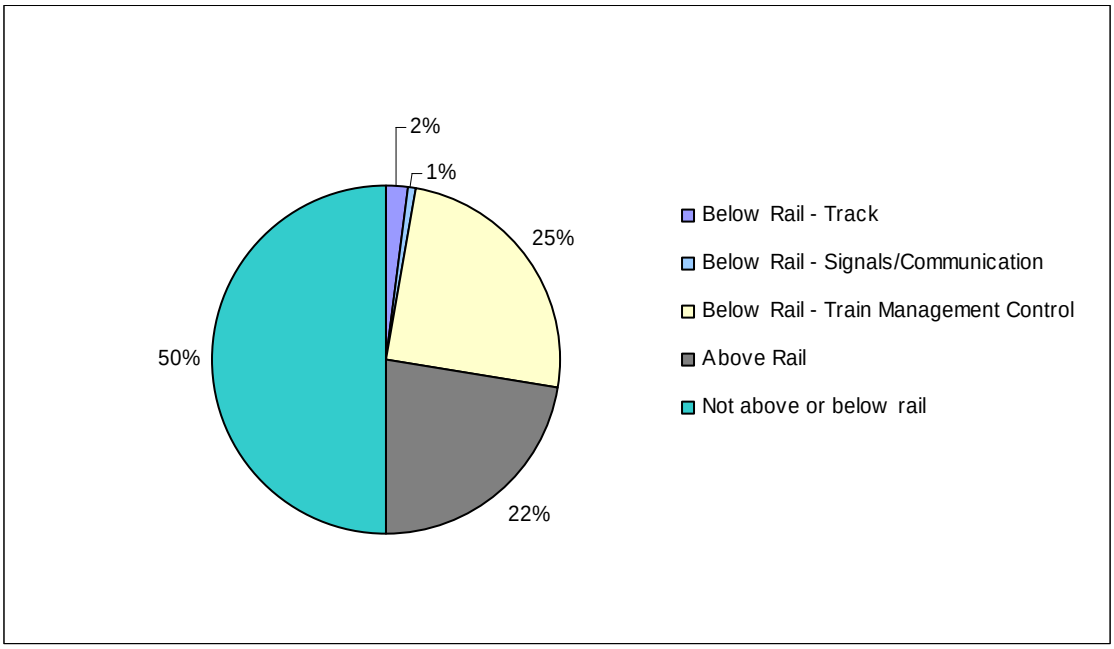


Figure 24 Sum of Minutes Delay by Causes 1 July 2005 to 30 June 2006



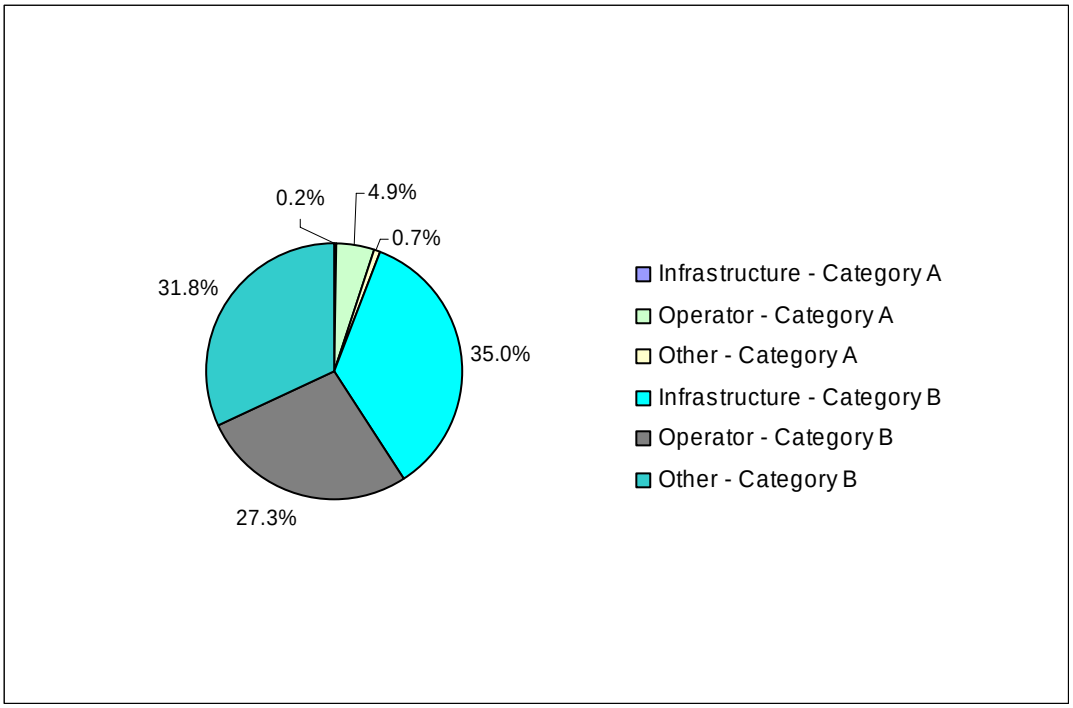
Note: Delays recorded as "Train Management Control" includes all delay minutes associated with train crossings mid journey, however caused. Trains suffering further delay enroute (which may be due to other than below rail cause) are attributed to "Train Management Control". "Late entry services" will typically be late at each subsequent crossing. All crossings affected by such delays are classified as a "Train Management Control" delay. WestNet is unable to differentiate delay associated with out of schedule crossings.

9 Other Indicators

Table 19 Number of Category A and B Incidents Reported from 1 July 2005 to 30 June 2006

Cause	Category A				
	Sept Qtr	Dec Qtr	Mar Qtr	Jun Qtr	Total
Infrastructure	0	0	0	2	2
Operator	9	14	9	9	41
Other	0	3	0	3	6
Total	**9**	**17**	**9**	**14**	**49**
Cause	**Category B**				
	Sept Qtr	Dec Qtr	Mar Qtr	Jun Qtr	Total
Infrastructure	83	54	45	114	296
Operator	57	71	48	55	231
Other	67	50	82	70	269
Total	**207**	**175**	**175**	**239**	**796**

Figure 25 Category A and B Incidents by Causes 1 July 2005 to 30 June 2006



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 2005 to 30 June 2006

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