Western Australia

Economic Regulation Authority

Summary
of
Public Transport Authority
General Network Information
and
Key Performance Indicators
for 2003-04

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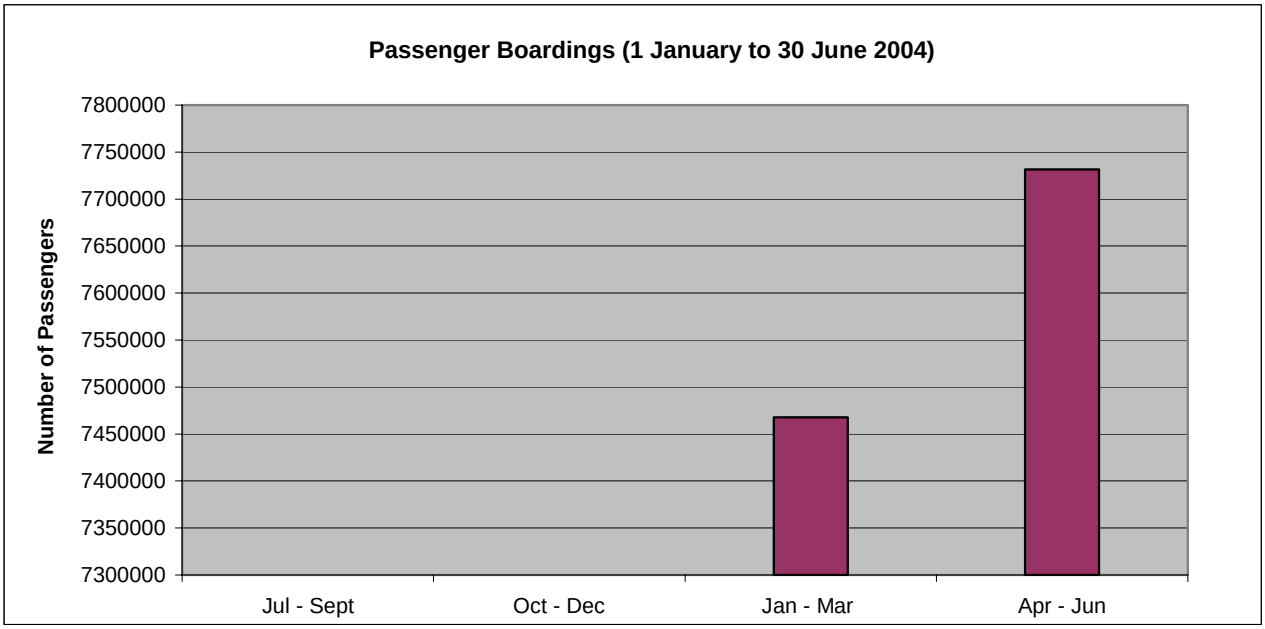
GENERAL INFORMATION

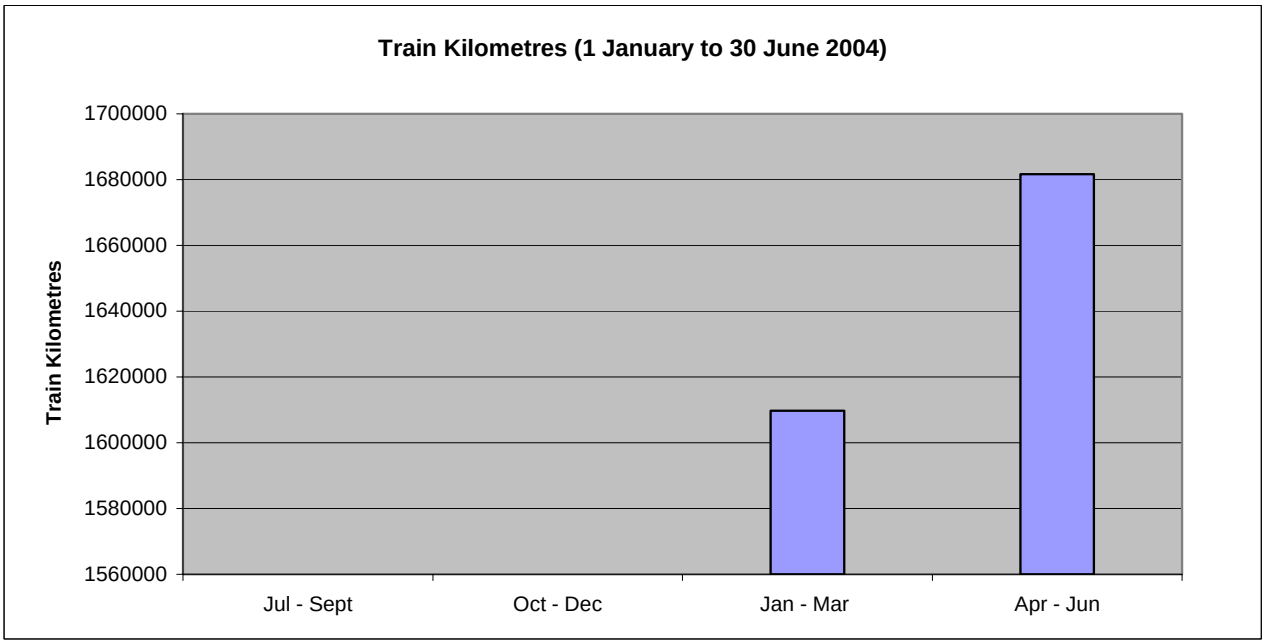
Table 1: Track Kilometres, Maximum Axle Load, Maximum Speed Maximum and Train Length for the Entire PTA Network as at June 2004

Length of track	112 km
Maximum axle load and maximum speed	19 tonne, 110km/hr
Maximum train length	Indian Pacific, 616m

Table 2: Passenger Boardings and Train Kilometres from 1 January to 30 June 2004 on a quarterly basis

	Jul - Sept	Oct - Dec	Jan - Mar	Apr - Jun	Total
Number of passengers	-	-	7,467,603	7,731,493	15,199,096
Train kilometres	-	-	1,609,746	1,681,650	3,291,396





NEGOTIATION FRAMEWORK

Table 3: Information on Access Negotiations from 1 July 2003 to 30 June 2004

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

SEGREGATION ARRANGEMENTS

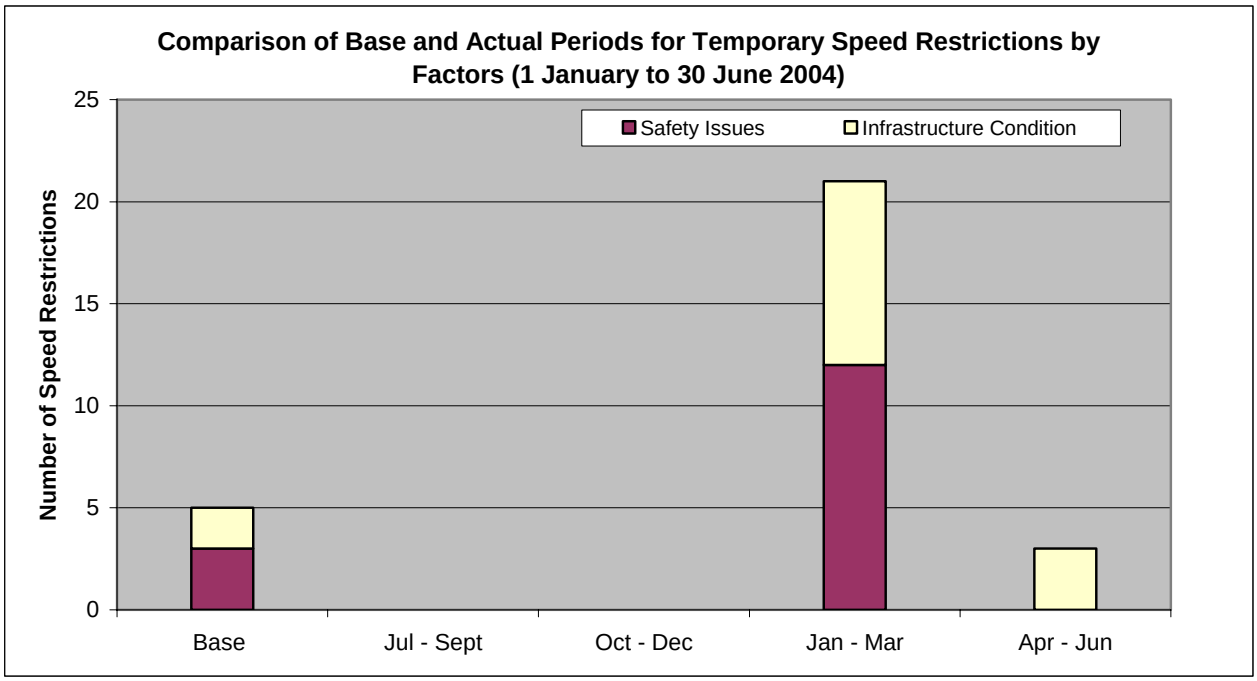
Table 4: Information on Breaches of Segregation Arrangements from 1 July 2003 to 30 June 2004

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

TRACK QUALITY

Table 5: Temporary Speed Restrictions by Factors from 1 January to 30 June 2004 on a quarterly basis

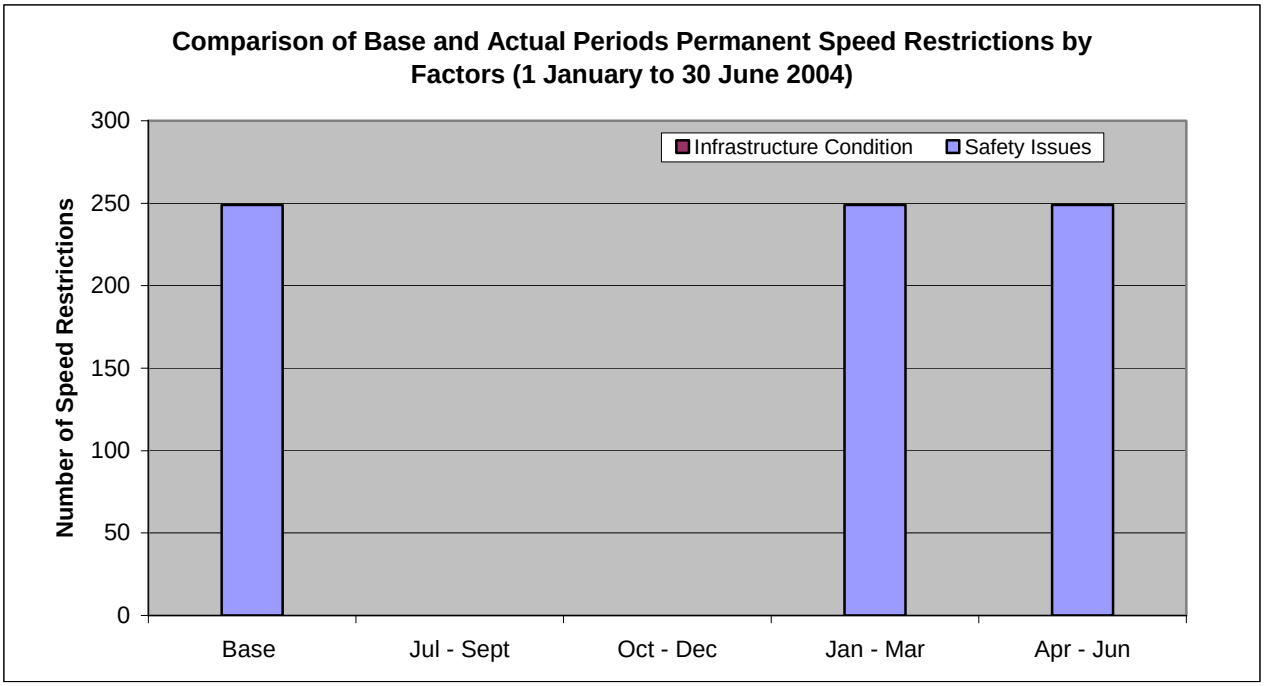
Factors	Base	Jul - Sept	Oct - Dec	Jan - Mar	Apr - Jun
Infrastructure Condition	3	-	-	9	3
Safety issues	2	-	-	12	0
Total	**5**	**-**	**-**	**21**	**3**



Note:
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 6: Permanent Speed Restrictions by Factors from 1 January to 30 June 2004 on a quarterly basis

Factors	Base	Jul - Sept	Oct - Dec	Jan - Mar	Apr - Jun
Infrastructure condition	0	-	-	0	0
Safety issues	249	-	-	249	249
Total	**249**	**-**	**-**	**249**	**249**



Note:
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 7: Network Unavailability due to Railway Owner's Control by Reasons from 1 January to 30 June 2004 on a quarterly basis

Reasons	July - Sept	Oct - Dec	Jan - Mar	April - June	Total
Construction					
Number of Incidents	-	-	3.00	3.00	6.00
Planned hours	-	-	271.50	72.00	343.50
Actual hours	-	-	271.50	72.00	343.50
Average shutdown hours	-	-	90.50	24.00	57.25
Maintenance					
Number of Incidents	-	-	-	-	-
Planned hours	-	-	-	-	-
Actual hours	-	-	-	-	-
Average shutdown hours	-	-	-	-	-

Note:

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).

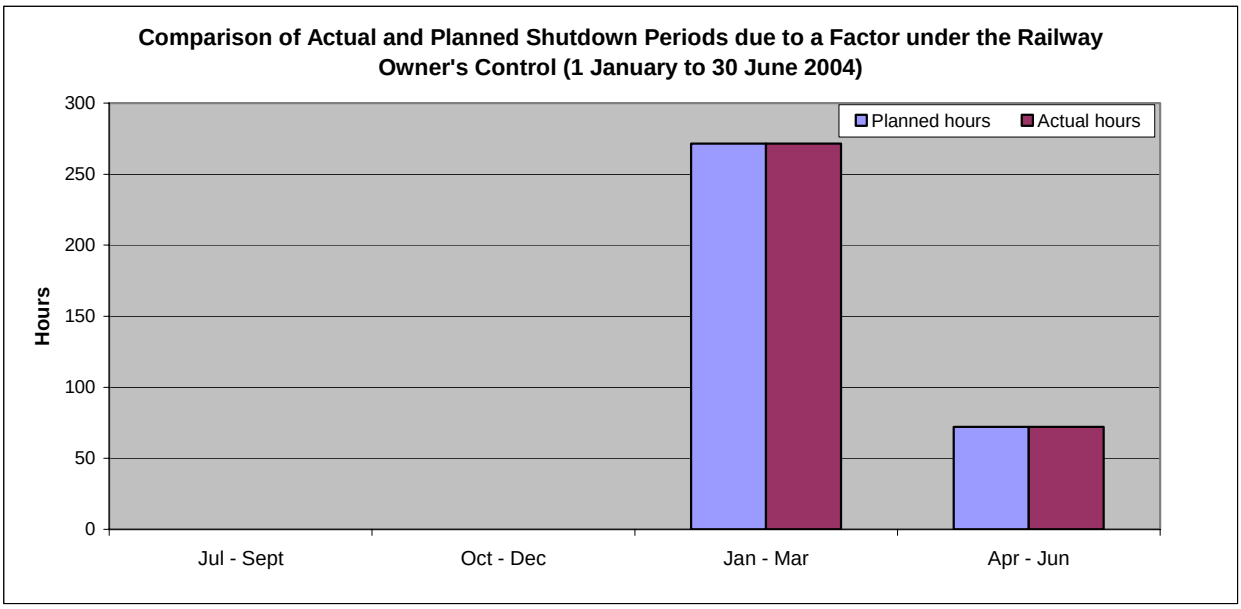
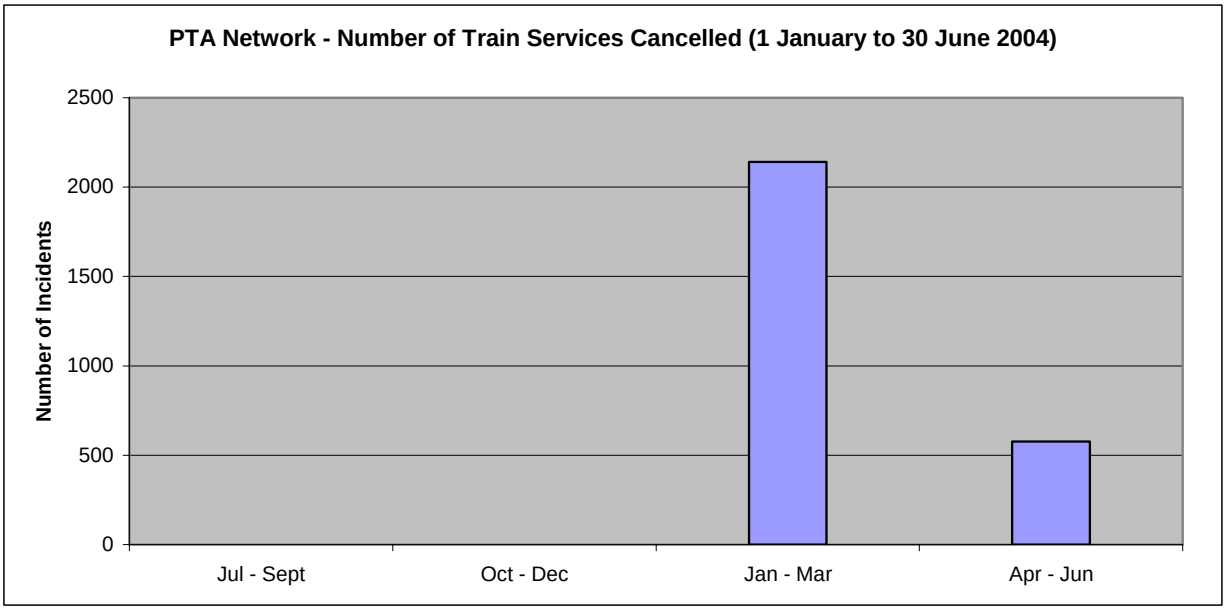


Table 8: Train Services Scheduled in the Master Control Diagram Cancelled from 1 January to 30 June 2004 on a quarterly basis

	Jul - Sept	Oct - Dec	Jan - Mar	Apr - Jun	Total
Number of incidents	-	-	2,142	576	2,718
Percentage of train services cancelled out of total services	-	-	4.22%	0.96%	2.45%



OVERPAYMENT RULES

Table 9: Information on Ceiling Breaches and Overpayment Requirements from 1 July 2003 to 30 June 2004

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

TRAIN PATH POLICIES

Table 10: Information on Breaches of Train Path Policies from 1 July 2003 to 30 June 2004

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

TRAIN MANAGEMENT GUIDELINES

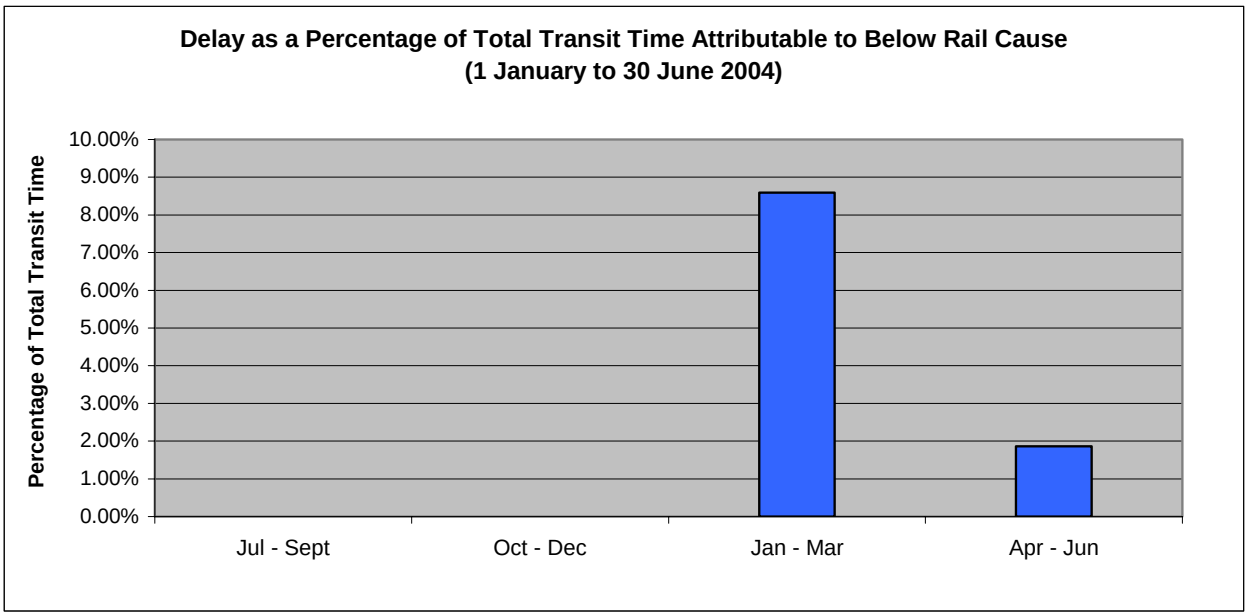
Table 11: Information on Breaches of Train Management Guidelines from 1 July 2003 to 30 June 2004

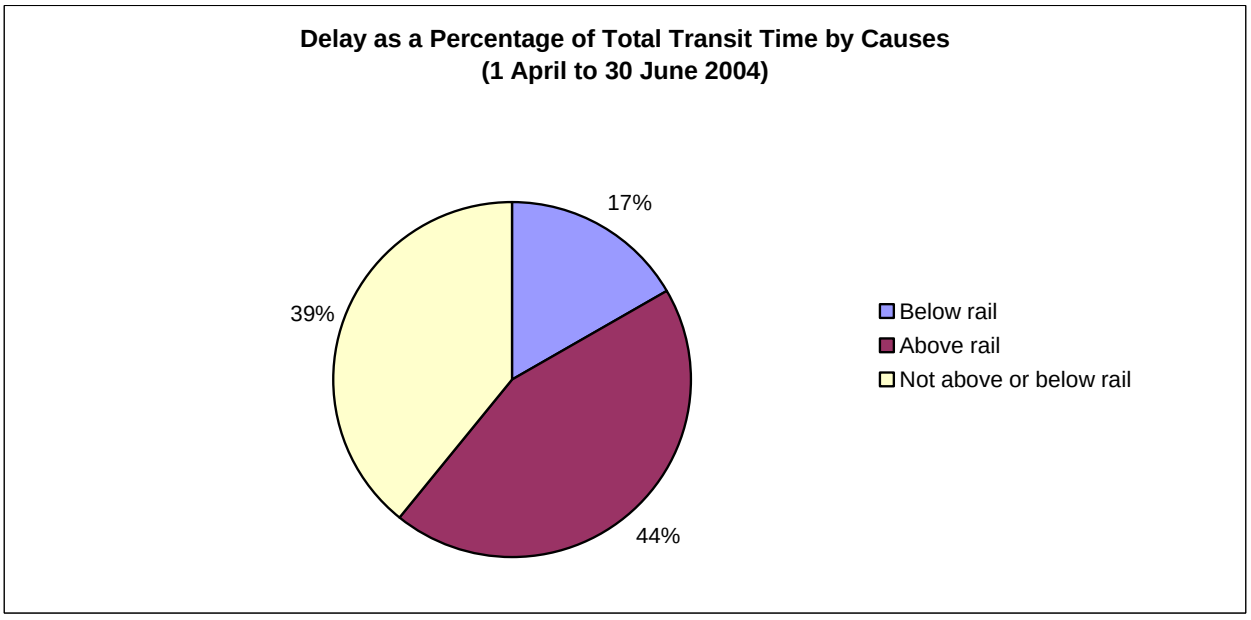
Number of breaches that were substantiated by the ERA or through a dispute resolution process	Nil
Number of complaints of alleged breaches that are being assessed by the ERA or through a dispute resolution process	Nil
Number of complaints of alleged breaches that had been assessed and were not substantiated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

SERVICE QUALITY

Table 12: Delay as a Percentage of Total Transit Time by Causes from 1 January to 30 June 2004

Cause	Jul - Sept	Oct - Dec	Jan - Mar	Apr - Jun
Delay attributable to below rail cause	-	-	8.59%	1.86%
Delay attributable to above rail cause	-	-	6.43%	4.93%
Delay not attributable to either below or above rail cause	-	-	6.04%	4.37%

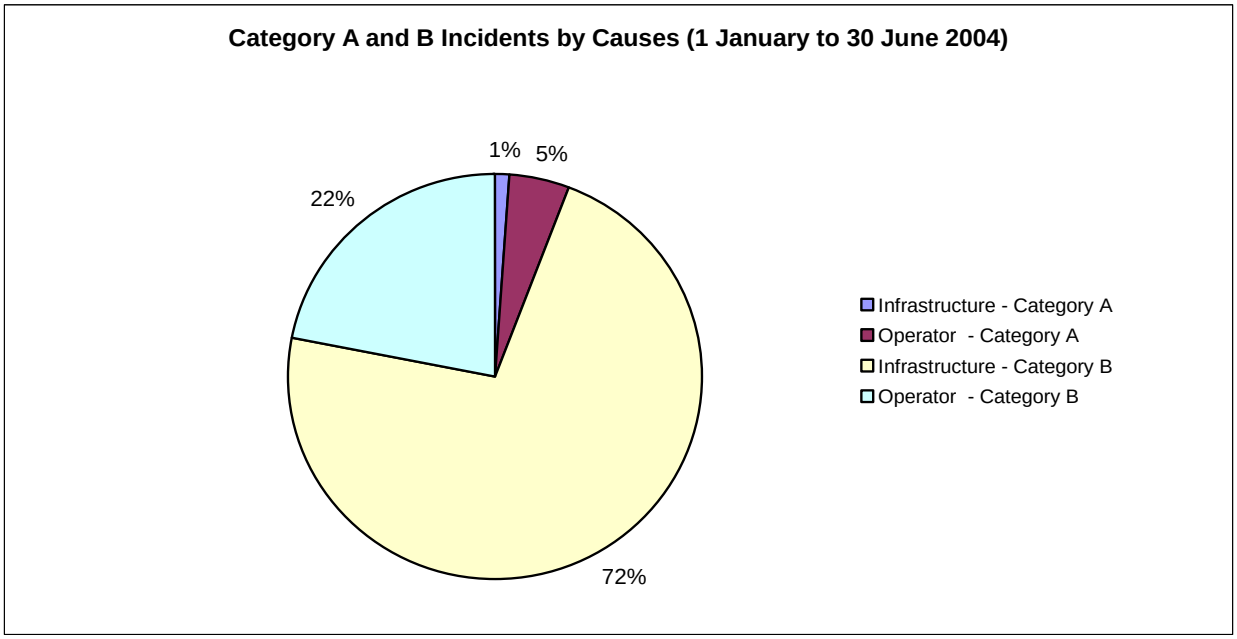




OTHER INDICATORS

Table 13: Number of Category A and B Incidents Reported from 1 January to 30 June 2004

	Category A				
Cause	**Jul - Sept**	**Oct - Dec**	**Jan - Mar**	**Apr - Jun**	**Total**
Infrastructure	-	-	1	0	1
Operator	-	-	4	0	4
Total	**-**	**-**	**5**	**0**	**5**
	Category B				
Cause	**Jul - Sept**	**Oct - Dec**	**Jan - Mar**	**Apr - Jun**	**Total**
Infrastructure	-	-	27	36	63
Operator	-	-	6	13	19
Total	**-**	**-**	**33**	**49**	**82**



Note:

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 two different causes namely, Infrastructure and 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 two types of Category B incidents.

Table 14: Information on Number of Determinations to Apply to PTA Undertaken by the ERA from 1 July 2003 to 30 June 2004

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	Nil
Number of determinations by the ERA under clause 12 of Schedule 4	Nil
Number of other determinations by the ERA i) Over-payment Rules ii) WACC	 1 1