



Western Australia

Economic Regulation Authority

Summary
of
WestNet Rail
General Network Information
and
Key Performance Indicators
for 2003-04

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GENERAL INFORMATION

Table 1: Gauge, Maximum Train Length and Track Kilometres by Routes as at June 2004

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:

1) 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 2004

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	Austrailnd	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	120		100
Avon - Koolyanobbing	S	24		110	110	110	80	80	160		110
Koolyanobbing - 482	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	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		60	50	--	--	--			
Mundijong Jct - Picton Junction	N	19		80	70	70	--	--		110	
Wagerup - Yalup Brook	N	19		60	50	--	--	--			
Pinjarra - Calcine	N	19		65	50	--	--	--			
Brunswick North - Worsley	N	21		40	40	40	--	--			
Worsley - Hamilton	N	19		65	50	--	--	--			
Worsley - Collie	N	16		65	50	--	--	--			
Brunswick East - Brunswick North	N	19		40	40	--	--	--			
Picton Jct - Bunbury Terminal	N	19		60	40	--	--	--		70	
Picton Jct - Inner Harbour	N	19		65	60	--	--	--			
Picton Jct - Picton East	N	16		40	40	--	--	--			
Picton East - Donnybrook	N	16		60	50	--	--	--			
Donnybrook - Lambert	N	16		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	--	--	--			
Millendon Jnc - Mooliabeenie	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
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	50	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 - Mc Levie	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	--	--	--	--			
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 - Sth Mine	N	19	80	70	60	--	--	--			

Note

- 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 2003 to 30 June 2004 on a quarterly basis

Routes	Jul - Sept	Oct - Dec	Jan - Mar	Apr - Jun	Total
Brunswick to Premier	3,315,359	3,191,805	3,081,499	3,001,893	12,590,556
Kalgoorlie to Leonora	687,848	699,399	679,488	592,182	2,658,917
Kwinana to Bunbury Inner Harbour	9,501,481	9,157,215	8,947,446	8,958,202	36,564,344
Kwinana to Kalgoorlie	12,655,109	14,206,684	14,103,941	14,114,166	55,079,900
Picton to Lambert	286,708	180,078	190,807	183,880	841,473
West Kalgoorlie to Esperance	2,878,847	2,977,981	3,062,023	2,944,332	11,863,183
Central	765,579	2,122,904	2,341,770	2,268,050	7,498,303
North	1,750,087	1,736,173	2,563,308	3,257,326	9,306,894
South	1,839,907	1,862,301	1,950,686	2,089,078	7,741,972
Total	33,680,925	36,134,540	36,920,968	37,409,109	144,145,542

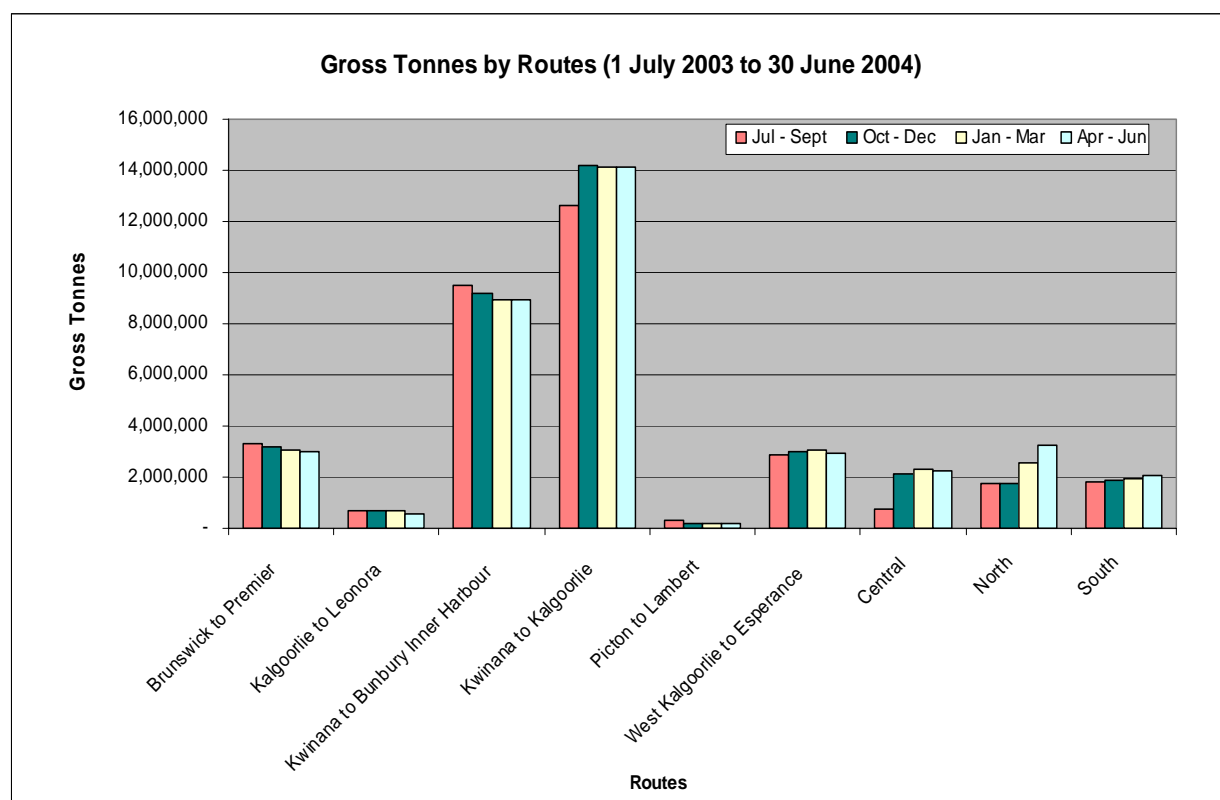
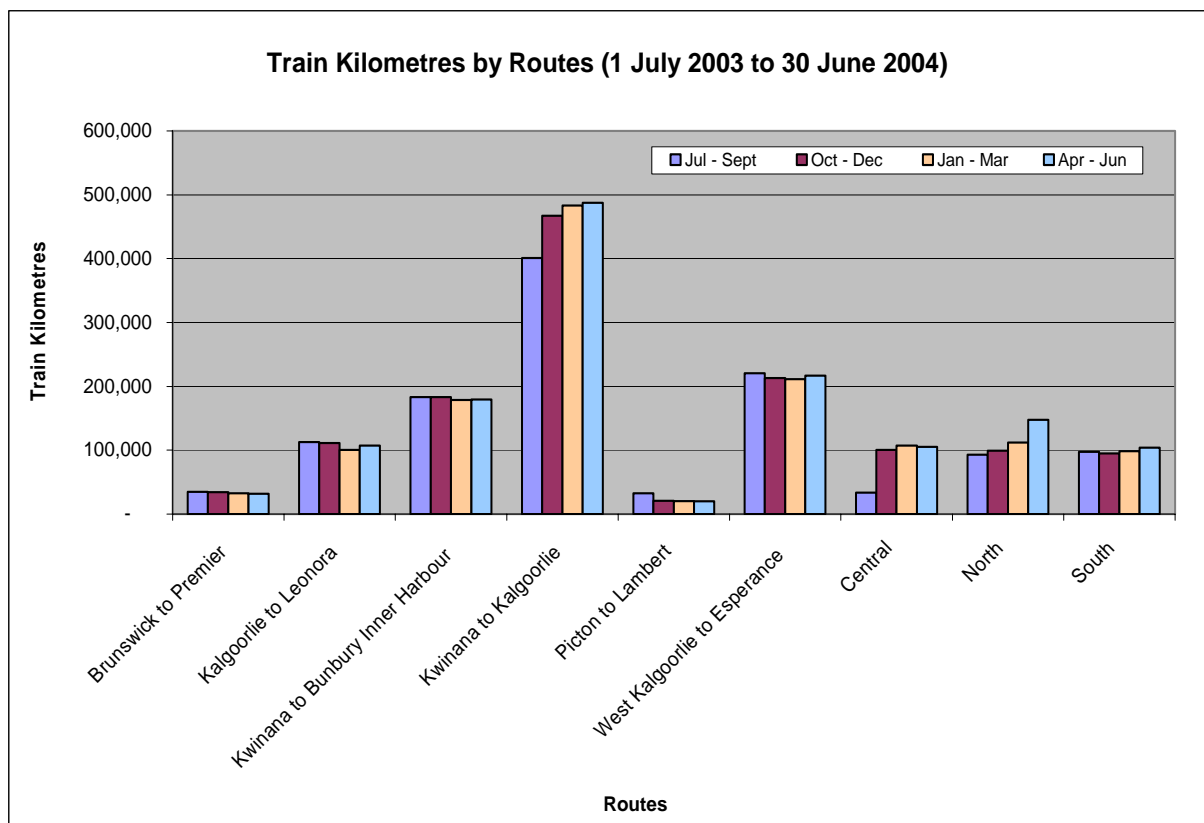


Table 4: Train Kilometres by Routes from 1 July 2003 to 30 June 2004 on a quarterly basis

Routes	Jul - Sept	Oct - Dec	Jan - Mar	Apr - Jun	Total
Brunswick to Premier	34,837	34,524	32,540	32,004	133,905
Kalgoorlie to Leonora	112,939	111,059	100,504	107,464	431,966
Kwinana to Bunbury Inner Harbour	183,133	183,258	178,641	179,472	724,504
Kwinana to Kalgoorlie	401,157	467,059	483,213	487,526	1,838,955
Picton to Lambert	32,793	20,698	20,421	19,982	93,894
West Kalgoorlie to Esperance	220,812	212,918	211,233	16,671	861,634
Central	33,707	100,631	107,212	105,392	346,942
North	92,949	99,345	112,147	147,533	451,974
South	97,663	95,180	98,494	104,154	395,491
Total	1,209,990	1,324,672	1,344,405	1,400,198	5,279,265



NEGOTIATION FRAMEWORK

Table 5: 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

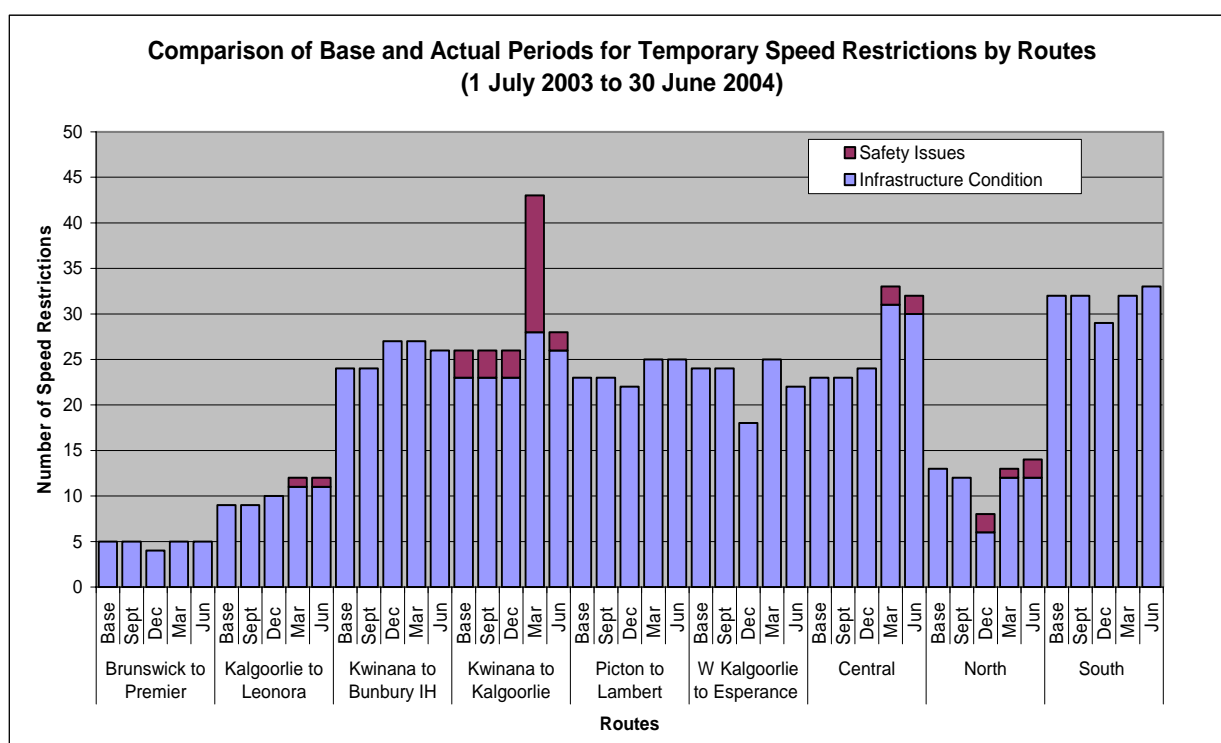
Table 6: Information on Breaches of Segregation Arrangements from 1 July 2003 to 30 June 2004

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 7: Temporary Speed Restrictions by Routes and Factors from 1 July 2003 to 30 June 2004 on a quarterly basis

Routes	Infrastructure Condition					Safety Issues				
	Base	Sept	Dec	Mar	Jun	Base	Sept	Dec	Mar	Jun
Brunswick to Premier	5	5	4	5	5	-	-	-	-	-
Kalgoorlie to Leonora	9	9	10	11	11	-	-	-	1	1
Kwinana to Bunbury Inner Harbour	24	24	27	27	26	-	-	-	-	-
Kwinana to Kalgoorlie	23	23	23	28	26	3	3	3	15	2
Picton to Lambert	23	23	22	25	25	-	-	-	-	-
West Kalgoorlie to Esperance	24	24	18	25	22	-	-	-	-	-
Central	23	23	24	31	30	-	-	-	2	2
North	13	12	6	12	12	-	-	2	1	2
South	32	32	29	32	33	-	-	-	-	-
Total	176	175	163	196	190	3	3	5	19	7

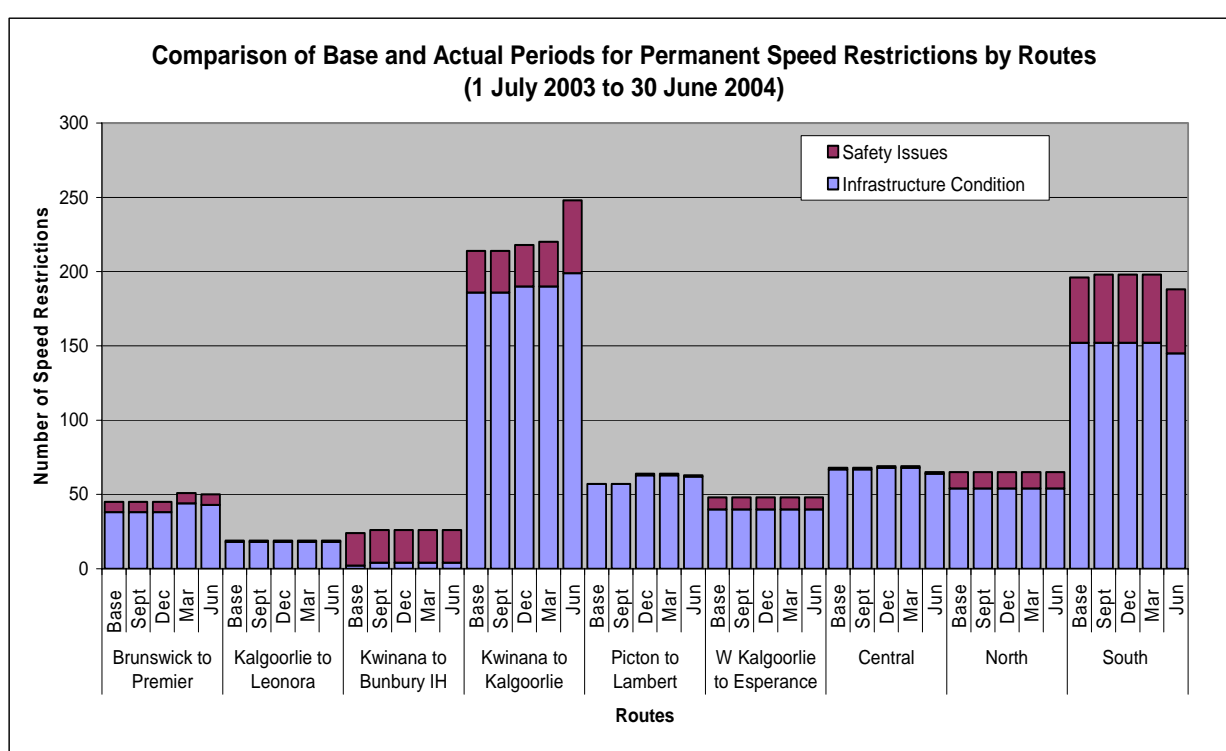


Note:

- 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 8: Permanent Speed Restrictions by Routes and Factors from 1 July 2003 to 30 June 2004 on a quarterly basis

Routes	Infrastructure Condition					Safety Issues				
	Base	Sept	Dec	Mar	Jun	Base	Sept	Dec	Mar	Jun
Brunswick to Premier	38	38	38	44	43	7	7	7	7	7
Kalgoorlie to Leonora	18	18	18	18	18	1	1	1	1	1
Kwinana to Bunbury Inner Harbour	2	4	4	4	4	22	22	22	22	22
Kwinana to Kalgoorlie	186	186	190	190	199	28	28	28	30	49
Picton to Lambert	57	57	63	63	62	-	-	1	1	1
West Kalgoorlie to Esperance	40	40	40	40	40	8	8	8	8	8
Central	67	67	68	68	64	1	1	1	1	1
North	54	54	54	54	54	11	11	11	11	11
South	152	152	152	152	145	44	46	46	46	43
Total	614	616	627	633	629	122	124	125	127	143



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 9: Instances of Axle Load Reductions Imposed on Operators from 1 July 2003 to 30 June 2004

Quarter	No. of Instances	Line Section	Duration	Reason
Jul - Sept	0	-	-	-
Oct - Dec	0	-	-	-
Jan - Mar	0	-	-	-
Apr - Jun	0	-	-	-

Table 10a: Shutdown Period in Hours by Reasons from 1 July 2003 to 30 June 2004 on a quarterly basis

	Jul - Sept	Oct - Dec	Jan - Mar	Apr - Jun	Total
Replacement of infrastructure	31.50	30.50	27.75	44.25	134.00
Relocation of infrastructure	-	-	-	19.00	19.00
Replacement of broken rail	-	11.50	-	-	11.50
New tracks	-	11.00	-	-	11.00
Replacement of timber sleepers with concrete sleepers	-	-	-	37.75	37.75
Upgrade level crossing	-	-	-	22.50	22.50
Tunnel Construction ⁽¹⁾	-	-	-	28.00	28.00

Note:

1) WNR's network had to be closed to facilitate the tunnel construction at Kenwick on the urban network.

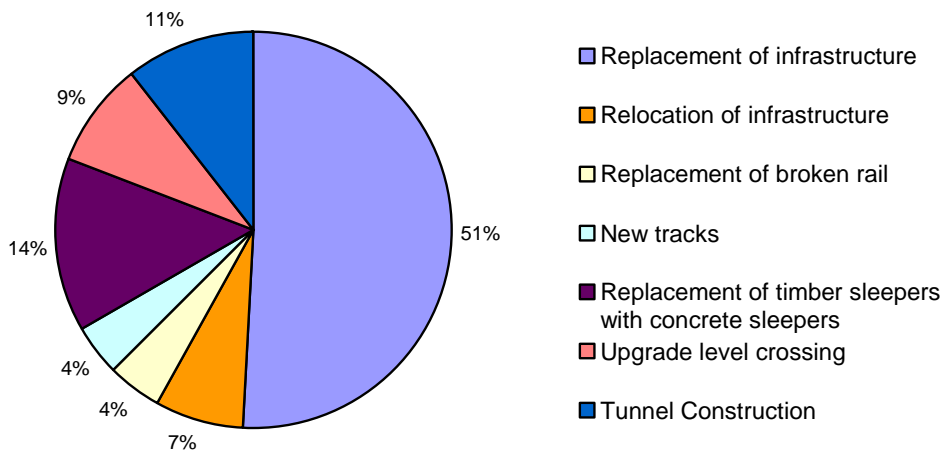
Table 10b: Network Unavailability due to Railway Owner's Control by Routes from 1 July 2003 to 30 June 2004 on a quarterly basis

	Jul - Sept	Oct - Dec	Jan - Mar	Apr - Jun	Total
<i>EGR Forrestfield to Kalgoorlie</i>					
Number of Incidents	1.00	3.00	2.00	1.00	7.00
Planned hours	14.50	43.00	28.50	15.00	101.00
Actual hours	20.50	42.00	27.75	14.25	104.50
Average shutdown hours	20.50	14.00	13.88	14.25	62.63
<i>Kalgoorlie to Esperance</i>					
Number of Incidents	1.00	1.00	-	-	2.00
Planned hours	11.00	11.00	-	-	22.00
Actual hours	11.00	11.00	-	-	22.00
Average shutdown hours	11.00	11.00	-	-	22.00
<i>Kwinana to Forrestfield</i>					
Number of Incidents	-	-	-	2.00	2.00
Planned hours	-	-	-	30.80	30.80
Actual hours	-	-	-	28.00	28.00
Average shutdown hours	-	-	-	14.00	14.00
<i>South West Main</i>					
Number of Incidents	-	-	-	9.00	9.00
Planned hours	-	-	-	112.00	112.00
Actual hours	-	-	-	109.25	109.25
Average shutdown hours	-	-	-	12.14	12.14

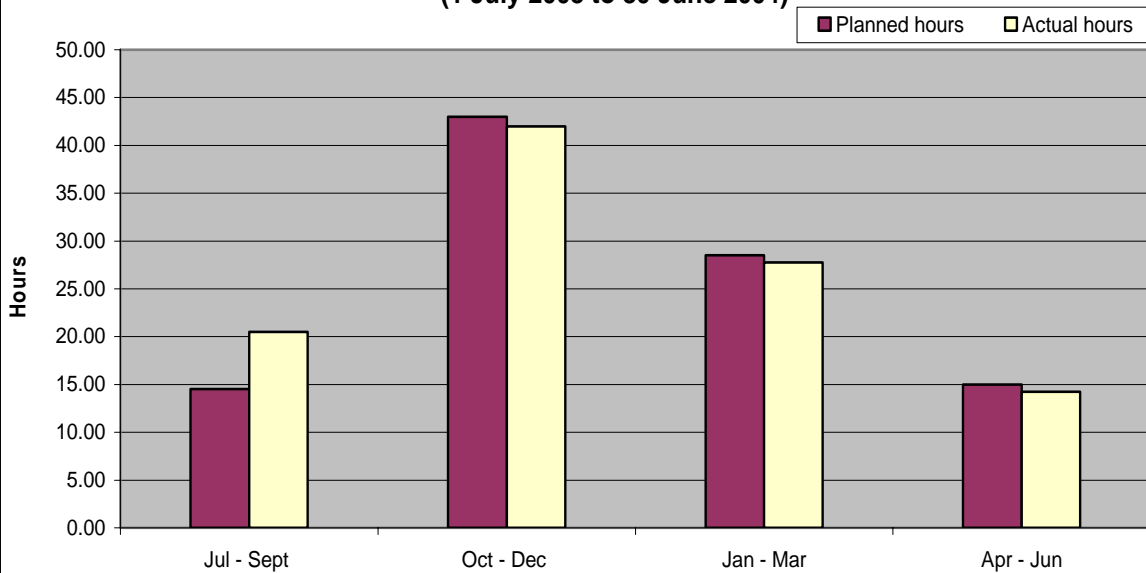
Note:

- 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).

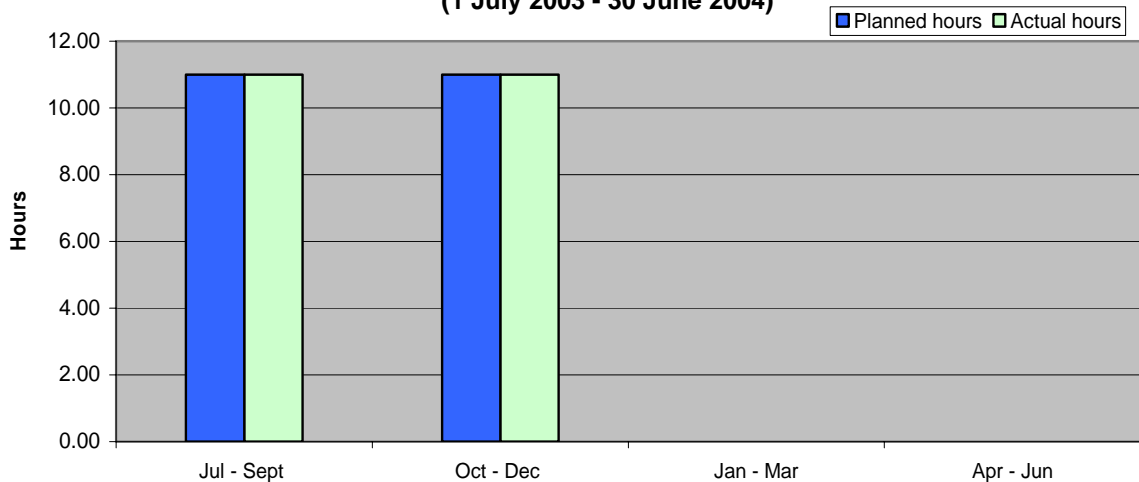
**Reasons for Track Unavailability due to a Factor under Railway Owner's Control
(1 July 2003 to 30 June 2004)**



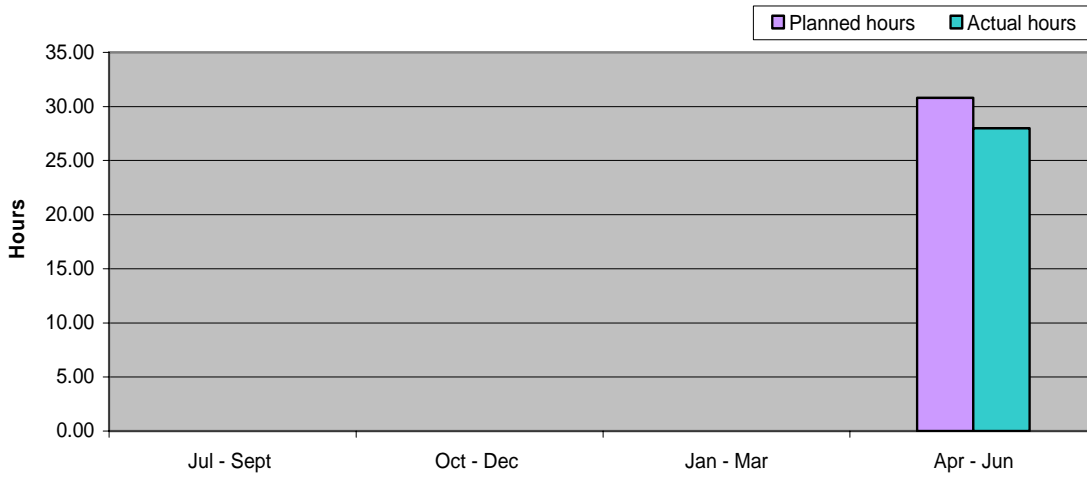
**ERG Forresterfield to Kalgoorlie - Comparison of Planned and Actual Shutdown Periods due to a Factor under Railway Owner's Control
(1 July 2003 to 30 June 2004)**



**Kalgoorlie to Esperance - Comparison of Planned and Actual Shutdown Periods due to a Factor under Railway Owner's Control
(1 July 2003 - 30 June 2004)**



**Kwinana to Forrestfield - Comparison of Planned and Actual Shutdown Periods
due to a Factor under Railway Owner's Control
(1 July 2003 - 30 June 2004)**



**South West Main - Comparison of Planned and Actual Shutdown Periods due to
a Factor under Railway Owner's Control (1 July 2003 - 30 June 2004)**

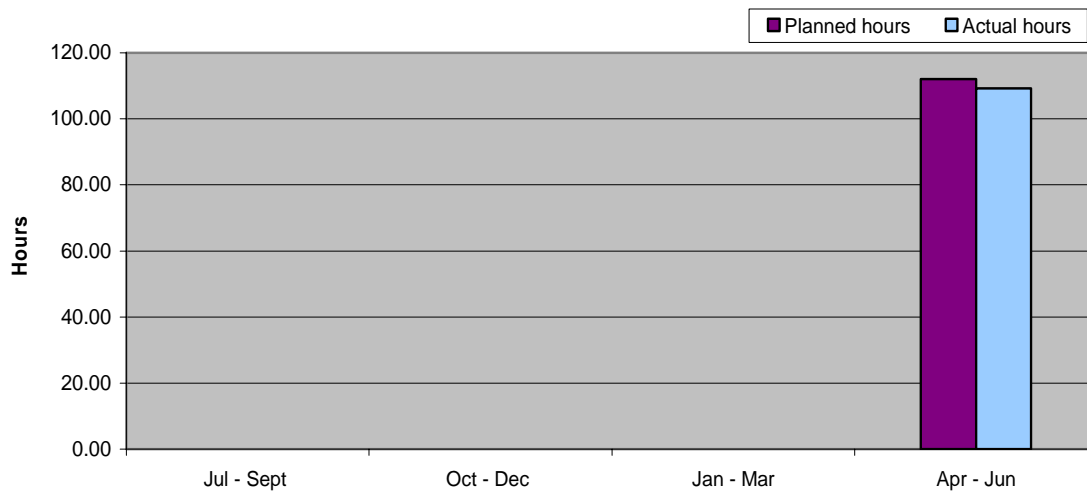
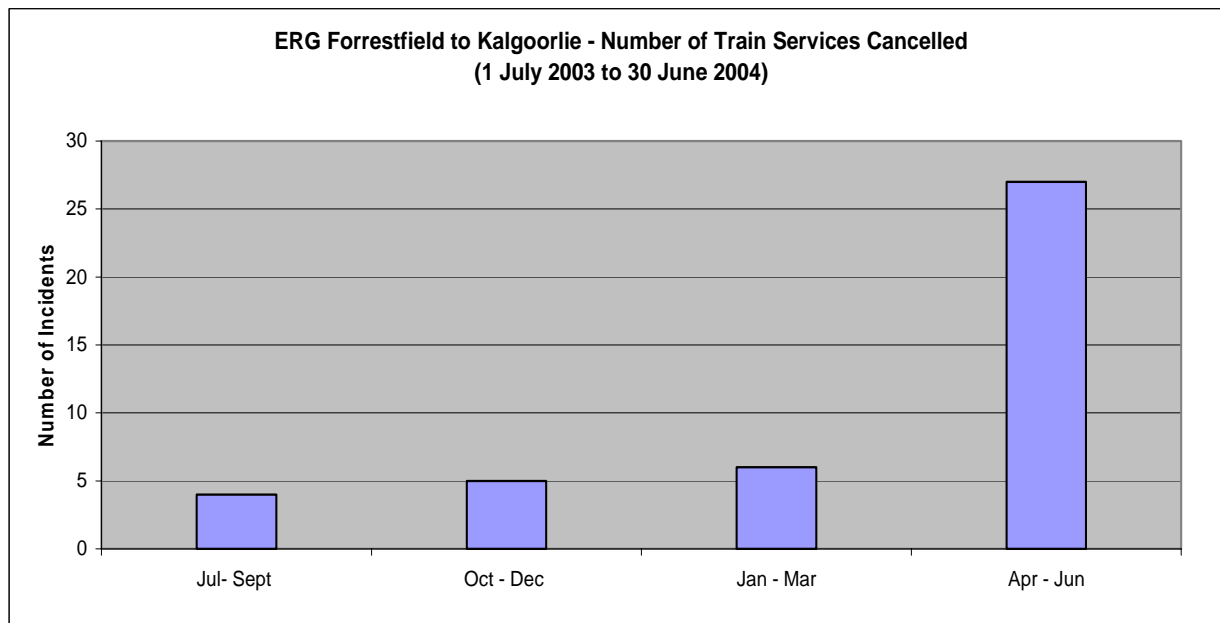


Table 11: Train Services Scheduled in the Master Control Diagram Cancelled from 1 July 2003 to 30 June 2004 on a quarterly basis

	Jul - Sept	Oct - Dec	Jan - Mar	Apr - Jun	Total
<i>Number of incidents by route</i>					
EGR Forrestfield to Kalgoorlie	4	5	6	27	42
<i>Percentage of train services cancelled out of total services by route</i>					
EGR Forrestfield to Kalgoorlie	0.0003%	0.0003%	0.0004%	0.0012%	-



OVERPAYMENT RULES

Table 12: Information on Ceiling Breaches and Overpayment Requirements from 1 July 2003 to 30 June 2004

List of route sections that breached the ceiling	Available after audit
Statement of the balance on the Overpayment account	Available after audit

Note:

- 1) 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.

TRAIN PATH POLICIES

Table 13: 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 14: 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

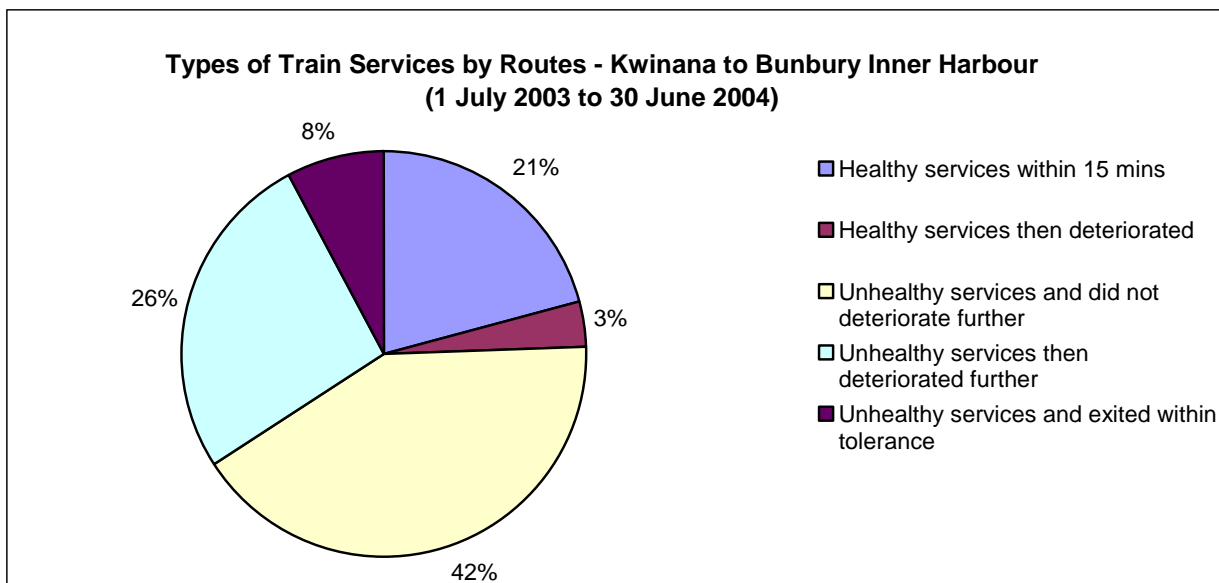
Table 15: Compliance with Approved General Principles for Train Management Guidelines from 1 July 2003 to 30 June 2004

All Services	(a)		(b)		(c)		(d)		(e)	
	Healthy services within 15 mins		Healthy services then deteriorated		Unhealthy services and did not deteriorate further		Unhealthy services then deteriorated further		Unhealthy services and exited within tolerance	
Routes	No	%	No	%	No	%	No	%	No	%
Kwinana to Bunbury Inner Harbour	5410	9.8%	902	1.6%	10,776	19.5%	6,859	12.4%	2,005	3.6%
Brunswick to Premier	455	0.8%	45	0.1%	310	0.6%	37	0.1%	177	0.3%
Picton to Lambert	295	0.5%	77	0.1%	220	0.4%	83	0.2%	73	0.1%
Kwinana to Kalgoorlie	4,469	8.1%	879	1.6%	3,218	5.8%	657	1.2%	1,830	3.3%
West Kalgoorlie to Esperance	722	1.3%	314	0.6%	1,188	2.2%	383	0.7%	475	0.9%
Kalgoorlie to Leonora	424	0.8%	161	0.3%	836	1.5%	250	0.5%	465	0.8%
Central	1,191	2.2%	464	0.8%	1,612	2.9%	690	1.3%	693	1.3%
North	600	1.1%	321	0.6%	1,167	2.1%	479	0.9%	594	1.1%
South	1,325	2.4%	279	0.5%	986	1.8%	408	0.7%	379	0.7%
Total	14,891	-	3,441	-	20,313	-	9,846	-	6,691	-

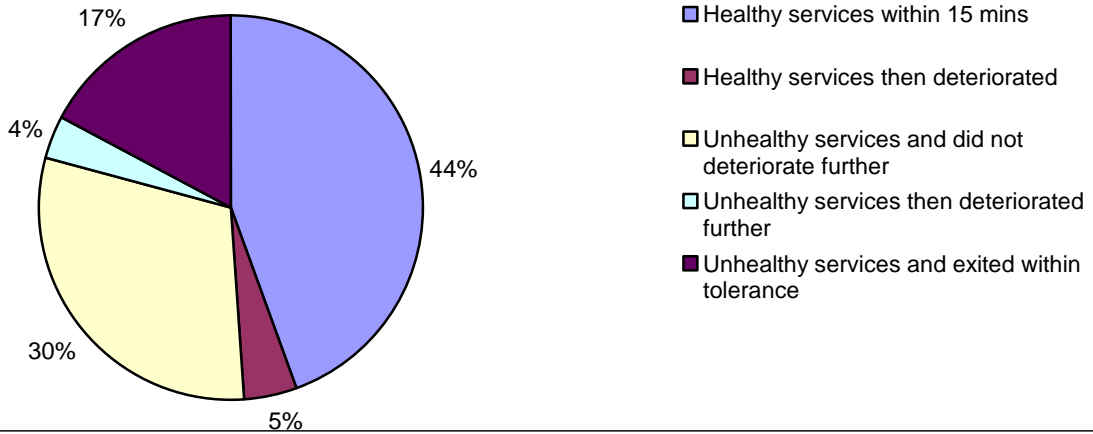
- (a) Number and percent of healthy services that entered the network on time and exited within tolerance (i.e. 15 minutes unless otherwise agreed).
- (b) Number and percent of healthy services that entered the network on time but deteriorated.
- (c) Number and percent of unhealthy services that entered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

Note:

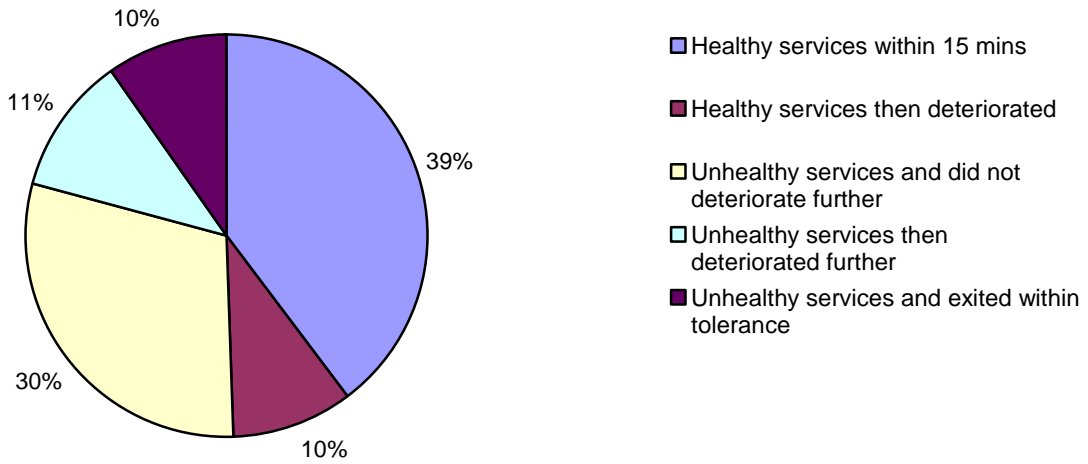
- 1) Percent is percent of the sum of train services in (a), (b), (c), (d) and (e).
- 2) For this purpose, a healthy train service is one that has experienced no above rail related delay, within tolerance.
- 3) Services include Scheduled, Conditional Train Paths and Seasonal Train Paths.
- 4) The tolerance is to be 15 minutes.



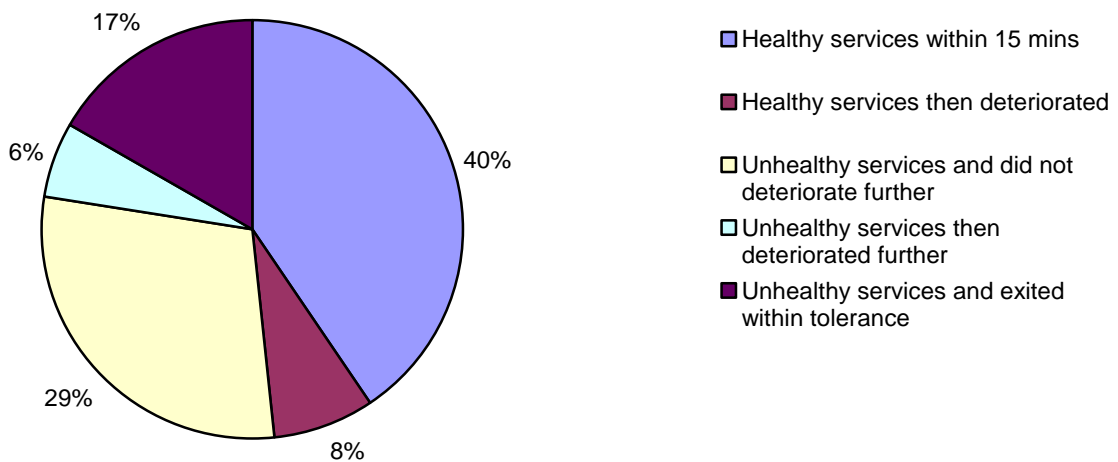
**Types of Train Services by Routes - Brunswick to Premier
(1 July 2003 to 30 June 2004)**



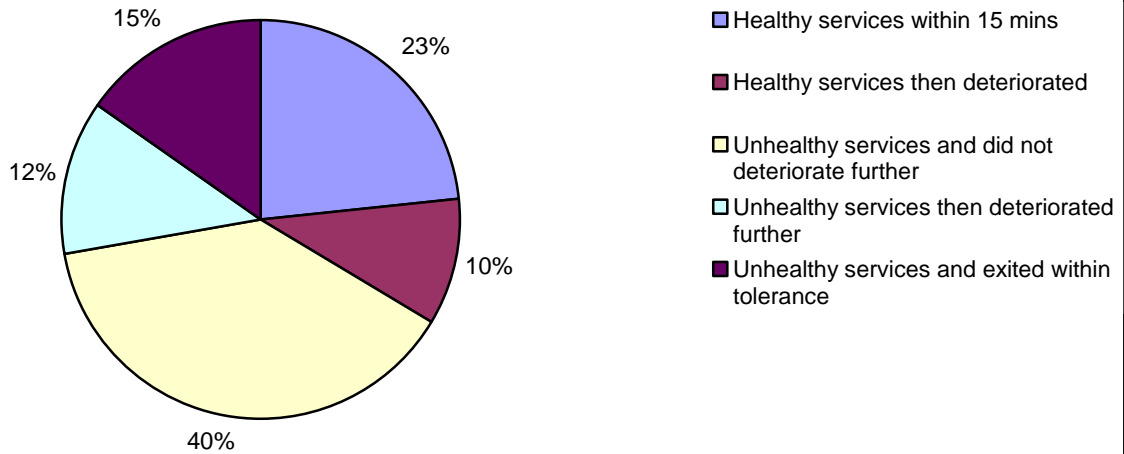
**Types of Train Services by Routes - Picton to Lambert
(1 July 2003 to 30 June 2004)**



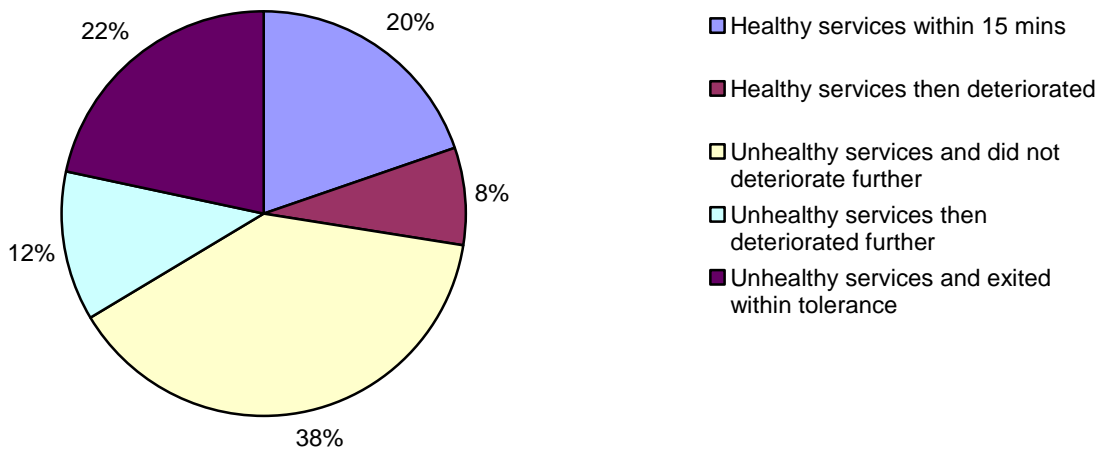
**Types of Train Services by Routes - Kwinana to Kalgoorlie
(1 July 2003 to 30 June 2004)**



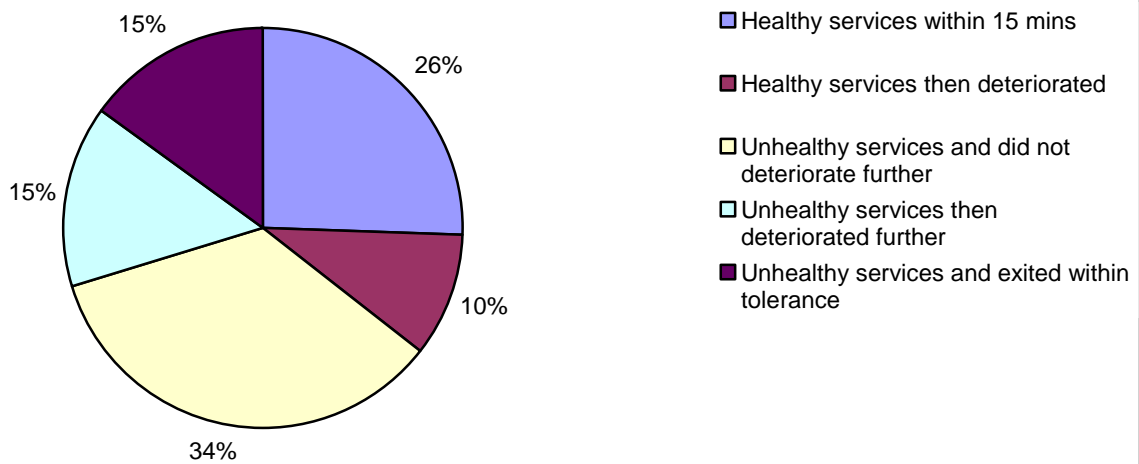
**Types of Train Services by Routes - West Kalgoorlie to Esperance
(1 July 2003 to 30 June 2004)**



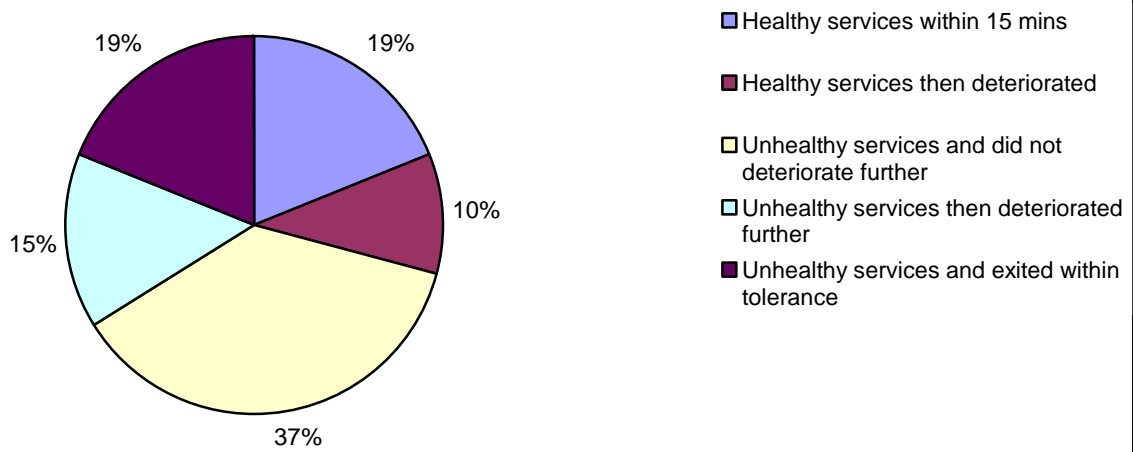
**Types of Train Services by Routes - Kalgoorlie to Leonora
(1 July 2003 to 30 June 2004)**



**Types of Train Services by Routes - Central
(1 July 2003 to 30 June 2004)**



**Types of Train Services by Routes - North
(1 July 2003 to 30 June 2004)**



**Types of Train Services by Routes - South
(1 July 2003 to 30 June 2004)**

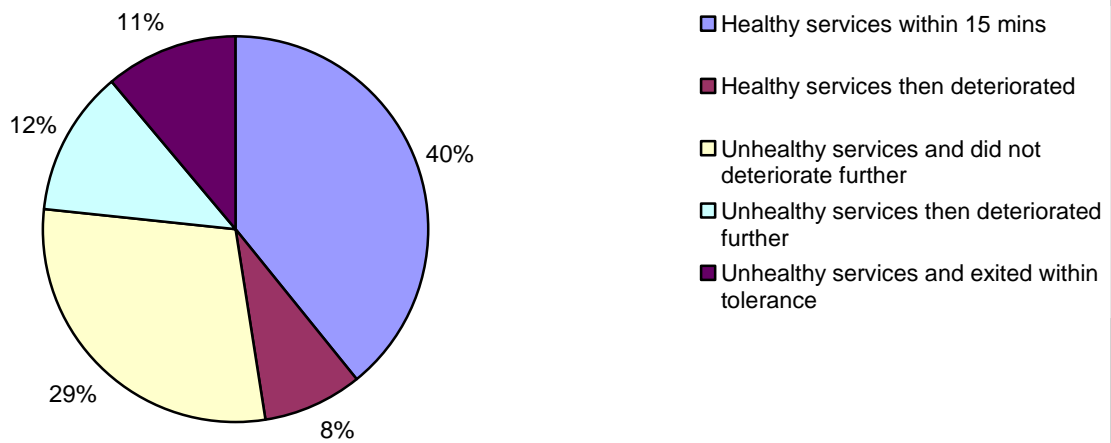


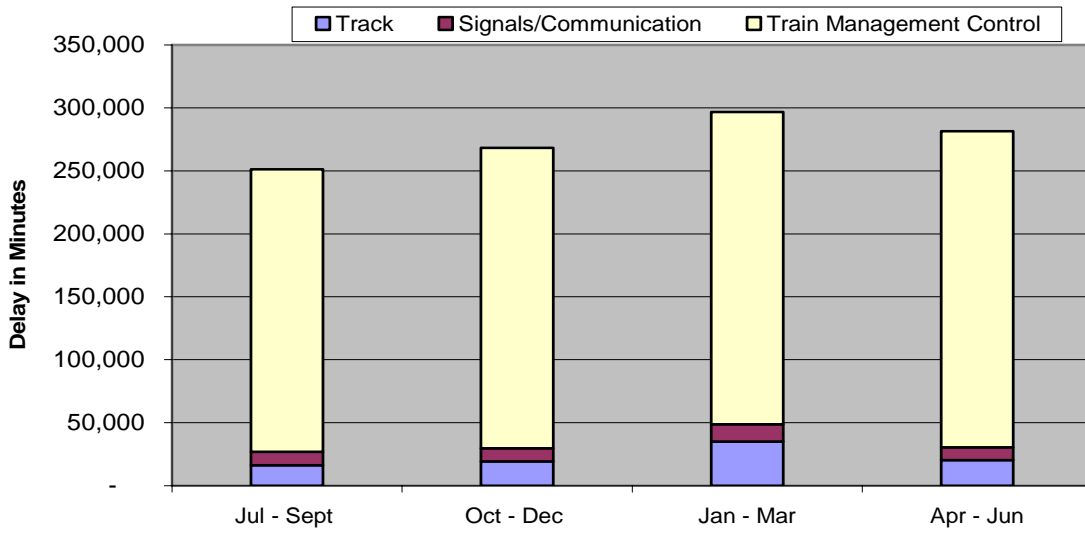
Table 16a: Delay as a Percentage of Total Transit Time by Causes from 1 July 2003 to 30 June 2004

Delay as a percentage of total transit time attributable to below rail cause				
	Jul - Sept	Oct - Dec	Jan - Mar	Apr - Jun
Track	0.50%	0.55%	0.88%	0.21%
Signals/Communication	0.33%	0.30%	0.35%	0.11%
Train Management Control	6.98%	6.80%	6.23%	2.64%
Delay as a percentage of total transit time attributable to above rail cause				
	Jul - Sept	Oct - Dec	Jan - Mar	Apr - Jun
Late/entry	15.58%	16.43%	16.10%	6.78%
Locomotives	0.45%	0.65%	0.60%	0.33%
Personnel	0.67%	0.71%	0.51%	0.24%
Rollingstock	0.14%	0.16%	0.08%	0.06%
Passengers	0.09%	0.70%	0.07%	0.03%
Train examination	0.13%	0.10%	0.09%	0.02%
Delay as a percentage of total transit time not attributable to below or above rail cause				
	Jul - Sept	Oct - Dec	Jan - Mar	Apr - Jun
Not above or Below Rail	0.19%	0.23%	0.16%	0.33%

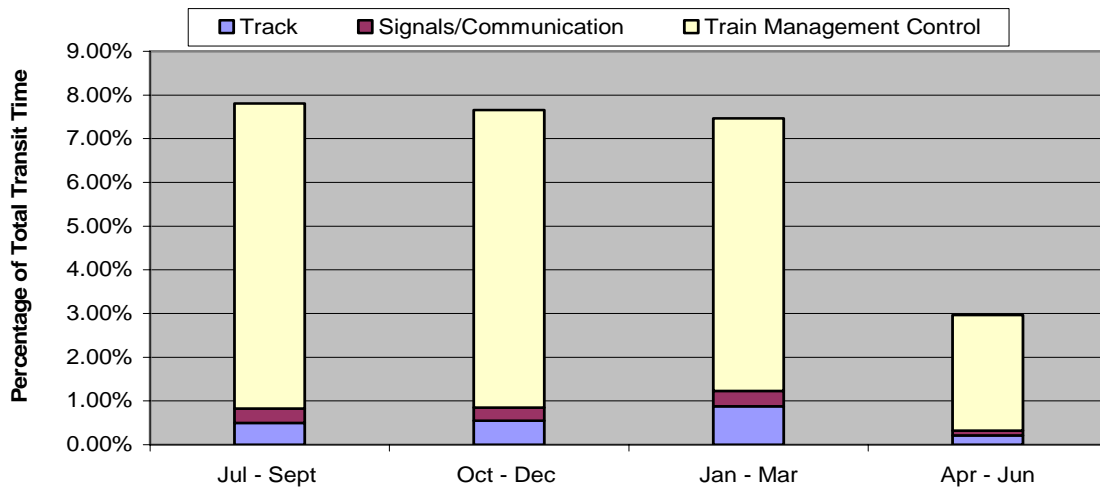
Table 16b: Sum of Minutes Delay by Causes from 1 July 2003 to 30 June 2004

Sum of minutes delay attributable to below rail cause					
	Jul - Sept	Oct - Dec	Jan - Mar	Apr - Jun	Total
Track	16,155	19,236	34,972	20,401	90,764
Signals/Communication	10,662	10,428	13,801	10,153	45,044
Train Management Control	224,328	238,674	247,939	250,807	961,748
Sum of minutes delay attributable to above rail cause					
	Jul - Sept	Oct - Dec	Jan - Mar	Apr - Jun	Total
Late/entry	500,493	576,663	640,607	645,517	2,363,280
Locomotives	14,616	22,739	23,911	30,974	92,240
Personnel	21,607	25,063	20,131	22,747	89,548
Rollingstock	4,402	5,623	3,297	6,049	19,371
Passengers	2,837	2,603	2,711	3,094	11,245
Train examination	4,219	3,353	3,403	1,955	12,930
Sum of minutes delay time not attributable to below or above rail cause					
	Jul - Sept	Oct - Dec	Jan - Mar	Apr - Jun	Total
Not above or below rail	6,115	8,105	6,205	31,519	51,944

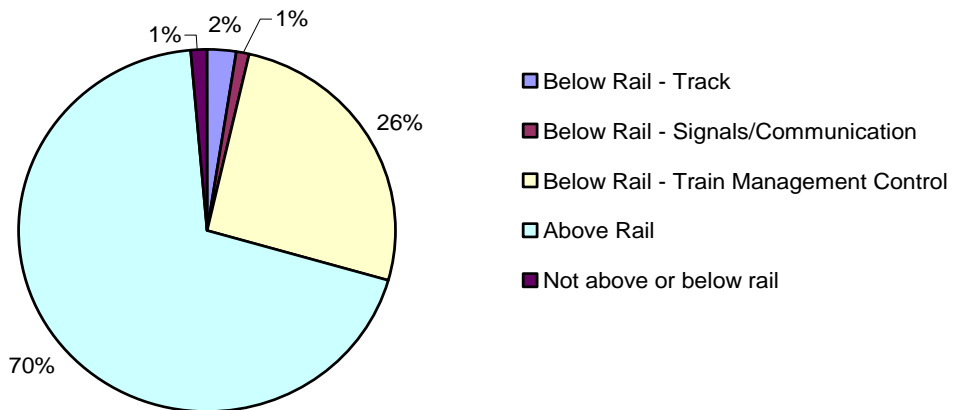
**Sum of Minutes Delay Attributable to Below Rail Cause
(1 July 2003 to 30 June 2004)**



**Delay as a Percentage of Total Transit Time Due to Below Rail Cause
by Category (1 July 2003 to 30 June 2004)**



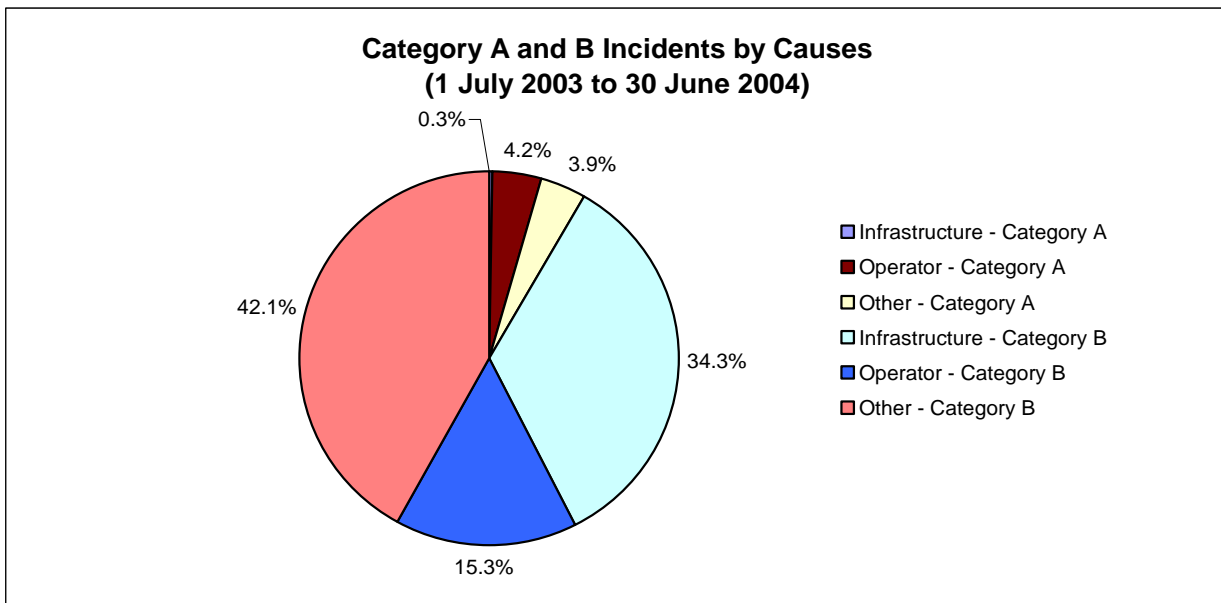
Sum of Minutes Delay by Causes (1 July 2003 to 30 June 2004)



OTHER INDICATORS

Table 17: Number of Category A and B Incidents Reported from 1 July 2003 to 30 June 2004

Cause	Category A				
	Jul - Sept	Oct - Dec	Jan - Mar	Apr - Jun	Total
Infrastructure	1.5	1.0	-	-	2.5
Operator	3.5	13.0	14.0	7.0	37.5
Other	18.0	8.0	6.0	3.0	35.0
Total	23.0	22.0	20.0	10.0	75.0
Cause	Category B				
	Jul - Sept	Oct - Dec	Jan - Mar	Apr - Jun	Total
Infrastructure	68.5	87.0	77.0	77.0	309.5
Operator	22.5	25.0	42.0	49.0	138.5
Other	105.0	115.0	99.0	61.0	380.0
Total	196.0	227.0	218.0	187.0	828.0



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 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 18: Information on Number of Determinations to Apply to WNR 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	1
Number of determinations by the ERA under clause 10 of Schedule 4 as agreed with the Railway Owner	3
Number of determinations by the ERA under clause 12 of Schedule 4	Nil
Number of other determinations by the ERA	
i) Reporting of KPIs	1
ii) WACC	1