



Summary

Public Transport Authority General Network Information and Key Performance Indicators for 2005-06

February 2007

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Economic Regulation Authority website at www.era.wa.gov.au.

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1 General Information

Table 1 Track Kilometres, Maximum Axle Load, Maximum Speed and Maximum Train Length for the PTA Network as at June 2006

Specification	
Track kilometres	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 July 2005 to 30 June 2006 on a quarterly basis

	Sept Qtr	Dec Qtr	Mar Qtr	Jun Qtr	Total
Passenger boardings	8,581,630	8,192,351	8,368,817	8,662,672	33,805,470
Train kilometres	2,178,848	2,120,098	2,159,036	2,113,469	8,571,451

Figure 1 Passenger Boardings (1 July 2005 to 30 June 2006)

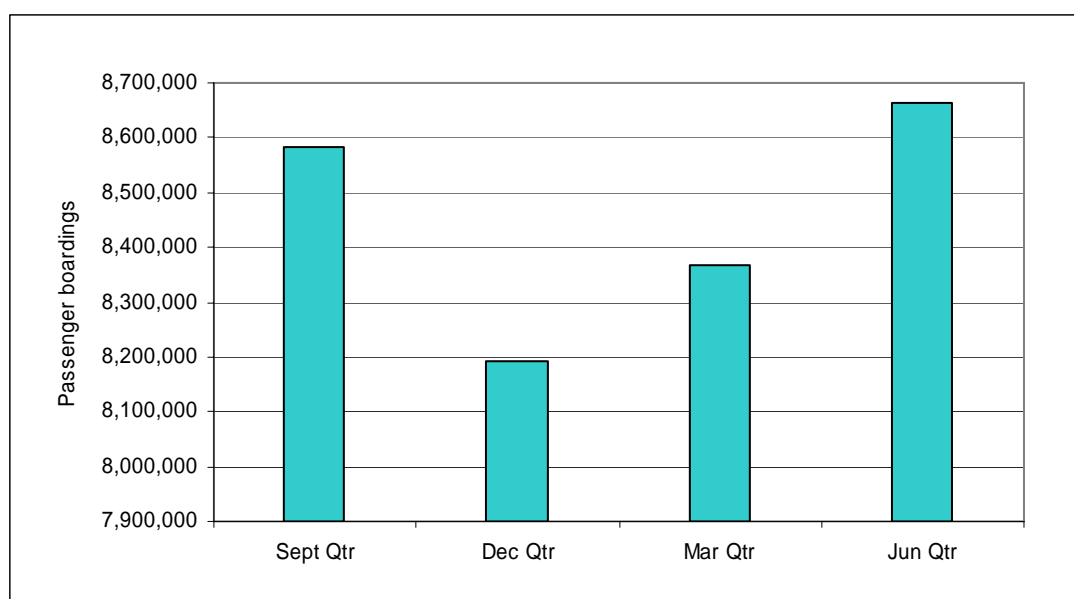
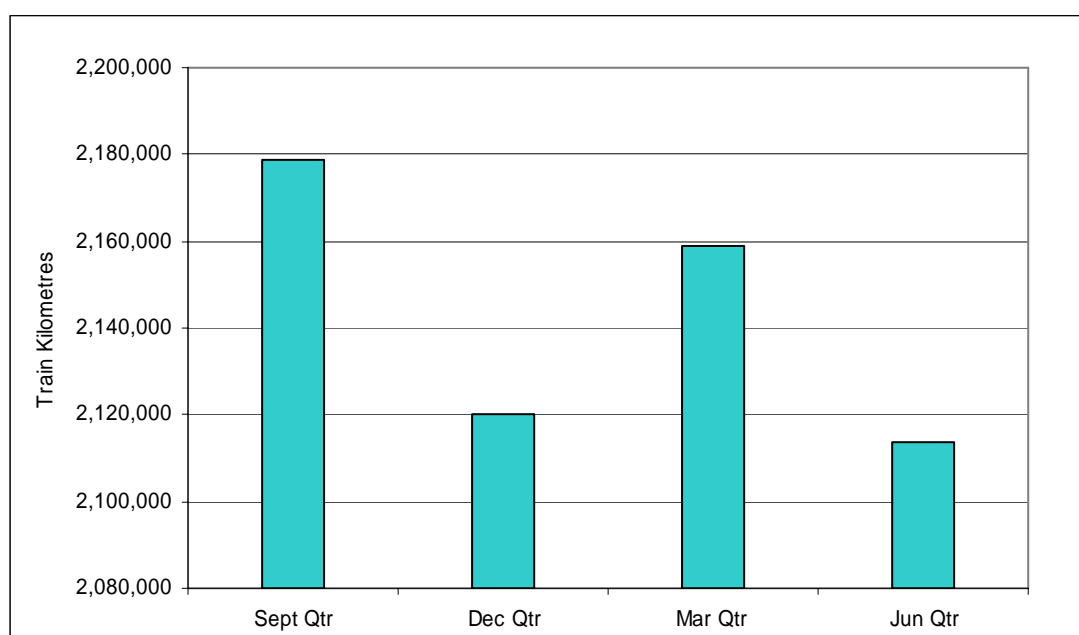


Figure 2 Train Kilometres (1 July 2005 to 30 June 2006)

2 Negotiation Framework

Table 3 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 4 Information on Breaches of Segregation Arrangements from 1 July 2005 to 30 June 2006

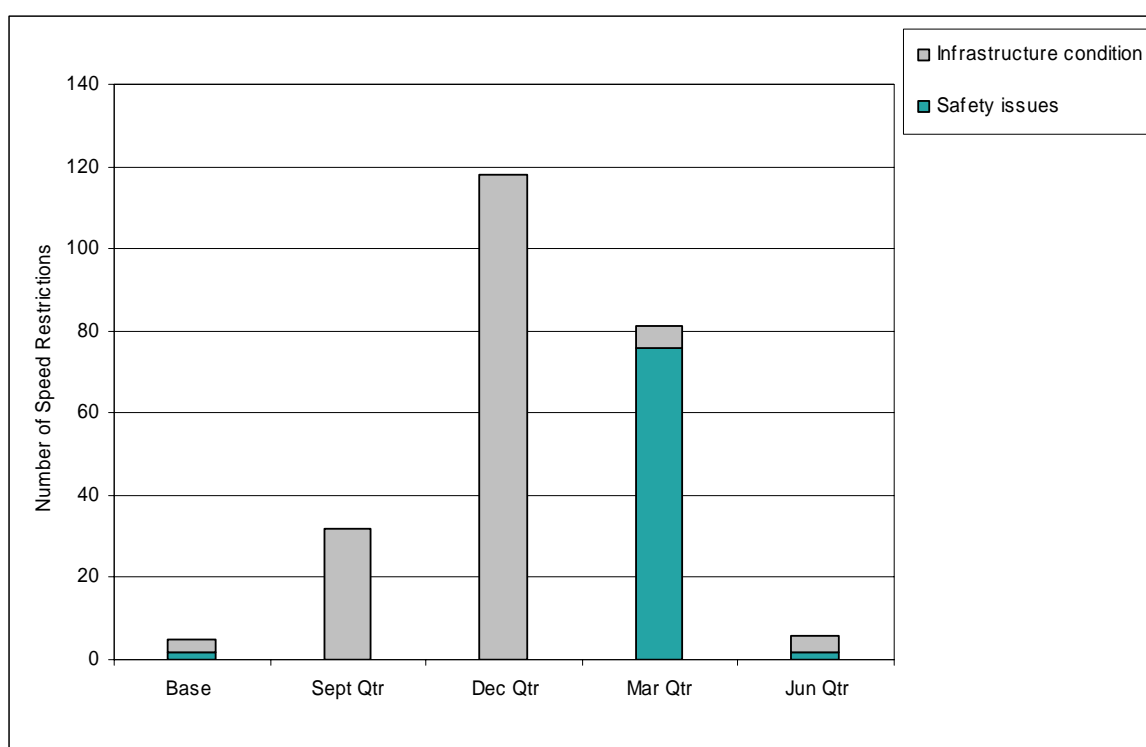
Segregation Arrangements Breaches	
Number of breaches of segregation arrangements substantiated by the ERA, remedial action taken, and consequences of breach	Nil
Number of complaints of alleged breaches that are being assessed by the ERA	Nil
Number of complaints of alleged breaches that have been assessed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

4 Track Quality

Table 5 Temporary Speed Restrictions by Cause from 1 July 2005 to 30 June 2006 on a quarterly basis

Cause	Base	Sept Qtr	Dec Qtr	Mar Qtr	Jun Qtr
Infrastructure Condition	3	32	118	5	4
Safety Issues	2	0	0	76	2
Total	5	32	118	81	6

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

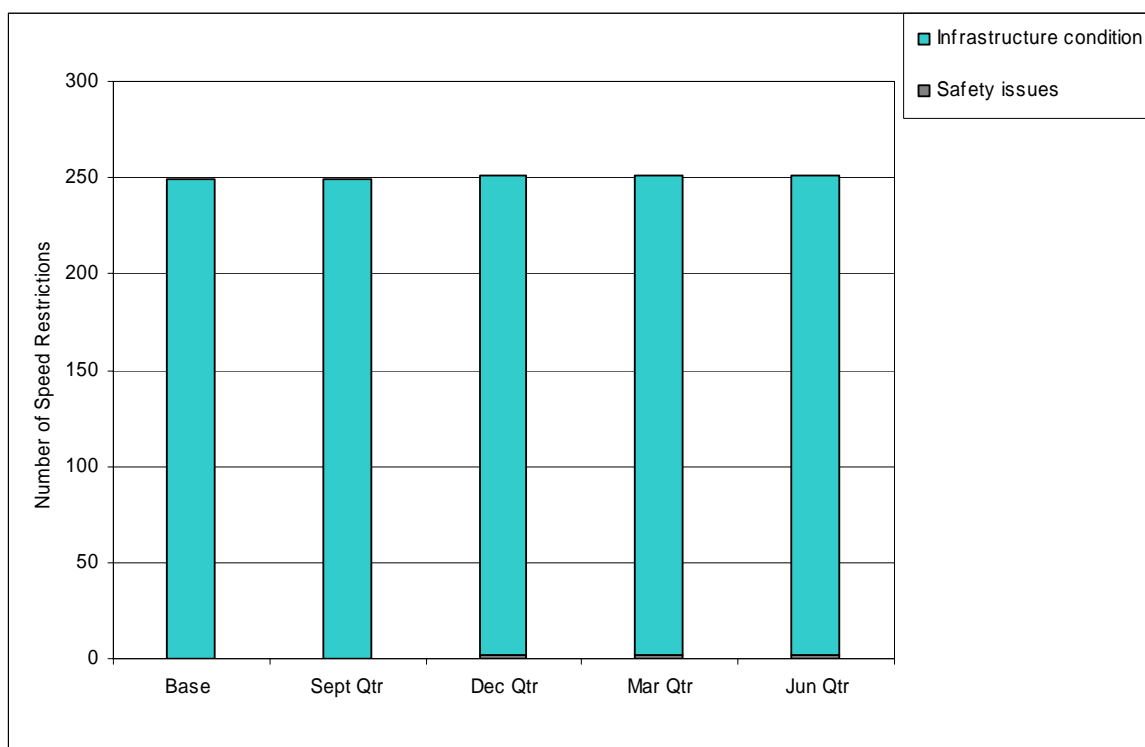


Note:

- 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) The original KPI for this category specified 3 causes of speed restrictions. These were Safety Issues, Infrastructure Failure and Other Factors. In August 2004 the ERA and PTA agreed to change this to two types of causes for speed restriction: Safety Issues and Infrastructure Condition (Infrastructure Failure and Other Factors are combined to reflect the changes also made for WestNet Rail's KPIs)

Table 6 Permanent Speed Restrictions by Cause from 1 July 2005 to 30 June 2006 on a quarterly basis

Cause	Base	Sept Qtr	Dec Qtr	Mar Qtr	Jun Qtr
Infrastructure Condition	249	249	249	249	249
Safety Issues	0	0	2	2	2
Total	249	249	251	251	251

Figure 4 Comparison of Base and Actual Periods Permanent Speed Restrictions by Cause from 1 July 2005 to 30 June 2006**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) The original KPI for this category specified 3 causes of speed restrictions. These were Safety Issues, Infrastructure Failure and Other Factors. In August 2004 the ERA and PTA agreed to change this to two types of causes for speed restriction: Safety Issues and Infrastructure Condition (Infrastructure Failure and Other Factors are combined to reflect the changes also made for WestNet Rail's KPIs)

Table 7 Network Unavailability due to Railway Owner's Control by Reasons from 1 July 2005 to 30 June 2006 on a quarterly basis

Reasons	Sept Qtr	Dec Qtr	Mar Qtr	June Qtr	Total
Construction					
Number of Incidents	130.0	41.0	25.0	0.0	196.0
Planned hours	1,502.2	1,094.2	281.5	0.0	2,877.9
Actual hours	1,077.8	879.2	49.1	0.0	2,006.1
Average shutdown hours	8.3	21.4	2.0	0.0	31.7
Maintenance					
Number of Incidents	166	156	142	215	679.0
Planned hours	1,364.2	1,716.9	1,548.2	2,366.1	6,995.4
Actual hours	585.3	989.9	843.4	922.5	3,341.1
Average shutdown hours	3.5	6.3	5.9	4.3	20.1
Total					
Number of Incidents	296.0	197.0	167.0	215.0	763.0
Planned hours	2,866.4	2,811.1	1,829.7	2,366.1	8,538.4
Actual hours	1663.1	1869.1	892.5	922.5	4526.1

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) The 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).

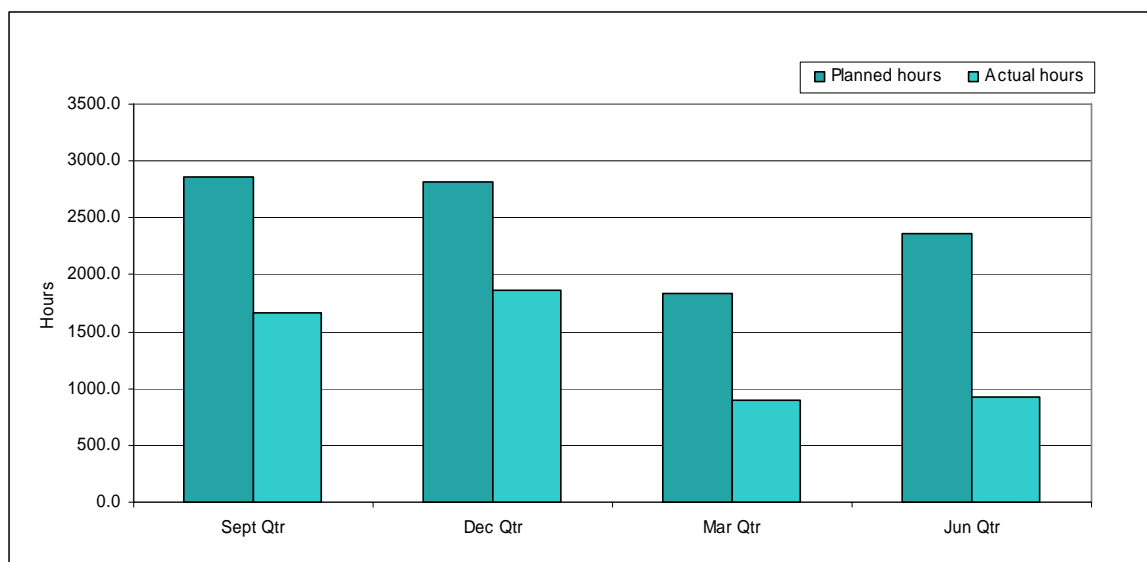
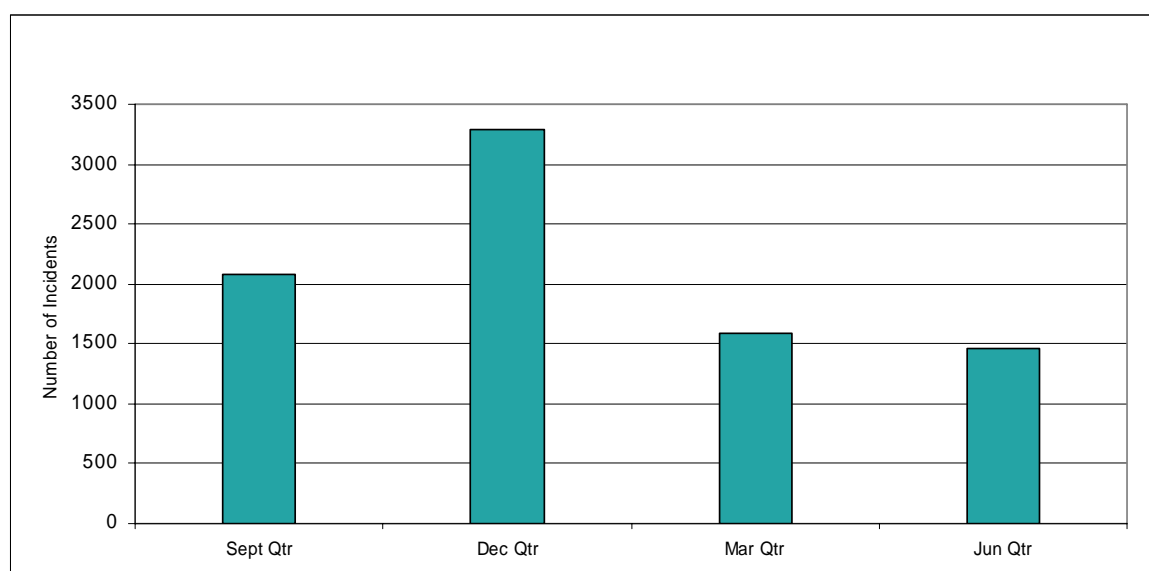
Figure 5 Comparison of Total Actual and Total Planned Shutdown Periods due to Factors under Railway Owner's Control 1 July 2005 to 30 June 2006

Table 8 Train Services Scheduled in the Master Control Diagram Cancelled from 1 July 2005 to 30 June 2006 on a quarterly basis

Train Cancellations	Sept Qtr	Dec Qtr	Mar Qtr	Jun Qtr	Total
Number of incidents	2085	3290	1594	1455	8424
Percentage of train services cancelled out of total services (%)	3.12	4.26	2.39	2.04	11.81

Figure 6 Number of Train Services Cancelled from 1 July 2005 to 30 June 2006

5 Overpayment Rules

Table 9 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	N/A
Statement of the balance on the Overpayment account	N/A

6 Train Path Policies

Table 10 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 11 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

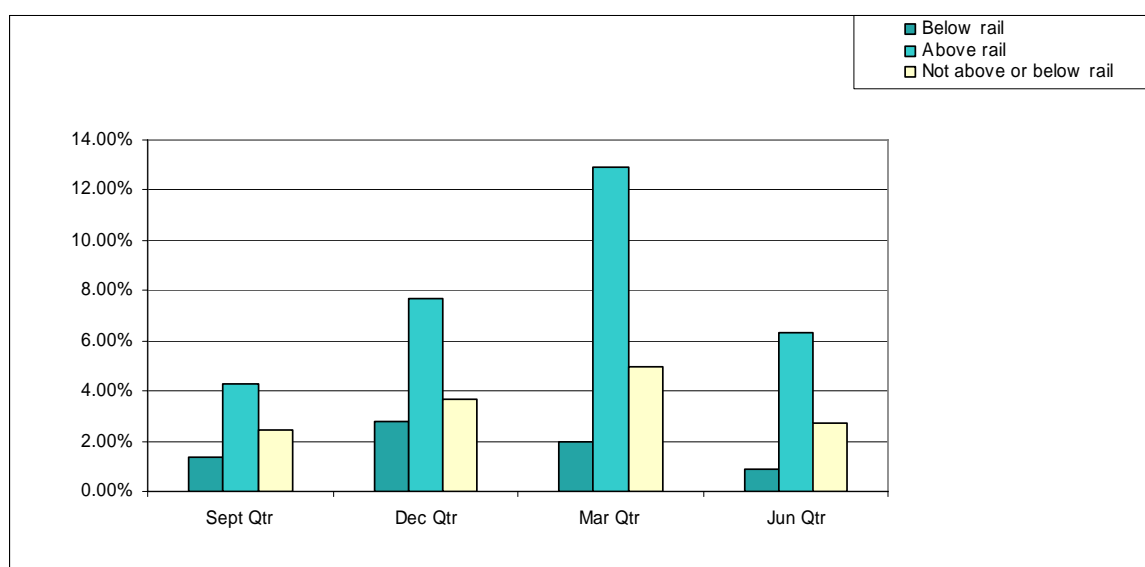
Table 12 Percent of Trains Arriving Later than Three minutes of Scheduled Time by Causes from 1 July 2005 to 30 June 2006

Cause	Sept Qtr	Dec Qtr	Mar Qtr	Jun Qtr
Delay attributable to below rail cause (%)	1.39	2.76	1.96	0.88
Delay attributable to above rail cause (%)	4.26	7.65	12.91	6.33
Delay not attributable to either below or above rail cause (%)	2.45	3.65	4.98	2.75

Note:

- 1) Below rail cause eg. track, signals/communication, train management/control
- 2) Above rail cause eg. late entry, yard/terminal, crew, locomotive, rolling stock

Figure 7 Percent of Trains Arriving Later than Three minutes of Scheduled Time by Causes from 1 July 2005 to 30 June 2006



9 Other Indicators

Table 13 Number of Category A and B Incidents Reported by Cause from 1 July 2005 to 30 June 2006

Cause	Category A				Total
	Sept Qtr	Dec Qtr	Mar Qtr	Jun Qtr	
Infrastructure	0	2	2	0	4
Operator	0	4	4	4	12
Total	0	6	6	4	16

Cause	Category B				Total
	Sept Qtr	Dec Qtr	Mar Qtr	Jun Qtr	
Infrastructure	133	90	48	52	323
Operator	78	70	34	60	242
Total	211	160	82	112	565

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. They have been classified into two different causes namely, Infrastructure and Operator.

Figure 8 Category A and B Incidents by Causes

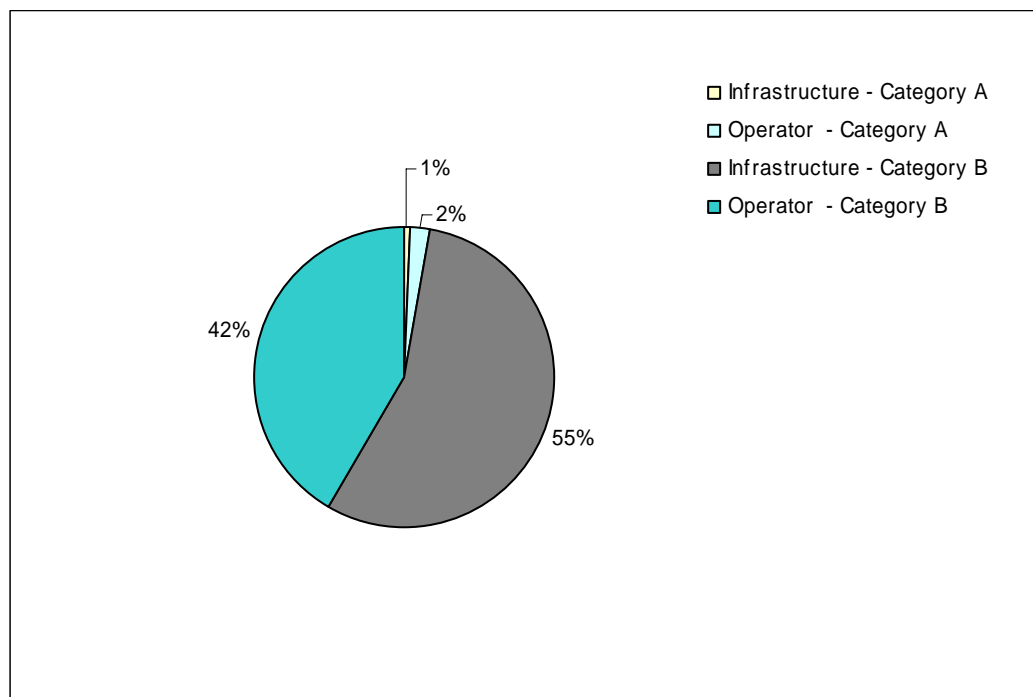


Table 14 Information on Number of Determinations to Apply to PTA Undertaken by the ERA from 1 July 2005 to 30 June 2006

Determinations Undertaken by the 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	Nil
Number of determinations by the ERA under clause 12 of Schedule 4	Nil
Number of other determinations by the ERA	
• Over-payment Rules	Nil
• Reporting of KPI's	Nil
• WACC	1