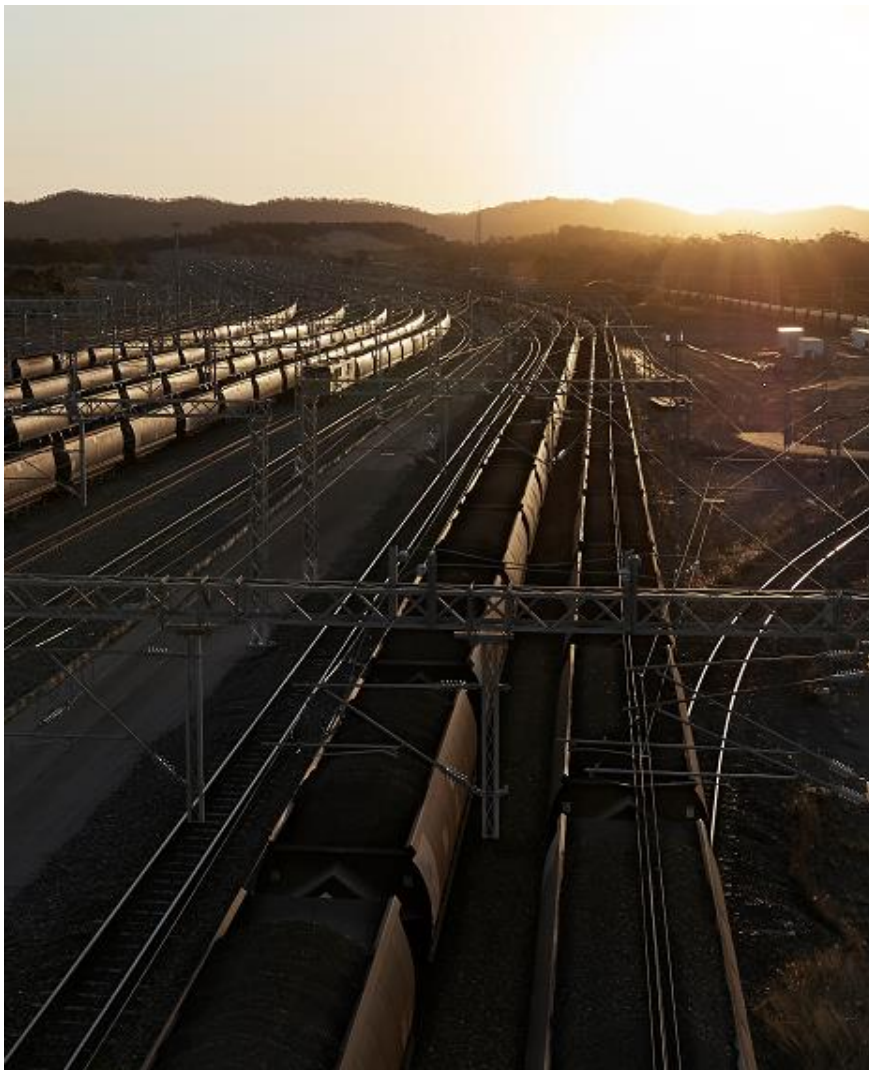


Aurizon Network Public Quarterly Performance Report

4th Quarter 2018/19

April - June 2019



Aurizon Network Performance Measures - Q4 2018/19 Data

This report is published in compliance with Aurizon Network's obligations under clause 10.3.4 of its 2017 Access Undertaking.

Performance Measure 1 – Clause 10.3.4(b)(i)-(ii)

| | On Time Performance | Coal | | | | | | | | | | Bulk Minerals & Freight | | Long Distance Passenger | | |
|----------|--|--------------------------------|--------|-----------|--------|--------|--------|-----------|--------|--------|--------|-------------------------|--------|-------------------------|--------|--------|
| | | Blackwater | | Goonyella | | Moura | | New lands | | GAPE | | # | % | # | % | |
| | | # | % | # | % | # | % | # | % | # | % | | | | | |
| Apr 2019 | Services that reach their destination on time | 941 | 44.68% | 1,183 | 40.27% | 118 | 28.10% | 203 | 39.57% | 214 | 34.85% | 302 | 53.93% | 92 | 77.31% | |
| | Services that do not reach their destination on-time | Due primarily Aurizon Network | 424 | 20.13% | 656 | 22.33% | 91 | 21.67% | 72 | 14.04% | 119 | 19.38% | 31 | 5.54% | 5 | 4.20% |
| | | Due primarily Railway Operator | 375 | 17.81% | 755 | 25.70% | 144 | 34.29% | 97 | 18.91% | 170 | 27.69% | 93 | 16.61% | 13 | 10.92% |
| | | Due primarily to other matters | 366 | 17.38% | 344 | 11.71% | 67 | 15.95% | 141 | 27.49% | 111 | 18.08% | 134 | 23.93% | 9 | 7.56% |
| May 2019 | Services that reach their destination on time | 1,115 | 47.41% | 1,011 | 33.79% | 230 | 47.23% | 248 | 51.56% | 323 | 42.72% | 367 | 57.25% | 109 | 85.83% | |
| | Services that do not reach their destination on-time | Due primarily Aurizon Network | 439 | 18.66% | 835 | 27.91% | 78 | 16.02% | 91 | 18.92% | 176 | 23.28% | 34 | 5.30% | 4 | 3.15% |
| | | Due primarily Railway Operator | 372 | 15.82% | 825 | 27.57% | 125 | 25.67% | 55 | 11.43% | 185 | 24.47% | 116 | 18.10% | 5 | 3.94% |
| | | Due primarily to other matters | 426 | 18.11% | 321 | 10.73% | 54 | 11.09% | 87 | 18.09% | 72 | 9.52% | 124 | 19.34% | 9 | 7.09% |
| Jun 2019 | Services that reach their destination on time | 1,168 | 51.03% | 1,373 | 40.35% | 364 | 80.18% | 251 | 54.57% | 352 | 46.01% | 332 | 53.63% | 89 | 80.91% | |
| | Services that do not reach their destination on-time | Due primarily Aurizon Network | 379 | 16.56% | 697 | 20.48% | 33 | 7.27% | 79 | 17.17% | 197 | 25.75% | 48 | 7.75% | 4 | 3.64% |
| | | Due primarily Railway Operator | 351 | 15.33% | 905 | 26.59% | 33 | 7.27% | 79 | 17.17% | 145 | 18.95% | 118 | 19.06% | 7 | 6.36% |
| | | Due primarily to other matters | 391 | 17.08% | 428 | 12.58% | 24 | 5.29% | 51 | 11.09% | 71 | 9.28% | 121 | 19.55% | 10 | 9.09% |

Performance Measure 2 – Clause 10.3.4(b)(iii)

| | Total Number of Train Services | Coal | | | | | Bulk Minerals & Freight | Long Distance Passenger |
|--------|--------------------------------|------------|-----------|-------|-----------|------|-------------------------|-------------------------|
| | | Blackwater | Goonyella | Moura | New lands | GAPE | | |
| Apr 19 | Train services for April 2019 | 2,106 | 2,938 | 420 | 513 | 614 | 560 | 119 |
| May 19 | Train services for May 2019 | 2,352 | 2,992 | 487 | 481 | 756 | 641 | 127 |
| Jun 19 | Train services for June 2019 | 2,289 | 3,403 | 454 | 460 | 765 | 619 | 110 |

Performance Measure 3 – Clause 10.3.4(c)

| | Transit Time Delay Variance (Minutes per 100 Train KMs) | Coal | | | | | Bulk Minerals & Freight | Long Distance Passenger |
|--------|--|------------|-----------|-------|-----------|-------|----------------------------|----------------------------|
| | | Blackwater | Goonyella | Moura | New lands | GAPE | | |
| Apr 19 | Delays attributable to Aurizon Network | 8.11 | 8.32 | 17.48 | -4.49 | -4.41 | -2.11 | -1.44 |
| | Delays attributable to Railway Operators | 12.11 | 14.58 | 27.51 | 37.71 | 22.28 | 16.88 | 0.26 |
| | Unallocated delays | -0.09 | -0.85 | -6.52 | 56.69 | 17.07 | 17.95 | 0.73 |
| May 19 | Delays attributable to Aurizon Network | -5.38 | 12.65 | 1.82 | -2.62 | 2.05 | -1.31 | -0.96 |
| | Delays attributable to Railway Operators | 10.25 | 16.98 | 10.50 | 13.23 | 10.69 | 23.27 | -0.22 |
| | Unallocated delays | -0.87 | -3.43 | -4.78 | 14.06 | 2.38 | 10.45 | 1.15 |
| Jun 19 | Delays attributable to Aurizon Network | -4.01 | 7.43 | -5.47 | -3.15 | -0.23 | -0.09 | -1.88 |
| | Delays attributable to Railway Operators | 8.36 | 16.92 | 6.35 | 7.81 | 9.01 | 15.48 | 1.15 |
| | Unallocated delays | 0.11 | -1.20 | 0.73 | 4.10 | 0.64 | 4.46 | 0.68 |

Performance Measure 4 – Clause 10.3.4(d)

| | Train Cancellations | Coal | | | | | | | | | | Bulk Minerals & Freight | | Long Distance Passenger | |
|--------|---|------------|-------|-----------|-------|-------|--------|-----------|--------|------|--------|----------------------------|--------|----------------------------|--------|
| | | Blackwater | | Goonyella | | Moura | | New lands | | GAPE | | # | % | # | % |
| | | # | % | # | % | # | % | # | % | # | % | | | | |
| Apr 19 | Cancellations attributable to Aurizon Network | 145 | 5.85% | 19 | 0.57% | 27 | 4.62% | 8 | 1.23% | 8 | 1.00% | 0 | 0.00% | 0 | 0.00% |
| | Cancellations attributable to Railway Operators | 115 | 4.64% | 164 | 4.94% | 43 | 7.35% | 73 | 11.27% | 49 | 6.09% | 229 | 27.13% | 0 | 0.00% |
| | Unallocated cancellations | 112 | 4.52% | 200 | 6.02% | 95 | 16.24% | 54 | 8.33% | 133 | 16.54% | 55 | 6.52% | 10 | 7.75% |
| May 19 | Cancellations attributable to Aurizon Network | 5 | 0.19% | 24 | 0.72% | 3 | 0.44% | 6 | 0.95% | 7 | 0.85% | 0 | 0.00% | 0 | 0.00% |
| | Cancellations attributable to Railway Operators | 123 | 4.75% | 171 | 5.13% | 25 | 3.68% | 15 | 2.37% | 24 | 2.92% | 205 | 23.84% | 0 | 0.00% |
| | Unallocated cancellations | 107 | 4.14% | 147 | 4.41% | 164 | 24.15% | 131 | 20.70% | 35 | 4.26% | 14 | 1.63% | 2 | 1.55% |
| Jun 19 | Cancellations attributable to Aurizon Network | 13 | 0.50% | 59 | 1.54% | 15 | 2.81% | 15 | 2.82% | 36 | 4.20% | 0 | 0.00% | 0 | 0.00% |
| | Cancellations attributable to Railway Operators | 130 | 4.96% | 266 | 6.93% | 32 | 5.99% | 35 | 6.59% | 35 | 4.08% | 138 | 17.02% | 2 | 1.57% |
| | Unallocated cancellations | 187 | 7.14% | 109 | 2.84% | 33 | 6.18% | 21 | 3.95% | 22 | 2.56% | 54 | 6.66% | 15 | 11.81% |

Performance Measure 5 – Clause 10.3.4(e)

| | Major reportable safety incidents reported to the Safety Regulator | Blackwater | Goonyella | Moura | New lands | GAPE |
|--------|--|------------|-----------|-------|-----------|------|
| Apr 19 | Number of instances | 0 | 0 | 0 | 0 | 0 |
| May 19 | Number of instances | 0 | 0 | 0 | 0 | 0 |
| Jun 19 | Number of instances | 0 | 0 | 0 | 0 | 0 |

Performance Measure 6 – Clause 10.3.4(f)(i)

| | Temporary Speed Restrictions | Blackwater | Goonyella | Moura | New lands | GAPE |
|--------|--|------------|-----------|--------|-----------|-------|
| Apr 19 | Average track under temporary restriction (km) | 54.3 | 23.0 | 22.6 | 4.5 | 0.0 |
| | Average track under temporary restriction (%) | 3.90% | 1.96% | 7.46% | 1.62% | 0.00% |
| May 19 | Average track under temporary restriction (km) | 28.2 | 36.3 | 26.0 | 5.8 | 0.0 |
| | Average track under temporary restriction (%) | 2.03% | 3.08% | 8.57% | 2.10% | 0.00% |
| Jun 19 | Average track under temporary restriction (km) | 26.9 | 31.0 | 31.6 | 3.7 | 0.0 |
| | Average track under temporary restriction (%) | 1.93% | 2.63% | 10.41% | 1.33% | 0.06% |

Performance Measure 7 – Clause 10.3.4(f)(ii)

| | Overall Track Condition Index | Blackwater | Goonyella | Moura | New lands |
|--------|-------------------------------|------------|-----------|-------|-----------|
| Apr 19 | Monthly Track Condition Index | 29.96 | 28.07 | 32.54 | 25.61 |
| May 19 | Monthly Track Condition Index | 29.96 | 28.07 | 32.54 | 25.61 |
| Jun 19 | Monthly Track Condition Index | 29.96 | 28.07 | 32.54 | 25.61 |

Performance Measure 8 – Clause 10.3.4(g)(i)-(iv)

| | Coal Carrying Train Service Performance ('000) | Coal | | | | |
|--------|--|------------|-----------|---------|----------|---------|
| | | Blackwater | Goonyella | Moura | Newlands | GAPE |
| Apr 19 | Gross Tonne Kilometres (GTK) | 3,096,128 | 3,249,923 | 227,021 | 234,686 | 716,353 |
| | Net Tonnes (NT) | 5,329 | 10,035 | 930 | 1,162 | 1,395 |
| | Net Tonne Kilometres (NTK) | 1,931,209 | 2,037,840 | 142,008 | 144,870 | 444,089 |
| | Electric Gross Tonne Kilometres (EGTK) | 2,415,916 | 3,048,491 | 0 | 0 | 0 |
| May 19 | Gross Tonne Kilometres (GTK) | 3,465,487 | 3,376,499 | 275,811 | 222,797 | 895,013 |
| | Net Tonnes (NT) | 6,131 | 10,408 | 1,063 | 1,125 | 1,743 |
| | Net Tonne Kilometres (NTK) | 2,174,920 | 2,126,656 | 168,935 | 138,332 | 555,335 |
| | Electric Gross Tonne Kilometres (EGTK) | 2,739,893 | 3,157,897 | 0 | 0 | 0 |
| Jun 19 | Gross Tonne Kilometres (GTK) | 3,337,462 | 3,863,028 | 274,104 | 220,118 | 871,229 |
| | Net Tonnes (NT) | 5,757 | 11,939 | 1,040 | 1,069 | 1,709 |
| | Net Tonne Kilometres (NTK) | 2,078,745 | 2,437,267 | 165,257 | 136,514 | 540,715 |
| | Electric Gross Tonne Kilometres (EGTK) | 2,600,305 | 3,627,973 | 0 | 0 | 0 |

Performance Measure 9 – Clause 10.3.4(g)(v)

| | Below Rail Transit Time % | Coal | | | | |
|--------|-------------------------------|------------|-----------|---------|----------|---------|
| | | Blackwater | Goonyella | Moura | Newlands | GAPE |
| Apr 19 | Average BRTT % for April 2019 | 113.94% | 105.75% | 128.59% | 127.28% | 127.20% |
| May 19 | Average BRTT % for May 2019 | 99.34% | 112.47% | 122.58% | 124.51% | 130.40% |
| Jun 19 | Average BRTT % for June 2019 | 100.41% | 110.42% | 122.63% | 116.48% | 123.59% |

| | Coal Train Paths | Coal | | | |
|------------|---|------------|-----------|--------|----------------------|
| | | Blackwater | Goonyella | Moura | New lands (inc GAPE) |
| April 2019 | Train paths available for coal carrying services | 3,012 | 2,684 | 928 | 1,274 |
| | Train paths contracted for coal carrying services | 1,383 | 2,276 | 384 | 1,129 |
| | Train paths scheduled by coal carrying services | 1,652 | 2,214 | 390 | 968 |
| | Train paths used by coal carrying services | 1,414 | 1,973 | 281 | 754 |
| | Train paths used for planned maintenance | 768 | 316 | 28 | 166 |
| | Train paths used for unplanned maintenance | 50 | 0 | 0 | 0 |
| | Trains paths available but not used (%) | 53.05% | 26.49% | 69.72% | 40.82% |
| May 2019 | Train paths available for coal carrying services | 3,192 | 2,524 | 878 | 1,364 |
| | Train paths contracted for coal carrying services | 1,397 | 2,276 | 384 | 1,129 |
| | Train paths scheduled by coal carrying services | 1,724 | 2,223 | 453 | 970 |
| | Train paths used by coal carrying services | 1,579 | 2,006 | 325 | 827 |
| | Train paths used for planned maintenance | 660 | 470 | 112 | 116 |
| | Train paths used for unplanned maintenance | 48 | 6 | 0 | 0 |
| | Trains paths available but not used (%) | 50.53% | 20.52% | 62.98% | 39.37% |
| June 2019 | Train paths available for coal carrying services | 3,182 | 2,920 | 930 | 1,242 |
| | Train paths contracted for coal carrying services | 1,395 | 2,276 | 384 | 1,129 |
| | Train paths scheduled by coal carrying services | 1,746 | 2,558 | 356 | 926 |
| | Train paths used by coal carrying services | 1,537 | 2,281 | 304 | 821 |
| | Train paths used for planned maintenance | 582 | 20 | 20 | 164 |
| | Train paths used for unplanned maintenance | 48 | 18 | 0 | 6 |
| | Trains paths available but not used (%) | 51.70% | 21.88% | 67.31% | 33.90% |

Performance Measure 12 – Clause 10.3.4(i)

| Contested Train Paths | Blackwater | | | Goonyella | | | Moura | | | New lands | | | GAPE | | |
|--|------------|--------|--------|-----------|--------|--------|--------|--------|--------|-----------|--------|--------|--------|--------|--------|
| | Apr 19 | May 19 | Jun 19 | Apr 19 | May 19 | Jun 19 | Apr 19 | May 19 | Jun 19 | Apr 19 | May 19 | Jun 19 | Apr 19 | May 19 | Jun 19 |
| Number of contests | 10 | 21 | 10 | 4 | 35 | 24 | 0 | 0 | 0 | 3 | 9 | 21 | 6 | 11 | 5 |
| Contested Train Path Principles Schedule G Clause 8.3 | Blackwater | | | Goonyella | | | Moura | | | New lands | | | GAPE | | |
| | Apr 19 | May 19 | Jun 19 | Apr 19 | May 19 | Jun 19 | Apr 19 | May 19 | Jun 19 | Apr 19 | May 19 | Jun 19 | Apr 19 | May 19 | Jun 19 |
| Clause 8.3 (i) | 10% | | | | | | | | | | | | | | |
| Clause 8.3 (ii) | 70% | 86% | 100% | 100% | 63% | 100% | | | | 100% | 89% | 100% | 100% | 100% | 100% |
| Clause 8.3 (iii) | | | | | | | | | | | | | | | |
| Clause 8.3 (iv) | | | | | 3% | | | | | | 11% | | | | |
| Clause 8.3 (v) | | 14% | | | 34% | | | | | | | | | | |
| Clause 8.3 (vi) | 20% | | | | | | | | | | | | | | |
| Clause 8.3 (vii) | | | | | | | | | | | | | | | |
| Clause 8.3 (viii) | | | | | | | | | | | | | | | |
| Clause 8.3 (ix) | | | | | | | | | | | | | | | |

Notes:

- (a) Agreed Allotted Time Thresholds for On-Time Arrival at destination are;
- 30 minutes for coal services
 - 60 minutes for bulk minerals (other than coal) and freight services
 - 30 minutes for long distance passenger services.

The performance measures contained in this report, have been prepared in accordance with clause 10.3.4 of the 2017 Access Undertaking.

Performance Measures

Performance Measure 1 – Clause 10.3.4(b)(i-ii):

On Time Running – Information on the number and reliability of Train Services that have operated each Month in the relevant quarter

This performance measure reports the number and percentage of Train Services that reach their destination point within the allotted time threshold. Train Services that reach their destination point not On Time includes any services terminated during their journey.

Each train service is scheduled to undertake its journey at a specified time. The schedule for all train services on a particular day is called the Daily Train Plan (DTP).

This indicator demonstrates the condition of a service at the completion of its journey and does not consider if a service has changed from on time to late or vice versa during its journey.

Services that do not reach their destination on time (i.e. within the Allotted Time Threshold) are classified by responsibility into one of three groups: cause attributed primarily to Aurizon Network, cause attributed primarily to the Railway Operator or thirdly, cause unallocated or not primarily attributable to Aurizon Network or the Railway Operator.

The cancellation reason for a terminated service will be sorted accordingly by the same responsibility category.

Performance Measure 2 – Clause 10.3.4(b)(iii):

Total Number of Train Services – the total number of train services run each Month in the relevant quarter

This performance measure reports the total number of Train Services run in the Subject Quarter. It is the combined total of Train Services that arrive On Time and Train Services that arrive not On Time.

Performance Measure 3 – Clause 10.3.4(c)(i-iii):

Transit Time Delay – Information on the transit time delay of Train Services that have operated each Month in the relevant quarter

This performance measure reports the average delay of train services. Delays include any variance to schedule. The delay is divided by 100 train kilometres in recognition that a 10 minute delay would be more significant to a short train journey than, for example, a two day train journey. Dividing the delay by 100 train kilometres enables this measure to take account of journey distance.

This indicator covers delays attributed to Above Rail Delays, Below Rail Delays and Unallocated Delays.

Performance Measure 4 – Clause 10.3.4(d)(i-iii):

The number and percentage of train services cancelled that can be directly attributable to Aurizon Network as Railway manager, a Railway Operator or another reason or which cannot be directly attributable to either party

This performance measure reports the number and percentage of train services that are cancelled, separately identifying the cause of the cancellation (i.e. whether it is directly attributable to Aurizon Network as Railway Manager, a Railway Operator, or due to a reason that cannot be clearly assigned as directly attributable to a Railway Operator or to Aurizon Network as Railway Manager).

Terminated services are not captured within this metric (OTR)

Performance Measure 5 – Clause 10.3.4(e):

Information on the safety of Train Services, being the number of major reportable incidents as reported to the Safety regulator in relation to train services that operated each Month in the relevant quarter

This performance measure reports the number of major reportable safety incidents in relation to Train Services as reported to the safety regulator during the relevant Quarter. It does not include all safety incidents reportable to the safety regulator, but only those directly related to train services. This measure also includes those reported incidents that once investigated, are downgraded and no longer considered a major incident.

Performance Measure 6 – Clause 10.3.4(f)(i):

The average percentage and kilometres of Aurizon Network track under temporary speed restrictions each Month in the relevant quarter

This performance measure reports the average percentage and kilometres of Aurizon Network Track (in the central Queensland coal region) under temporary speed restrictions for the relevant Quarter. Temporary speed restrictions are put in place to ensure levels of operational safety are maintained during, for example, track maintenance work.

Performance Measure 7 – Clause 10.3.4(f)(ii):

The Overall Track Quality Index (OTCI) for Aurizon Network's Below Rail network for each Coal System each Month in the relevant quarter

This index reports on the quality of Aurizon Network's track by individual Coal System. The lower the indicator, the better the track quality.

The OTCI should only be used as an indicator of abnormality. A single number which is an average over a defined length cannot reflect all the variations within a coal system.

Performance Measure 8 – Clause 10.3.4(g)(i-iv):

Coal Carrying Train Service Performance – Information on the tonnage performance of coal carrying train services each Month in the relevant quarter

This performance measure reports the aggregate gross tonne kilometres, net tonnes, net tonne kilometres and electric gross tonne kilometres for each individual coal system. It is a measure of throughput for each coal system.

Performance Measure 9 – Clause 10.3.4(g)(v)

Average Below Rail Transit Time % - The sum of the relevant section run times for that track section divided by the Section run times as specified in the Train Service Entitlement

This performance measure reports the average Below Rail Transit Time percentage for each individual coal system.

The Below Rail Transit Time is calculated as

- a) The relevant nominated section run times in the direction of travel as specified in the Train Service Entitlement;
- b) Identified Below Rail Delays;
- c) Time taken in crossing other trains to the extent that such time is not contributed to by Above Rail causes or Force Majeure Events; and
- d) Delays due to Operational Constraints directly caused by the activities of Aurizon Network maintaining the Rail Infrastructure or due to a fault or deficiency in the Rail Infrastructure provided such delays are not contributed to by Above Rail causes or Force Majeure Events.

The percentage is calculated by dividing the Below Rail Transit Time by the relevant nominated section running times (in the direction of travel) as specified in the Train Service Entitlement.

Performance Measure 10 – Clauses 10.3.4(g)(vi-viii)

Coal Carrying Train Paths – Information on train paths for each coal system in the Month for the relevant quarter

This performance measure reports on a variety of train path information to ascertain network utilisation and capacity. It also provides information to determine the impact of planned and unplanned maintenance on the network.

Performance Measure 11 – Clauses 10.3.4(h)(i-iv)

Aggregate Train Paths – Information on Train Paths scheduled or used for planned or unplanned maintenance activity and percentage of Train Paths available but not used

This performance measure reports on a variety of train path information to ascertain network utilisation and capacity. It also provides information to determine the impact of planned and unplanned maintenance on the network.

Planned Maintenance = Maintenance activities which utilise train paths which are scheduled outside 21 days from Day of Operations

Unplanned Maintenance = Maintenance activities which utilise train paths which are scheduled within 21 days from Day of Operations

Performance Measure 12 – Clauses 10.3.4(i)

Outcome of the Contested Train Path decision making process

This performance measure shows the outcome of the Contested Train Path decision making process contained in Clause 8 of Schedule G in respect of:

- (i) The number of contests run each Month; and
- (ii) The number and percentage of Train Paths allocated under each of the Contested Train Path principles set out in clause 8.3 of Schedule G

Definitions

Capitalised terms have the same meaning as capitalised terms defined in the 2017 Access Undertaking, unless otherwise defined within this document.

Train Control means the management and monitoring of train movements on Aurizon Network's track as well as the allocation and scheduling of train paths.

Train Kilometres means the actual distance travelled by a train service.

Transit Time means the time schedule for the relevant Train Service type from Origin to Destination or from Destination to Origin which comprises the relevant Sectional Running Times, delay for passing of other Trains on the Nominated Network, Operational Constraints relating to the Infrastructure, Operational Constraints attributable to a Railway Operator, Force Majeure Events and Planned Dwell Times.

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References

Please refer to the 2017 Access Undertaking. A copy of this document is available at

<http://www.aurizon.com.au/what-we-deliver/network/network-downloads>

Aurizon Network Performance Measures - Historical Data

The below information is data of the corresponding quarter of the preceding Year. The information below is aligned with the calculations used within the UT4 & UT5 metrics.

Performance Measure 1 – Clause 10.3.4(b)(i)-(ii)

| | On Time Performance (#) | Coal | | | | | | | | | | Bulk Minerals & Freight | | Long Distance Passenger | | |
|-----|--|--------------------------------|-------|-----------|-------|-------|------|----------|------|------|------|-------------------------|------|-------------------------|------|----|
| | | Blackwater | | Goonyella | | Moura | | Newlands | | GAPE | | 2018 | 2019 | 2018 | 2019 | |
| | | 2018 | 2019 | 2018 | 2019 | 2018 | 2019 | 2018 | 2019 | 2018 | 2019 | | | | | |
| Apr | Services that reach their destination on time | 863 | 941 | 895 | 1,183 | 192 | 118 | 251 | 203 | 267 | 214 | 337 | 302 | 95 | 92 | |
| | Services that do not reach their destination on-time | Due primarily Aurizon Network | 320 | 424 | 393 | 656 | 70 | 91 | 109 | 72 | 178 | 119 | 60 | 31 | 4 | 5 |
| | | Due primarily Railway Operator | 430 | 375 | 880 | 755 | 127 | 144 | 53 | 97 | 166 | 170 | 80 | 93 | 12 | 13 |
| | | Due primarily to other matters | 408 | 366 | 261 | 344 | 62 | 67 | 33 | 141 | 74 | 111 | 157 | 134 | 11 | 9 |
| May | Services that reach their destination on time | 940 | 1,115 | 1,082 | 1,011 | 153 | 230 | 209 | 248 | 258 | 323 | 319 | 367 | 108 | 109 | |
| | Services that do not reach their destination on-time | Due primarily Aurizon Network | 382 | 439 | 537 | 835 | 105 | 78 | 114 | 91 | 168 | 176 | 56 | 34 | 9 | 4 |
| | | Due primarily Railway Operator | 516 | 372 | 1,005 | 825 | 120 | 125 | 82 | 55 | 156 | 185 | 78 | 116 | 10 | 5 |
| | | Due primarily to other matters | 402 | 426 | 496 | 321 | 53 | 54 | 65 | 87 | 84 | 72 | 143 | 124 | 1 | 9 |
| Jun | Services that reach their destination on time | 963 | 1,168 | 1,155 | 1,373 | 200 | 364 | 226 | 251 | 334 | 352 | 320 | 332 | 97 | 89 | |
| | Services that do not reach their destination on-time | Due primarily Aurizon Network | 403 | 379 | 637 | 697 | 104 | 33 | 104 | 79 | 200 | 197 | 54 | 48 | 4 | 4 |
| | | Due primarily Railway Operator | 478 | 351 | 1,118 | 905 | 123 | 33 | 71 | 79 | 172 | 145 | 90 | 118 | 11 | 7 |
| | | Due primarily to other matters | 366 | 391 | 299 | 428 | 55 | 24 | 35 | 51 | 70 | 71 | 123 | 121 | 5 | 10 |

Performance Measure 1 – Clause 10.3.4(b)(i)-(ii)

| On Time Performance (%) | | Coal | | | | | | | | | | Bulk Minerals & Freight | | Long Distance Passenger | | |
|-------------------------|--|--------------------------------|--------|-----------|--------|--------|--------|-----------|--------|--------|--------|-------------------------|--------|-------------------------|--------|--------|
| | | Blackwater | | Goonyella | | Moura | | New lands | | GAPE | | 2018 | 2019 | 2018 | 2019 | |
| | | 2018 | 2019 | 2018 | 2019 | 2018 | 2019 | 2018 | 2019 | 2018 | 2019 | | | | | |
| Apr | Services that reach their destination on time | 42.70% | 44.68% | 36.85% | 40.27% | 42.57% | 28.10% | 56.28% | 39.57% | 38.98% | 34.85% | 53.15% | 53.93% | 77.87% | 77.31% | |
| | Services that do not reach their destination on-time | Due primarily Aurizon Network | 15.83% | 20.13% | 16.18% | 22.33% | 15.52% | 21.67% | 24.44% | 14.04% | 25.99% | 19.38% | 9.46% | 5.54% | 3.28% | 4.20% |
| | | Due primarily Railway Operator | 21.28% | 17.81% | 36.23% | 25.70% | 28.16% | 34.29% | 11.88% | 18.91% | 24.23% | 27.69% | 12.62% | 16.61% | 9.84% | 10.92% |
| | | Due primarily to other matters | 20.19% | 17.38% | 10.75% | 11.71% | 13.75% | 15.95% | 7.40% | 27.49% | 10.80% | 18.08% | 24.76% | 23.93% | 9.02% | 7.56% |
| May | Services that reach their destination on time | 41.96% | 47.41% | 34.68% | 33.79% | 35.50% | 47.23% | 44.47% | 51.56% | 38.74% | 42.72% | 53.52% | 57.25% | 84.38% | 85.83% | |
| | Services that do not reach their destination on-time | Due primarily Aurizon Network | 17.05% | 18.66% | 17.21% | 27.91% | 24.36% | 16.02% | 24.26% | 18.92% | 25.23% | 23.28% | 9.40% | 5.30% | 7.03% | 3.15% |
| | | Due primarily Railway Operator | 23.04% | 15.82% | 32.21% | 27.57% | 27.84% | 25.67% | 17.45% | 11.43% | 23.42% | 24.47% | 13.09% | 18.10% | 7.81% | 3.94% |
| | | Due primarily to other matters | 17.95% | 18.11% | 15.90% | 10.73% | 12.30% | 11.09% | 13.83% | 18.09% | 12.61% | 9.52% | 23.99% | 19.34% | 0.78% | 7.09% |
| Jun | Services that reach their destination on time | 43.57% | 51.03% | 35.99% | 40.35% | 41.49% | 80.18% | 51.83% | 54.57% | 43.04% | 46.01% | 54.51% | 53.63% | 82.91% | 80.91% | |
| | Services that do not reach their destination on-time | Due primarily Aurizon Network | 18.24% | 16.56% | 19.85% | 20.48% | 21.58% | 7.27% | 23.85% | 17.17% | 25.77% | 25.75% | 9.20% | 7.75% | 3.42% | 3.64% |
| | | Due primarily Railway Operator | 21.63% | 15.33% | 34.84% | 26.59% | 25.52% | 7.27% | 16.28% | 17.17% | 22.16% | 18.95% | 15.33% | 19.06% | 9.40% | 6.36% |
| | | Due primarily to other matters | 16.56% | 17.08% | 9.32% | 12.58% | 11.41% | 5.29% | 8.03% | 11.09% | 9.02% | 9.28% | 20.95% | 19.55% | 4.27% | 9.09% |

Performance Measure 2 – Clause 10.3.4(b)(iii)

| Total Number of Train Services | | Coal | | | | | | | | | | Bulk Minerals & Freight | | Long Distance Passenger | |
|--------------------------------|-------------------------------|------------|-------|-----------|-------|-------|------|-----------|------|------|------|-------------------------|------|-------------------------|------|
| | | Blackwater | | Goonyella | | Moura | | New lands | | GAPE | | 2018 | 2019 | 2018 | 2019 |
| | | 2018 | 2019 | 2018 | 2019 | 2018 | 2019 | 2018 | 2019 | 2018 | 2019 | | | | |
| Apr | Train services for April 2019 | 2,021 | 2,106 | 2,429 | 2,938 | 451 | 420 | 446 | 513 | 685 | 614 | 634 | 560 | 122 | 119 |
| May | Train services for May 2019 | 2,240 | 2,352 | 3,120 | 2,992 | 431 | 487 | 470 | 481 | 666 | 756 | 596 | 641 | 128 | 127 |
| Jun | Train services for June 2019 | 2,210 | 2,289 | 3,209 | 3,403 | 482 | 454 | 436 | 460 | 776 | 765 | 587 | 619 | 117 | 110 |

Performance Measure 3 – Clause 10.3.4(c)

| | Transit Time Delay Variance (Minutes per 100 Train KMs) | Coal | | | | | | | | | | Bulk Minerals & Freight | | Long Distance Passenger | |
|-----|--|------------|-------|-----------|-------|--------|-------|----------|-------|--------|-------|-------------------------|-------|-------------------------|-------|
| | | Blackwater | | Goonyella | | Moura | | Newlands | | GAPE | | 2018 | 2019 | 2018 | 2019 |
| | | 2018 | 2019 | 2018 | 2019 | 2018 | 2019 | 2018 | 2019 | 2018 | 2019 | | | | |
| Apr | Delays attributable to Aurizon Network | -0.11 | 8.11 | 2.82 | 8.32 | -5.30 | 17.48 | -22.99 | -4.49 | -21.82 | -4.41 | -3.77 | -2.11 | 0.58 | -1.44 |
| | Delays attributable to Railway Operators | 11.10 | 12.11 | 22.35 | 14.58 | 20.47 | 27.51 | 7.40 | 37.71 | 11.99 | 22.28 | 16.34 | 16.88 | 0.41 | 0.26 |
| | Unallocated Delays | -2.78 | -0.09 | 3.94 | -0.85 | -1.52 | -6.52 | 0.95 | 56.69 | 7.72 | 17.07 | 0.06 | 17.95 | -0.15 | 0.73 |
| May | Delays attributable to Aurizon Network | 0.62 | -5.38 | 3.99 | 12.65 | 8.72 | 1.82 | -16.46 | -2.62 | -14.80 | 2.05 | -6.35 | -1.31 | 1.46 | -0.96 |
| | Delays attributable to Railway Operators | 12.87 | 10.25 | 21.32 | 16.98 | 27.72 | 10.50 | 25.75 | 13.23 | 23.38 | 10.69 | 13.17 | 23.27 | 4.60 | -0.22 |
| | Unallocated Delays | -2.99 | -0.87 | 0.17 | -3.43 | -4.30 | -4.78 | 5.35 | 14.06 | 0.85 | 2.38 | -0.81 | 10.45 | -0.29 | 1.15 |
| Jun | Delays attributable to Aurizon Network | -4.78 | -4.01 | 4.84 | 7.43 | -14.23 | -5.47 | -11.94 | -3.15 | -15.29 | -0.23 | -6.80 | -0.09 | 0.14 | -1.88 |
| | Delays attributable to Railway Operators | 12.15 | 8.36 | 27.99 | 16.92 | 22.90 | 6.35 | 12.34 | 7.81 | 10.72 | 9.01 | 14.45 | 15.48 | 1.11 | 1.15 |
| | Unallocated Delays | -5.00 | 0.11 | -3.44 | -1.20 | -0.52 | 0.73 | 0.86 | 4.10 | 0.57 | 0.64 | 10.44 | 4.46 | -0.03 | 0.68 |

Performance Measure 4 – Clause 10.3.4(d)

| | Train Cancellations (#) | Coal | | | | | | | | | | Bulk Minerals & Freight | | Long Distance Passenger | |
|-----|---|------------|------|-----------|------|-------|------|----------|------|------|------|-------------------------|------|-------------------------|------|
| | | Blackwater | | Goonyella | | Moura | | Newlands | | GAPE | | 2018 | 2019 | 2018 | 2019 |
| | | 2018 | 2019 | 2018 | 2019 | 2018 | 2019 | 2018 | 2019 | 2018 | 2019 | | | | |
| Apr | Cancellations attributable to Aurizon Network | 16 | 145 | 20 | 19 | 6 | 27 | 6 | 8 | 3 | 8 | 0 | 0 | 0 | 0 |
| | Cancellations attributable to Railway Operators | 70 | 115 | 212 | 164 | 20 | 43 | 30 | 73 | 26 | 49 | 206 | 229 | 3 | 0 |
| | Unallocated cancellations | 86 | 112 | 744 | 200 | 6 | 95 | 46 | 54 | 92 | 133 | 13 | 55 | 0 | 10 |
| May | Cancellations attributable to Aurizon Network | 63 | 5 | 69 | 24 | 18 | 3 | 6 | 6 | 11 | 7 | 0 | 0 | 0 | 0 |
| | Cancellations attributable to Railway Operators | 94 | 123 | 300 | 171 | 44 | 25 | 37 | 15 | 59 | 24 | 138 | 205 | 0 | 0 |
| | Unallocated cancellations | 31 | 107 | 129 | 147 | 74 | 164 | 15 | 131 | 53 | 35 | 1 | 14 | 0 | 2 |
| Jun | Cancellations attributable to Aurizon Network | 30 | 13 | 52 | 59 | 6 | 15 | 0 | 15 | 19 | 36 | 4 | 0 | 0 | 0 |
| | Cancellations attributable to Railway Operators | 90 | 130 | 326 | 266 | 26 | 32 | 26 | 35 | 64 | 35 | 84 | 138 | 0 | 2 |
| | Unallocated cancellations | 13 | 187 | 81 | 109 | 8 | 33 | 6 | 21 | 11 | 22 | 14 | 54 | 9 | 15 |

Performance Measure 4 – Clause 10.3.4(d)

| | Train Cancellations (%) | Coal | | | | | | | | | | Bulk Minerals & Freight | | Long Distance Passenger | |
|-----|---|------------|-------|-----------|-------|--------|--------|----------|--------|--------|--------|-------------------------|--------|-------------------------|--------|
| | | Blackwater | | Goonyella | | Moura | | Newlands | | GAPE | | 2018 | 2019 | 2018 | 2019 |
| | | 2018 | 2019 | 2018 | 2019 | 2018 | 2019 | 2018 | 2019 | 2018 | 2019 | | | | |
| Apr | Cancellations attributable to Aurizon Network | 0.73% | 5.85% | 0.59% | 0.57% | 1.24% | 4.62% | 1.14% | 1.23% | 0.37% | 1.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| | Cancellations attributable to Railway Operators | 3.19% | 4.64% | 6.23% | 4.94% | 4.14% | 7.35% | 5.68% | 11.27% | 3.23% | 6.09% | 24.15% | 27.13% | 2.40% | 0.00% |
| | Unallocated cancellations | 3.92% | 4.52% | 21.85% | 6.02% | 1.24% | 16.24% | 8.71% | 8.33% | 11.41% | 16.54% | 1.52% | 6.52% | 0.00% | 7.75% |
| May | Cancellations attributable to Aurizon Network | 2.59% | 0.19% | 1.91% | 0.72% | 3.17% | 0.44% | 1.14% | 0.95% | 1.39% | 0.85% | 0.00% | 0.00% | 0.00% | 0.00% |
| | Cancellations attributable to Railway Operators | 3.87% | 4.75% | 8.29% | 5.13% | 7.76% | 3.68% | 7.01% | 2.37% | 7.48% | 2.92% | 18.78% | 23.84% | 0.00% | 0.00% |
| | Unallocated cancellations | 1.28% | 4.14% | 3.57% | 4.41% | 13.05% | 24.15% | 2.84% | 20.70% | 6.72% | 4.26% | 0.14% | 1.63% | 0.00% | 1.55% |
| Jun | Cancellations attributable to Aurizon Network | 1.28% | 0.50% | 1.42% | 1.54% | 1.15% | 2.81% | 0.00% | 2.82% | 2.18% | 4.20% | 0.58% | 0.00% | 0.00% | 0.00% |
| | Cancellations attributable to Railway Operators | 3.84% | 4.96% | 8.89% | 6.93% | 4.98% | 5.99% | 5.56% | 6.59% | 7.36% | 4.08% | 12.19% | 17.02% | 0.00% | 1.57% |
| | Unallocated cancellations | 0.55% | 7.14% | 2.21% | 2.84% | 1.53% | 6.18% | 1.28% | 3.95% | 1.26% | 2.56% | 2.03% | 6.66% | 7.14% | 11.81% |

Performance Measure 5 – Clause 10.3.4(e)

| | Major reportable safety incidents reported to the Safety Regulator | Blackwater | | Goonyella | | Moura | | Newlands | | GAPE | |
|-----|--|------------|------|-----------|------|-------|------|----------|------|------|------|
| | | 2018 | 2019 | 2018 | 2019 | 2018 | 2019 | 2018 | 2019 | 2018 | 2019 |
| Apr | Number of instances | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| May | Number of instances | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jun | Number of instances | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Performance Measure 6 – Clause 10.3.4(f)(i)

| | Temporary Speed Restrictions | Blackwater | | Goonyella | | Moura | | Newlands | | GAPE | |
|-----|--|------------|-------|-----------|-------|--------|--------|----------|-------|-------|-------|
| | | 2018 | 2019 | 2018 | 2019 | 2018 | 2019 | 2018 | 2019 | 2018 | 2019 |
| Apr | Average track under temporary restriction (km) | 65.3 | 54.3 | 15.1 | 23.0 | 33.2 | 22.6 | 1.0 | 4.5 | 0.3 | 0.0 |
| | Average track under temporary restriction (%) | 4.74% | 3.90% | 1.29% | 1.96% | 11.02% | 7.46% | 0.34% | 1.62% | 0.45% | 0.00% |
| May | Average track under temporary restriction (km) | 59.2 | 28.2 | 19.8 | 36.3 | 19.1 | 26.0 | 0.7 | 5.8 | 0.0 | 0.0 |
| | Average track under temporary restriction (%) | 4.30% | 2.03% | 1.68% | 3.08% | 6.35% | 8.57% | 0.24% | 2.10% | 0.00% | 0.00% |
| Jun | Average track under temporary restriction (km) | 53.3 | 26.9 | 25.6 | 31.0 | 17.2 | 31.6 | 1.1 | 3.7 | 0.0 | 0.0 |
| | Average track under temporary restriction (%) | 3.87% | 1.93% | 2.18% | 2.63% | 5.72% | 10.41% | 0.39% | 1.33% | 0.00% | 0.06% |

Performance Measure 7 – Clause 10.3.4(f)(ii)

| Overall Track Condition Index | | Blackwater | | Goonyella | | Moura | | New lands | |
|-------------------------------|-------------------------------|------------|-------|-----------|-------|-------|-------|-----------|-------|
| | | 2018 | 2019 | 2018 | 2019 | 2018 | 2019 | 2018 | 2019 |
| Apr | Monthly Track Condition Index | 30.21 | 29.96 | 28.50 | 28.07 | 31.11 | 32.54 | 25.69 | 25.61 |
| May | Monthly Track Condition Index | 30.04 | 29.96 | 28.50 | 28.07 | 31.11 | 32.54 | 25.69 | 25.61 |
| Jun | Monthly Track Condition Index | 30.04 | 29.96 | 28.50 | 28.07 | 31.11 | 32.54 | 25.69 | 25.61 |

Performance Measure 8 – Clause 10.3.4(g)(i)-(iv)

| Coal Carrying Train Service Performance ('000) | | Coal | | | | | | | | | |
|--|--|------------|-----------|-----------|-----------|---------|---------|-----------|---------|---------|---------|
| | | Blackwater | | Goonyella | | Moura | | New lands | | GAPE | |
| | | 2018 | 2019 | 2018 | 2019 | 2018 | 2019 | 2018 | 2019 | 2018 | 2019 |
| Apr | Gross Tonne Kilometres (GTK) | 2,971,582 | 3,096,128 | 2,737,861 | 3,249,923 | 260,802 | 227,021 | 213,626 | 234,686 | 775,554 | 716,353 |
| | Net Tonnes (NT) | 5,103 | 5,329 | 8,599 | 10,035 | 1,025 | 930 | 1,029 | 1,162 | 1,555 | 1,395 |
| | Net Tonne Kilometres (NTK) | 1,851,782 | 1,931,209 | 1,723,989 | 2,037,840 | 163,530 | 142,008 | 133,579 | 144,870 | 484,487 | 444,089 |
| | Electric Gross Tonne Kilometres (EGTK) | 2,290,722 | 2,415,916 | 2,681,054 | 3,048,491 | 0 | 0 | 0 | 0 | 0 | 0 |
| May | Gross Tonne Kilometres (GTK) | 3,241,758 | 3,465,487 | 3,439,453 | 3,376,499 | 236,988 | 275,811 | 222,444 | 222,797 | 721,643 | 895,013 |
| | Net Tonnes (NT) | 5,541 | 6,131 | 10,947 | 10,408 | 900 | 1,063 | 1,097 | 1,125 | 1,520 | 1,743 |
| | Net Tonne Kilometres (NTK) | 2,031,966 | 2,174,920 | 2,162,888 | 2,126,656 | 148,508 | 168,935 | 139,654 | 138,332 | 451,684 | 555,335 |
| | Electric Gross Tonne Kilometres (EGTK) | 2,579,548 | 2,739,893 | 3,349,127 | 3,157,897 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jun | Gross Tonne Kilometres (GTK) | 3,256,091 | 3,337,462 | 3,509,325 | 3,863,028 | 263,583 | 274,104 | 203,077 | 220,118 | 908,409 | 871,229 |
| | Net Tonnes (NT) | 5,720 | 5,757 | 11,068 | 11,939 | 1,062 | 1,040 | 1,004 | 1,069 | 1,774 | 1,709 |
| | Net Tonne Kilometres (NTK) | 2,035,770 | 2,078,745 | 2,212,405 | 2,437,267 | 165,418 | 165,257 | 127,237 | 136,514 | 567,521 | 540,715 |
| | Electric Gross Tonne Kilometres (EGTK) | 2,447,000 | 2,600,305 | 3,285,577 | 3,627,973 | 0 | 0 | 0 | 0 | 0 | 0 |

Performance Measure 9 – Clause 10.3.4(g)(v)

| Below Rail Transit Time % | | Coal | | | | | | | | | |
|---------------------------|--------------------------|------------|---------|-----------|---------|---------|---------|-----------|---------|---------|---------|
| | | Blackwater | | Goonyella | | Moura | | New lands | | GAPE | |
| | | 2018 | 2019 | 2018 | 2019 | 2018 | 2019 | 2018 | 2019 | 2018 | 2019 |
| Apr | Average BRTT % for April | 105.74% | 113.94% | 103.59% | 105.75% | 117.36% | 128.59% | 118.27% | 127.28% | 114.55% | 127.20% |
| May | Average BRTT % for May | 106.45% | 99.34% | 104.93% | 112.47% | 129.63% | 122.58% | 117.40% | 124.51% | 116.75% | 130.40% |
| Jun | Average BRTT % for June | 103.19% | 100.41% | 106.75% | 110.42% | 115.62% | 122.63% | 120.14% | 116.48% | 121.59% | 123.59% |

| Coal Train Paths | Coal | | | | | | | | |
|------------------|---|--------|-----------|--------|--------|--------|----------------------|--------|--------|
| | Blackwater | | Goonyella | | Moura | | New lands (Inc GAPE) | | |
| | 2018 | 2019 | 2018 | 2019 | 2018 | 2019 | 2018 | 2019 | |
| April | Train paths available for coal carrying services | 2,250 | 3,012 | 2,582 | 2,684 | 844 | 928 | 1,240 | 1,274 |
| | Train paths contracted for coal carrying services | 1,313 | 1,383 | 2,266 | 2,276 | 282 | 384 | 1,129 | 1,129 |
| | Train paths scheduled by coal carrying services | 1,462 | 1,652 | 2,270 | 2,214 | 322 | 390 | 890 | 968 |
| | Train paths used by coal carrying services | 1,359 | 1,414 | 1,631 | 1,973 | 301 | 281 | 758 | 754 |
| | Train paths used for planned maintenance | 1,068 | 768 | 288 | 316 | 112 | 28 | 168 | 166 |
| | Train paths used for unplanned maintenance | 64 | 50 | 10 | 0 | 4 | 0 | 20 | 0 |
| | Trains paths available but not used (%) | 39.60% | 53.05% | 36.83% | 26.49% | 64.34% | 69.72% | 38.87% | 40.82% |
| May | Train paths available for coal carrying services | 2,318 | 3,192 | 2,608 | 2,524 | 848 | 878 | 1,294 | 1,364 |
| | Train paths contracted for coal carrying services | 1,313 | 1,397 | 2,266 | 2,276 | 288 | 384 | 1,129 | 1,129 |
| | Train paths scheduled by coal carrying services | 1,618 | 1,724 | 2,412 | 2,223 | 378 | 453 | 878 | 970 |
| | Train paths used by coal carrying services | 1,505 | 1,579 | 2,092 | 2,006 | 289 | 325 | 762 | 827 |
| | Train paths used for planned maintenance | 1,104 | 660 | 326 | 470 | 142 | 112 | 186 | 116 |
| | Train paths used for unplanned maintenance | 14 | 48 | 42 | 6 | 2 | 0 | 4 | 0 |
| | Trains paths available but not used (%) | 35.07% | 50.53% | 19.79% | 20.52% | 65.92% | 62.98% | 41.11% | 39.37% |
| June | Train paths available for coal carrying services | 2,422 | 3,182 | 2,586 | 2,920 | 828 | 930 | 1,272 | 1,242 |
| | Train paths contracted for coal carrying services | 1,313 | 1,395 | 2,266 | 2,276 | 294 | 384 | 1,129 | 1,129 |
| | Train paths scheduled by coal carrying services | 1,562 | 1,746 | 2,445 | 2,558 | 348 | 356 | 892 | 926 |
| | Train paths used by coal carrying services | 1,479 | 1,537 | 2,157 | 2,281 | 322 | 304 | 811 | 821 |
| | Train paths used for planned maintenance | 920 | 582 | 214 | 20 | 124 | 20 | 118 | 164 |
| | Train paths used for unplanned maintenance | 48 | 48 | 80 | 18 | 8 | 0 | 22 | 6 |
| | Trains paths available but not used (%) | 38.93% | 51.70% | 16.59% | 21.88% | 61.11% | 67.31% | 36.24% | 33.90% |

Performance Measure 12 – Clause 10.3.4(i)

| Contested Train Paths | | Blackwater | | Goonyella | | Moura | | New lands | | GAPE | |
|-----------------------|--------------------|------------|------|-----------|------|-------|------|-----------|------|------|------|
| | | 2018 | 2019 | 2018 | 2019 | 2018 | 2019 | 2018 | 2019 | 2018 | 2019 |
| Apr | Number of contests | 30 | 10 | 30 | 4 | 0 | 0 | 1 | 3 | 44 | 6 |
| May | Number of contests | 19 | 21 | 38 | 35 | 0 | 0 | 0 | 9 | 13 | 11 |
| Jun | Number of contests | 28 | 10 | 86 | 24 | 0 | 0 | 0 | 21 | 23 | 5 |

| Contested Train Path Principles Schedule G Clause 8.3 | | Blackwater | | Goonyella | | Moura | | New lands | | GAPE | |
|--|-------------------|------------|------|-----------|------|-------|------|-----------|------|------|------|
| | | 2018 | 2019 | 2018 | 2019 | 2018 | 2019 | 2018 | 2019 | 2018 | 2019 |
| Apr | Clause 8.3 (i) | | 10% | | | | | | | | |
| | Clause 8.3 (ii) | 87% | 70% | 97% | 100% | | | 100% | 100% | 100% | 100% |
| | Clause 8.3 (iii) | | | | | | | | | | |
| | Clause 8.3 (iv) | | | | | | | | | | |
| | Clause 8.3 (v) | 13% | | 3% | | | | | | | |
| | Clause 8.3 (vi) | | 20% | | | | | | | | |
| | Clause 8.3 (vii) | | | | | | | | | | |
| | Clause 8.3 (viii) | | | | | | | | | | |
| | Clause 8.3 (ix) | | | | | | | | | | |
| May | Clause 8.3 (i) | 5% | | | | | | | | | |
| | Clause 8.3 (ii) | 84% | 86% | 97% | 63% | | | | 89% | 85% | 100% |
| | Clause 8.3 (iii) | | | | | | | | | | |
| | Clause 8.3 (iv) | | | | 3% | | | | 11% | | |
| | Clause 8.3 (v) | | 14% | 3% | 34% | | | | | | |
| | Clause 8.3 (vi) | 11% | | | | | | | | 15% | |
| | Clause 8.3 (vii) | | | | | | | | | | |
| | Clause 8.3 (viii) | | | | | | | | | | |
| | Clause 8.3 (ix) | | | | | | | | | | |
| Jun | Clause 8.3 (i) | 7% | | | | | | | | | |
| | Clause 8.3 (ii) | 79% | 100% | 71% | 100% | | | | 100% | 100% | 100% |
| | Clause 8.3 (iii) | | | | | | | | | | |
| | Clause 8.3 (iv) | | | | | | | | | | |
| | Clause 8.3 (v) | 7% | | 3% | | | | | | | |
| | Clause 8.3 (vi) | 7% | | 26% | | | | | | | |
| | Clause 8.3 (vii) | | | | | | | | | | |
| | Clause 8.3 (viii) | | | | | | | | | | |
| | Clause 8.3 (ix) | | | | | | | | | | |