



Review of Rail Infrastructure

December 2008 to May 2009



INTRODUCTION

QR Network Pty Ltd (QR Network) is a wholly owned subsidiary of QR Limited (QR)

The primary function of QR Network is to manage Below Rail network operations. QR Network is responsible for negotiating access with parties seeking to use its Below Rail network, for maintaining and managing its rail network and other infrastructure assets (such as signalling and electrification) and for managing operations on the network such as organising the manner in which train services utilise network capacity.

The Line Diagrams are a diagrammatical representation of QR Network's rail network. The Line Diagrams identify:

- The configuration of the network; and
- The parts of the network managed by QR Network, a QR business group or a party other than QR or QR Network (Private Infrastructure).

SCOPE

Consistent with Clause 2.2 of QR Network's 2008 Access Undertaking (QR Network's Undertaking), QR Network reviews and amends the Line Diagrams at six monthly intervals (where necessary) to reflect changes that have been made to the configuration or management of the rail network.

QR Network also publishes the current version of the Line Diagrams on its website. The Line Diagrams published on the website are effective 30 April 2009.

This report summarises the changes between the current version of the Line Diagrams and the previous version effective 31 November 2008.

In addition to the requirements of QR Network's Undertaking, QR Network follows an internal Infrastructure Change Management Process which details the procedures to be adhered to upon receipt of requests to reconfigure rail infrastructure owned by QR Network or managed by QR Network.

Proposals from QR business groups or external parties for the construction of new infrastructure or the improvement of existing infrastructure also follow these procedures. The procedures are consistent with the requirements set out in Clause 2.2.

QR's Rail Transport Infrastructure

Review of Rail Infrastructure –November 2008 to April 2009

1. Changes that do not amount to a change of Rail Transport Infrastructure

- a) Southern Queensland – Sheet 14 – Miles – Removal of private BP private siding from “Livestock Road”. As the siding was privately owned its removal does not amount to a change of Rail Transport Infrastructure.

2. Changes that do not amount to assignment of Rail Transport Infrastructure to QR Operational Business Group

Nil.

3. Changes that are minor/administrative

- a) Southern Queensland – Sheet 17 – Standard Gauge Line – distance added to end of “Greenbank” loop to indicate loop length.
- b) Southern Queensland – Sheet 5 – Removal of tramway crossing at 356.269km mark to reflect configuration upgrade for onsite inspection. The Tramway had been removed and no longer interacts with rail corridor.

4. Changes due to cessation of Queensland Transport funding

Nil.

5. Changes that do not represent a reduction in capacity

- a) Southern Queensland – Sheet 4 – Kingaroy - Track closed form the 130.961km before Alford Street level crossing. Track now shown as redundant and earmarked for future removal. Last service ran on this track section October 2003, trains can still run on this section (maintenance or excursion trains) but regular services have ceased.
- b) Southern Queensland – Sheet 2 – Caboolture – Track across Beerburrum Road removed. Track provided link to the non operational Wamuran Branch. No reduction to capacity as Wamuran branch has been non operational since September 1996
- c) Northern Queensland – Sheet 1 – Moura – track section between the 192.700km point on the Moura line and Goolara has been closed. Track now shown as redundant and earmarked for future removal. Last service ran on this track section February 2001, trains can still run on this section (maintenance or excursion trains) but regular services have ceased.
- d) Northern Queensland – Sheet 3 – Dingo – Dead end Fuel Siding at apex of angle removed off “Cattle Yards” road. Access to Grain Corp Siding retained.

6. Changes made on the basis that Rail Transport Infrastructure was already identified for removal

- a) Southern Queensland – Sheet 13 – Morven – removal of dead end siding. Infrastructure previously identified for removal.
- b) Northern Queensland – Sheet 16 – Capella – removal of dead end road off triangle removed. Infrastructure previously identified for removal.

7. New Rail Transport Infrastructure assigned to QR Network.

- a) Southern Queensland – Sheet 2 – Caboolture to Beerburrum track duplication commissioned in April 2009 and assigned to QR Network.
- b) Southern Queensland – Sheet 17 – Double crossovers and related infrastructure commissioned on the Helensvale to Nerang track section. New infrastructure assigned to QR Network.
- c) Northern Queensland – Sheet 3 – Stanwell to Wycarbah track duplication commissioned in February 2009 and assigned to QR Network.
- d) Northern Queensland – Sheet 7 – Jilalan Yard Upgrade Enabling Works commissioned March 2009. This covers the 2 bypass road tie-ins to the Armstrong Beach Road overbridge at the northern end of the project site. This new infrastructure assigned to QR Network
- e) Northern Queensland – Sheet 7 – Stephens passing loop commissioned February 2009 and assigned to QR Network.
- f) Northern Queensland – Sheet 7 – Lake Vermont Mine Balloon Loop commissioned January 2009 and assigned to QR Network
- g) Northern Queensland – Sheet 17 – Callemondah Number 2 Arrival road extension commissioned December 2008 and assigned to QR Network.

Note: The following items are identified on the associated sheets as future infrastructure enhancements and have yet to be undertaken or are in the process of being constructed. These future enhancements have been included in the Line Diagrams for information purposes only.

- o Southern Queensland – Sheet 17 – Robina to Varsity Lakes Future track duplication shown for future commissioning. This project is part of the South East Queensland Infrastructure Project (SEQIP) to provide the necessary infrastructure enhancements to manage growth and improve access services and facilities throughout south East Queensland.
- o Northern Queensland – Sheet 7 – Jilalan – Future alignment of works shown for future commissioning. This project is being commissioned in stages and is expected to be completed September 2009.

1. Changes to Rail Transport Infrastructure in accordance with Paragraph 2.2(a):

Changes that do not require the QCA's approval because there has been no change to Rail Transport Infrastructure

2. Changes to Rail Transport Infrastructure in accordance with Paragraph 2.2(d)(i):

Changes that do not require the QCA's approval because Rail Transport Infrastructure has not been assigned to a QR Business Group other than QR Network

3. Changes to Rail Transport Infrastructure in accordance with Paragraph 2.2(d)(ii)(A):

Changes that do not require the QCA's approval because the change was minor/administrative

4. Changes to Rail Transport Infrastructure in accordance with Paragraph 2.2(d)(ii)(B):

Changes that do not require the QCA's approval because of cessation of funding by Queensland Transport

5. Changes to Rail Transport Infrastructure in accordance with Paragraph 2.2(d)(ii)(C):

Changes that do not require the QCA's approval because the changes do not reflect a permanent reduction in capacity

6. Changes to Rail Transport Infrastructure in accordance with Paragraph 2.2(d)(ii):

Changes that do not require the QCA's approval because the Rail Transport Infrastructure has already been identified for removal

7. Changes to Rail Transport Infrastructure in accordance with Paragraph 2.2(d)(iii):

Changes that do not require the QCA's approval because new Rail Transport Infrastructure has not been assigned to a QR Business Group

Definitions

Above Rail Services means those activities required to provide and operate train services such as rollingstock provision (i.e. trains, carriages, etc.), rollingstock maintenance, train crewing, terminal provision, freight handling and the marketing and administration of the above services;

Access means use of a section of the rail network for the operation of train services on QR's rail infrastructure;

Access Agreement means an agreement between QR and an Access Holder for the provision of Access, and includes arrangements between QR Network and other QR business groups operating train services;

Access Holder means a party who has the right to operate train services on QR's rail infrastructure;

Access Seeker means a party who is seeking to operate train services on QR's network;

Accreditation means accreditation in accordance with Part 3, Chapter 7 of the TIA and **Accredited** has a similar meaning;

Act means the *Queensland Competition Authority Act 1997* (Qld);

Below Rail Services means the activities associated with the provision and management of rail infrastructure, including the construction, maintenance and renewal of rail infrastructure assets, and the network management services required for the safe operation of train services on the rail infrastructure, including train control services and the implementation of safeworking procedures;

Capacity means the capability of a specified section of Rail Infrastructure to accommodate Train Services within a specified time period after providing for QR's reasonable requirements for the exclusive utilisation of that specified section of Rail Infrastructure for the purposes of performing activities associated with the repair or enhancement of the Rail Infrastructure, including the operation of work Trains;

Commencing Date has the meaning given to that term in Paragraph 2.3(a) of QR's 2005 Access Undertaking, being the date this Undertaking comes into operation after endorsement by the QCA;

Declared Service means the service that is declared under the Act in accordance with s.4 of the *Queensland Competition Authority Regulation 1997* (Qld);

Draft Amending Undertaking means a document specifying amendments to the relevant provisions of this Undertaking, which is submitted to the QCA in the circumstances envisaged in Part 5 of the Act;

Line Diagrams means a diagrammatical representation of the rail network identifying:

- (i) The configuration of the network; and
- (ii) Parts of the network which are managed by QR Network, a QR Operational Business Group or a person other than QR;

Private Infrastructure means that infrastructure, including but not limited to the track, signalling and electrical overhead traction system (if applicable) for which a party other than QR is the Railway Manager (whether or not they are Accredited);

QCA means the Queensland Competition Authority;

QR means QR Limited;

QR Operational Business Group means business groups within QR that are separate from QR Network and that undertake the operation of Train Services for transporting passengers or freight for reward;

Queensland Transport means the Department of Transport for the State of Queensland or other department from time to time responsible for the administration of the TIA;

Rail Transport Infrastructure means rail transport infrastructure as defined in the TIA for which QR is the Railway Manager;

Railway Manager has the meaning given to that term in the *Transport Infrastructure Act 1994* and refers to the person accredited for managing the railway under Chapter 7, Part 3 of that Act;

TIA means the *Transport Infrastructure Act 1994* (Qld);

Transport Service Payments means payments to QR from Queensland Transport in consideration of specified Below Rail Services for nominated sections of Rail Infrastructure; and

Undertaking means the document created by QR and approved by the Queensland Competition Authority which provides a framework to manage negotiations with access seekers for access to QR's rail infrastructure for the purpose of operating train services.

References

For further information on the definitions contained in this report, please refer to QR's 2005 Access Undertaking, a copy of which is available at <http://www.qrnetwork.com.au>

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