



AUSTRALIAN RAIL TRACK CORPORATION LTD

23 July 2010

Australian Rail Track Corporation Limited ("ARTC") – Access Undertaking, effective 1 August 2008 - Independent Internal Audit of Performance Indicators

REVIEW FINDINGS

In accordance with ARTC's Access Undertaking approved by the ACCC, ARTC is required to incorporate into its annual internal audit process a review of performance indicator reporting (Clause 8.2(b) refers). The internal audit is to be conducted by ARTC's internal auditor, an entity independent of ARTC. The auditor is to prepare a written report on the process and the reporting of the performance indicators together with a finding on the measurement of the performance indicators. ARTC is to publish the findings on its website and make the report available to the ACCC upon request.

ARTC's obligations to report under Clause 8.2 do not commence until the date that is six months after the date of the ACCC's acceptance of the undertaking (31 July 2008) and are only related to reporting occurring after that date. ARTC has previously provided reports to the ACCC, and published findings on its website relating to relevant KPI processing and reporting for the periods between September 2002 and September 2007 in accordance with the 2002 Access Undertaking.

ARTC has instructed its internal auditors, Ernst & Young (E&Y), to conduct an independent review based on agreed procedures of performance indicator reporting occurring within the 12 month period of reporting between 1 October 2008 and 30 September 2009. The findings of the agreed procedures are shown at Attachment 1. ARTC has also included a broad description of the process used by ARTC for KPI reporting at Attachment 2.

ARTC's response with regard to specific exceptions noted by the auditors are:

- Exception 1 (Section 3.1.1, Attachment 1) – The auditors note the application of a different calculation method for 'Percentage of services which exit the network no later than schedule, within tolerance' for the December 2008 quarter as opposed to the other three quarters. This is acknowledged, and through its own review process, ARTC was already aware of this, and had corrected it for subsequent reporting. For this subsequent reporting and all future reporting, the number of 'Force Majeure' services will be subtracted from the 'number of services' on a consistent basis, and the query has been amended to prevent the error occurring again.

The impact of this exception is not considered material, with differences between the previously calculated and corrected figures for the December 2008 quarter being no greater than 1.5% for any of the corridors. This difference does not create any significant visible change to the relevant graph and therefore ARTC does not propose to post an updated graph to the website.

- Exception 2 (Section 3.1.2, Attachment 1) – The auditors found for 15 trains out of the 128 'Services' and 'Delays' fields did not reconcile to the 'KPI Performance Modified Ops report.xls' spreadsheet. This is due to the initial KPI report and the detailed report requested by the auditors for comparison purposes, being run from different data sets. The KPI data was current at the time of reporting, however ARTC's RAMS operational reporting system is a dynamic reporting tool and rightly permits post-adjustments to be made by appropriate staff to correct initial data errors as part of ARTC's ongoing data quality review; variations may also arise as a result of some trains not having finished their journey at the time of KPI reporting.

The majority of post-reporting adjustments made less than 1% difference to the data. Therefore, overall, modifications to the data were minimal, and the KPI report results do not vary significantly from the report subsequently viewed by the auditors.

This exception will not occur in future as ARTC's process has now been modified to require a back up copy of the data as used for the KPI reporting under the Interstate Access Undertaking to be made at the time of reporting so a detailed report for audit purposes can be run from consistent data.

ATTACHMENT 1 – REVIEW FINDINGS (Extract from Ernst & Young report)

2.1 KPI procedures

Procedure specified by ARTC		Testing performed by Ernst & Young	Results of testing
All KPI's			
2.1.1	Trace and agree the number or percentage recorded per corridor for each of the 15 KPI's contained within the "ACCC Report Trend 0809_v2.xls" spreadsheet to the number or percentage recorded per corridor in the "ACCC Report (month) Quarter [year].xls" spreadsheet. Perform this step for the December 2008 quarter and the March, June and September 2009 quarters.	The number or percentage recorded per corridor for each of the 15 KPI's contained within the "ACCC Report Trend 0809_v2.xls" spreadsheet was agreed to the number or percentage recorded per corridor in the "ACCC Report (month) Quarter [year].xls" spreadsheet for the December 2008 quarter and the March, June and September 2009 quarters. The number or percentage recorded per corridor for each of the 15 KPI's was obtained from the 'KPI Trends' tab within the "ACCC Report Trend 0809_v2.xls" spreadsheet.	No exceptions noted.
2.1.2	Trace and agree the number or percentage recorded within each of the 27 performance indicator graphs from the 27 graphs contained in the "ACCC Report (month) Quarter [year].xls" spreadsheet to the 27 performance indicator graphs published on ARTC's website. Perform this step for the December 2008 quarter and the March, June and September 2009 quarters.	We compared the number or percentage recorded within each of the 27 performance indicator graphs contained in the "ACCC Report (month) Quarter [year].xls" spreadsheet to the 27 performance indicator graphs published on ARTC's website for the December 2008 quarter and the March, June and September 2009 quarters. The graphs in the "ACCC Report (month) Quarter [year].xls" spreadsheet and the graphs published on ARTC's website were compared for reasonableness. We were not able to review specific values within the graphs as the values shown on the graph axis were summarised. We compared the underlying values from each graph in the 'KPI Trends' tab directly to the "ACCC Report (month) Quarter [year].xls".	No exceptions noted.
KPI 6: Reliability and transit time KPIs (excluding KPI 6, 7 and 10)			
2.1.3	Agree the totals for each rail corridor in the "ACCC Report (month) Quarter [year].xls" spreadsheet to the 'Qtr total' in the "KPI Performance Modified Ops report.xls" spreadsheet for the December 2008 quarter and the March, June and September 2009 quarters.	The totals for each of the four rail corridors in the "ACCC Report (month) Quarter [year].xls" spreadsheet were agreed to the corresponding 'Qtr totals' in the "KPI Performance Modified Ops report.xls" spreadsheet for the December 2008 quarter and the March, June and September 2009 quarters.	One exception noted. Refer to 3.1.1.
KPI 6: Reliability KPI			
2.1.4	Agree the totals for each rail corridor contained in the "ACCC Report (month) Quarter [year].xls" spreadsheet to the 'less than 1 hour' total in the following spreadsheets for the December 2008 quarter and the March, June and September 2009 quarters: <ul style="list-style-type: none"> ▶ "ACCC_KPIs_East_West.xls" ▶ "ACCC_KPIs_Melbourne_Brisbane.xls" 	The totals for each of the four rail corridors contained in the "ACCC Report (month) Quarter [year].xls" spreadsheet were agreed to the 'less than 1 hour' total in the following spreadsheets for the December 2008 quarter and the March, June and September 2009 quarters: <ul style="list-style-type: none"> ▶ "ACCC_KPIs_East_West.xls" ▶ "ACCC_KPIs_Melbourne_Brisbane.xls" 	No exceptions noted.

¹The [month] and [year] brackets are used to represent the December 2008 quarter or the March, June and September 2009 quarters, as the each report is titled with the relevant reporting quarter.

Procedure specified by ARTC		Testing performed by Ernst & Young		Results of testing
	<ul style="list-style-type: none"> ▶ "ACCC_KPIs_Melbourne_Sydney.xls" ▶ "ACCC_KPIs_Syd-Bris.xls" 		<ul style="list-style-type: none"> ▶ "ACCC_KPIs_Melbourne_Sydney.xls" ▶ "ACCC_KPIs_Syd-Bris.xls" 	
KPI 7: Transit time KPI				
2.1.5	<p>Agree the totals for each rail corridor contained in the "ACCC Report [month] Quarter [year].xls" spreadsheet to the 'transit within tolerance' total in the following spreadsheets for the December 2008 quarter and the March, June and September 2009 quarters:</p> <ul style="list-style-type: none"> ▶ "ACCC_KPIs_East_West.xls" ▶ "ACCC_KPIs_Melbourne_Brisbane.xls" ▶ "ACCC_KPIs_Melbourne_Sydney.xls" ▶ "ACCC_KPIs_Syd-Bris.xls" 	<p>The totals for each of the four rail corridors contained in the "ACCC Report [month] Quarter [year].xls" spreadsheet were agreed to the 'transit within tolerance' total in the following spreadsheets for the December 2008 quarter and the March, June and September 2009 quarters:</p> <ul style="list-style-type: none"> ▶ "ACCC_KPIs_East_West.xls" ▶ "ACCC_KPIs_Melbourne_Brisbane.xls" ▶ "ACCC_KPIs_Melbourne_Sydney.xls" ▶ "ACCC_KPIs_Syd-Bris.xls" 		No exceptions noted.
KPI 10: Transit time KPI				
2.1.6	<p>For the 'sum of minutes delay' part of the KPI, agree the totals contained in the "ACCC Report [month] Quarter [year].xls" spreadsheet to the "KPI Performance Modified Ops report.xls" spreadsheet for the December 2008 quarter and the March, June and September 2009 quarters.</p> <p>For the 'total transit time' part of the KPI, agree the totals contained in the "ACCC Report [month] Quarter [year].xls" spreadsheet to the 'total transit hours' recorded in the following spreadsheet for the December 2008 quarter and the March, June and September 2009 quarters:</p> <ul style="list-style-type: none"> ▶ "ACCC_KPIs_East_West.xls" ▶ "ACCC_KPIs_Melbourne_Brisbane.xls" ▶ "ACCC_KPIs_Melbourne_Sydney.xls" ▶ "ACCC_KPIs_Syd-Bris.xls" <p>Recalculate the 'total minutes per hour of transit' by dividing the 'sum of minutes delay' by the 'total transit time'.</p>	<p>'Sum of minutes delay':</p> <p>The totals contained in the "ACCC Report [month] Quarter [year].xls" spreadsheet were agreed to the corresponding totals in the "KPI Performance Modified Ops report.xls" spreadsheet for the December 2008 quarter and the March, June and September 2009 quarters.</p> <p><u>Total transit time:</u></p> <p>The totals contained in the "ACCC Report [month] Quarter [year].xls" spreadsheet were agreed to the 'total transit hours' recorded in the following spreadsheets for the December 2008 quarter and the March, June and September 2009 quarters:</p> <ul style="list-style-type: none"> ▶ "ACCC_KPIs_East_West.xls" ▶ "ACCC_KPIs_Melbourne_Brisbane.xls" ▶ "ACCC_KPIs_Melbourne_Sydney.xls" ▶ "ACCC_KPIs_Syd-Bris.xls" <p>The 'total minutes per hour of transit' was recalculated for the December 2008 quarter and the March, June and September 2009 quarters by dividing the 'sum of minutes delay' by the 'total transit time'.</p>		No exceptions noted.
KPI 11: Temporary speed restriction KPI				

Procedure specified by ARTC		Testing performed by Ernst & Young		Results of testing
2.1.7	Agree the totals contained in the "ACCC Report [month] Quarter [year].xls" spreadsheet to the 'total minutes lost' column in the "TimeLoss [month] [year].xls" spreadsheet for the December 2008 quarter and the March, June and September 2009 quarters.	The totals contained in the "ACCC Report [month] Quarter [year].xls" spreadsheet were agreed to the corresponding totals in the "total minutes lost" column in the "TimeLoss [month] [year].xls" spreadsheet for the December 2008 quarter and the March, June and September 2009 quarters.	No exceptions noted.	
KPI 12: Track condition KPI				
2.1.8	Agree the totals contained in the "ACCC Report [month] Quarter [year].xls" spreadsheet to the "ACCC TQI Reporting 2009-2010 to [month] [year].xls" spreadsheet for the December 2008 quarter and the March, June and September 2009 quarters.	The totals contained in the "ACCC Report [month] Quarter [year].xls" spreadsheet were agreed to the corresponding totals in the "ACCC TQI Reporting 2009-2010 to [month] [year].xls" spreadsheet for the December 2008 quarter and the March, June and September 2009 quarters.	No exceptions noted.	
KPI 13 – 14 Network availability KPIs				
2.1.9	Agree the totals contained in the "ACCC Report [month] Quarter [year].xls" spreadsheet to the 'Summary' tab in the "ACCC Dynamis Report [month] [year].xls" for the December 2008 quarter and the March, June and September 2009 quarters.	The totals contained in the "ACCC Report [month] Quarter [year].xls" spreadsheet were agreed to the corresponding totals in the 'Summary' tab in the "ACCC Dynamis Report [month] [year].xls" spreadsheet for the December 2008 quarter and the March, June and September 2009 quarters.	No exceptions noted.	
KPI 15: Network availability KPI				
2.1.10	Agree the totals contained in the "ACCC Report [month] Quarter [year].xls" spreadsheet to the 'Main' tab in the "Availability to Market [month] [year] qtr.xls" spreadsheet for the December 2008 quarter and the March, June and September 2009 quarters.	The totals contained in the "ACCC Report [month] Quarter [year].xls" spreadsheet were agreed to the corresponding totals in the 'Main' tab in the "Availability to Market [month] [year] qtr.xls" spreadsheet for the December 2008 quarter and the March, June and September 2009 quarters.	No exceptions noted.	

2.2 IT Access control procedures

Procedure specified by ARTC		Testing performed by Ernst & Young		Results of testing
IT Access controls				
2.2.1	We will examine who has access to make changes to the following spreadsheets for the December 2008 quarter and the March, June and September 2009 quarters: <ul style="list-style-type: none"> ▲ "ACCC Report Trend 0809_v2.xls" ▲ "ACCC Report [month] Quarter [year].xls" ▲ "KPI Performance Modified Ops report.xls" ▲ "ACCC_KPIs_East_West.xls" 	We identified the network location for the following spreadsheets for the December 2008 quarter and the March, June and September 2009 quarters: <ul style="list-style-type: none"> ▲ "ACCC Report Trend 0809_v2.xls" ▲ "ACCC Report [month] Quarter [year].xls" ▲ "KPI Performance Modified Ops report.xls" ▲ "ACCC_KPIs_East_West.xls" 	No exceptions noted.	

¹ The [month] and [year] brackets are used to represent the December 2008 quarter or the March, June and September 2009 quarters, as the each report is titled with the relevant reporting quarter.

Procedure specified by ARTC	Testing performed by Ernst & Young	Results of testing
<ul style="list-style-type: none"> ▶ "ACCC_KPIs_Melbourne_Brisbane.xls" ▶ "ACCC_KPIs_Melbourne_Sydney.xls" ▶ "ACCC_KPIs_Syd-Bris.xls" ▶ "Timeloss [month] [year].xls" ▶ "ACCC TQI Reporting 2009-2010 to [month] [year].xls" ▶ "ACCC Dynamis Report [month] [year].xls" ▶ "Availability to Market [month] [year] qtr.xls" 	<ul style="list-style-type: none"> ▶ "ACCC_KPIs_Melbourne_Brisbane.xls" ▶ "ACCC_KPIs_Melbourne_Sydney.xls" ▶ "ACCC_KPIs_Syd-Bris.xls" ▶ "Timeloss [month] [year].xls" ▶ "ACCC TQI Reporting 2009-2010 to [month] [year].xls" ▶ "ACCC Dynamis Report [month] [year].xls" ▶ "Availability to Market [month] [year] qtr.xls" <p>The System Administrator and the Network Performance Analyst were the only users listed with access to the network location containing each of the spreadsheets as at the date of testing (8 April 2010). The Network Performance Analyst is responsible for compiling the ACCC reports on a quarterly basis.</p>	

2.3 Detail testing procedures

Procedure specified by ARTC	Testing performed by Ernst & Young	Results of testing
Detail testing		
<p>2.3.1 From the live train inclusions table, we will record the train identification number for:</p> <ul style="list-style-type: none"> ▶ 1 train from the East - West corridor ▶ 1 train from the Melbourne - Sydney corridor ▶ 1 train from the Sydney - Brisbane corridor ▶ 1 train from the Melbourne - Brisbane corridor <p>This will be performed for the December 2008 quarter and each of the March, June and September 2009 quarters, resulting in a total of 16 trains tested.</p>	<p>One train identification number was selected from the live inclusions table for each corridor for the December 2008 quarter and the March, June and September 2009 quarters.</p>	<p>No exceptions noted.</p>
<p>2.3.2 Using the train identification number, we will trace each of the trains selected back to either the NRAMS or ARAMS system (this will be dependent on the train path) and select a date that each train operated within the December 2008 quarter and the March, June and September 2009 quarters.</p> <p>We will check that each train selected is included in the "Detailed KPI report" for each</p>	<p>Each of the train identification numbers selected in procedure 2.3.1 were traced to the NRAMS or ARAMS system. A date was selected for each train identification number operating within the December 2008 quarter and the March, June and September 2009 quarters.</p> <p>Each train selected was then traced to the "Detailed KPI report" for each quarter,</p>	<p>No exceptions noted</p>

Procedure specified by ARTC	Testing performed by Ernst & Young	Results of testing
<p>quarter created by the Network Performance Analyst, by using the train identification number and date run to individually identify each train. This report is a detailed version of the "KPI Performance Modified Ops report.xls" report which is used to generate the final ACCC Report.</p>	<p>using the train identification number and date run to individually identify each train.</p>	
<p>2.3.3 To check completeness and accuracy of the "Detailed KPI report", we will:</p> <ul style="list-style-type: none"> ▶ Check whether the changes to the query used to generate the "Detailed KPI report" were only to provide additional detail within the report. ▶ Sum the following fields within the "Detailed KPI Report" and compare each total to the corresponding total in the "KPI Performance Modified Ops report.xls" for each corridor in the December 2008 quarter and the March, June and September 2009 quarters: <ul style="list-style-type: none"> Services: <ul style="list-style-type: none"> ▶ Number of services ▶ Number of healthy services ▶ Number of force majeure services ▶ Number of unhealthy services Delays: <ul style="list-style-type: none"> ▶ Late entry ▶ ARTC track fault ▶ Third part delay ▶ Force majeure 	<p>The following procedure was performed of the queries used to generate the "Detailed KPI report":</p> <ul style="list-style-type: none"> ▶ We compared the logic in the 'T-SQL' code from the "Detailed KPI report" (the modified query) against the standard KPI reporting logic (the original query) <p>We can confirm the following:</p> <ul style="list-style-type: none"> ▶ Both queries are obtaining data from the same population <p>The four 'Services' fields and four 'Delays' fields listed were re-calculated within the "Detailed KPI Report" and compared to the corresponding total in the "KPI Performance Modified Ops report.xls" spreadsheet for each corridor in the December 2008 quarter and the March, June and September 2009 quarters.</p>	<p>No exceptions noted.</p> <p>15 exceptions noted. Refer to 3.1.2.</p>

2.4 Confirmation of a KPI policy

Procedure specified by ARTC	Testing performed by Ernst & Young	Results of testing
<p>Confirmation of a KPI policy</p> <p>2.4.1 We will confirm whether a policy or procedure for the process of reporting the 15 KPI's on a quarterly basis has been developed by ARTC.</p>	<p>We obtained a copy of the "Network Capability and Performance Reporting Procedures" created by the Network Performance Analyst in May 2009.</p> <p>We can confirm that the document contains information regarding Data extraction, data transformation and data verification for:</p> <ul style="list-style-type: none"> ▶ Reliability and transit time measures ▶ Temporary speed restriction measures ▶ Track condition measures ▶ Network availability measures ▶ Infrastructure configuration and practical capability ▶ Availability to market. <p>The document also contains information regarding the compilation of "ACCC External reports".</p>	<p>No exceptions noted.</p>

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3. Summary of exceptions

3.1.1 Inconsistent application of Force Majeure services in KPI 4

Issue	Reference to procedure
<p>The calculation of KPI 4 ('Percentage of services which exit the network no later than schedule, within tolerance') is inconsistent across the four quarters.</p> <p>This KPI is calculated by dividing the 'number of services' occurring during the quarter by the 'number of services exiting on time' for the quarter.</p> <p>The 'number of services' in the December 2008 quarter is calculated by taking the number of services occurring throughout the quarter, and subtracting the number of 'Force Majeure' services recorded throughout the quarter. However, the March, June and September 2009 quarters do not take the number of 'Force Majeure' services into account when calculating this KPI.</p> <p>If a consistent calculation was applied across all four quarters, a difference between the "ACCC Report (monthly Quarter/year).xls" spreadsheet and the 'Qtr total' in the "KPI Performance Modified Ops report.xls" spreadsheet would arise.</p>	Finding 2.1.3

3.1.2 Accuracy of the "Detailed KPI report"

Issue	Reference to procedure
<p>Of the 128 'Services' and 'Delays' fields re-calculated from the "Detailed KPI report", 15 did not reconcile to the "KPI Performance Modified Ops report.xls" spreadsheet. These fields are listed below:</p>	Finding 2.3.3

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ATTACHMENT 2 – OVERVIEW OF THE ARTC PROCESS TO COMPILE PERFORMANCE INDICATORS

(Extract from ARTC’s “Network Capability and Performance Reporting Procedures”)

DATA EXTRACTION

The Data Extraction process is the first phase of the report preparation process. In this process data is prepared by analysts from different departments and then submitted to the Network Performance. The preparation of this report is estimated to take a maximum of 15 days. The report preparation timeline commences with the sending of an email to contributing parties and concludes with publishing of the report to ARTC’s Website.

Reliability and Transit Time measures

The data which supports the Reliability and Transit Time measures is extracted from NRAMS, RAMS and TRIMS databases into the ‘KPI data warehouse’. Once the data is loaded into the KPI Data warehouse the Reliability and Transit Time reports are run and then saved to the Network Capability and Performance Reporting working directory.

Temporary Speed Restriction measure

The ‘Train Speed Restriction’ measure is comprised of data extracted from RailCorp’s RICSPEED database (for the NSW TSR data) and ARTC’s RAMS database (for SAWA VIC TSR data). Once this data is extracted it is then processed by the Performance Engineer to produce the TSR measure. The time loss reported reflects the Train Speed Restrictions as at 1pm on the last business day of the month.

Track Condition measures

The track condition measure is based on data recorded from the Track Recording Car. The Track Recording Car gathers information about track condition across ARTC’s rail network. This information is loaded into a database for calculation of the Track Quality Index.

Network Availability measures

- Infrastructure Configuration and Practical Capability

In order to generate the ‘Infrastructure Configuration Capability’ and the ‘Infrastructure Practical Capability’ measures data is extracted from the following sources:

- GPS Survey reports (internal and external)
- Internal TOC & TOA2 manuals
- Temporary Speed Restriction reports

- Tractive effort and other locomotive specifications from the manufacturer's locomotive manuals
- Internal curve and gradient reports

- Availability to Market

The 'Availability to Market' measure is based on train schedule and operator requested dwell data. Train schedule data is extracted from RAMS and NRAMS databases via a number of queries. Operator dwell data is extracted from operator dwell reports.

The train schedule and the operator dwell data is combined in a spreadsheet in preparation for data transformation by the Network Performance Analyst.

DATA TRANSFORMATION

The second phase of the report preparation process is the Data Transformation process. In this phase all of the report measures are calculated. Once these measures have been calculated they are then verified in the next phase of report preparation process.

Reliability and Transit Time measures

Calculations are performed on the data that is extracted from RAMS, NRAMS and TRIMS prior to inserting this data into the KPI data warehouse. These calculations calculate the following: healthy/unhealthy services; services that transit within tolerance; on time exit and entry of services; and ARTC/Operator delays by category.

The resulting data produced by these calculations is inserted into the KPI Data warehouse. Once the data is inserted into the KPI Data warehouse the Reliability and Transit Time reports are run and then saved to Network Capability and Performance Reporting working directory.

Temporary Speed Restriction measures

Once the data is collected from the various sources it is processed through a number of databases in order to calculate time loss and track length under restriction on ARTC's network.

Track Condition measure

The track condition measure 'Track Quality Index' is calculated based on data which is recorded by the Track Recording Car. Data from the Track Recording Car is imported into a database before processing.

Network Availability measures

- Infrastructure Configuration and Practical Capability

In order to calculate these measures data is collected from a number of sources and imported into the Dynamis system via a CSV file. The imported data includes: train schedule data; GPS survey data; curve and gradient data; tractive effort data; information from the TOC and TA02 manuals; and locomotive data from the manufacturer.

Once the data is loaded into the Dynamis system the Network Modeller then runs the Dynamis train simulations in order to generate the transit time measures. The Dynamis system simulates the running of a specified train given a specified train environment and track conditions.

- Availability to Market

Once the train schedule and operator delay data is extracted into the Availability to Market spreadsheet it is then processed. Operator delays and dwell time is extracted from the train running times. This is necessary in order to calculate the average transit time offered to market for the reporting corridors.

DATA VERIFICATION

Reliability and Transit Time measures

The Network Performance Analyst and the Operations Business Analyst check the Reliability and Transit Time data for consistency by comparing the data to previous months. Additionally, the recipients of these reports send feedback in relation to their reliability and accuracy. This feedback is considered and forms part of the quality assurance process in the creation of these measures.

Temporary Speed Restriction measures

The Temporary Speed Restriction report is reviewed by the Network Performance Manager. This report is checked against past reports for consistency and accuracy as part of the review process. Once the report is reviewed it is then forwarded to the Business Performance Committee.

Track Condition measures

The Track Condition report is reviewed by the Network Performance Manager. As part of the review process this report is checked against past reports for consistency

and accuracy. Once the report is reviewed it is then forwarded to the 'Operational Performance and Asset Condition Committee'.

Network Availability measures

Infrastructure Configuration and Practical Capability

In relation to data verification, the North South data for these measures has been verified as part of the 'Sectional Run Time's' review. However, the East West data for these measures has not been formally verified. It is expected that the verification of this data will take place in the near future.

The Network Modeller and the Operations Planning manager check the result of the Dynamis report against previous months' reports to ensure that the report data is consistent. In addition, the Network Modeller compares the Dynamis report data to the specifications outlined in the TOC and TA02 manuals. This ensures that the resulting Dynamis report data is within the scope of realistic train run times.

Availability to Market

The Availability to Market report is compared to previous months' reports for consistency. The Train Planner and Network Performance analyst check the report for irregularities. If there are any irregularities found in the report they are investigated and fixed.

The train schedule query limits the schedule data to active trains. This ensures that only active train schedules are used in the Availability to Market report. The final Availability to Market report is checked by the train planning team to ensure its reliability.