Queensland
Competition
Authority

File Ref: 1446883

22 June 2021

Ms Pam Bains
Group Executive Network
Aurizon Network
GPO Box 456
Brisbane Qld 4001

Dear Ms Bains

Annual review of reference tariffs—2021–22

The Queensland Competition Authority has approved Aurizon Network's proposed 2021–22 allowable revenues and reference tariffs as submitted in its 26 February 2021 application and amended on 18 March 2021.

The attached decision constitutes a notice in accordance with schedule F, clause 5.5(d)(i) of the 2017 access undertaking. It sets out the reasons for our decision.

The process has highlighted stakeholders' ongoing concerns about the current approach to allocating renewal costs between the Newlands and GAPE systems. In this instance, we accepted Aurizon Network's proposed adjustments to the capital indicators, that reflect Aurizon Network's existing allocation approach, for the purposes of this review. However, we acknowledge stakeholders' firm view that further consideration of, and amendments to, the pricing of the shared infrastructure may be warranted. We maintain that ideally, this would be developed collaboratively between Aurizon Network and affected users. Accordingly, we welcome Aurizon Network's commitment to engage with affected users to reach an agreement. We intend to prepare a guidance paper to facilitate these discussions and will have consideration for any consolidated list of relevant matters that Aurizon Network will provide in consultation with stakeholders.

It is also becoming very clear that some stakeholders are concerned about the level of engagement between Aurizon Network and users more broadly—suggesting that it is falling short of what is required if the benefits from UT5 arrangements are to be realised. On that basis, we continue to encourage Aurizon Network to strengthen its efforts to engage with stakeholders and identify and resolve matters of concern where possible.

We will publish this letter and decision on the QCA website for stakeholders' information.

Yours sincerely

Charles Millsteed
Chief Executive Officer

cc: Jon Windle, Network Regulation Manager, Aurizon Network

Queensland Competition Authority

DECISION NOTICE

ANNUAL REVIEW OF REFERENCE TARIFFS

22 June 2021

The Queensland Competition Authority (QCA) has approved Aurizon Network's proposed variations to its volume forecast, maintenance and capital indicators, tax allowance and consequential adjustments to its 2021–22 allowable revenues and reference tariffs. The reasons for our decision are set out in this notice, in accordance with Aurizon Network's 2017 access undertaking.

Schedule F of Aurizon Network's 2017 access undertaking (UT5) provides a mechanism for Aurizon Network to adjust its reference tariffs prior to the beginning of each financial year. In accordance with clause 5.1(a)(ii)(B)[1], Aurizon Network must submit a reference tariff variation to the QCA by 28 February each year, encompassing variations to the tariff components outlined in clause 4.1(a). This allows Aurizon Network to update the system allowable revenues and reference tariffs (cl. 4.1(b)(vii)), to reflect the actual or updated changes in defined factors that impact reference tariffs (as set out in cl. 4.1(b)).

Aurizon Network's proposal

On 26 February 2021, Aurizon Network submitted its proposed reference tariffs and allowable revenues for 2021–22 for our approval.[2] It proposed adjustments to volumes, allowable revenues and reference tariffs for each coal system. These adjustments are based on schedule F provisions that allow for:

- adjusting for any under- or over-recovery of revenues (revenue cap) (cl. 4.1(a)(i))
- the difference between approved **capital expenditures** and the capital indicator in previous years (cl. 4.1(a)(ii))
- updating **volume forecasts**—used to determine reference tariffs (cl. 4.1(b)(i))
- the **maintenance and capital indicator** for each coal system to reflect the approved maintenance and renewals strategies and budgets, or Aurizon Network's proposed maintenance and capital indicators where approval has not been received (cls. 4.1(b)(v) and 4.1(b)(vi))
- updating the **tax allowance** to reflect the changes proposed to revenues (cl. 4.1(b)(vii)(F))
- incorporating approved forecast independent expert (**IE**) pass-through costs (cl. 4.1(b)(viii))

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[1] References to specific clauses in this notice are to schedule F of UT5, unless otherwise stated.

[2] Aurizon Network, *Annual Review of Reference Tariff—FY2022*, February 2021 (Aurizon Network proposal).

- updating **electric infrastructure** and **electric energy** charges to reflect the latest forecast of transmission and energy costs (cls. 4.1(c)(ii) and 2.2(a)).

Aurizon Network subsequently amended this submission on 18 March 2021, to account for pricing updates from electric distribution transmission entities, which it received after its original submission.[3] It reflected these pricing updates in the electric traction and electric energy charges, and the allowable revenues and reference tariffs for the Blackwater and Goonyella systems.

Aurizon Network provided the methods, data and assumptions it used to determine the proposed variations to support its initial proposal and subsequent amendment.

Stakeholder comments

We published details of Aurizon Network's proposed reference tariff variation and invited comments from stakeholders regarding the proposed variation. We received six submissions during this initial consultation period, from Aurizon Coal, Bravus Mining, Glencore, QCoal, Queensland Resources Council (QRC) and Rio Tinto. We also provided stakeholders with an opportunity to comment on our draft decision—and received a further three stakeholder submissions, from Bravus Mining, QRC and Rio Tinto.

Stakeholders were particularly concerned about the allocation of renewals costs for the Newlands system and potential impacts on the Newlands system tariffs from privately funded infrastructure expenditure associated with a new train service.

We provided Aurizon Network with opportunities to respond to stakeholders' submissions as part of our consultation process. We received one submission from Aurizon Network in response to stakeholders, as well as a submission in response to our intended decision.

We had regard to all comments made in submissions in arriving at our decision.

Assessment

We have assessed Aurizon Network's proposal in accordance with the requirement for the annual review of reference tariffs (cl. 4.1). This includes having regard to whether the revised volume forecasts are reasonable (with no errors made); the submitted maintenance and capital indicators are consistent with the approved indicators; the revised tax allowance has been calculated correctly; and no errors have been made in adjustments to allowable revenues or reference tariffs.

Volume forecasts

Aurizon Network has proposed updated 2021–22 volumes forecasts for the Central Queensland coal network (CQCN) and associated gross tonne kilometre (gtk) forecasts that we consider are reasonable, having regard to the information available at the time of submission (cl. 4.1(e)(i)).

The proposed system forecasts are based on 2019–20 actual volumes, adjusted:

- in proportion to each train service's share (origin–destination pair) of the 'adjusted contract' in each respective coal system, and excluding any contracted train service that had not railed in 2019–20 or 2020–21
- to reflect anticipated new hauls and contract renewals currently under negotiation.[4]

This reduces volume forecasts from current approved amounts across the CQCN and in all systems (Table 1).

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[3] Aurizon Network, *FY2022 Annual review of Reference Tariffs—Variation of electric connection and transmission charges and Electric Energy Charge,* March 2021 (Aurizon Network amendment).

[4] Aurizon Network proposal, p. 11.

Table 1 Volume forecasts, 2021–22

System	*Approved (mt)*	*Proposed (mt)*	*Variance (mt)*
Blackwater	70.2	62.6	(7.6)
Goonyella	131.7	117.7	(14.0)
Moura	17.3	13.6	(3.7)
Newlands	13.2	14.1	(0.9)
GAPE	18.9	18.8	(0.0)
Total	**251.3**	**226.9**	**(24.4)**

We note the inherent difficulty in predicting volumes when there is market uncertainty. However, given the ongoing shortfall in volumes observed since the UT5 decision, it seems likely that current approved volume forecasts do not reflect prevailing market conditions and a reduction in forecast volumes is reasonable. Moreover, Aurizon Network's approach draws from actual volumes, existing contracts and expectations—and is aligned with the volumes assumed in the development of the 2021–22 final draft maintenance and renewals strategy and budget.[5]

We acknowledge that using more recent information (including more recent railing data or user forecasts of their future railings) could provide greater forecast accuracy.[6] In particular, we are aware that the QRC encouraged miners to provide feedback, on a confidential basis, to assist in this assessment. However, only some miners provided us with information (making the information incomplete) and this was received well after the due date for submissions. We have therefore not sought to incorporate this information to determine new forecasts in this decision. The QRC subsequently noted that it had 'no objection to the volume forecasts which the QCA proposes to approve'.[7]

In any case, stakeholders would be aware that actual volumes will be taken into account in the annual ex post revenue adjustment process. We encourage Aurizon Network and stakeholders to work together (having regard to confidentiality requirements) to develop an approach to determining volume forecasts (including agreeing on possible updates as more information becomes available) for future assessments.

Capital expenditure

UT5 allows for an adjustment to reconcile the difference between the approved capital expenditure and the capital indicator for the year in which that relevant capital expenditure was incurred (cl. 4.1(a)(ii), and calculated in accordance with sch. E, cl. 5(b)[8]).

In July 2020, we approved Aurizon Network's 2018–19 capital expenditure of $126.8 million[9] and the subsequent roll-forward of that amount into the regulatory asset base (RAB) ($123.3 million).[10] Subsequently, Aurizon Network

[5] Aurizon Network proposal, p. 9.
[6] Aurizon Network proposal, p. 10, sub. 2, p. 2; QRC, sub. 8, pp. 1–2.
[7] QRC, sub. 9, p. 3.
[8] The clause refers to allowable revenue adjustments resulting from capital expenditure reconciliation.
[9] QCA, *Aurizon Network's 2018–19 capital expenditure claim*, decision, May 2020.
[10] QCA, *Aurizon Network's 2018–19 RAB roll-forward*, final decision, July 2020. The $126.8 million capital expenditure approved (end-of-year values including interest during construction or IDC) is rolled forward into the RAB at $123.3 million (start-of-year value).

updated its financial models for the approved 2018–19 capital expenditures and applied the roll-forward mechanism. This reflected the relevant adjustments in allowable revenues by applying the approved discount rate accrued. The 2018–19 roll-forward impacts allowable revenues for 2021–22, adding $20.4 million for non-electric assets and $3.4 million for electric assets. We consider that allowable revenues attributable to the 2018–19 capital expenditure have been appropriately included into the RAB and accounted for in this application.

In February 2021, we approved Aurizon Network's 2019–20[11] capital expenditure claim of $238.2 million. Aurizon Network updated its financial models to reflect the approved capital expenditure for 2019–20 and calculated corresponding indicative allowable revenue adjustments, on the basis of a preliminary[12] RAB roll-forward.[13] Aurizon Network subsequently submitted its 2019–20 RAB roll-forward in March 2021, which we then approved in April 2021.[14] Aurizon Network updated its proposal such that allowable revenue for 2021–22 captures our approval of the 2019–20 RAB roll-forward process, which added $0.7 million for non-electric and $0.5 million for electric assets. The methodology used was consistent with our capital expenditure and RAB roll-forward approvals in 2021. We consider Aurizon Network's proposal accurately reflects these RAB adjustments.

Maintenance indicator allowance

UT5 provides for adjustments to the maintenance indicators to reflect approved maintenance strategies and budgets (cl. 4.1(b)(v)), and in accordance with cl. 7A.11.3 of UT5).

Aurizon Network proposed maintenance indicator allowances consistent with its user-approved maintenance strategy and budgets[15] for the Moura, Blackwater, Goonyella and GAPE coal systems.[16] Aurizon Network based its Newlands maintenance indicator on its draft maintenance strategy and budget, pending QCA approval (Table 2).[17]

On 26 May 2021, we approved Aurizon Network's draft maintenance strategy and budget for the Newlands system as submitted.[18]

We are required to approve a proposed maintenance indicator allowance where it is consistent with an approved maintenance strategy and budget as described in clause 7A.11.4(a)(ii) of UT5 (cl. 4.1(e)(ii)).

Accordingly, we approve Aurizon Network's proposed maintenance indicator allowances.

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[11] QCA, *Aurizon Network's 2019–20 capital expenditure claim*, decision, February 2021.

[12] Aurizon Network's roll-forward application for 2019–20 was not submitted for our approval at the time it submitted its annual review of reference tariff proposal.

[13] Aurizon Network proposal, p. 14.

[14] QCA, *Aurizon Network's 2019–20 RAB roll-forward*, final decision, April 2021. The $238.2 million capital expenditure approved (end-of-year values including IDC) is rolled forward into the RAB at $231.5 million (start-of-year value).

[15] Aurizon Network, *Aurizon Network Maintenance and Renewal Strategy and Budget*, 21 January 2021 (Aurizon Network MRSB).

[16] On 14 February 2021, the chair of the RIG advised that users had voted to approve the proposed maintenance strategies and budgets for all systems except the Newlands system.

[17] Where users have not approved a maintenance strategy and budget for a system, Aurizon Network must submit the draft maintenance strategy and budget to the QCA for approval, and the QCA will determine whether activities and costs specified are prudent and efficient (cl. 7A.11.3 of UT5).

[18] QCA, *Aurizon Network's Newlands FY22 maintenance strategy and budget*, final decision, May 2021.

Table 2 Maintenance indicator allowance, by coal system

Coal system[a]	*Allowance ($m)*
Blackwater	65.0
Goonyella	61.1
Moura	12.4
Newlands[b]	3.8
GAPE[b]	8.8
Total	**151.1**

a Includes ballast undercutting plant depreciation. b Aurizon Network allocated the proposed Newlands/GAPE maintenance budget in proportion to GTK forecast for Newlands and GAPE train services.

Source: Aurizon Network proposal, p. 15; Aurizon Network MRSB, pp. 8, 35, 82, 124, 161, 192.

Capital indicator allowance

UT5 provides for adjustments to the capital indicators to reflect approved renewals strategies and budgets (cl. 4.1(b)(vi), and in accordance with cl. 7A.11.3 of UT5).

Aurizon Network proposed capital indicator allowances that are consistent with its user-approved renewals strategy and budgets[19] for the Moura, Blackwater and Goonyella systems. Aurizon Network based its Newlands and GAPE capital indicators on the draft renewals strategies and budgets for the Newlands and GAPE systems, in accordance with their use as interim renewals strategies and budgets[20] (cl. 7A.11.3(m)(iii) of UT5) (see below) (Table 3).

Table 3 Capital indicator allowance

Coal system	*Allowance ($m)*
Blackwater	117.1
Goonyella	120.9
Moura	11.8
Newlands	25
GAPE	0.3
Total[a]	**275.1**

Source: Aurizon Network proposal, p. 17; Aurizon Network MRSB, pp. 9, 166.

We are required to approve a capital indicator allowance where it is consistent with an approved renewals strategy and budget as described in clause 7A.11.4(c)(ii) of UT5 (cl. 4.1(e)(iii)).

Accordingly, we approve Aurizon Network's proposed capital indicator allowances for the Moura, Blackwater and Goonyella systems.

[19] Aurizon Network, *Aurizon Network Maintenance and Renewal Strategy and Budget*, 21 January 2021.

[20] On the basis of its proposed cost allocation, that has not been accepted by Newlands system and GAPE users.

Cost allocation concerns—Newlands system and GAPE

Aurizon Network's proposed capital indicator allocates the asset replacement and renewal expenditure for the shared rail corridor in the Newlands system to Newlands users via the system reference tariff, without any allocation to GAPE users. According to Aurizon Network, this expenditure is 'progressively transitioning the price of the legacy 20 [tonne axle load or] TAL system to the more efficient 26 TAL cost of service delivery over a long period of time'.[21]

Some stakeholders submitted that Newlands users should not bear the full cost of asset renewals and upgrade of prevailing assets. These stakeholders stated that these costs are attributable to the traffic originating from the GAPE system.[22] Bravus Mining and Glencore suggested GAPE users should contribute to paying these costs through the GAPE system tariffs.[23]

On balance, taking account of the information provided, we consider Aurizon Network's proposal to allocate the asset renewal costs in the Newlands system to Newlands users is appropriate for this reference tariff review as discussed above. We have considered all the views presented by Aurizon Network and stakeholders in their submissions and consider that:

- the upgrade of 20 TAL Newlands assets to 26 TAL as part of the GAPE project in 2012 was considered incremental to GAPE users and was included in the GAPE RAB, which GAPE tariffs are currently based on
- non-GAPE users in Newlands have utilised and benefitted from the upgrade of assets to accommodate 26 TAL services—particularly through the avoidance of longer-term costs to maintain the less productive 20 TAL assets—such that the ongoing renewals of upgraded assets and the upgrade of the remaining 20 TAL assets are not incremental to GAPE users
- it is appropriate for the ongoing costs to be reflective of the 26 TAL asset base rather than a 20 TAL asset base, given the former is the only reference service offered in the Newlands system[24]
- prevailing (pre-GAPE) and new users in the Newlands system would have sufficient information that ongoing renewals would include the progressive upgrade of 20 TAL assets to reflect the reference service of 26 TAL.

Our assessment is based on current information provided by all parties. However, we recognise the complexity of this matter and there may be benefit from reconsidering the pricing framework for shared assets, which may adopt an alternative renewal cost allocation approach.

We maintain that, ideally, Aurizon Network and affected Newlands and GAPE users would reach an agreed approach. However, we acknowledge concerns from Aurizon Network and stakeholders that this may not be likely given the diverging views and lack of consensus or meaningful discussions thus far.[25]

We acknowledge stakeholders' suggestions for possible processes to amend the renewals cost allocation approach, that include us establishing an investigative process to make a determination within a specified timeframe.[26] However, we consider that these go beyond the role provided for under the existing framework set out in UT5 and in the *Queensland Competition Authority Act 1997* (QCA Act). In particular, under UT5 there is no provision for our

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[21] Aurizon Network proposal, p. 21.

[22] Glencore, sub. 6, appendix I, pp. 2–4; QCoal, sub. 7, pp. 2–3; QRC, sub. 8, pp. 3–7.

[23] Bravus, sub. 4, p. 7; Glencore, sub. 6, appendix I, p. 1.

[24] Aurizon Network, *Newlands System Information Pack—Version 7*, March 2017, p. 9.

[25] Aurizon Network, sub. 3, p. 1; QRC, sub. 8, pp. 3–4, sub. 9, p. 1; Rio Tinto, sub. 11, p. 2.

[26] Bravus, sub. 5, p. 1; QRC, sub. 9, pp. 1–2; Rio Tinto, sub. 11, pp. 1–2.

involvement in the renewals strategy and budget approval process (cl. 7A.11.4 of UT5).[27] Similarly, we may require Aurizon Network to give us a DAAU, but only if we consider that it is necessary to amend the approved undertaking in order to make it consistent with a provision of the QCA Act or an access code (s. 139(2) of the QCA Act). We do not consider the renewal cost allocation matter falls within that provision.

Aurizon Network has stated its intention to 'engage the affected users' and to eventually reach 'an agreement on an enduring framework for the allocation of [renewals expenditure] on the shared Newlands rail corridor'.[28] However, we also acknowledge stakeholders' frustrations over the lack of meaningful engagement with Aurizon Network and progress to develop and implement an agreed alternative thus far.[29] On that basis, we intend to develop a guidance paper to provide a framework for Aurizon Network and users to develop an agreed approach to the allocation of renewal expenditure in the Newlands system. We continue to encourage Aurizon Network to work collaboratively and transparently with affected stakeholders, to determine relevant matters and develop an alternative approach that could be adopted in the future. In the same vein, we urge all affected parties to meaningfully consult with Aurizon Network on this matter and suggest alternatives for consideration.

New coal carrying service in the Newlands system

Aurizon Network identified a new coal carrying train service for the Newlands system due to commence in FY22. It stated this new service is 'expected to incur material capital expenditure costs on private infrastructure' which would, if approved by the QCA under the private incremental costs (PIC) provisions (cl. 6.3.2 of the UT5), result in:

- the new coal carrying train service paying an access charge which comprises only the minimum revenue contribution
- corresponding material increases in the AT3 and AT4 tariffs for Newlands users (by approximately 35 per cent) (cl. 6.3.1(c) of UT5).[30]

However, Aurizon Network has set the approved PIC amount at zero for its 2021–22 review.[31] This is consistent with requirements that the PIC be set at zero unless and until the QCA approves the relevant PIC amounts (cl. 6.3.2(e)(ii) of UT5).

Stakeholders expressed concerns about applying the existing PIC provisions to the new coal service, given the large scale of the project, the potential for the infrastructure to also be used by other customers and the materiality of the projected increase to the system tariffs.[32] We consider these matters are beyond the scope of this assessment—but nevertheless encourage Aurizon Network to consult with stakeholders to address concerns about impacts on system tariffs from PIC approvals.

Other—Revenue cap, electric transmission and energy costs, independent expert and tax allowance

Revenue cap

Aurizon Network has proposed adjustments relating to our approval of its 2019–20 revenue adjustment proposal (revenue cap).[33]

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[27] Where there is no agreed renewals strategy and budget, Aurizon Network implements its final draft renewals strategy and budget (cl. 7A.11.3(m)(iii)) of UT5). In contrast, we have a defined role to determine a maintenance strategy and budget where users don't agree to Aurizon Network's proposal (cl. 7A.11.3(p)).

[28] Aurizon Network, sub. 3, p. 2.

[29] QRC, sub. 9, p. 2; Rio Tinto, sub. 11, pp. 1–2.

[30] Aurizon Network proposal, pp. 20–21.

[31] Aurizon Network proposal, p. 20, sub. 2, pp. 3, 24.

[32] Aurizon Coal, sub. 1, p. 2; Glencore, sub. 6, pp. 1–2; QRC, sub. 8, pp. 9–10.

[33] QCA, *Aurizon Network's 2019–20 revenue adjustment amounts*, final decision, December 2020.

We note these adjustments are permitted under clause 4.1(a)(i) and consider that Aurizon Network has accurately calculated the adjustment amounts.

Electric transmission and energy costs

Aurizon Network proposed to pass through the latest pricing changes from its transmission network service providers (TNSPs) and electricity retailers to customers utilising its electric assets.

Electric transmission and connection charges are determined according to the regulatory framework and oversight by the Australian Energy Regulator. They are negotiated by Aurizon Network for customers using its electric assets (chargeable through the AT5 tariff). The EC tariff is set to recover the forecast costs relating to the consumption of electric energy.[34] Aurizon Network amended its original proposal to reflect the latest forecast electric transmission, connection and energy costs from the TNSPs and Clean Energy Regulator (cls. 2.2(a), 5.2(b)). The amended 2021–22 charges for use of electric infrastructure are lower than originally forecast in UT5.[35]

We consider it reasonable that Aurizon Network reflect the latest forecasts for the electric transmission costs and energy charges in the corresponding reference tariffs. We have verified this was done accurately in Aurizon Network's amended proposal.

Independent expert

Aurizon Network has proposed to pass through the forecast cost to operate CNCCo (the IE), adjusted to account for a forecast under-spend, and invoicing under-recovery during 2020–21.

We note this pass through is permitted under cl. 4.1(b)(viii) and consider that Aurizon Network has accurately calculated the amount.

Tax allowance

The tax allowance is a computation of Aurizon Network's post-tax revenue model. We consider that Aurizon Network has accurately calculated its tax allowance adjustment (cl. 4.1(e)(iv)) and it is appropriately reflected in the calculation of updated allowable revenues and reference tariffs for 2021–22.

System allowable revenues

We consider that the proposed updates satisfy cl. 5.5(h)(ii) of schedule F, which requires the inclusion of revised gtk forecasts and allowable revenues to the extent applicable to that reference tariff variation.

Table 4 System allowable revenues, 2021–22

System	*Non-electric allowable revenues ($m)*	*Electric allowable revenues ($m)*
Blackwater	352.2	74.8
Goonyella	277.3	71.0
Moura	51.9	
Newlands	34.0	
GAPE	124.9	
Total	**840.3**	**145.9**

[34] Aurizon Network proposal, p. 19.
[35] Aurizon Network amendment, pp. 2–3.

2021–22 reference tariffs

We consider that Aurizon Network's updates to key variables are reflected in its financial models, supporting materials and in the corresponding changes to the reference tariffs for 2021–22.

Table 5 System reference tariffs, 2021–22 ($)

System	*AT1*	*AT2*	*AT3*	*AT4*	*AT5*	*EC*	*QCA levy*	*IE fee*
Blackwater	0.99	2,429.76	7.18	2.56	2.97	0.87	0.00327	0.01485
Goonyella	0.68	1,539.39	5.09	1.03	1.96	0.87	0.00327	0.01485
Moura	1.84	719.63	11.11	1.80	0.00	0.00	0.00327	0.01485
Newlands	1.91	325.41	8.76	1.11	0.00	0.00	0.00327	0.01485
GAPE	1.54	1,5106.30	1.24	1.91	0.00	0.00	0.00327	0.01485

Submissions

Stakeholder	Sub. no.	Submission	Date
Aurizon Coal	1	Submission on Aurizon Network's proposal	9 April 2021
Aurizon Network	2	Response to stakeholders' submissions on proposal	23 April 2021
	3	Submission on QCA draft decision	10 June 2021
Bravus	4	Submission on Aurizon Network's proposal	9 April 2021
	5	Submission on QCA draft decision	10 June 2021
Glencore	6	Submission on Aurizon Network's proposal	9 April 2021
QCoal	7	Submission on Aurizon Network's proposal	9 April 2021
QRC	8	Submission on Aurizon Network's proposal	9 April 2021
	9	Submission on QCA draft decision	10 June 2021
Rio Tinto	10	Submission on Aurizon Network's proposal	9 April 2021
	11	Submission on QCA draft decision	10 June 2021

References

Aurizon Network, *Aurizon Network, Newlands System Information Pack—Version 7*, March 2017.

——*Aurizon Network Maintenance and Renewal Strategy and Budget*, 21 January 2021.

QCA, *Aurizon Network's 2018–19 capital expenditure claim*, decision, May 2020.

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——*Aurizon Network's 2019–20 revenue adjustment amounts*, final decision, December 2020.

——*Aurizon Network's 2019–20 capital expenditure claim*, decision, February 2021.

——*Aurizon Network's 2019–20 RAB roll-forward*, final decision, April 2021.

——*Aurizon Network's Newlands FY22 maintenance strategy and budget*, final decision, May 2021.