

2007 ARTC Interstate Access Undertaking

Depreciated Optimised Replacement Cost by ARTC Segment

Segment	Depreciated Optimised Replacement Cost (DORC)(\$m) ¹	
	as at 1 Jul 2006 ²	as at 1 Jul 2008 ³
1. Adelaide (Dry Creek) - Parkeston	966.5	1043.5
2. Adelaide (Dry Creek) - Melbourne (Spencer Street)	406.0	497.5
3. Melbourne (Tottenham) - Macarthur	911.7	1450.7
4. Newcastle (Islington Junction via mains) - Queensland Border (Border Tunnel)	768.0	1060.2
5. Crystal Brook - Parkes	451.7	501.0
6. Cootamundra - Parkes	67.7	78.5
7. Adelaide (Dry Creek) - Pelican Point	7.8	8.3
8. Port Augusta - Whyalla	52.4	54.9
9. Moss Vale - Unanderra	68.4	75.0

¹ Includes infrastructure related assets only.

² DORC asset valuation as at 1 July 2006 as approved by the Australian Competition and Consumer Commission

³ DORC asset valuation as determined by ARTC using the following assumptions:

2007 ARTC Interstate Access Undertaking approved by the Australian Competition and Consumer Commission using the following assumptions:

- asset roll forward methodology as prescribed in Clause 4.4(d) of the 2007 Interstate Access Undertaking.
- 2006-07 and 2007-08 CPI of 2.5% pa.
- 2006-07 and 2007-08 Capital Expenditure as prescribed at Schedule H of the 2007 Interstate Access Undertaking (Please note that this Capital Expenditure has not been accepted by the ACCC as prudent on an ex post basis)
- depreciation as modelling in approved financial modelling provided to the ACCC.
- no disposals.