



ACCC Hunter Valley Network Key Performance Indicators - December 2016

Network Key Performance Indicator	In accordance with Schedule D of the Hunter Valley Coal Network Access Undertaking				
	Performance Measures	Total			
		Network	Zone 1	Zone 2	Zone 3
Network Performance			Avg	Avg	Avg
			Speed	Speed	Speed
1	Transit Time - Infrastructure Configuration Capability				
	Hunter Valley Mines to Newcastle Ports (UP)		47.2	54.7	55.2
	Newcastle Ports to Hunter Valley Mines (DOWN)		67.1	58.8	71.5
2	Transit Time - Infrastructure Practical Capability				
	Mines to Newcastle Ports (UP)		40.6	53.1	30.8
	Newcastle Ports to Hunter Valley Mines (DOWN)		64.9	56.7	50.8
			Tonnes/Axle	Tonnes/Axle	Tonnes/Axle
3	Maximum Axle Load		30.0	30.0	30.0
			kph	kph	kph
4	Maximum Speed		80.0	80.0	80.0
			Metres	Metres	Metres
5	Train Length		1,543	1,543	1,330
System Performance			Avg	Avg	Avg
			Speed	Speed	Speed
6	Transit Time - Scheduled (kph) Overall		31.9	33.4	29.8
	Transit Time - Actual (kph) Overall		28.3	30.4	27.9
	<i>Transit Time - Scheduled (kph) to Newcastle Ports</i>		27.4	30.1	28.2
	<i>Transit Time - Actual (kph) to Newcastle Ports</i>		24.9	27.6	27.4
	<i>Transit Time - Scheduled (kph) to Hunter Valley Mine</i>		38.8	37.5	32.2
	<i>Transit Time - Actual (kph) to Hunter Valley Mine</i>		33.2	33.8	28.7
			Paths	Paths	Paths
			Cancelled	Cancelled	Cancelled
7	Infrastructure Maintenance Requirement		910	128	175
8	Coal Chain Losses - ARTC Cause	72			
9	Coal Chain Losses - Non ARTC Cause	487			
Workable Alignment			Million		
			Tonnes		
10	Coal Throughput - Actual	41.9			
	Coal Throughput - Planned	45.8			
Rail Capacity Group			Days		
11	Project Implementation Delays (not Prudent)				
Track Condition					
			Zone 1	Zone 2	Zone 3
12	Track Quality Measured by Index		18.6	20.8	23.2
Notes:					
1	As modelled. Interim Indicative Service configurations weighted in accordance with utilisation in each Pricing Zone. Pricing Zone 1 modelling covers Sandgate to Bengalla.				
2	Pricing Zone 1 excludes port arrival/departure roads.				
6	Based upon train journey. Pricing Zones based upon Mine Location (ie Pricing Zone 3 represents all mines situated in Pricing Zone 3) Schedule/actual times include port queuing time.				
8	Includes cancellations due to incidents not under the direct control of ARTC but affect network access such as weather events,				
12	Pricing Zone 1 excludes port arrival/departure roads.				
From June 2014 onwards, Zone 3 figures reflect the inclusion of The Gap to Narrabri Coal Junction into Pricing Zone 3.					