

| Network Key Performance Indicator | In accordance with Schedule D of the Hunter Valley Coal Network Access Undertaking | | | | |
|-----------------------------------|---|-------|-------------|-------------|-------------|
| | Performance Measures | Total | 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) | | 45.1 | 52.7 | 41.4 |
| | Newcastle Ports to Hunter Valley Mines (DOWN) | | 65.0 | 56.2 | 59.8 |
| | | | 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 | | 32.0 | 34.2 | 31.5 |
| | Transit Time - Actual (kph) Overall | | 29.1 | 31.1 | 30.8 |
| | <i>Transit Time - Scheduled (kph) to Newcastle Ports</i> | | 27.3 | 29.5 | 29.8 |
| | <i>Transit Time - Actual (kph) to Newcastle Ports</i> | | 26.5 | 27.4 | 29.1 |
| | <i>Transit Time - Scheduled (kph) to Hunter Valley Mine</i> | | 39.3 | 41.6 | 34.5 |
| | <i>Transit Time - Actual (kph) to Hunter Valley Mine</i> | | 32.6 | 36.5 | 33.6 |
| | | | Paths | Paths | Paths |
| | | | Cancelled | Unavailable | Unavailable |
| 7 | Infrastructure Maintenance Requirement | | 840 | 213 | 169 |
| 8 | Coal Chain Losses - ARTC Cause | 96 | | | |
| 9 | Coal Chain Losses - Non ARTC Cause | 199 | | | |
| | | | Million | | |
| | | | Tonnes | | |
| 10 | Coal Throughput - Actual | 41.6 | | | |
| | Coal Throughput - Planned | 43.8 | | | |
| Rail Capacity Group | | | | | |
| | | | Days | | |
| 11 | Project Implementation Delays (not Prudent) | | | | |
| Track Condition | | | | | |
| | | | Zone 1 | Zone 2 | Zone 3 |
| 12 | Track Quality Measured by Index | | 19.7 | 21.5 | 22.2 |
| 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, trespass & car accidents. As reported by HVCCC. | | | | |
| 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. | | | | |