

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 Speed	Avg Speed	Avg 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)		45.2	52.8	30.2
	Newcastle Ports to Hunter Valley Mines (DOWN)		63.9	56.3	50.2
			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 Speed	Avg Speed	Avg Speed
6	Transit Time - Scheduled (kph) Overall		33.1	33.5	29.9
	Transit Time - Actual (kph) Overall		28.3	30.4	26.5
	<i>Transit Time - Scheduled (kph) to Newcastle Ports</i>		28.8	30.0	28.0
	<i>Transit Time - Actual (kph) to Newcastle Ports</i>		24.9	26.9	25.5
	<i>Transit Time - Scheduled (kph) to Hunter Valley Mine</i>		39.3	37.8	32.6
	<i>Transit Time - Actual (kph) to Hunter Valley Mine</i>		33.0	34.9	27.9
			Paths Cancelled	Paths Cancelled	Paths Cancelled
7	Infrastructure Maintenance Requirement		927	78	282
8	Coal Chain Losses - ARTC Cause	182			
9	Coal Chain Losses - Non ARTC Cause	475			
	Workable Alignment	Million Tonnes			
10	Coal Throughput - Actual	40.7			
	Coal Throughput - Planned	45.3			
	Rail Capacity Group	Days			
11	Project Implementation Delays (not Prudent)				
	Track Condition		Zone 1	Zone 2	Zone 3
12	Track Quality Measured by Index		18.8	22.6	22.4
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.				