

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)		39.7	48.6	32.3
	Newcastle Ports to Hunter Valley Mines (DOWN)		59.7	50.9	52.2
			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	100.0
			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		32.7	35.3	30.6
	Transit Time - Actual (kph) Overall		24.8	29.4	27.7
	<i>Transit Time - Scheduled (kph) to Newcastle Ports</i>		27.0	29.9	29.1
	<i>Transit Time - Actual (kph) to Newcastle Ports</i>		20.0	25.3	26.1
	<i>Transit Time - Scheduled (kph) to Hunter Valley Mine</i>		50.0	45.2	38.5
	<i>Transit Time - Actual (kph) to Hunter Valley Mine</i>		40.3	36.5	36.7
			Paths	Paths	Paths
			Cancelled	Unavailable	Unavailable
7	Infrastructure Maintenance Requirement		663	149	140
8	Coal Chain Losses - ARTC Cause	132			
9	Coal Chain Losses - Non ARTC Cause	309			
	Workable Alignment		Million		
			Tonnes		
10	Coal Throughput - Actual	38.8			
	Coal Throughput - Planned	42.4			
	Rail Capacity Group				
			Days		
11	Project Implementation Delays (not Prudent)				
	Track Condition				
			Zone 1	Zone 2	Zone 3
12	Track Quality Measured by Index		20.6	23.4	20.7
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.				
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.				