

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)		41.6	51.7	23.0
	Newcastle Ports to Hunter Valley Mines (DOWN)		59.6	55.0	42.4
			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		33.2	33.0	29.9
	Transit Time - Actual (kph) Overall		26.7	28.0	26.8
	<i>Transit Time - Scheduled (kph) to Newcastle Ports</i>		28.8	28.8	28.2
	<i>Transit Time - Actual (kph) to Newcastle Ports</i>		23.4	24.6	24.6
	<i>Transit Time - Scheduled (kph) to Hunter Valley Mine</i>		39.9	39.2	32.3
	<i>Transit Time - Actual (kph) to Hunter Valley Mine</i>		31.6	32.8	30.0
			Paths Cancelled	Paths Cancelled	Paths Cancelled
7	Infrastructure Maintenance Requirement		1047	178	150
8	Coal Chain Losses - ARTC Cause	115			
9	Coal Chain Losses - Non ARTC Cause	501			
	Workable Alignment	Million Tonnes			
10	Coal Throughput - Actual	38.4			
	Coal Throughput - Planned	42.6			
	Rail Capacity Group	Days			
11	Project Implementation Delays (not Prudent)				
	Track Condition		Zone 1	Zone 2	Zone 3
12	Track Quality Measured by Index		19.5	22.0	23.5
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.				