



# ACCC Hunter Valley Network Key Performance Indicators - December Quarter 2013

In accordance with Schedule D of the Hunter Valley Coal Network Access Undertaking

Network Key Performance Indicator	Performance Measures	Total			1
		Network	Zone 1	Zone 2	Zone 3
<b>Network Performance</b>			<b>Avg Speed</b>	<b>Avg Speed</b>	<b>Avg Speed</b>
1	Transit Time - Infrastructure Configuration Capability				
	Hunter Valley Mines to Newcastle Ports (UP)		47.2	54.7	49.8
	Newcastle Ports to Hunter Valley Mines (DOWN)		67.1	58.8	51.5
2	Transit Time - Infrastructure Practical Capability				
	Mines to Newcastle Ports (UP)		45.7	48.3	39.8
	Newcastle Ports to Hunter Valley Mines (DOWN)		57.3	50.6	47.2
3	Maximum Axle Load		<b>Tonnes/Axle</b>	<b>Tonnes/Axle</b>	<b>Tonnes/Axle</b>
			kph	kph	kph
4	Maximum Speed		80.0	80.0	80.0
			Metres	Metres	Metres
5	Train Length		1,550	1,543	1,330
<b>System Performance</b>		<b>Avg Speed</b>	<b>Avg Speed</b>	<b>Avg Speed</b>	<b>Avg Speed</b>
6	Transit Time - Scheduled (kph) Overall		38.0	32.6	26.7
	Transit Time - Actual (kph) Overall		32.1	29.9	24.6
	Transit Time - Scheduled (kph) to Newcastle Ports		33.9	30.7	28.0
	Transit Time - Actual (kph) to Newcastle Ports		27.9	26.8	24.3
	Transit Time - Scheduled (kph) to Hunter Valley Mine		43.5	34.7	25.3
	Transit Time - Actual (kph) to Hunter Valley Mine		38.1	33.9	24.9
		<b>Paths Cancelled</b>	<b>Paths Cancelled</b>	<b>Paths Cancelled</b>	<b>Paths Cancelled</b>
7	Infrastructure Maintenance Requirement		605	147	61
8	Coal Chain Losses - ARTC Cause	86	Pricing Zone 1	51.0	0.1
9	Coal Chain Losses - Non ARTC Cause	296	Pricing Zone 2	8.0	0.1
<b>Workable Alignment</b>		<b>Million Tonnes</b>			
10	Coal Throughput - Actual	40.8			
	Coal Throughput - Planned	43.3			
<b>Rail Capacity Group</b>		<b>Days</b>			
11	Project Implementation Delays (not Prudent)	0			
<b>Track Condition</b>			<b>Zone 1</b>	<b>Zone 2</b>	<b>Zone 3</b>
12	Track Quality Measured by Index		19.1	23.9	25.1

## 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
3	Loaded direction specified [100 kph Pricing Zone 3, Unloaded]
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.
13	Possessions for the quarter were related on the re-sleeper project north of Gunnedah. This infrastructure is outside Zone 3 and