

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
<b>Network Performance</b>			Avg Speed	Avg Speed	Avg Speed
1	Transit Time - Infrastructure Configuration Capability				
	Hunter Valley Mines to Newcastle Ports (UP)		47.2	54.7	57.2
	Newcastle Ports to Hunter Valley Mines (DOWN)		67.1	58.8	62.1
2	Transit Time - Infrastructure Practical Capability				
	Mines to Newcastle Ports (UP)		45.3	53.6	35.5
	Newcastle Ports to Hunter Valley Mines (DOWN)		67.1	57.4	44.9
			Tonnes/Axle	Tonnes/Axle	Tonnes/Axle
3	Maximum Axle Load		30.0	30.0	25.0
			kph	kph	kph
4	Maximum Speed		80.0	80.0	80.0
			Metres	Metres	Metres
5	Train Length		1,543	1,543	1,330
<b>System Performance</b>			Avg Speed	Avg Speed	Avg Speed
6	Transit Time - Scheduled (kph) Overall		37.1	32.3	29.9
	Transit Time - Actual (kph) Overall		32.0	30.8	28.5
	<i>Transit Time - Scheduled (kph) to Newcastle Ports</i>		33.6	30.4	27.5
	<i>Transit Time - Actual (kph) to Newcastle Ports</i>		29.0	27.7	27.0
	<i>Transit Time - Scheduled (kph) to Hunter Valley Mine</i>		41.4	34.5	32.9
	<i>Transit Time - Actual (kph) to Hunter Valley Mine</i>		35.8	34.7	30.3
			Paths Cancelled	Paths Cancelled	Paths Cancelled
7	Infrastructure Maintenance Requirement		927	423	291
8	Coal Chain Losses - ARTC Cause	45			
9	Coal Chain Losses - Non ARTC Cause	385			
	<b>Workable Alignment</b>	Million Tonnes			
10	Coal Throughput - Actual	41.7			
	Coal Throughput - Planned	44.8			
	<b>Rail Capacity Group</b>				
		Days			
11	Project Implementation Delays (not Prudent)				
	<b>Track Condition</b>				
			Zone 1	Zone 2	Zone 3
12	Track Quality Measured by Index		17.9	21.7	23.7
<b>Notes:</b>					
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				
12	Pricing Zone 1 excludes port arrival/departure roads.				
A	Possessions for the quarter were related to 30 TAL works in Zone 3.				
B	From June 2014 onwards, Zone 3 figures reflect the inclusion of The Gap to Narrabri Coal Junction into Pricing Zone 3.				