



ACCC Hunter Valley Network Key Performance Indicators - June Quarter 2013

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

Network Key Performance Indicator	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	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)		47.0	51.5	43.0
	Newcastle Ports to Hunter Valley Mines (DOWN)		57.3	54.6	48.7
			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		1,550	1,543	1,330
System Performance		Avg Speed	Avg Speed	Avg Speed	Avg Speed
6	Transit Time - Scheduled (kph) Overall		38.0	35.3	29.1
	Transit Time - Actual (kph) Overall		32.1	30.6	27.7
	<i>Transit Time - Scheduled (kph) to Newcastle Ports</i>		34.0	31.2	30.0
	<i>Transit Time - Actual (kph) to Newcastle Ports</i>		27.7	28.1	26.9
	<i>Transit Time - Scheduled (kph) to Hunter Valley Mine</i>		43.4	40.8	27.9
	<i>Transit Time - Actual (kph) to Hunter Valley Mine</i>		38.8	33.9	29.0
		Paths Cancelled	Paths Cancelled	Paths Cancelled	Paths Cancelled
7	Infrastructure Maintenance Requirement		1002	421	0
8	Coal Chain Losses - ARTC Cause	54	Pricing Zone 1	51.0	0.0
9	Coal Chain Losses - Non ARTC Cause	430	Pricing Zone 2	8.0	0.0
Workable Alignment		Million Tonnes			
10	Coal Throughput - Actual	37.3			
	Coal Throughput - Planned	41.2			
Rail Capacity Group		Days			
11	Project Implementation Delays (not Prudent)	0			
Track Condition			Zone 1	Zone 2	Zone 3
12	Track Quality Measured by Index		19.3	24.0	25.9

Notes:

1	<i>As modelled. Interim Indicative Service configurations weighted in accordance with utilisation in each Pricing Zone. Pricing Zone 1 modelling covers Sandgate to Bengalla.</i>
2	<i>Pricing Zone 1 excludes port arrival/departure roads</i>
3	<i>Loaded direction specified [100 kph Pricing Zone 3, Unloaded]</i>
6	<i>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.</i>
8	<i>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.</i>
12	<i>Pricing Zone 1 excludes port arrival/departure roads.</i>
13	<i>Possessions for the quarter were related on the re-sleeping project north of Gunnedah. This infrastructure is outside Zone 3 and</i>