

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	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)		44.5	53.5	25.2
	Newcastle Ports to Hunter Valley Mines (DOWN)		66.0	57.3	45.0
			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		36.2	32.5	30.0
	Transit Time - Actual (kph) Overall		27.3	28.0	27.7
	<i>Transit Time - Scheduled (kph) to Newcastle Ports</i>		33.4	30.5	28.0
	<i>Transit Time - Actual (kph) to Newcastle Ports</i>		22.5	24.0	26.2
	<i>Transit Time - Scheduled (kph) to Hunter Valley Mine</i>		39.7	34.9	32.4
	<i>Transit Time - Actual (kph) to Hunter Valley Mine</i>		35.3	33.6	29.5
		Paths Cancelled	Paths Cancelled	Paths Cancelled	Paths Cancelled
7	Infrastructure Maintenance Requirement		1277	79	71
8	Coal Chain Losses - ARTC Cause	136			
9	Coal Chain Losses - Non ARTC Cause	374			
	<b>Workable Alignment</b>	Million Tonnes			
10	Coal Throughput - Actual	37.1			
	Coal Throughput - Planned	40.9			
	<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		18.2	21.4	23.4
<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,				
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.				