



## ACCC Hunter Valley Network Key Performance Indicators - Mar 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
<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	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)		45.5	51.3	34.0
	Newcastle Ports to Hunter Valley Mines (DOWN)		64.2	54.3	44.1
			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		-	-	-
<b>System Performance</b>			Avg Speed	Avg Speed	Avg Speed
6	Transit Time - Scheduled (kph) Overall		39.0	34.8	33.1
	Transit Time - Actual (kph) Overall		30.2	30.9	28.5
	Transit Time - Scheduled (kph) to Newcastle Ports		33.9	31.3	29.7
	Transit Time - Actual (kph) to Newcastle Ports		25.1	26.9	24.8
	Transit Time - Scheduled (kph) to Hunter Valley Mine		46.6	39.4	40.9
	Transit Time - Actual (kph) to Hunter Valley Mine		38.7	36.3	37.6
			Paths Cancelled	Paths Cancelled	Paths Cancelled
7	Infrastructure Maintenance Requirement		1228	353	92
8	Coal Chain Losses - ARTC Cause	72	Pricing Zone 1	51.0	0.0
9	Coal Chain Losses - Non ARTC Cause	461	Pricing Zone 2	8.0	0.0
<b>Workable Alignment</b>			Million Tonnes		
10	Coal Throughput - Actual	34.0			
	Coal Throughput - Planned	38.1			
<b>Rail Capacity Group</b>			Days		
11	Project Implementation Delays (not Prudent)	0			
<b>Track Condition</b>			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 &amp; car accidents. As reported by HVCCC.</i>
12	<i>Pricing Zone 1 excludes port arrival/departure roads.</i>