

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
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)		47.2	50.4	39.5
	Newcastle Ports to Hunter Valley Mines (DOWN)		67.1	53.2	47.0
			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		1,550	1,543	1,330
System Performance			Avg Speed	Avg Speed	Avg Speed
6	Transit Time - Scheduled (kph) Overall		37.7	32.0	29.1
	Transit Time - Actual (kph) Overall		32.1	30.3	28.4
	Transit Time - Scheduled (kph) to Newcastle Ports		34.0	30.4	27.9
	Transit Time - Actual (kph) to Newcastle Ports		28.5	27.3	27.3
	Transit Time - Scheduled (kph) to Hunter Valley Mine		42.5	33.9	30.9
	Transit Time - Actual (kph) to Hunter Valley Mine		37.1	34.1	30.0
			Paths Cancelled	Paths Cancelled	Paths Cancelled
7	Infrastructure Maintenance Requirement		747	286	341
8	Coal Chain Losses - ARTC Cause	58	Pricing Zone 1	51.0	0.0
9	Coal Chain Losses - Non ARTC Cause	303	Pricing Zone 2	8.0	0.0
Workable Alignment			Million Tonnes		
10	Coal Throughput - Actual	38.6			
	Coal Throughput - Planned	42.0			
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		19.1	23.2	28.1

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-sleeping project north of Gunnedah. This infrastructure is outside Zone 3 and