



ACCC Hunter Valley Network Key Performance Indicators - September Quarter 2013

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)		46.5	49.1	38.6	
	Newcastle Ports to Hunter Valley Mines (DOWN)		57.3	51.6	46.6	
			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		38.3	34.0	27.4	
	Transit Time - Actual (kph) Overall		30.7	30.1	27.2	
	<i>Transit Time - Scheduled (kph) to Newcastle Ports</i>		34.2	31.3	30.4	
	<i>Transit Time - Actual (kph) to Newcastle Ports</i>		26.3	27.2	27.8	
	<i>Transit Time - Scheduled (kph) to Hunter Valley Mine</i>		43.6	37.3	24.5	
	<i>Transit Time - Actual (kph) to Hunter Valley Mine</i>		37.3	33.8	26.6	
			Paths Cancelled	Paths Cancelled	Paths Cancelled	
7	Infrastructure Maintenance Requirement		696	320	0	
8	Coal Chain Losses - ARTC Cause	45	Pricing Zone 1	51.0	0.0	
9	Coal Chain Losses - Non ARTC Cause	324	Pricing Zone 2	8.0	0.0	
			Million Tonnes			
10	Coal Throughput - Actual	38.4				
	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		19.1	23.9	25.1	

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>