

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	Avg	Avg
			Speed	Speed	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)		44.6	53.5	27.3
	Newcastle Ports to Hunter Valley Mines (DOWN)		65.6	57.2	47.2
			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	Avg	Avg
			Speed	Speed	Speed
6	Transit Time - Scheduled (kph) Overall		36.1	33.0	29.8
	Transit Time - Actual (kph) Overall		30.8	30.7	27.0
	<i>Transit Time - Scheduled (kph) to Newcastle Ports</i>		33.3	30.6	28.2
	<i>Transit Time - Actual (kph) to Newcastle Ports</i>		28.5	28.0	26.8
	<i>Transit Time - Scheduled (kph) to Hunter Valley Mine</i>		39.5	35.8	31.7
	<i>Transit Time - Actual (kph) to Hunter Valley Mine</i>		33.5	34.0	27.3
			Paths	Paths	Paths
			Cancelled	Cancelled	Cancelled
7	Infrastructure Maintenance Requirement		1324	158	142
8	Coal Chain Losses - ARTC Cause	41			
9	Coal Chain Losses - Non ARTC Cause	273			
<b>Workable Alignment</b>			Million		
			Tonnes		
10	Coal Throughput - Actual	41.1			
	Coal Throughput - Planned	44.1			
<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		19.0	20.4	24.4

**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,
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.