

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
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	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)		45.4	54.7	25.3
	Newcastle Ports to Hunter Valley Mines (DOWN)		65.9	58.8	45.1
			Tonnes/Axle	Tonnes/Axle	Tonnes/Axle
3	Maximum Axle Load		30.0	30.0	30.0
			kph	kph	kph
4	Maximum Speed		80.0	80.0	80.0
			Metres	Metres	Metres
5	Train Length		1,543	1,543	1,330
System Performance			Avg Speed	Avg Speed	Avg Speed
6	Transit Time - Scheduled (kph) Overall		34.2	33.1	29.3
	Transit Time - Actual (kph) Overall		28.6	29.6	26.9
	<i>Transit Time - Scheduled (kph) to Newcastle Ports</i>		30.4	30.2	28.6
	<i>Transit Time - Actual (kph) to Newcastle Ports</i>		25.9	26.7	26.0
	<i>Transit Time - Scheduled (kph) to Hunter Valley Mine</i>		39.3	36.5	30.2
	<i>Transit Time - Actual (kph) to Hunter Valley Mine</i>		32.1	33.2	27.9
		Paths Cancelled	Paths Cancelled	Paths Cancelled	Paths Cancelled
7	Infrastructure Maintenance Requirement		762	41	97
8	Coal Chain Losses - ARTC Cause	151			
9	Coal Chain Losses - Non ARTC Cause	330			
	Workable Alignment	Million Tonnes			
10	Coal Throughput - Actual	39.0			
	Coal Throughput - Planned	43.0			
	Rail Capacity Group	Days			
11	Project Implementation Delays (not Prudent)				
	Track Condition		Zone 1	Zone 2	Zone 3
12	Track Quality Measured by Index		18.9	21.4	26.2
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.				
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.				
	From June 2014 onwards, Zone 3 figures reflect the inclusion of The Gap to Narrabri Coal Junction into Pricing Zone 3.				