



# ACCC Hunter Valley Network Key Performance Indicators - June Quarter 2012

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
<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)		42.2	50.5	47.5
	Newcastle Ports to Hunter Valley Mines (DOWN)		59.5	53.3	50.6
			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
	<b>System Performance</b>	Avg Speed	Avg Speed	Avg Speed	Avg Speed
6	Transit Time - Scheduled (kph) Overall		38.9	34.3	32.9
	Transit Time - Actual (kph) Overall		27.0	28.3	27.8
	Transit Time - Scheduled (kph) to Newcastle Ports		33.8	31.6	30.7
	Transit Time - Actual (kph) to Newcastle Ports		21.7	23.7	23.7
	Transit Time - Scheduled (kph) to Hunter Valley Mine		46.0	37.4	35.4
	Transit Time - Actual (kph) to Hunter Valley Mine		35.8	34.9	33.5
		Paths Cancelled	Paths Cancelled	Paths Cancelled	Paths Cancelled
7	Infrastructure Maintenance Requirement		1288	404	955
8	Coal Chain Losses - ARTC Cause	104	24.0	4.0	1.0
9	Coal Chain Losses - Non ARTC Cause	577	463.0	26.0	27.0
	<b>Workable Alignment</b>	Million Tonnes			
10	Coal Throughput - Actual	33.2			
	Coal Throughput - Planned	37.6			
	<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		21.0	26.2	28.5

**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.