



ACCc Hunter Valley Network Key Performance Indicators - Dec Quarter 2011

In accordance with Schedule D of the Hunter Valley Coal Network Access Undertaking

Network Key Performance Indicator	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	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)		46.0	54.7	42.9
	Newcastle Ports to Hunter Valley Mines (DOWN)		65.3	58.8	48.7
			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		39.2	34.5	33.6
	Transit Time - Actual (kph) Overall		27.7	30.1	28.3
	Transit Time - Scheduled (kph) to Newcastle Ports		33.1	31.8	30.2
	Transit Time - Actual (kph) to Newcastle Ports		21.8	25.6	23.0
	Transit Time - Scheduled (kph) to Hunter Valley Mine		48.1	37.7	37.7
	Transit Time - Actual (kph) to Hunter Valley Mine		38.1	36.4	36.1
			Paths Cancelled	Paths Cancelled	Paths Cancelled
7	Infrastructure Maintenance Requirement		280	84	106
8	Coal Chain Losses - ARTC Cause	29	24.0	4.0	1.0
9	Coal Chain Losses - Non ARTC Cause	586	463.0	96.0	27.0
	Workable Alignment		Million Tonnes		
10	Coal Throughput - Actual	30.2			
	Coal Throughput - Planned	33.9			
	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		20.3	26.0	27.6

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.